

## **I603. Hobsonville Corridor Precinct**

### **I603.1. Precinct Description**

The Hobsonville Corridor Precinct is located between Hobsonville Road and the Upper Harbour Highway (State Highway 18), and extends from Brigham Creek Road eastwards to Memorial Park Lane at the Hobsonville Domain.

The purpose of the precinct is to provide a comprehensive and integrated approach to development to enable integrated land use and transport outcomes to occur in the proximity of the Brigham Creek interchange. High standards of urban design and landscape development are required throughout the precinct to provide active, pedestrian-orientated frontages along Hobsonville Road and to maintain amenity for Hobsonville primary school and residents on the south side of Hobsonville Road.

There are two sub-precincts in the precinct:

- Sub-precinct A - divided into Area 1 and Area 2; and
- Sub precinct B.

The I603.10.1 Hobsonville Corridor: Precinct plan 1 shows sub-precinct boundaries, indicative roads, strategic access points, frontage controls and indicative space. The I603.10.2 Hobsonville Corridor: Precinct plan 2 – transport plan sets out key transport infrastructure.

Stormwater management within the precinct is guided by an integrated catchment management plan and is the subject of a granted stormwater network discharge consent which contains both an overall management approach and specific requirements for both on-site stormwater management and large scale communal stormwater management ponds and wetlands.

The zoning of the land within the Hobsonville Corridor Precinct is Business - Mixed Use Zone and Business - Local Centre Zone.

### **I603.2. Objectives**

- (1) The Hobsonville Corridor Precinct is developed in a comprehensive and integrated way for retail and mixed use to service projected population growth at Hobsonville and the Hobsonville Peninsula.
- (2) Development is of a form, scale and design quality that reinforces the local centre as a focal point for the community.
- (3) Transport and land use patterns are integrated, particularly around the Brigham Creek interchange to achieve a sustainable, liveable community.
- (4) Subdivision and development is compatible with existing landscape features and sensitive to the ecological qualities of the upper Waitemata Harbour.
- (5) High density employment and residential activities are adjacent to transport, and land is used efficiently.

- (6) High-quality urban design outcomes are achieved in the local centre, and pedestrian linkages through the sub-precincts are promoted.
- (7) Employment opportunities are enabled.
- (8) Mixed use development is comprehensively planned and a range of commercial, retail and residential activities enabled.
- (9) Sub-precinct B is the compact, pedestrian orientated retail core of the precinct with a mix of large and small scale retail activities (including two supermarkets) to service the local convenience needs of the existing and future residential and employment population in Hobsonville.
- (10) Hobsonville Road is the focal point of pedestrian activity, with active frontages and high quality urban design.
- (11) Adverse effects of stormwater are avoided or mitigated.

The zone, Auckland-wide and overlay objectives apply in this precinct in addition to those specified above.

### **I603.3. Policies**

#### **I603.3.1. Development**

- (1) Promote comprehensive and integrated development of the precinct in accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1 and I603.10.2 Hobsonville Corridor: Precinct plan 2 – Transport plan.
- (2) Require subdivision to demonstrate the inter-relationship and future integration with other land both within the sub-precincts and precinct.
- (3) Enable high intensity development, particularly adjoining Hobsonville Road, to provide for high densities of employment, and residential activity adjacent to the transport network.
- (4) Provide for compact mixed use environments by:
  - (a) managing development to provide a range of commercial, retail and residential activities; and
  - (b) enabling residential and office activities above street level in the Business - Local Centre Zone.
- (5) Enable medium to high density housing in Area 1 of Sub-precinct A.
- (6) Manage the location, scale and type of retail activities within Sub-precinct A to ensure that the retail development in that sub-precinct does not detract from the viability of a compact, pedestrian orientated centre in Sub-precinct B.
- (7) Enable a mix of retail activities in Sub-precinct B including:
  - (a) two supermarkets; and
  - (b) small scale retail and commercial services.

