

## **I605. Hobsonville Point Precinct**

### **I605.1. Precinct Description**

The Hobsonville Point Precinct is located approximately 11 kilometres north-west of central Auckland. The precinct is being redeveloped as a sustainable community with a compatible mix of residential and employment activities. Development of this precinct will be guided by the following precinct plans:

- Precinct plan 1 - Hobsonville Point precinct plan;
- Precinct plan 2 - Hobsonville Point features plan;
- Catalina Sub-precinct (Sub-precinct E) plans (precinct plans 3 - 5); and
- Landing Sub-precinct plans (Sub-precinct F) (precinct plans 6-7).

The purpose of the precinct is to provide for a comprehensive and integrated redevelopment of the former airbase, making efficient use of land and infrastructure and increasing the supply of housing in the Hobsonville area. The precinct will provide an integrated residential and marine area, comprising a primary and secondary school, integrated public transport, a range of open spaces and community facilities, and a variety of housing options. The precinct is located near to the local centre being developed within the adjacent Hobsonville Corridor Precinct.

There are six sub-precincts in the precinct being the:

- Hobsonville Point Village Sub-precinct (Sub-precinct A);
- Buckley Sub-precinct (Sub-precinct B);
- Sunderland Sub-precinct (Sub-precinct C);
- Airfields Sub-precinct (Sub-precinct D);
- Catalina Sub-precinct (Sub-precinct E); and
- Landing Sub-precinct (Sub-precinct F).

The Hobsonville Point Village Sub-precinct (Sub-precinct A) has some provision for small-scale retail fronting Hobsonville Point Road. The Buckley, Sunderland and Catalina sub-precincts predominately provide for urban residential living, with areas set aside for retail and community facilities to serve the local community. The Landing Sub-precinct (Sub-precinct F) provides for mixed uses, and is intended to be a vibrant urban node building on its existing heritage and landscape features and taking advantage of its waterside position and ferry service. The Airfields Sub-precinct (Sub-precinct D) is a comprehensive mixed use development for limited retail, business and residential activities.

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 larger scale communal stormwater management ponds and wetlands.

The zoning of the land within the Hobsonville Point Precinct is Residential - Mixed Housing Urban, Residential - Terrace Housing and Apartment Buildings, Business - Mixed Use, Open Space – Informal Recreation, Open Space - Conservation, and Special Purpose – Maori Purpose zones.

### **I605.2. Objectives**

- (1) Hobsonville Point Precinct is developed in a comprehensive and integrated way to provide for a compatible mix of residential living, commercial and employment in order to increase housing supply.
- (2) Development is of a form, scale and design that provides for high-quality on-site amenity for residents and responds to the neighbourhood's planned residential character.
- (3) Different types of housing and levels of intensification are enabled, including medium and high density housing, to provide a choice of living environments while providing for high-quality on-site amenity for residents and maintaining the reasonable amenity of adjoining residential sites.
- (4) Commercial and retail activities are enabled at a scale and intensity which ensures that the adverse effects on the function and viability of the local centre within the Hobsonville Corridor Precinct are avoided.
- (5) Subdivision and development is sensitive to the precinct's historic cultural heritage, natural ecological and open space and coastal values, and those values are a significant feature of the precinct's development.
- (6) Development is integrated with transport networks and supports pedestrian, cycle and public transport use.
- (7) Adverse effects of stormwater runoff are avoided or mitigated.
- (8) Provide for public transport infrastructure and maintain access to this infrastructure within the Landing Sub-precinct (Sub-precinct F) to support the transport needs of the wider Hobsonville Point Precinct.

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

### **I605.3. Policies**

#### *Development*

- (1) Promote comprehensive and integrated development of the precinct in accordance with Precinct plan 1 - Hobsonville Point precinct plan.
- (2) Encourage the establishment of land use activities or development within a sub-precinct to ensure that the precinct is developed in a co-ordinated, integrated and comprehensive manner.

- (3) Enable a community that models sustainability, particularly the principles of passive solar design, energy efficiency, sustainable water management, and compact walkable neighbourhoods.
- (4) Encourage higher density and mixed use development, and an integrated urban form, with public transport networks, pedestrian facilities and cycleways movement networks, to provide an alternative to, and reduce dependency on, private motor vehicles as a means of transportation.
- (5) Enable medium and high density housing to make efficient use of the land resource while maintaining the reasonable amenity of adjoining residential sites and providing high-quality on-site amenity.
- (6) Enable retail and commercial activities to service the community while ensuring:
  - (a) the intensity of the use will not detract from the residential amenity of the precinct; and
  - (b) the scale and intensity of the activities will not have an adverse effect on the function and viability of the local centre within I603 Hobsonville Corridor Precinct.

*Built form*

- (7) Promote principles of urban sustainability and excellence of urban form.
- (8) Require residential development to be of a scale and form that maintains adequate sunlight access to adjoining residential sites and avoids bulk and dominance effects.
- (9) Require residential development to achieve a high quality of on-site amenity by:
  - (a) providing functional and accessible outdoor living spaces;
  - (b) controlling fence heights to provide a reasonable level of on-site privacy while enabling passive surveillance of the street and open space;
  - (c) requiring minimum side yards to allow for access to the rear of sites;
  - (d) controlling building coverage, impervious areas and minimum landscaped areas;
  - (e) applying design assessment criteria within sub-precincts to manage privacy effects;
  - (f) specifying minimum setbacks from boundaries for primary and secondary outlooks to minimise overlooking, maximise daylight access and mitigate noise effects;
  - (g) applying energy efficiency standards, water use efficiency standards and standards for use of rainwater for non-potable water; and

- (h) require new buildings and other development in the Landing Sub-precinct (Sub-precinct F) to be located and designed to maintain key identified views between public spaces and the existing hangar buildings and the escarpment.

*Historic heritage and public open spaces*

- (10) Apply controls which protect and enhance the precinct's historic heritage values, and amenity and character features.
- (11) Encourage recognition and protection of historic and Mana Whenua cultural heritage values in the detailed design for the sub-precincts.
- (12) Encourage the establishment of public open space within the Catalina Sub-precinct (Sub-precinct E) to recognise and protect the collective historic and cultural heritage, natural ecological and open space values of Bomb Point and the adjoining coastal marine areas, and to provide for public access to the coast and protected historic heritage features.
- (13) Require the protection and preservation of no less than two of the former ammunition stores at Bomb Point within the Catalina Sub-precinct (Sub-precinct E).
- (14) Require the retention and adaptive re-use of the hanger building as part of the development of the Airfields Sub-precinct (Sub-precinct D).
- (15) Provide for any identified historic heritage buildings and their surrounds, and heritage landscapes to be managed in accordance with a heritage management plan.
- (16) Require any new buildings to be sensitive to the location and scale of the existing heritage buildings and their surrounds.
- (17) Protect the natural values of, and public access to, the coast.
- (18) Require integrated, accessible and usable public open spaces to be provided within walkable distances for all residents.
- (19) Require the retention and adaptive re-use of existing buildings with historic value as part of the development of the Landing Sub-precinct (Sub-precinct F).
- (20) Encourage the creation of a vibrant promenade in the Landing Sub-precinct (Sub-precinct F) while safeguarding public access along the waterfront.

*Infrastructure*

- (21) Require the construction of new roads as generally indicated on Precinct plan 1 - Hobsonville Point precinct plan to achieve a highly interconnected pedestrian and roads system that provides for all modes of transport.

- (22) Require pedestrian and cycle links as generally indicated on Precinct plan 2 - Hobsonville Point features plan to allow for safe and efficient movements within the precinct.
- (23) Minimise the effects of off-site disposal of stormwater and wastewater through the use of sustainable infrastructure design.
- (24) Ensure development is consistent with the granted network discharge consent (or variation thereto) and integrated management plan.
- (25) Ensure that space and public access is available with The Landing Sub-precinct (Sub-precinct F) to integrate complementary and public transport facilities for:
  - (26) the movement of ferry passengers and supporting facilities;
  - (27) the efficient access, circulation and manoeuvring of buses servicing the Hobsonville ferry terminal; and
  - (28) the provision of cycle parking within close proximity to the Hobsonville ferry terminal at all times.

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

#### **I605.4. Activity table**

The provisions in the zone and Auckland-wide provisions apply in this precinct unless otherwise specified below where an activity status is specified in a table cell. A blank table cell with no activity status specified means that the underlying zone provisions apply.

Table I605.4.1 specifies the activity status of activities in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D), and Catalina Sub-precinct (Sub-precinct E), pursuant to sections 9(3) and section 11 of the Resource Management Act 1991. These sub-precincts are in the residential zones.

Table I605.4.2 specifies the activity status of activities in The Landing Sub-precinct (Sub-precinct F), pursuant to sections 9(3) and 11 of the Resource Management Act 1991. This precinct is in the Business – Mixed Use Zone.

**Table I605.4.1 Activity Table – Sub-precincts A-E (Residential Zones)**

Activity		Activity status				
		Hobsonville Point Village Sub-precinct (Sub-precinct A)	Buckley Sub-precinct (Sub-precinct B)	Sunderland Sub-precinct (Sub-precinct C)	Airfields Sub-precinct (Sub-precinct D)	Catalina Sub-precinct (Sub-precinct E)
<b>Use</b>						
Commerce						
(A1)	Filming	P	P	P	P	P
(A2)	Retail	RD	RD	RD	RD	RD
(A3)	Retail that does not comply with Standard I605.6.2			D	D	
(A4)	Restaurants and cafes up to 500m <sup>2</sup> gross floor area per site			RD	RD	
(A5)	Restaurants and cafes exceeding 500m <sup>2</sup> gross floor area per site			D	D	
(A6)	Restaurants and cafes up to 200m <sup>2</sup> gross floor area per site	RD	RD			RD
(A7)	Service stations on arterial roads	D	NC	NC	NC	NC
(A8)	Offices			RD	RD	
(A9)	Commercial services			RD	RD	
(A10)	Education facilities			RD	RD	
(A11)	Healthcare facilities			RD	RD	
(A12)	Office or warehousing activities in the Airfields Sub-precinct (Sub-precinct D)	NA	NA	NA	D	NA
(A13)	Any retail, office, commercial service, entertainment recreational or				P	

I605 Hobsonville Point Precinct

	community use within the WASP Hangar					
(A14)	Parking and "Park and Ride" facilities				P	
(A15)	Ongoing operation of existing marine industry activities that were in operation at 30 September 2013				P	
(A16)	Five or more dwellings per site within the Residential - Mixed Housing Urban Zone	P	P	P	P	P
<b>Development</b>						
(A17)	Internal alterations to buildings	P	P	P	P	P
(A18)	Buildings and alterations and additions to buildings	RD	RD	RD	RD	RD
(A19)	Complete demolition or demolition of any part of the former ammunition stores in the Catalina Sub-precinct (Sub-precinct E)	N/A	N/A	N/A	N/A	D
(A20)	Infrastructure					
<b>Subdivision</b>						
(A21)	Subdivision					

**Table I605.4.2 Activity Table – Sub-precinct F (Mixed Use Zone)**

Activity		Activity status
<b>Use</b>		
Commerce		
(A22)	Marine Retail	P
(A23)	Offices greater than 500m <sup>2</sup> gross floor area per site	P
(A24)	Walkways, cycling facilities, bus access and circulation, bus stops and shelters	P
<b>Development</b>		
(A25)	Complete demolition or demolition of any part of the frontage of existing buildings of historic value	NC
(A26)	Buildings and alterations and additions to buildings	RD
(A26)	Internal alterations to buildings	P

Subdivision	
(A27)	Subdivision

#### Note 1

Attached housing is a self-contained dwelling that adjoins another dwelling, sharing walls and/or intermediate floors. Unlike the apartment typology however, all ground floor dwellings must have direct street access.

#### Note 2

Detached housing is a free standing dwelling that does not share walls with another dwelling. The ground floor plan shape may or may not have one edge on a side boundary known as a zero lot condition. The zero lot setback typically occurs in the southern or eastern quarters giving a more efficient use of private open space to the opposing side and capitalising on good solar orientation to the north and west. Parking and servicing is from the street or a rear lane and can be integrated with the house or be detached.

#### Note 3

In this precinct 'approved comprehensive development plan' means the comprehensive development plan consents granted for the Buckley and Sunderland sub-precincts and referenced as LUC-2008-389 and LUC-2012-1078, and the comprehensive development plan granted for the Airfields Sub-precinct (Sub-precinct D) and referenced as LUC 2013-1261.

#### Note 4

The existing buildings of historic value referred in the Landing Sub-precinct (Sub-precinct F), and identified on Precinct plan 6 - Landing Sub-precinct F connections, movement and public spaces plan Precinct plan 7 - Landing Sub-precinct F buildings and views plan are:

- (a) Building A = Fabric Bay;
- (b) Building B = Seaplane Hangars;
- (c) Building C = Workshops;
- (d) Building D = Painting Bay;
- (e) Building E = GRP Building; and
- (f) Building F = Sunderland Hangar.



Note 5

‘Frontage’ has the same meaning as in Rule I605.6.7.2 For the avoidance of doubt, ‘demolition’ does not include the removal and replacement of cladding, roofing, doors, windows, gutters and spouting and the like.

**I605.5. Notification**

- (1) Any application for resource consent for a restricted discretionary activity for new buildings, alterations and additions, subdivision and development on sites listed in activity tables I605.4.1 and I605.4.2, will be considered without public notification. However, limited notification may be undertaken, including notice being given to any owner of land within the sub-precinct who has not provided written approval to the application.
- (2) Any application for resource consent for an activity listed in activity tables I605.4.1 and I605.4.2 and which is not listed in I605.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) 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).

**I605.6. Standards**

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

All activities listed in Table I605.4.1, Table I605.4.2, Table H5.4.1 in H5 Residential - Mixed Housing Urban Zone , and Table H.6.4.1 in H6 Residential - Terrace Housing and Apartment Buildings Zone, as permitted or restricted discretionary activities must comply with the following standards. All subdivision that is a controlled, restricted discretionary or discretionary activity must comply with the standards I605.6.3, I605.6.5.8, I605.6.8, I605.6.9.1, I605.6.9.2, I605.6.10 and I605.6.10.1.

**I605.6.1. Minimum and maximum density**

- (1) The number of dwellings within a sub-precinct must be no less than the minimum density and no more than the maximum density specified in Table I605.6.1.1.
- (2) Any activity that does not comply with I605.6.1(1) is a discretionary activity.

**Table I605.6.1.1 Density**

Sub-precinct	Minimum number of dwellings	Maximum number of dwellings
Hobsonville Point Village Sub-precinct (Sub-precinct A)	274	NA
Buckley Sub-precinct (Sub-precinct B)	1080	1200

Sunderland Sub-precinct (Sub-precinct C)	592	1175
Residential - Mixed Housing Urban zone within the Airfields Sub-precinct (Sub-precinct D)	40 dwellings per hectare net*	150 dwellings per hectare net*
Catalina Sub-precinct (Sub-precinct E)	40 dwellings per hectare net*	150 dwellings per hectare net*

\*excluding land used for public roads, public open space or any other land used for a non-residential activity.

#### **I605.6.2. Retail**

Within Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D) and Catalina Sub-precinct (Sub-precinct E):

- (a) the total gross floor area of retail within a sub-precinct must not exceed 3000m<sup>2</sup>;
- (b) retail units must not exceed 500m<sup>2</sup> gross floor area per unit, or maximum average gross floor area of 200m<sup>2</sup>; and
- (c) a maximum of two adjoining retail units may locate in the same area.

#### **I605.6.3. Stormwater management**

- (1) Subdivision and development shall be managed in accordance with the integrated catchment management plan and granted network consent (or approved variation).

#### **I605.6.4. Residential – Mixed Housing Urban Zone**

- (1) The standards in the Residential - Mixed Housing Urban Zone apply in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D) and Catalina Sub-precinct (Sub-precinct E) except as specified below.

##### **I605.6.4.1. Height in relation to boundary**

- (1) The height in relation to boundary standards H5.6.5 and H5.6.6 in H5 Residential – Mixed Housing Urban Zone do not apply in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D) and Catalina Sub-precinct (Sub-precinct E).

##### **I605.6.4.2. Yards**

Purpose:

- Front yard: to provide a transition from the street to the front facade of the dwelling and ensure dwellings address the street where practicable.

- Side yard: a minimum on one side boundary to provide practical access to the rear of the site.
- Provides for garages or carports facing the street to be setback to ensure that parked cars do not overhang the footpath.

(1) The standards for yards in H5 Residential - Mixed Housing Urban Zone under Standard H5.6.8 apply except as specified in Table I605.6.4.2.1:

**Table I605.6.4.2.1 Yards**

Yard	Minimum depth	Maximum depth
Front (except for garages and carports)	1m	6m
Side yard (detached dwellings and end of row attached dwellings only)	1.2m on one side yard only	None applies.

(2) A garage or carport facing the street must be set back at least 0.5m from the dwelling frontage.

(3) The front of the garage or carport must not be between 1.5m and 5.5m from the front boundary of the site.

#### **I605.6.4.3. Common walls**

Purpose: enable attached dwellings in Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D) and Catalina Sub-precinct (Sub-precinct E).

(1) The side yard in I605.6.4.2 does not apply where a common wall is proposed.

#### **I605.6.4.4. Maximum impervious area, building coverage and landscaping**

Purpose:

- manage the amount of stormwater runoff generated by a development;
- maintain the suburban built character of the zone; and
- provide a good standard of on-site amenity for residents.

(1) The following standards from H5 Residential – Mixed Housing Urban Zone do not apply:

- (a) Rule H5.6.9 Maximum impervious area;
- (b) Rule H5.6.10 Building coverage; and
- (c) Rule H5.6.11 Landscaped area.

(2) The maximum and minimum areas in Table I605.6.4.4.1 apply.

**Table I605.6.4.4.1. Maximum impervious area, building coverage and landscaping**

Sub-precinct/area	Maximum impervious area	Maximum building coverage	Minimum landscaped area
Buckley Sub-precinct (Sub-precinct B)	70% for detached housing*, or 85% for attached housing*	60% for detached housing, or 75% for attached housing	30% for detached housing, or 15% for attached housing
Sunderland Sub-precinct (Sub-precinct C)	80% for detached housing 85% for attached housing	55% for detached housing 65% for attached housing	15%
Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and, Airfields Sub-precinct (Sub-precinct D)	85%	65%	15%
Riparian yard – in all sub-precincts where a riparian yard exists	10%	NA	NA

#### I605.6.4.5. Outdoor Living Space

Purpose: provide dwellings with an outdoor living space that is useable and accessible.

(1) The standards for outdoor living space in the Residential - Mixed Housing Urban apply except as specified in Table I605.6.4.5.1.

**Table I605.6.4.5.1 Outdoor living space**

Sub-precinct	Minimum area	Minimum dimensions
Buckley sub-precinct (Sub-precinct B)	The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply.	The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply.
Sunderland Sub-precinct	18m <sup>2</sup> for a 1 bedroom dwelling at ground level;	4m diameter circle for a 1 or 2 bedroom dwelling.

(Sub-precinct C)	<p>40m<sup>2</sup> for a 2 bedroom dwelling at ground level; 50m<sup>2</sup> for a 3 bedroom dwelling; or 60m<sup>2</sup> for a 4 bedroom dwelling.</p> <p>for small houses: 18m<sup>2</sup> for a 1 bedroom dwelling; or 25m<sup>2</sup> for a 2 bedroom.</p> <p>The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level; and b. entire dwellings above the ground level.</p> <p>Where a dwelling has the principal living room above ground level a balcony or terrace at least 8m<sup>2</sup></p>	<p>The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level.</p> <p>Minimum depth of 2.4m for a above ground balcony or terrace.</p>
<p>The Airfields Sub-precinct (Sub-precinct D), Hobsonville Point Village Sub-precinct (Sub-precinct A) and Catalina Sub-precinct (Sub-precinct E)</p>	<p>18m<sup>2</sup> for a 1 bedroom dwelling; or 25m<sup>2</sup> for a 2 bedroom dwelling.</p> <p>The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. 3 or more bedrooms; b. principal living rooms above ground level; and c. entire dwellings located above ground level.</p>	<p>4m diameter circle for a one or more bedroom dwelling, or</p> <p>The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level; and b. entire dwellings above the ground level.</p>

(2) In the Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C) outdoor living spaces must receive at least 3 hours of sunlight on June 21 for at least 50 per cent of the outdoor living space and at least 5 hours on September 21.