**I603.3.2. Built form**

- (1) Manage potential reverse sensitivity effects between mixed use development and residential activities by controlling the design of mixed use developments.
- (2) Manage development so that its scale and design contributes to the creation of high-quality amenity through pedestrian connections and public open space.
- (3) Encourage higher employment densities along public transport corridors by requiring development fronting Hobsonville Road to be at least two storeys.
- (4) Recognise the importance of Hobsonville Road as the primary street for public interaction in the local centre by requiring buildings in Sub-precinct B with frontages to Hobsonville Road to:
  - (a) avoid blank walls;
  - (b) provide easily accessible pedestrian entrances;
  - (c) provide minimum floor heights to maximise building adaptability to a range of uses;
  - (d) maximise glazing;
  - (e) erect frontages of sufficient height to frame the street;
  - (f) provide weather protection for pedestrians;
  - (g) locate vehicle crossings in accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1;
  - (h) be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking; and
  - (i) provide for pedestrian linkages in accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1 and I603.10.2 Hobsonville Corridor: Precinct plan 2 – Transport plan.
- (5) Provide for the establishment of two supermarkets in Sub-precinct B by:
  - (a) recognising the positive contribution supermarkets make to centre viability and function, and
  - (b) requiring designs that positively contribute to the streetscape and character of their surroundings.

**I603.3.3. Pedestrian access and street quality**

- (1) Require the provision of safe pedestrian linkages across Hobsonville Road in accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1 and I603.10.2 Hobsonville Corridor: Precinct plan 2 – Transport plan.

- (2) Promote the development of road patterns to support a range of non-residential activities and to create a walkable catchment through and between sub-precincts.

#### **I603.3.4. Infrastructure**

- (3) Ensure urban growth is sequenced to align with the delivery of infrastructure.
- (4) Manage development so that it does not adversely affect the safe and efficient operation of the transport network.
- (5) Require the provision of road connections through sites as generally indicated on I603.10.1 Hobsonville Corridor: Precinct plan 1.
- (6) Require the provision of slip lanes in accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1 to limit the number of access points on to Hobsonville Road east of the intersection with Brigham Creek Road.
- (7) Provide for pedestrian linkages, cycle ways, bus routes, and road networks including identified 'strategic access points' shown on I603.10.1 Hobsonville Corridor: Precinct plan 1 and I603.10.2 Hobsonville Corridor: Precinct plan 2 – Transport plan that:
  - (a) integrate with land use activities within the precinct and allow for safe and efficient movements within and around the precinct; and
  - (b) are designed to promote the maximum use and safety of transport modes other than private motor vehicles.
- (8) Provide for stormwater mitigation and passive recreational opportunities by requiring developments to provide:
  - (a) reserves for drainage and stormwater purposes; and
  - (b) ecological linkages, including through enhancement of the riparian margins and urban open space in accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1.
- (9) Ensure development is consistent with the Waiarohia Stream catchment network discharge consent and integrated catchment management plan including the adoption of water sensitive design to limit, control and treat stormwater at or near its source.

The zone, Auckland-wide and overlay policies apply in this precinct in addition to those specified above.

#### **I603.4. Activity table**

The provisions in the zone, Auckland-wide provisions and any relevant overlays apply in this precinct unless otherwise specified below.

Table I603.4.1 Activity table – Sub-precinct A and Table I603.4.2 Activity table – Sub-precinct B specify the activity status of activities in the Hobsonville Corridor Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991. A blank table

cell with no activity status specified means that the zone, Auckland-wide and overlay provisions apply.