**I605.6.4.6. Fences**

Purpose: provide a reasonable level of privacy for dwellings while enabling passive surveillance over the street and public open space.

(1) Standard H5.6.15 - Side and rear fences and walls, in H5 Residential – Mixed Housing Urban Zone does not apply.

- (2) Fences in a front yard, or adjoining a public open space, must not exceed 0.9m in height.
- (3) Where a dwelling is erected within 1.5m of the frontage a fence must not be erected in the front yard.
- (4) Where there is no front fence, and a side boundary fence is to run between adjoining properties, the boundary fence must be set back at least 1m back from the front corner of the building.
- (5) Fences on a rear boundary must not exceed 1.8m in height and where the rear boundary faces onto a lane the fence must be visually permeable across 50 per cent of the area.
- (6) Fences on a side boundary must not exceed 1.8m in height.
- (7) A combined fence and retaining wall on a front boundary must not exceed 0.9m in height.

#### **I605.6.4.7. Outlook space and building separation**

Purpose:

- ensure a reasonable standard of outlook and privacy between dwellings on adjacent sites;
  - maximise daylight into dwellings and outdoor living spaces; and
  - reduce noise disturbance.
- (1) Standard H5.6.12 Outlook space in H5 Residential – Mixed Housing Urban Zone does not apply in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C).
  - (2) All attached housing and detached housing in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C) must be designed so that each external wall of the building is nominated with a primary outlook, secondary outlook or no outlook.
  - (3) The minimum set-backs from site boundaries are set out in Table I605.6.4.7.1.
  - (4) The outlook area may be over the street, public open space, shared access sites, car parking areas and private lanes.
  - (5) Any building constructed directly adjacent to the primary or secondary outlook of a small house must not exceed a maximum height of two storeys.
  - (6) The underlying zone standards for separation between buildings does not apply in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C). The nominated outlooks and setback distances in Table I605.6.4.7.1 apply as separation distances between dwellings on the same site.

**Table I605.6.4.7.1 Outlook space and building separation**

<b>Minimum set back</b>	<b>Dwellings (other than small houses)</b>	<b>Small houses</b>
Primary outlook*	6m	4m
Secondary outlook	3m	2m
No outlook	0m	0m

\*Refer to Precinct plan 4 - Catalina Sub-precinct E - building separation diagram

Note:

- (1) A small house is a dwelling with a maximum of two storeys, and a maximum 100m<sup>2</sup> gross floor area (including garage), and a maximum of three bedrooms.
- (2) Primary outlook relates to a living space, typically comprising a lounge, living or dining space. At least one of the external walls of the principal living space must be nominated with a primary outlook. The primary outlook must have direct access to the private open space provision. A combined open plan lounge, living and dining area may be treated as a single living space in terms of nominating the primary outlook. Any additional living space must have at least one external wall with a secondary outlook.
- (3) Secondary outlook is an outlook from a private space, comprising a bedroom or any living space not included as a primary outlook. At least one external wall of each bedroom must be designed to include one secondary outlook.
- (4) No outlook relates to a service space, typically comprising a kitchen, bathroom, circulation space, laundry or garage. All external walls of each service space may be designed to include no outlook. Although kitchen spaces are service in nature they may form part of living spaces and therefore gain benefit from the outlook requirements of living spaces. If a kitchen is in a separate room, it must have at least one secondary outlook. Any other external walls not required to be nominated as either a primary or secondary outlook, may be nominated as no outlook wall. An outlook space may be used more than once for external walls of different spaces.

#### **I605.6.4.8. Jointly owned access sites**

- (1) Jointly owned access sites or rights of way must not exceed 5 per cent or one site, whichever is the greater, per development block.
- (2) A jointly owned access site or right of way must not serve more than four dwellings.

- (3) I605.6.4.8(1) and (2) do not apply to rear lanes that provide secondary access to properties with road frontage.

**I605.6.4.9. Energy efficiency and non-potable water supply**

Purpose: ensure new dwellings adopt minimum energy efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to achieve a calculated or modelled Building Performance Index value at 1.2 or lower using an acceptable method for calculating compliance with H1 of the New Zealand Building Code.
- (2) All new dwellings (excluding apartments), have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the Energy Efficiency and Conservation Authority Water Heating Assessment Tool.
- (3) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or as communal rainwater systems; and
- (4) All new dwellings are fitted with water efficient fixtures, to a minimum 3 Star standard (under the Water Efficiency Labelling Scheme (WELS)).
- (5) The minimum sizes for rainwater tanks (or bladders) in Table I605.6.4.9.1 and Table I605.6.4.9.2 apply to detached and attached housing in all sub-precincts.

**(6) Table I605.6.4.9.1 All dwellings except apartments**

<b>Dwelling type</b>	<b>Minimum tank (or bladder)</b>
1 bedroom (includes Studio)	1000L
2 bedroom	2000L
3 bedroom	3000L*
4 bedroom	5000L (roof area up to 110m <sup>2</sup> ), or 3000L (roof area greater than 110m <sup>2</sup> )
5 bedroom	5000L

\* All attached houses to be 3000L max



**(7) Table H1.6.4.9.2 Apartments**

<b>Dwelling type</b>	<b>Minimum tank (or bladder)</b>
1 bedroom (includes Studio)	1000L
2 bedroom	1000L
3 bedroom	1500L*
4 bedroom	2000L
5 bedroom	2500L

**I605.6.4.10. Special height and frontage**

Purpose: ensure a quality interface between buildings and key street edges to contribute to streetscape amenity and maintain passive surveillance and outlook to the street within the Catalina Sub-precinct (Sub-precinct E).

- (1) Within the Catalina Sub-precinct (Sub-precinct E) buildings fronting roads identified as types A to D on Precinct plan 5 - Catalina Sub-precinct E - special height and frontage must comply with the requirements of the special height and frontage matrix in Table I605.6.4.10.1.
- (2) On frontages where Standard I605.6.4.10(1) applies, where there is a conflict between this standard and any other standard, this standard applies.

**Table I605.6.4.10.1 Special height and frontage matrix**

	a	b	c	d
Street or Urban Open Space Frontage Typology	Type A Urban Street – Formal	Type B Urban Street – Informal	Type C Suburban Street	Type D Open space / Walkway
<b>Description:</b>	Buildings fronting Type A Urban Streets provide a more formal urban frontage. Scale and density is urban in character. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety.	Buildings fronting Type B Urban streets provide a less formal urban frontage that is also envisaged for specific open spaces proximate to a scale and density that is urban in character. Safety for all users is ensured by allowing for but reducing the impact of car parking and manoeuvring areas. Modest private open space can be accommodated in the front yard, however setback is limited so as to retain an urban character, albeit less formal.	Buildings fronting Type C Suburban Streets provide a suburban frontage, reinforced with a generous building setback and limited building length. Safety for all users is ensured by allowing for but reducing the impact of car parking and manoeuvring areas. Landscaping helps to reinforce the suburban character of the streets.	Buildings shall front Open Spaces and Walkways in order to provide passive surveillance, ensuring safety for park users. Buildings shall take full advantage of the amenity on offer by actively fronting open spaces and walkways. Building length is controlled to allow buildings further back to participate in the amenity on offer, and to maximise accessibility to open spaces and walkways.
<b>1 No. of floors shall be:</b> [refer also to note i below]	2.5 min [refer to note ii below for definition of 0.5 storey]	2 min	2 min	1 – 3 min – max
<b>2 Threshold conditions shall be:</b> [refer to note iii below for definition]	0.5 – 1.25m min – max	0.5 – 1.25m min - max	0 – 0.9m min – max	
<b>3 Boundary setback: Front shall be:</b>	0 – 2.5m min – max	0 – 3.5m min - max	2 – 5m min – max	2m min
<b>4 Garages and carports front setback shall be:</b>	N/A	Not between 1.5m and 5.5m	Not between 1.5m and 5.5m	Not between 1.5m and 5.5m
<b>5 Continuous frontage required:</b> [refer to note v below for definition]	yes for 80% of development block	no	no	no
<b>6 Solid / void relationship:</b>	65% solid maximum for ground floor 75% solid maximum	65% solid maximum for ground floor 75% solid maximum for	75% solid maximum	75% solid maximum

I605 Hobsonville Point Precinct

	[refer to note iv below for definition]	for upper storeys	upper storeys		
7	<b>Max building length shall be:</b>	N/A	60m max	50m max	75m max
8	<b>Vehicular access on street frontage permitted:</b>	no	yes	yes	yes (where street occurs between lot and open space)
9	<b>Landscape treatment plan required:</b>	yes – if front setback is greater than 0m	yes – if front setback is greater than 0m Maximum permitted paved area in the front yard is limited to driveways (no greater than the width of garage door +0.5m) plus a 1.2m wide pathway for access to the front door. The balance area must be soft landscaping.	yes Maximum permitted paved area in the front yard is limited to driveways (no greater than the width of garage door +0.5m) plus a 1.2m wide pathway for access to the front door. The balance area must be soft landscaping.	yes
10	<b>Small Houses permitted:</b> [refer to Note 1 in I605.6.4.7.1]	no	yes	yes	yes
<p>i The relevant minimum height is deemed to have been met where the building frontage meets the storey height limit and is at least one dwelling unit depth. Small Houses need not comply with the storey height limits outlined above.</p> <p>ii The definition of 'half' (0.5) storey is a roof space that can be occupied or utilised for storage and has at least one window opening to the street elevation.</p> <p>iii The definition of Threshold is the height difference between street level and the ground floor level of the unit.</p> <p>iv Solid / void relationship is described as the percentage of openings – windows / doors within a building façade (excluding garage doors)</p> <p>v. The definition of continuous building frontage is a row of buildings with no more than 2m separating adjoining residential units with no driveways servicing the front.</p>					

**I605.6.4.11. Garages**

Purpose: Minimise the dominance of garages as viewed from the street.

- (1) A garage door facing a street must be no greater than 50 percent of the width of the front facade of the dwelling to which the garage relates.
- (2) Garage doors must not project forward of the front facade of a dwelling.
- (3) For the avoidance of doubt these standards apply in place of any and all parts of the Residential - Mixed Housing Urban Zone standard for garages.