**Table I603.4.1 Activity Table – Sub-precinct A**

Activity		Activity status Area 1	Activity status Area 2
<b>Use</b>			
(A1)	Offices	NC	RD
(A2)	Service stations	NC	RD
(A3)	Trade suppliers	NC	RD
(A4)	Food and beverage and dairies up to 200m <sup>2</sup> gross floor area per site	P	RD
(A5)	Food and beverage and dairies more than 200m <sup>2</sup> gross floor area per site	NC	NC
(A6)	New roads and pedestrian linkages	RD	RD
(A7)	New vehicle accessways and slip lanes	RD	RD
<b>Subdivision</b>			
(A8)	Subdivision		

**Table I603.4.2 Activity Table – Sub-precinct B**

Activity		Activity status
<b>Use</b>		
(A9)	Dwellings located more than 400m from the intersection of Hobsonville and Clark/Wisely Roads	D
(A10)	Dwellings located within 400m from the intersection of Hobsonville and Clark/Wisely Roads	P
(A11)	Two supermarkets up to 4000m <sup>2</sup> gross floor area each	RD
(A12)	More than two supermarkets	NC
(A13)	Any supermarket of more than 4000m <sup>2</sup> gross floor area	NC
(A14)	Roads and pedestrian linkages	RD
(A15)	Vehicle accessways and slip lanes	RD
<b>Subdivision</b>		
(A16)	Subdivision	

### I603.5. Notification

- (1) Any application for resource consent for an activity listed in Table I603.4.1 Activity table – Sub-precinct A and Table I603.4.2 Activity table – Sub-precinct B above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

### **I603.6. Standards**

The zone, Auckland-wide and overlay standards apply in this precinct unless otherwise specified.

All activities listed in Table I603.4.1 Activity table – Sub-precinct A and Table I603.4.2 Activity table – Sub-precinct B, Table H11.4.1 and Table H13.4.1 except for non-complying activities must comply with the following standards.

#### **I603.6.1. Dwellings**

- (1) Dwellings in Sub-precinct A – Area 1 must be located above the ground floor.
- (2) Activities that do not comply with Standard I603.6.1(1) are a non-complying activity.

#### **I603.6.2. Retail**

- (1) Food and beverage and dairies in Sub-precinct A – Area 2 must be located on the ground floor.
- (2) Retail in Sub-precinct B must:
  - (a) not exceed 500m<sup>2</sup> gross floor area; and
  - (b) have a maximum average gross floor not exceeding 300m<sup>2</sup>.
- (3) Activities that do not comply with standards I603.6.2(1) and (2) are a non-complying activity.

#### **I603.6.3. Future Roads**

Purpose: ensure that roads are constructed to serve development in general accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1.

- (1) Any new buildings on a site that contains an indicative future road must make provision for the development of that road in general accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1 and I603.10.2 Hobsonville Corridor: Precinct plan 2 – Transport plan.

#### **I603.6.4. Buildings fronting Hobsonville Road**

Purpose: ensure buildings define the street edge of Hobsonville Road and contribute to:

- providing an attractive streetscape;
- enhancing pedestrian amenity; and
- making buildings accessible.

- (1) In sub-precincts A and B a new building on a site fronting Hobsonville Road must adjoin the site frontage for its entire length.
- (2) Vehicle access areas in accordance with I603.10.1 Hobsonville Corridor: Precinct plan 1 are excluded from the requirements in I603.6.4(1).

#### **I603.6.5. Building frontage height on Hobsonville Road**

Purpose: ensure buildings adequately define the street and provide a sense of enclosure.

- (1) New buildings on sites fronting Hobsonville Road must have a minimum height of 8.5m or two storeys above the finished level of the street for a minimum depth of 10m from the frontage.

#### **I603.6.6. Verandahs**

Purpose: provide pedestrians with weather protection, safety and amenity on the frontages of sites on Hobsonville Road.

- (1) In Sub-precinct B the ground floor of a building fronting Hobsonville Road must provide a verandah along the full extent of the frontage.
- (2) The verandah must:
  - (a) be related to its neighbours to provide continuous pedestrian cover of the footpath, excluding vehicle access;
  - (b) have a minimum height of 3m and a maximum height of 4.5m above the footpath; and
  - (c) be set back at least 600mm from the kerb.

#### **I603.6.7. Subdivision**

- (1) Any subdivision of a site that contains an indicative future road must make provision for the development of that road in general accordance with the position shown on I603.10.1 Hobsonville Corridor: Precinct plan 1.
- (2) The central road connecting Brigham Creek Road to Hobsonville Road, as shown on I603.10.1 Hobsonville Corridor: Precinct plan 1 must be designed as a collector road.

#### **I603.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I603.8. Assessment – restricted discretionary activities**

##### **I603.8.1. Matters of discretion**

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the zone, Auckland-wide, or overlay provisions:

- (1) Use, development and subdivision:
  - (a) location, physical extent and design of stormwater management devices and consistency with the integrated catchment management plan and network discharge consent;
  - (b) location, physical extent and design of vehicle accessways and slip lanes;

- (c) design, location and scale;
  - (d) transport;
  - (e) infrastructure;
  - (f) the overall development layout, being the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location;
  - (g) the location and design of the open space relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location; and
  - (h) the proposed subdivision layout relative to the overall development, including the layout and design of roads, pedestrian linkages, open spaces, land contours, and infrastructure location.
- (2) Buildings or development:
- (a) the matters of discretion in H.13.8.1(4) and H11.8.1(4) for new buildings and additions to buildings not otherwise provided for apply;
  - (b) building interface with the public realm;
  - (c) design, location and scale; and
  - (d) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, and land contours, and infrastructure location.
- (3) Roads and pedestrian linkages:
- (a) the location and design of the roads and pedestrian linkages relative to overall development, including the layout and design of open spaces, earthworks areas and land contours, and infrastructure location, and consistency with I603.10.1Hobsonville Corridor: Precinct plan 1.
- (4) Vehicle accessway and slip lanes:
- (a) the matters of discretion in E27.8.1(12) apply; and
  - (b) the location and design of the vehicle access relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.



### **I603.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the zone, Auckland-wide or overlay provisions:

- (1) building interface with the public realm
  - (a) Buildings should activate the adjoining street or public open space by:
    - (i) being sufficiently close to the street boundary and of a frontage height that contributes to street definition, enclosure and pedestrian amenity;
    - (ii) requiring buildings on sites adjoining Hobsonville Road, to adjoin the site frontage unless there are exceptional circumstances;
    - (iii) having a pedestrian entrance visible from the street and located sufficiently close to reinforce pedestrian movement along the street;
    - (iv) having a floor to floor height that allows for a range of uses;
    - (v) providing a level of glazing that allows a high degree of visibility between the street/public open space and building interior to contribute to pedestrian amenity and passive surveillance;
    - (vi) providing pedestrian cover from the weather and wind of a design consistent with the pedestrian focal point role of Hobsonville Road;
    - (vii) avoiding blank walls at ground level;
    - (viii) providing convenient and direct entry between the street and building for people of all ages and abilities.
  - (b) Vehicle access should be shared between buildings to reduce gaps in the streetscape and service lanes should be provided within urban blocks in accordance with the I603.10.1 Hobsonville Corridor: Precinct plan 1.
  - (c) Buildings within the Sub-precinct B - Area 2 should be located and designed to encourage pedestrian movement and the support of public transport integration along the Hobsonville Road corridor.
  - (d) Buildings, particularly those adjoining Hobsonville Road, should consider the effects of any infringement on the appearance and integrity of the streetscape as a whole.
- (2) Design, location and scale
  - (a) Buildings, development and subdivision should be consistent with:
    - (i) the policies for that particular sub-precinct;
    - (ii) I603.10.1 Hobsonville Corridor: Precinct plan 1; and
    - (iii) I603.10.2 Hobsonville Corridor: Precinct plan 2 – Transport plan.