**I605.6.4.12. Minimum dwelling size**

Purpose: Dwellings are of a sufficient size to provide for the day-to-day needs of residents.

- (1) Studio dwellings must have a minimum net internal floor area of 30m<sup>2</sup>.
- (2) One-bedroom dwellings must have a minimum net internal floor area of 40m<sup>2</sup>.

**I605.6.5. Terrace Housing and Apartment Buildings zone**

- (1) The standards in the Residential - Terrace Housing and Apartment Building zone apply in the Buckley, Sunderland and Catalina sub-precincts except as specified below.

**I605.6.5.1. Building height**

Purpose: manage the scale of development to provide for medium-rise terrace housing and apartments.

- (1) Standard H.6.6.5(1) in H6 Residential – Terrace Housing and Apartment Buildings Zone does not apply in the Catalina Sub-precinct (Sub-precinct E)
- (2) Buildings in the Catalina Sub-precinct (Sub-precinct E) must not exceed 20.5m in height.

**I605.6.5.2. Yards**

Purpose: provide an attractive transition from the street to the front facade of the terraced housing or the apartment building.

- (1) In the Sunderland and Catalina sub-precincts the standards for front, side and rear yards set in Rule H6.6.9(1) in in H6 Residential – Terrace Housing and Apartment Buildings Zone do not apply, and the minimum depths in Table I605.6.5.2.1 apply.

**Table I605.6.5.2.1 Yards**

<b>Yard</b>	<b>Minimum depth</b>
Front (except for garages and carports)	1m
Side yard (detached dwellings and end of row terrace dwellings and apartment buildings only)	1.2m on one side only for 1 to 2 storeys and 3m on one side only for 3 or more storeys
Rear yard (apartments only)	6m for up to 2 storeys and 9m for 3 or more stories

- (2) A garage or carport facing the street must be set back at least 0.5m from the dwelling frontage.

- (3) The front of the garage or carport must not be between 1.5m and 5.5m from the front boundary of the site.

**I605.6.5.3. Maximum impervious area, building coverage and landscaping**

Purpose:

- manage the amount of stormwater runoff generated by a development
- enable an intensive built character for apartment buildings
- provide a good standard of on-site amenity for residents.

(1) The following standards in H6 Residential – Terrace Housing and Apartment Buildings Zone do not apply:

- (a) Standard H6.6.10 maximum impervious area,
- (b) Standard H6.6.11 building coverage and
- (c) Standard H6.6.12 landscaped area.

(1) The maximum and minimum areas in Table I605.6.5.3.1 apply.

**Table I605.6.5.3.1 Maximum impervious area, building coverage and landscaping**

Maximum impervious area	Maximum building coverage	Minimum landscaped area
Apartments 100% Detached or attached housing 85% Any site not connected to stormwater 10% Riparian yard 10%	Apartments 100% Detached or attached housing 65%	Apartments 0% Detached or attached housing 15%

**I605.6.5.4. Outlook space**

(1) Standard H6.6.13 outlook space in the Residential - Terrace Housing and Apartment Buildings Zone does not apply in the Sunderland and Catalina sub-precincts.

**I605.6.5.5. Building separation**

Purpose:

- ensure a reasonable standard of outlook and privacy between dwellings on adjacent sites
- maximise daylight into dwellings and outdoor living spaces
- reduce noise disturbance.

- (1) Attached housing and detached housing in the Sunderland and Catalina sub-precincts must be designed so that each external wall of the building is nominated with a primary outlook, secondary outlook or no outlook.
- (2) The minimum set-backs from site boundaries are set out in Table I605.6.5.5.1 and Table I605.6.5.5.2.
- (3) The outlook area may be over streets, public open spaces, shared access sites, and private lanes and parking areas.
- (4) Any building constructed directly adjacent to the primary or secondary outlook of a small house must not exceed a maximum height of two storeys.
- (5) The nominated outlooks and setback distances in Table I605.6.5.5.1 apply as separation distances between dwellings on the same site.

**Table I605.6.5.5.1 Attached housing and detached housing\***

<b>Residential Building Typologies</b>	<b>Housing (except small houses*)</b>	<b>Small Houses*</b>
Primary Outlook*	6m min	4m min
Secondary Outlook*	3m min	2m min
No Outlook*	0m min	0m min

\*Refer to Precinct plan 4: Catalina sub-precinct building separation diagram

Note:

- (1) A small house is a dwelling with a maximum of two storeys, and a maximum 100m<sup>2</sup> gross floor area (including garage), and a maximum of three bedrooms.
- (2) Primary outlook relates to a living space, typically comprising a lounge, living or dining space. At least one of the external walls of the principal living space must be nominated with a primary outlook. The primary outlook must have direct access to the private open space provision. A combined open plan lounge, living and dining area may be treated as a single living space in terms of nominating the primary outlook. Any additional living space must have at least one external wall with a secondary outlook.
- (3) Secondary outlook is an outlook from a private space, comprising a bedroom or any living space not included as a primary outlook. At least one external wall of each bedroom must be designed to include one secondary outlook.
- (4) No outlook relates to a service space, typically comprising a kitchen, bathroom, circulation space, laundry or garage. All external walls of each service space may be designed to include no outlook. Although kitchen spaces are service in nature they may form part of living spaces and

therefore gain benefit from the outlook requirements of living spaces. If a kitchen is in a separate room, it must have at least one secondary outlook. Any other external walls not required to be nominated as either a primary or secondary outlook, may be nominated as no outlook wall. An outlook space may be used more than once for external walls of different spaces.

**(6) Table I605.6.5.5.2 Apartments**

<b>Outlook</b>	<b>Minimum set back below 8.5m height</b>	<b>Minimum set back over 8.5m height</b>
Front to front*	15m	18m
Front to side	10m	15m

\*Refer to Precinct plan 4 - Catalina Sub-precinct E building separation diagram

**Note 1**

Front means the external face of any building or portion thereof that has a minimum habitable space facing a street or public or communal open space.

**Note 2**

Side means the external face of any building or portion thereof that does not have a habitable space with its primary access or window facing out.

**I605.6.5.6. Fences**

Purpose: provide a reasonable level of privacy for dwellings while enabling passive surveillance over the street and public open space.

- (1) Standard H6.6.16 side and rear fences and walls in H6 Residential – Terrace Housing and Apartment Buildings Zone does not apply.
- (2) Fences on a road boundary, or adjoining a public open space, must not exceed 0.9m in height.
- (3) Where a dwelling is erected within 1.5m of the road boundary a fence must not be erected in the front yard.
- (4) Where there is no front fence, and a side boundary fence is to run between adjoining properties, the boundary fence must be set-back at least 1m back from the front corner of the building.
- (5) Fences on a rear boundary must not exceed 1.8m in height and where the rear boundary faces onto a lane the fence must be visually permeable across 50 per cent of the area.
- (6) Fences on a side boundary must not exceed 1.8m in height.
- (7) A combined fence and retaining wall on a front boundary must not exceed 0.9m in height.

**I605.6.5.7. Energy efficiency and non-potable water supply**

Purpose: ensure new dwellings adopt minimum energy efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to achieve-a calculated or modelled Building Performance Index value at 1.2 or lower using an acceptable method for calculating compliance with H1 of the New Zealand Building Code.
- (2) All new dwellings (excluding apartments), have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the Energy Efficiency and Conservation Authority Water Heating Assessment Tool.
- (3) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or communal rainwater systems.
- (4) All new buildings are fitted with water efficient fixtures, to a minimum 3 star standard (under the Water Efficiency Labelling Scheme (WELS)).
- (5) The minimum sizes for rainwater tanks (or bladders) in Table I605.6.5.7.1 and Table I605.6.5.7.2 apply to detached and attached housing and apartments in all sub-precincts.

**Table I605.6.5.7.1 Detached housing and attached housing**

<b>Dwelling type</b>	<b>Minimum tank (or bladder)</b>
1 bedroom (includes Studio)	1000L
2 bedroom	2000L
3 bedroom	3000L*
4 bedroom	5000L (roof area up to 110m <sup>2</sup> ), or 3000 L (roof area greater than 110m <sup>2</sup> )
5 bedroom	5000L

\* All attached houses to be 3000L max



**Table I605.6.5.7.2 Apartments**

<b>Dwelling type</b>	<b>Minimum tank (or bladder)</b>
1 bedroom (includes Studio)	1000L
2 bedroom	1000L
3 bedroom	1500L*
4 bedroom	2000L
5 bedroom	2500L

**I605.6.5.8. Special height and frontage**

Purpose: ensure a quality interface between buildings and key street edges to contribute to streetscape amenity and maintain passive surveillance and outlook to the street within the Catalina Sub-precinct (Sub-precinct E).

- (1) Within the Catalina Sub-precinct (Sub-precinct E) buildings fronting roads identified as types A to D on Precinct plan 5 - Catalina Sub-precinct E special height and frontage must comply with the requirements of Table I605.6.4.10.1 above.
- (2) On frontages where this standard applies, where there is a conflict between this standard and any other standard, this standard applies.

**I605.6.5.9. Height in relation to boundary**

- (1) Standard H6.6.8. Height in relation to boundary adjoining lower intensity zones in H6 Residential – Terrace Housing and Apartment Buildings Zone does not apply in the Hobsonville Point Precinct.

**I605.6.5.10. Outdoor living space**

Purpose: provide dwellings with an outdoor living space that is useable and accessible.

- (1) Standard H6.6.15 Outdoor living space in the Residential - Terraced Housing and Apartment Buildings Zone applies; except that a dwelling with the principal living room at ground level must have an outdoor living space capable of containing a delineated area measuring at least 18m<sup>2</sup> which has no dimension less than 4.5m.

**I605.6.5.11. 4.Garages**

- (1) Purpose: Reduce the dominance of garages as viewed from the street.
- (2) A garage door facing a street must be no greater than 50 percent of the width of the front facade of the dwelling to which the garage relates.
- (3) Garage doors must not project forward of the front facade of a dwelling.

- (4) For the avoidance of doubt these standards apply in place of any and all standards in the Residential - Terraced Housing and Apartment Zone for garages.

**I605.6.5.12. Minimum dwelling size**

Purpose: dwellings are of a sufficient size to provide for the day-to day-needs of residents.