- (b) All development should be well-connected and via a public road system that allows for public transport, vehicle and pedestrian connections.
- (c) Provision for storm water management and land use must meet the requirements of the integrated catchment management plan – Waiarohia. Development must not cause a non-compliance with the condition of consent for network discharge consent for Auckland Regional Council Permit 25692.
- (d) Development should retain and enhance riparian margins and provide protection through a range of building setbacks and replanting measures.
- (e) Site works should be undertaken in such a way that avoids adverse effects on watercourses, areas of ecological values and neighbouring properties arising from changes in landform.
- (f) Buildings, vehicle accesses, carparking and other development should be of a size, location, scale and design that complement the character of buildings and development of adjoining land and sub-precincts and surrounding zones, having regard to the existing and potential use of that adjoining land.
- (g) Redevelopment of, or additions or alterations to existing buildings should complement existing development having regard to:
  - (i) the architectural elements of the building which contribute to its character, such as cladding and fenestration;
  - (ii) the visual appearance of the development from the road; and
  - (iii) amenity values and neighbourhood character.
- (h) Landscaping should integrate development into the surrounding area and contribute to the site and surrounding area amenity.
- (i) Development should provide a good standard of aural and visual amenity, particularly between residential activities and non-residential activities and between residential activities and roads.
- (j) Car parking and loading spaces should be designed to be either:
  - (i) located to the rear of the building, in a basement or semi-basement below ground level or within the building at ground level, provided that the building must be able to accommodate a non-residential activity between any ground floor parking area and the street which is oriented towards streets rather than parking areas; or
  - (ii) located according to a perimeter block layout for larger sites, where parking is provided behind or within buildings (except for kerbside parking), and with the active street frontages oriented towards streets rather than parking areas, and/or

- (iii) maximise the opportunity for provision of communal parking areas.

*Sub-precinct B*

- (k) Retail activities proposed within sub-precinct B should serve the neighbourhood catchment.
- (l) Development or buildings in sub precinct B where street typologies apply, should contribute to high standards of design, pedestrian amenity, safe and attractive streets and public places including open spaces and stormwater features and encourage pedestrian activity through the use of:
  - (i) modulation, and architectural elements;
  - (ii) active street frontages through glazing, lighting, balconies on upper floors and the avoidance of blank walls on street frontages; and
  - (iii) active street frontages and the avoidance of blank walls in the case of large format buildings, and where this is not achieved, buildings should be sleeved with smaller buildings and activities which provide active street frontages.
- (m) Retaining walls on the street frontage should be avoided to ensure the continuity of active street frontages, the visual appearance of the street frontage and easy pedestrian access.
- (n) Development should incorporate crime prevention through environmental design and universal design principles.
- (o) Plazas and seating areas associated with cafes and restaurants should be designed to enhance the streetscape. These should be open to the street with limited use of walls and changes in height to delineate semi-public spaces, so as to maintain a visual connection between the activity and the street.
- (p) The two supermarkets provided for in sub-precinct B should be designed to contribute to the creation of a cohesive local centre.
- (q) The frontage control (refer I603.10.1 Hobsonville Corridor: Precinct plan 1) should be applied where buildings are of a design or function that does not require an active interface with the street, and where a setback is required to maintain a satisfactory standard of visual amenity for any outlook from residential development directly opposite the site on Hobsonville Road.

(3) Transport

- (a) All of the following assessment criteria are to be addressed in an integrated transport management plan prepared in consultation with Auckland Transport and the New Zealand Transport Agency to satisfy the assessment criteria below.

- (b) The design of roads and the development of adjoining sites should ensure well-connected attractive and safe transport routes, with appropriate provision for vehicle, cycle and pedestrian movements, car parking, infrastructure services, street tree planting and landscape treatment.
- (c) The council may require compliance with frontage controls set out in Figure 1 in Hobsonville Corridor: Precinct plan 1 in respect of sub-precinct B.
- (d) A highly inter-connected public road system should be provided so as to reduce trip distances and to improve local accessibility to community facilities, reserves, public transport facilities and sub-precincts A and B.
- (e) Any development having access to Hobsonville Road or Brigham Creek Road should be designed to minimise the need for vehicle crossings to Hobsonville Road and achieve safe access, without compromising the ability of those roads and the Brigham Creek interchange to efficiently function as a strategic network. It is expected that the applicant will consult with The New Zealand Transport Agency and Auckland Transport in respect of this criterion.
- (f) Roads and intersection design should create high quality public spaces, and incorporate quality amenity features such as tree planting and footpath paving.
- (g) Stormwater management features such as rain gardens, swales and permeable paving should be incorporated into roading design.
- (h) A pedestrian and cycle network should be provided that safely and directly links schools, reserves, commercial areas and passenger transport routes with living areas.
- (i) The design and construction of on-site roads should be capable of providing access to the wider movement network.
- (j) Traffic generation should not create adverse effects on:
  - (i) the capacity of roads giving access to the site;
  - (ii) the safety of road users including cyclists and pedestrians;
  - (iii) neighbourhood character;
  - (iv) the sustainability of the primary road network and the frequent network (Note: The New Zealand Transport Agency and Auckland Transport interprets sustainability of the primary roading network as preserving the transport function of the state highway network, and regional arterial roads to maintain the optimum level of speed and capacity for both private vehicles and public transport); and