- (1) Studio dwellings must have a minimum net internal floor area of 30m<sup>2</sup>.
- (2) One-bedroom dwellings must have a minimum net internal floor area of 40m<sup>2</sup>.

**I605.6.5.13. Daylight**

- (1) Standard H.6.6.14. Daylight in H6 Residential – Terrace Housing and Apartment Buildings Zone does not apply in the Hobsonville Point Precinct.

**I605.6.6. Business - Mixed Use Zone**

- (1) The standards in the Business - Mixed Use Zone apply in the Landing Sub-precinct (Sub-precinct F) apply except as specified below.

**I605.6.6.1. Building height**

Purpose:

- manage the effects of building height;
  - allow reasonable sunlight and daylight access to public open space excluding streets and nearby sites;
  - manage visual dominance;
  - allow an occupiable height component to the height limit, and an additional height for roof forms that enables design flexibility to provide variation and interest in building form when viewed from the street; and
  - enable greater height at the eastern end of the sub-precinct in an area identified as suitable for intensification.
- (1) Standard H13.6.1 Building height in H13 Business – Mixed Use Zone does not apply.
  - (2) Buildings must not exceed the height in metres in Table I605.6.6.1.1. Average height is based on building footprint.

**Table I605.6.6.1.1 Height**

Area (as shown on Precinct plans 6 and 7)	Average height for all new buildings	Maximum height for any single building
Development Area 4	21.5m (6 storeys)	32.5m (10 storeys)
All other areas	8m (2 storeys)	13.5m (4 storeys)

#### **I605.6.6.2. Building setback at upper floors**

Purpose: to ensure that buildings maximise sunlight access to streets, mitigate adverse wind effects and do not dominate the street.

- (1) For any new building in Development Area 4 (as shown on precinct plans 6 and 7) over 21.5m or 6 storeys, the front of the building must be setback from the frontage by a minimum of 6m for those parts of the building which exceed 3 storeys (or 11m) in height.
- (2) Frontage means a side of a building facing public open spaces (either in public or private ownership) including:
  - (d) roads;
  - (e) lanes;
  - (f) squares;
  - (g) parks and reserves; and
  - (h) esplanade reserves and esplanade strips.

#### **I605.6.6.3. Maximum tower dimension**

Purpose:

Ensure that high-rise buildings:

- are not bulky in appearance;
  - provide adequate sunlight access to streets;
  - provide adequate sunlight and outlook around buildings; and
  - mitigate adverse wind effects.
- (1) For any new building in Development Area 4 (as shown on precinct plans 6 and 7) which will exceed 21.5m or 6 storeys in height, the maximum plan dimension of that part of the building above 3 storeys (or 11m) must not exceed 35m.
  - (2) The maximum plan dimension is the horizontal dimension between the exterior faces of the two most separate points of the building.

#### **I605.6.6.4. Yards**

Purpose: to enable the creation of a vibrant waterside promenade while ensuring that buildings and outdoor seating are adequately set back from the coastal edge to maintain unobstructed pedestrian access along the waterfront.

- (1) Coastal protection yard.
  - (a) Buildings: 10m measured landwards from the top of the reclamation seawall.

- (b) Seating/tables and decks no more than 1m in height associated with food and beverage activities in buildings: 5m.
- (c) The coastal protection yard can be reduced in front of the existing Fabric Bay building (Building A on precinct plans 6 and 7) such that a minimum width of 2m is provided to ensure continuous public access to the waterfront.

#### **I605.6.6.5. Landscaping**

- (1) Standard H13.6.6 in H13 Business – Mixed Use Zone does not apply.

#### **I605.6.6.6. Energy efficiency and non-potable water supply**

Purpose: ensure new dwellings adopt minimum energy efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to achieve-a calculated or modelled Building Performance Index value at 1.2 or lower using an acceptable method for calculating compliance with H1 of the New Zealand Building Code.
- (2) All new dwellings (excluding apartments), have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the Energy Efficiency and Conservation Authority Water Heating Assessment Tool.
- (3) All new buildings are fitted with water efficient fixtures, to a minimum 3 star standard (under the Water Efficiency Labelling Scheme (WELS)).

#### **I605.6.7. Subdivision - Hobsonville Point Village, Buckley, Sunderland and Airfields sub-precincts**

- (1) The subdivision standards in the Auckland wide rules apply in these sub-precincts, except that in the Residential - Terraced Housing and Apartment Buildings Zone, the minimum vacant net site area is 300m<sup>2</sup>.

#### **I605.6.8. Subdivision - Catalina Sub-precinct (Sub-precinct E)**

- (1) The subdivision standards for the Catalina Sub-precinct (Sub-precinct E) are those applying to the underlying residential zones and listed in the Auckland-wide subdivision rules. In addition, the following standards apply.

##### **I605.6.8.1. Super site subdivision**

- (1) Following the super site subdivision for one or more development blocks, the first resource consent for each approved development block must provide information:
  - (a) demonstrating compliance with the relevant street height and frontage;
  - (b) demonstrating complying private outdoor living space;

- (c) demonstrating complying solar access to outdoor living space including shadow diagrams;
- (d) nominating outlook types – primary, secondary and no outlook; and
- (e) showing building height, building type, access lanes, parking, site services.

#### **I605.6.8.2. Vacant lot subdivision**

- (1) Any application for a vacant lot subdivision with a site of less than 450m<sup>2</sup>, must include a plan showing a building envelope that complies with the standards.

#### **I605.6.9. Subdivision - Landing Sub-precinct (Sub-precinct F)**

- (1) The subdivision standards for the Landing Sub-precinct (Sub-precinct F) are those applying to the underlying residential zones and listed in the Auckland-wide subdivision rules. In addition, the following standards apply.

##### **I605.6.9.1. Esplanade reserves**

- (1) Where any subdivision involving the creation of sites less than 4ha, is proposed of land adjoining the mean high water springs, the application plan and the subsequent Land Transfer plan, must provide for a minimum esplanade or esplanade strip in accordance with section 230 of the Resource Management Act 1991, to be measured follows and as indicatively illustrated on Precinct plan 6.
  - (a) Between the top of the reclamation sea wall and the Fabric Bay building: 2m.
  - (b) Elsewhere: 5m landwards from the top of the reclamation seawall so that there is 5m width of flat pedestrian-usable land.
- (2) Any esplanade reserve or esplanade strip must be measured in a landward direction at 90 degrees to mean high water springs.
- (3) Any reduction in width or any request to waive the esplanade reserve or esplanade strip requirement is a discretionary activity.
- (4) The provision of an esplanade strip rather than an esplanade reserve no less than 5m wide is a discretionary activity.

#### **I605.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I605.8. Assessment – restricted discretionary activities**

##### **I605.8.1. 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 overlay zone, Auckland-wide provisions:

- (1) Restaurants and cafes up to 200m<sup>2</sup> gross floor area per site, retail, offices, commercial services, educational facilities, healthcare facilities:
  - (a) design, location and integration; and
  - (b) consistency with an approved comprehensive development plan where relevant.
- (2) Alterations and additions to buildings:
  - (a) design, location and integration.
- (3) New buildings:
  - (a) design, location and integration.
- (4) Subdivision:
  - (a) design, location and integration;
  - (b) Infrastructure; and
  - (c) transport.
- (5) All subdivision and development:
  - (a) sub-precinct specific criteria to the extent that:
    - (i) they are relevant to the location and scale of the development;
    - (ii) the criteria remain relevant given development already implemented;
    - (iii) consistency with the integrated catchment management plan and granted network discharge consent (or variation thereto); and
    - (iv) consistency with an approved Comprehensive Development plan (where relevant).
- (6) In addition to the above, for the Landing Sub-precinct (Sub-precinct F), consistency with policies and objectives.

#### **I605.8.2. 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 overlay, zone, and Auckland-wide provisions.

Development may differ from the precinct plans, where it is demonstrated that a different approach will result in a better quality outcome for the community, or where it is necessary to integrate with authorised development on land outside the precinct that was not anticipated at the time the design guideline and plans were prepared.

**I605.8.2.1. Design location and integration**

- (1) All activities should implement and generally be consistent with precinct plans 1, 2, 6 and 7.
- (2) redevelopment, additions and alterations to buildings should complement the existing character, form and appearance of development and have regard to:
  - (a) the heritage values of the Hobsonville Point Precinct;
  - (b) the architectural and heritage elements of the building which contribute to its character, such as cladding and fenestration;
  - (c) the visual appearance of the development from the road and reserves; and
  - (d) amenity values and neighbourhood character.
- (3) The design of buildings, driveways, parking and other development should complement the character of existing buildings and development, features and uses of adjoining land.
- (4) Landscape treatment should maintain and enhance the natural landscape character of adjoining land, the coast margin and views into the land from the Waitemata Harbour.
- (5) Buildings, driveways, parking and other development should be of suitable size, location and scale to accommodate the proposed activity.
- (6) Retail serving the local neighbourhood should be designed, developed and operated to:
  - (a) be easily accessible by walking, cycling and car;
  - (b) provide adequate cycle and car parking and infrastructure; and
  - (c) have an attractive street frontage, with buildings located on the street frontage providing generous display space serve the local neighbourhoods, rather than a wider area, recognising that the local centre within the Hobsonville Corridor Precinct is the focus for future retail and commercial development in the Hobsonville area.
- (7) Building design themes should achieve:
  - (a) a community that models sustainability, particularly the principles of passive solar design and walkable neighbourhoods;
  - (b) a character and appearance that will ensure a high standard of amenity values;

- (c) a design that avoids conflicts between activities within the relevant precinct and between that precinct and other precincts;
  - (d) maintenance and enhancement of existing airbase houses, hangers and other ex-airforce buildings through comprehensive development planning and heritage management plans;
  - (e) enhancement of existing airbase houses, hangers and other ex-airforce buildings that provides design integration with the intended surrounding development;
  - (f) a consistent and attractive streetscape character;
  - (g) variations in building footprints, form and style;
  - (h) articulation of any building facades which are visible from roads;
  - (i) access by windows of habitable rooms to sunlight, daylight and outlook;
  - (j) permeable fencing, except where residential activities need clear separation from non-residential activities; and
  - (k) incorporation of existing views and natural features around the sub-precincts, including the natural landscape qualities of the environment adjacent to the coastal esplanade reserve.
- (8) A comprehensive landscape theme should ensure that potential adverse effects of development are avoided, remedied or mitigated and that a high standard of amenity is achieved consistent with the overall existing or introduced environmental context.