- (k) Good walking and cycle connection should be provided between parks/reserves, town centres and schools.
- (l) The design of roads and slip lanes should utilise land efficiently and encourage walkability by using minimal dimensions for carriageways creating safe entry and exit points on the slip lanes and integrating service lines beneath footpaths or parking bays.
- (m) Development should achieve:
  - (i) an overall level of service of 'E' (or higher) for interchanges and intersections within and immediately adjacent to sub-precinct B;
  - (ii) an overall level of service of 'E' or (higher) or a degree of saturation less than or equal to 0.95 for an individual movement along Hobsonville Road and at Brigham Creek interchange;
  - (iii) safe and efficient stacking capacity within the intersections and interchanges shown on the Hobsonville Corridor urban concept transport plan in I603.10.2 Hobsonville Corridor: Precinct plan 2 – Transport plan; and
  - (iv) the mitigation of any adverse transport effects on the roading network, where practicable.
- (n) Provision should be made for public transport facilities, including a public transport interchange, taxi stops and bus stops.
- (o) Development should be designed to integrate land uses with transport systems, using an integrated transport assessment methodology for major trip generating activities. The integrated transport assessment should include consideration of public transport within each sub precinct, and between sub-precincts.
- (p) Car parking should be designed according to a perimeter block layout where parking is provided behind buildings, except for kerbside parking, and with the main activity frontage for buildings oriented towards public streets rather than parking area.
- (q) Parking areas should be secure, well lit and conveniently accessible for residents in sub-precinct B.
- (r) Parking areas should be located behind buildings, screened with landscaping (not visible from street) or be located in semi or full basements.
- (s) Development should provide for on-site loading facilities for service vehicles, delivery vehicles, including furniture removal and delivery, and rubbish collection vehicles.

- (t) Worker or student parking for non-residential activities should be provided for within a five minute walking distance of land uses, rather than necessarily adjoining each non-residential activity.
  - (u) Development should promote a safe environment for pedestrians and cyclists, including adequate lighting and appropriate location and design of entrances, windows and driveways.
  - (v) Driveways, parking areas and roads should provide for safe and efficient provision for motor vehicles.
  - (w) A travel plan should be developed for the proposed activity that sets out how the development will reduce the number of car journeys generated by the activity and how those on site will be provided with greater transport choices.
  - (x) Vehicle accessway and sliplanes - the assessment criteria in E27.8.2(10) apply.
  - (y) Roads and pedestrian linkages – refer to the objectives and policies for this precinct.
- (4) Subdivision
- (a) The location of infrastructure servicing the area, and open space, should result in an integrated network that is adequate to meet the needs of the overall development area.
  - (b) The relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (5) Buildings
- (a) The proposed building, alteration or addition relative to the location of infrastructure servicing the area and open space should result in an integrated network that is adequate to meet the needs of the overall development area.
  - (b) The relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (6) Public open space
- (a) The location of the open space relative to the location of infrastructure servicing the area and existing open space should result in an integrated network that is adequate to meet the needs of the overall development area.
  - (b) The relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

**I603.8.2.1. Assessment criteria - Supermarkets in sub-precinct B**

In addition to the assessment criteria for new buildings stated above, the following criteria apply to supermarkets in sub-precinct B. Where the assessment criteria for new buildings above is inconsistent with any criteria listed below, the criteria below take precedence.

- (1) Building design and interface with the public realm.
  - (a) The preferred option for development is building up to the street boundary with no car parking to the street.
  - (b) Buildings should address public open space, principal parking areas and in particular the street, by bringing visual activity, pedestrian amenity and activity to these edges. One or more of the following techniques should be used in order of importance, having regard to the context of the site.
    - (i) sleeving street facing building elevations with smaller scale, active uses, such as retail, provided the use is enabled in the zone;
    - (ii) providing a significant amount of ground floor glazing, particularly to street facing facades; and/or
    - (iii) Designing the building to a human scale through facade modulation that visually breaks up longer frontages. This may include use of horizontal and vertical articulation to create a series of smaller elements, structural bays or other similar techniques.
  - (a) Frontages should be integrated with the prevailing rhythm and scale of existing or intended future frontages along streets. The stepping of building mass should be used on street frontages where adjoining buildings are of a smaller scale.
  - (b) Where alterations and additions are proposed to buildings that are set back from the road with parking in front, the continuation of this form of site layout is acceptable.
- (2) Parking, access and servicing
  - (a) Loading bays and site storage should be located away from and/or appropriately screened from public open spaces, pedestrian paths, streets and adjoining residential zones.
  - (b) Where loading bays/service areas front a street, with the exception of service lanes, a high standard of design is expected in relation to that facade to contribute to streetscape and pedestrian amenity.
  - (c) Where loading bays/service areas are located internal to the site a lesser standard of design may be appropriate for that facade.

- (d) High-quality pedestrian connections should be provided between the main building entrances and the street.
- (e) Pedestrian connections through a site should be provided where the site has two or more frontages.
- (f) The development should be designed to provide a high level of pedestrian safety, including movement through the parking area from street frontage to building entrance.
- (g) Parking areas, including parking buildings or at grade parking areas, should be located away from the street frontage, particularly along the street frontage with Hobsonville Road. However, where parking areas are located at or near the street frontage, then that parking building or area should:
  - (i) be designed to contribute to streetscape and pedestrian amenity;
  - (ii) have landscaping, including tree planting, of a scale and amount that visually breaks up the car parking area and as a guide, one tree should be planted every sixth car parking bay; and
  - (iii) be of a depth that minimises building setback from the street.
- (h) Where practicable, delivery vehicles should enter the site by way of a rear lane or access way that leads directly to loading and storage areas.
- (i) Where a site adjoins or contains on its rear or side boundary a service lane or access way (whether private or public ownership) that serves as a significant pedestrian route, that service lane or access way should be considered as a street for the purpose of assessment criteria and in regard to the appropriate level of pedestrian amenity.

### **I603.9. Special information requirements**

The special information requirements in the underlying zone and Auckland-wide provisions apply in this precinct, unless otherwise specified.