**I605.8.2.2. Sunderland Sub-precinct (Sub-precinct C)**

- (1) High-quality landscape treatments should be achieved for the Catalina Green and adjacent streets.
- (2) Design and orientation of buildings located south of Hudson Bay Road should accommodate mixed use activities, avoiding more than minor adverse effects in respect of noise, odour and visual amenity for activities located within the Airfields Sub-precinct (Sub-precinct D).
- (3) A design theme should be established for the entire sub-precinct which reflects an inter-war air force theme.
- (4) Offices, a neighbourhood retail centre and education activities should be provided.
- (5) Adequate cycle and car parking and infrastructure should be provided.



**I605.8.2.3. Buckley Sub-precinct (Sub-precinct B)**

- (1) The design and operation of schools should meet the criteria in I605.8.2.1(2) above.
- (2) A neighbourhood retail centre south of the intersection of Squadron Drive and Buckley Avenue should provide an attractive gateway to the community and to meet the criteria in I605.8.2.1(1) above.

**I605.8.2.4. Hobsonville Point Village Sub-precinct (Sub-precinct A)**

- (1) Provision should be made for retail activities to serve the local neighbourhoods, rather than a wider area, recognising that the local centre within the Hobsonville Corridor Precinct is the focus for future retail and commercial development in the Hobsonville area.

**I605.8.2.5. Airfields Sub-precinct (Sub-precinct D)**

- (1) Provision should be made for:
  - (a) open space sufficient to service the residential development in the sub-precinct;
  - (b) proposed park and ride, office or warehousing activities servicing marine activities in adjacent sub-precincts; and
  - (c) the retention, and adaptive re-use, of the hanger building.

**I605.8.2.6. Catalina Sub-precinct (Sub-precinct E)**

- (1) Development should be in general accordance with:
  - (i) the design guidelines for the Catalina Sub-precinct (Sub-precinct E) in Appendix 1;
  - (ii) Precinct plan 3 - Catalina Sub-precinct E, where this is relevant to the scale of the development; and
  - (iii) the Hobsonville Point Precinct and Catalina Sub-precinct(Sub-precinct E) policy, where relevant to the scale and type of development;

Note: development may differ from the design guidelines and precinct plans, where it is demonstrated that a different approach will result in a better quality outcome for the community, or where it is necessary to integrate with authorised development on land outside the precinct that was not anticipated at the time the design guideline and plans were prepared.

- (2) The extent to which the development complies with the design assessment report of the Hobsonville Design Review Panel.

- (3) Development should be within a density range of between 40 to 150 dwellings per hectare net (excluding land used for public roads, public open space or any other land used for a non-residential activity).

**I605.8.2.7. Landing Sub-precinct (Sub-precinct F)**

- (1) The extent to which buildings, including alterations and additions, are designed as a coherent scheme and demonstrate an overall design strategy that positively contributes to the visual quality of development.
- (2) The extent to which the location and scale of new buildings would adversely affect the amenity value of the adjoining coastal environment, including views of the site from the harbour and over the site to the harbour as identified on Precinct plan 7 - Landing Sub-precinct F buildings and views plan.
- (3) Development should not adversely affect the historical, cultural or spiritual significance of the Landing Sub-precinct (Sub-precinct F) to iwi.
- (4) Where the proposed development is an extension or alteration to an existing building, it should be designed with consideration to the architecture of the original building.
- (5) New buildings adjoining or in close proximity to existing buildings of historic value:
  - (a) should be located and designed to have regard to the identified historic elements and form of the building; and
  - (b) should use materials and/or design details that respect rather than replicate any patterns or elements of the existing building.
- (6) Development within development areas 3 and 4 should maintain continuous building frontages (i.e. in the manner of perimeter block frontages), a relatively solid appearance, and horizontal proportions.
- (7) Within the development areas 1 and 2 development:
  - (a) should be separated by frequent views, have a fine grain, and light appearance;
  - (b) should result in the tops of the historic buildings being visible from the harbour and in particular:
    - (i) any new building in the vicinity of the seaplane ramp shall maintain views to the Seaplane Hangar's parapet, and tops of the hangar doors, when viewed from the harbour;
    - (ii) any new building in front of the Sunderland Hangar shall maintain some views to the distinctive curved roofline of the Sunderland Hangar, when viewed from the harbour (to avoid doubt, this

criterion does not require that the entire roofline is visible from all locations on the harbour);

(iii) any new building in front of the GRP building shall maintain views to the roofline if the GRP building from the harbour.

(8) In the event that a high rise building is built in Development Area 4 – the podium should be 3 storeys and maintain a building frontage consistent with the Sunderland Hangar and a tower portion above the three-storey level should:

(a) be designed to be seen from all sides (i.e. 'in the round') with no 'back' or 'blank' facades;

(b) have design quality suitable for this landmark location.

(9) For existing buildings of historic value:

(a) proposed works should be undertaken in accordance with good practice conservation principles and methods;

(b) proposed works should be undertaken in a manner that is based on a clear understanding of the historic character values of the building and this understanding should be informed by a Heritage Assessment;

(c) proposed works should maintain or enhance the historic character values of the building, including by:

(i) recovering or revealing the historic character values of the building;

(ii) complementing the form and fabric which contributes to, or is associated with, the historic character values of the building.

(10) New buildings should be located in a way which maintain or enhance the views identified on Precinct plan 7 - Landing Sub-precinct F buildings and views plan.

(11) Parking areas should be located in order of preference; within buildings, to the rear of buildings or separated from the street frontage by uses that activate the street, and visible, surface parking should be avoided.

(12) Parking areas and vehicle access ways should provide safe and efficient access for vehicles to the site and the ferry terminal.

(13) Shared pedestrian and vehicle access is appropriate for pedestrian connections / lanes and the identified internal vehicle circulation route within the site and the shared access should prioritise pedestrian movement.

- (14) The internal pedestrian and vehicle circulation route should be aligned with the frontages of existing buildings of identified historic value.
- (15) Pedestrian access should be maintained through the sub-precinct from the Launch Road staircase to the entrance of the Hobsonville ferry terminal.
- (16) Space for bus access and circulation facilities should be provided for within the sub-precinct and as a guide, a bus stop should be located within 100m of the ferry terminal entrance.
- (17) Development or subdivision should not compromise the continued safe and efficient operation of bus movements and public access to and from the Hobsonville ferry terminal.
- (18) The development must be able to be adequately serviced by wastewater, stormwater, water supply, power, telecommunications and transport infrastructure.
- (19) Provisions should be made for stormwater treatment in a way that does not detract from the unifying flat plane of the apron.
- (20) Open spaces and pedestrian connections should be designed to be visually attractive and positively contribute to the streetscape and sense of place.
- (21) The existing concrete apron's flat ground plane should be retained as a unifying element of the site (for instance by eschewing kerbs).
- (22) A central open space should be located in front of the most prominent existing building of identified historic character (the Seaplane Hangar), is to be open to the seaplane ramp into the harbour, and is to command views along the seawall.
- (23) Pedestrian connections should be publicly accessible, preferably with 24 hour a day and seven day a week access.
- (24) Open spaces should provide a high level of pedestrian safety and prioritise pedestrian and cycle movement over vehicle and service traffic.
- (25) Publicly accessible open spaces and pedestrian connections should be designed and managed to be accessible to people of all ages and abilities.
- (26) Where provided, landscaping should:
  - (a) integrate the development into the surrounding area and complement the existing natural landscape character, including the natural character of the coast;

- (b) maintain the personal safety of people and enhance pedestrian comfort; and
  - (c) be designed for on-going ease of maintenance.
- (27) Building platforms, parking areas and vehicle entrances should be located and designed to respond to and integrate with existing landscape features and site orientation.
- (28) The existing vegetated escarpment should remain as a unifying natural backdrop to the site.
- (29) Where earthworks or retaining walls are required, they should be incorporated as a positive landscape or site feature by:
- (a) integrating retaining walls as part of the building design;
  - (b) stepping and landscaping earthworks or retaining walls over 1m in height, to avoid dominance or overshadowing effects;
- (30) Retention of mature trees is particularly encouraged where their size, location or species makes a significant contribution to the existing landscape character of the site.
- (31) Any proposed vegetation removal should be off-set by the provision of new, native vegetation to ensure no overall net loss of on-site vegetation; and
- (32) Development should maintain the amenity values of the coastal environment and natural landscape of the area.
- (33) Subdivision building and development should be in general accordance with Hobsonville Point Precinct and Landing Sub-precinct(Sub-precinct F) objectives and policy.

#### **I605.8.2.8. Transport**

- (1) Development should be designed to integrate land uses with transport systems through an integrated transport assessment methodology for major trip generating activities and this should include provision for public transport within the precinct, between precincts, and beyond the Hobsonville Point precinct.
- (2) the council, Auckland Transport and New Zealand Transport Agency should be consulted.
- (3) A design theme for streets and public lanes should ensure well-connected, attractive and safe transport routes, with appropriate provision for:
  - (a) pedestrian, cycle and vehicle movements;

- (b) car parking;
  - (c) infrastructure services; and
  - (d) street tree planting and landscape treatment consistent with the overall existing or introduced environmental context.
- (4) The local road network should provide a highly inter-connected roading system so as to reduce trip distances and to improve local accessibility to community facilities, reserves, public transport facilities and retail activities.
- (5) Provision should be made for public transport, including public transport facilities.
- (6) Traffic generation from proposed activities should not create adverse effects on the:
- (a) capacity of roads giving access to the site;
  - (b) safety of road users including cyclists and pedestrians;
  - (c) sustainability of the primary road network; activity and capacity; and
  - (d) neighbourhood character.
- (7) Provision should be made for a pedestrian and cyclist network throughout the precinct, and linked to adjoining precincts including the Hobsonville village town centre, and beyond Hobsonville.

**I605.8.2.9. Infrastructure**

- (1) Roads should create high quality public spaces, and incorporate quality amenity features such as tree planting and footpath paving.
- (2) The street lighting theme should be consistent with wider Hobsonville air base precinct and with the overall existing or introduced environmental context.
- (3) The design of streets and public lanes should conserve land and encourages walkability by:
- (a) using minimal dimensions for carriageways; and
  - (b) integrating service lines beneath footpaths or car parking bays.
- (4) Infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, storm and wastewater generation and maximise water re-use.