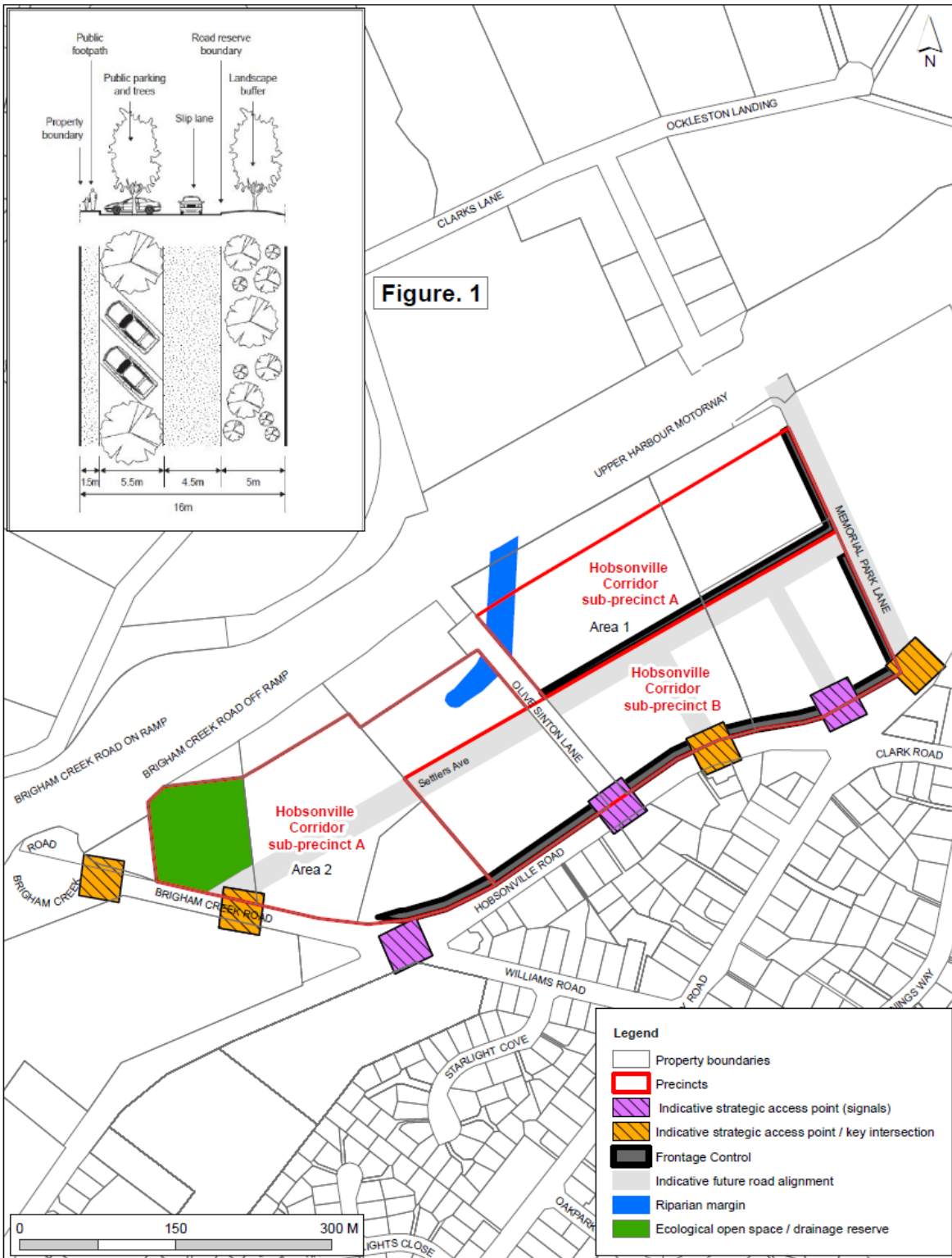
- (1) An application for subdivision consent, must be accompanied by the following information:
  - (a) The exact location and design of roads, including the design of all strategic road linkages as identified in Hobsonville Corridor: Precinct plan 1 and Hobsonville Corridor: Precinct plan 2 – Transport plan.
  - (b) An indicative layout of proposed sites.
  - (c) Where changes to site contours are intended, the relationship of those site contours to existing and proposed streets, lanes, any adjacent coastal environment, and, where information is available, public open space.



- (d) Identification of the main pedestrian routes that provide circulation around each sub-precinct area and between sub-precincts, to parks and community services, showing how they are integrated with public transport nodes and bus stops.
- (e) Areas to be developed for stormwater treatment and detention purposes consistent with the relevant network discharge consent.
- (f) The location of stormwater, wastewater and water supply infrastructure.
- (g) The location of building platforms.
- (h) How each sub-precinct is to be staged and the means of managing any vacant land through the staging process.
- (i) How the development integrates with other sites within the sub-precinct and neighbouring sub-precincts including details of any development proposals on adjoining sites.
- (j) An integrated transport assessment.
- (k) How the development provides or facilitates adequate transport connections across the precinct and/or sub-precinct, including connections to the surrounding road network.

**I603.10. Precinct plans**

**I603.10.1. Hobsonville Corridor: Precinct plan 1**



**I603.10.2. Hobsonville Corridor: Precinct plan 2 – transport plan**