- (5) Infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment of water systems.
- (6) An integrated approach to stormwater management should be adopted for stormwater mitigation, with the emphasis being on water reuse and water sensitive design the reduction of stormwater generated from sites through reuse and an increase of permeable areas.
- (7) Consistency with the integrated catchment management plan and relevant network discharge consent.
- (8) Catchment wide stormwater management facilities such as wetlands and treatment ponds should only be used as a final form of treatment, not the primary form.
- (9) Stormwater retention and treatment facilities are to be designed to retain in-stream ecological values and added additional habitat where possible.
- (10) Development should retain, enhance and provide protection for riparian margins, coastal edges and esplanade reserves.
- (11) Public open spaces should be provided and developed so that they are:
  - (a) readily visible and accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
  - (b) located to provide visual relief, particularly in intensively developed areas;
  - (c) integrated with surrounding development;
  - (d) sized and developed according to community and neighbourhood needs;
  - (e) consistent with any current and/or proposed council parks strategy; and
  - (f) easy to maintain.
- (12) The coastal walkway and all other walkways should be designed to be:
  - (a) suitable and safe for regular pedestrian use;
  - (b) easily visible and accessible;
  - (c) located seaward of adjoining development; and
  - (d) linked to the public walkway and cycleway network.

**I605.9. Special information requirements**

- (1) The special information requirements in the underlying zone and Auckland-wide provisions apply in this precinct. In addition, the following information requirements apply.
- (2) A resource consent application for any development must include a design assessment report from the Hobsonville Design Review Panel.
- (3) Applications for dwellings in Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C) must include shadow diagrams demonstrating compliance with standard I605.6.4.5(2).

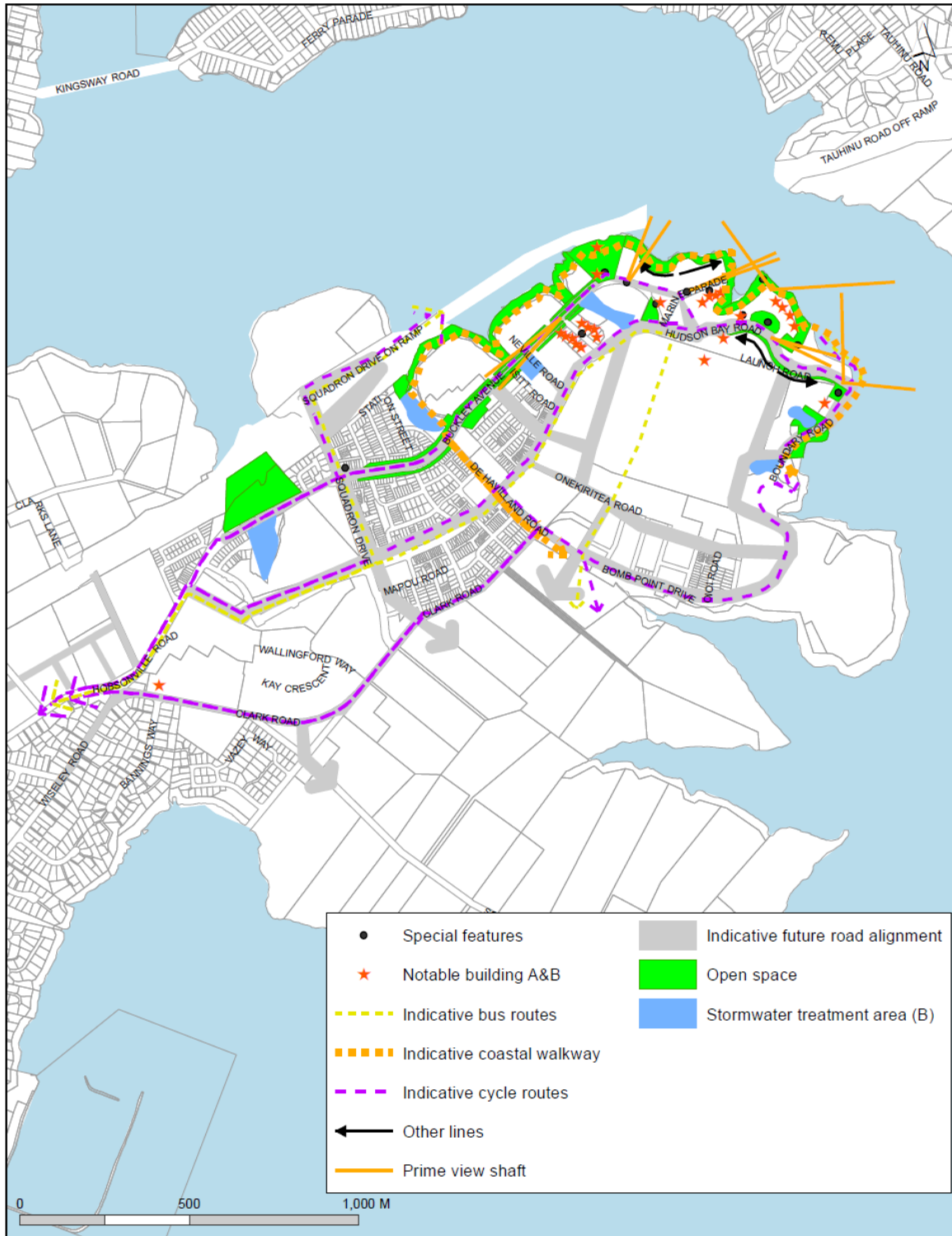


**I605.10. Precinct plans**

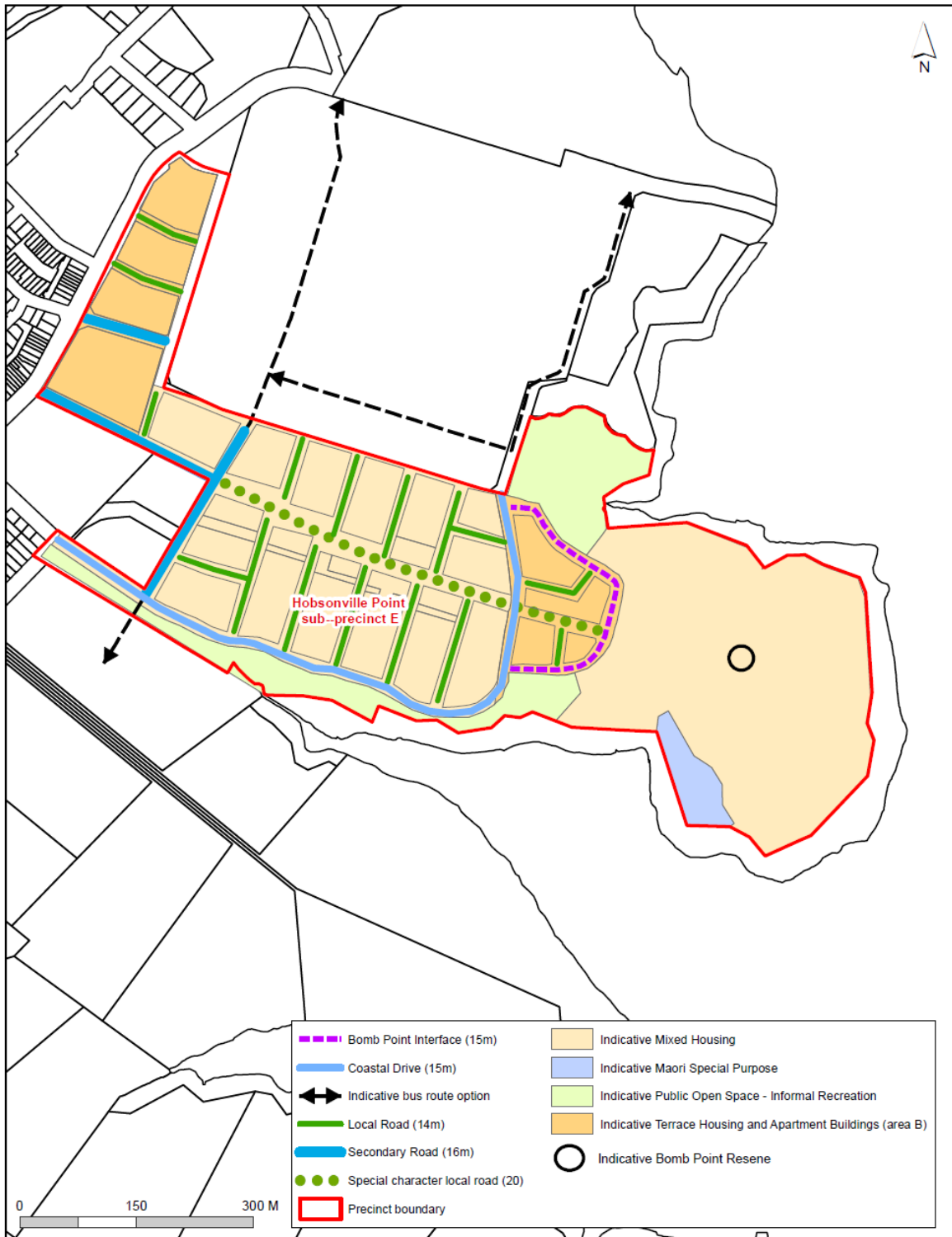
**I605.10.1. Hobsonville Point: Precinct plan 1 - Hobsonville Point precinct plan**



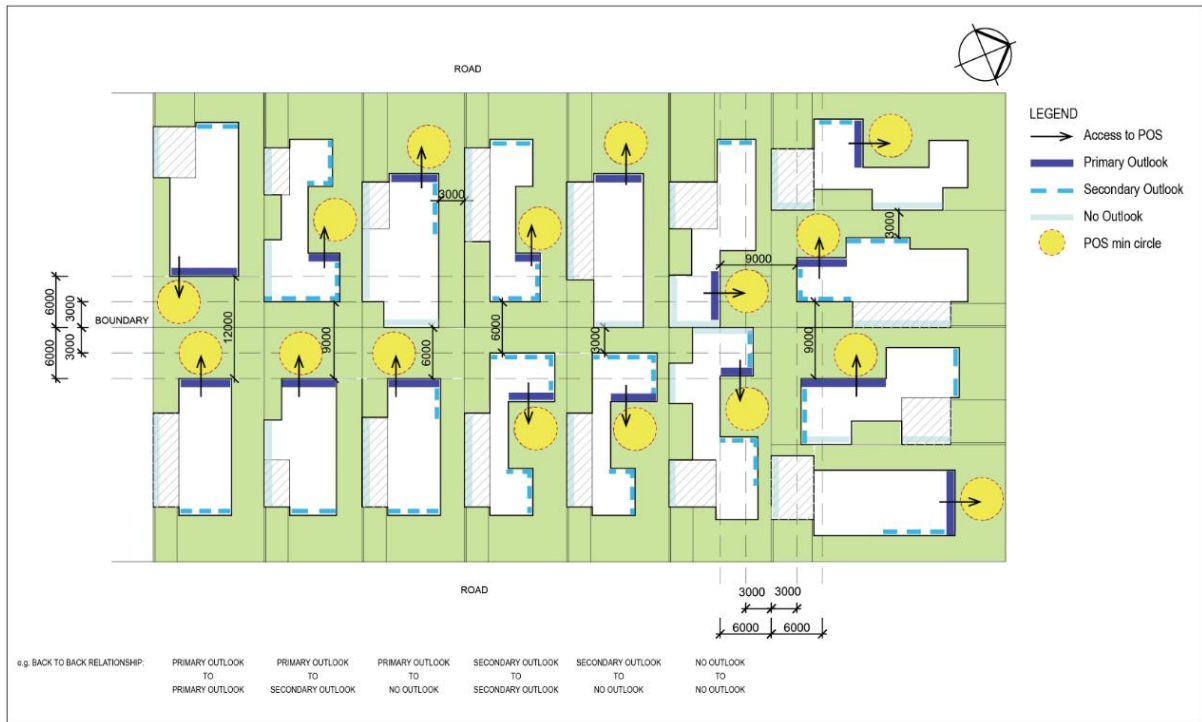
I605.10.2. Hobsonville Point: Precinct plan 2 - Hobsonville Point features plan



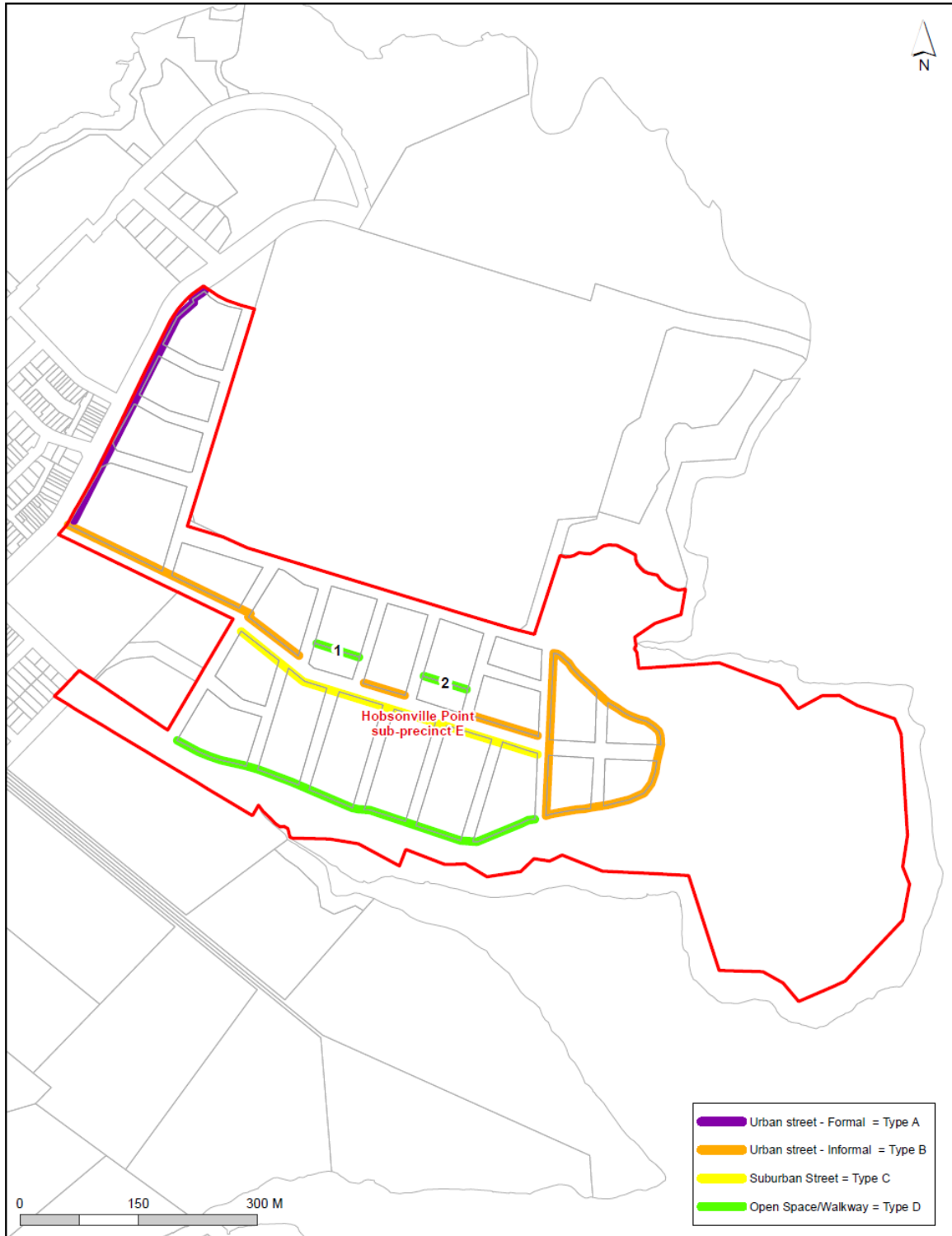
**I605.10.3. Hobsonville Point: Precinct plan 3 - Catalina Sub-precinct E**



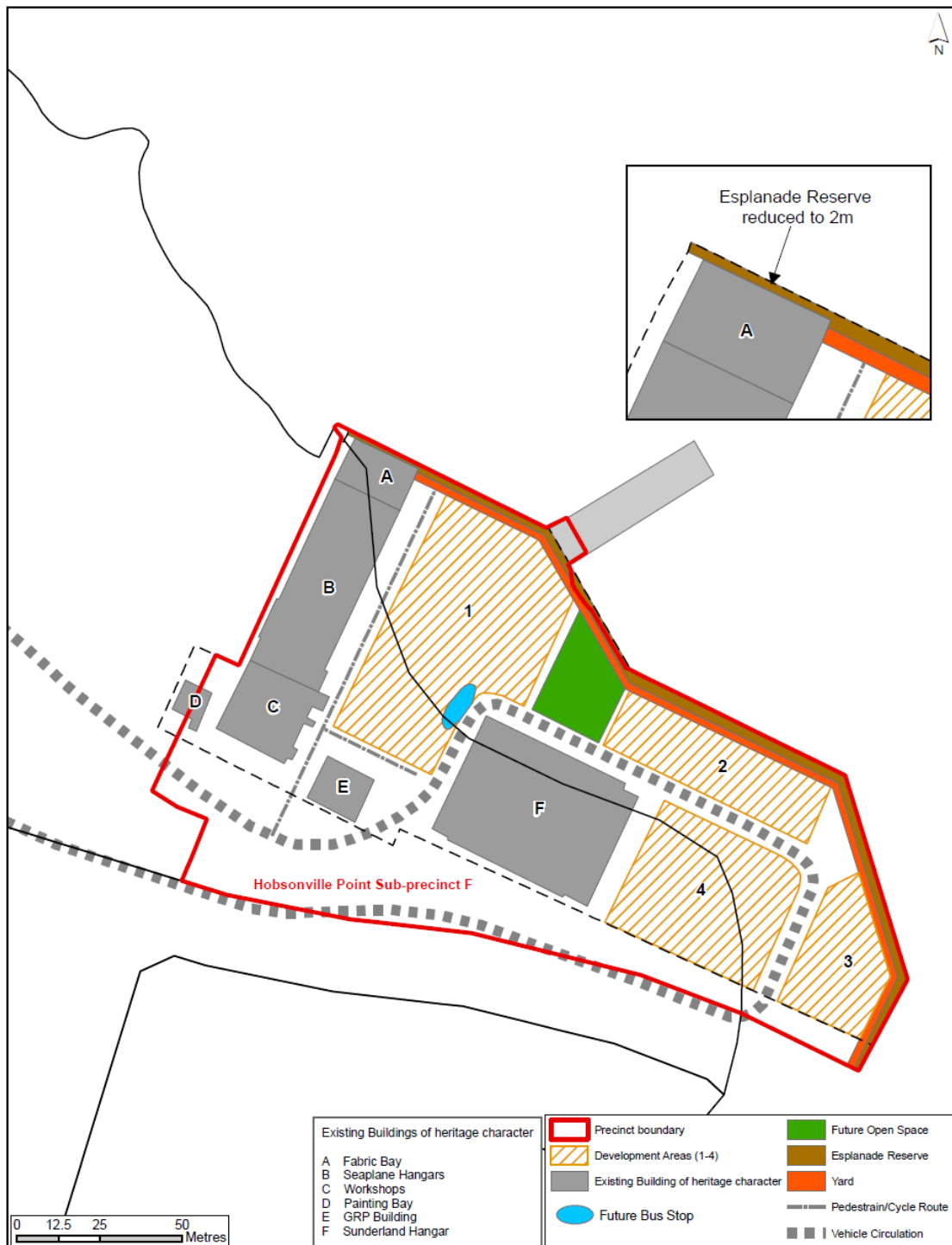
**I605.10.4. Hobsonville Point: Precinct plan 4 - Catalina Sub-precinct E - building separation diagram**



### H1.10.5 Hobsonville Point: Precinct plan 5 - Catalina Sub-precinct E special height and frontage



**H1.10.6 Hobsonville Point: Precinct plan 6 - Landing Sub-precinct F connections, movement and public spaces plan**



**H1.10.7**

**Hobsonville Point: Precinct plan 7 - Landing Sub-precinct F buildings and views plan**

