



HOBSONVILLE POINT

ONEKIRITEA

Buckley Hobsonville CDP

Revised and Final Consent Conditions

Issued 3rd August 2009

+ Hobsonville +
+ Land +
+ Company +

Contents

PART A - INTRODUCTION

- 1.0 Part A: Introduction**
- 1.1 How to use this document.
- 1.2 Site context and description
- 1.3 Masterplan design strategy
- 1.4 Sustainable development objectives
- 1.5 Layering for the Master plan area
- 1.6 Site opportunities and constraints, CDP application area

PART B – GENERAL CONDITIONS

- 2.0 Part B: Buckley Hobsonville CDP
General Consent Conditions**
- 2.1 Residential activities
- 2.2 Daycare centre
- 2.3 Retail activities
- 2.4 Other non- residential activities
- 2.5 Noise
- 2.6 School sites
- 2.7 Noise Plan

PART C - URBAN DESIGN

- 3.0 Part C: Urban Design**
- 3.1 Special Character Areas Plan, CDP application area
- 3.2 Urban Character Area: Hobsonville Point Road [spine road]
- 3.3 Urban Character Area: Squadron Drive North [urban boulevard]
- 3.4 Urban Character Area: Buckley Avenue East
- 3.5 Urban Character Area: Linear Park Drive
- 3.6 Urban Character Area: Retail and Mixed Use Priority Areas
- 3.7 General urban design standards
- 3.8 Rear lane access
- 3.9 Group Car Parking Areas
- 3.10 School Building Development

PART D – DEVELOPMENT PLANS

- 4.0 Part D: Development Plans**
- 4.1 Plan 1: Urban Form
- 4.2 Plan 2: Block Layout
- 4.3 Plan 3: Land Use

PART E – DEVELOPMENT MATRICES

- 5.0 Part E: Development matrices**
- 5.1 Matrix 1: Building Type
- 5.2 Matrix 2: Street Type
- 5.3 Matrix 3: Open Space
- 5.4 Building typologies
- 5.5 Lot layout diagrams
- 5.6 Street cross sections
- 5.7 Squadron Drive/Buckley Ave Intersection Plan
- 5.8 Footpath Network and Road Hierarchy Plan
- 5.9 Street Tree Species Location Plan

1.0 Part A Introduction

1.1 How to use this document

The consent conditions contained in this document are designed to deliver an urban form for the Buckley Hobsonville Comprehensive Development Plan [CDP] area that complies with Plan Change 13. The conditions contained in this document are also consistent with the scope and intent of the Hobsonville Master plan and Design Guide Appendix C: March 2008. The purpose is to fulfill the requirements of Plan Change 13 to the Operative Waitakere District Plan in providing innovative and flexible urban design and new housing construction. Definitions, images and best practice examples are provided in the Urban Design and Matrices parts of the document.

This document and the consent conditions are structured under the following headings:

Part A Introduction	Provides the background on the Hobsonville Master Plan principles and context for the CDP area.
Part B General Conditions	Sets out the conditions for residential activities, daycare centre, retail activities and other non-residential activities
Part C Urban Design	Includes general urban design requirements relating to special character areas
Part D Development Plans	Includes Urban Form, Block Layout and Land Use plans depicting the fixed and flexible components that control the activities and urban form of the development and a literal representation of the provisions set out in the Matrices and Urban Design standards.
Part E Development Matrices	Sets out measurable controls for buildings, streets and open space as depicted in the Development Plans, accompanied by descriptions and visual interpretation of building typologies, lot layout diagrams and street cross sections, and best practice principles for rear lane access, school building development and group carparking.

All development and activities under this CDP shall be in accordance with the General Conditions, Development Plans and Development Matrices, and in general accordance with the urban design requirements in the Urban Design section.

1.2 Site context and description

The Hobsonville site lies on a peninsula of land extending into the Upper Waitemata Harbour and is located approximately 11 km north-west of central Auckland.

The overall development site is approximately 167 hectares in area. The broad character of the landscape is essentially a flat, low lying open peninsula extending into the upper reaches of the Waitemata harbour. The immediate coastal edge has steep wooded slopes and exposed cliffs. The land was formerly occupied by the Hobsonville Airbase, and has been modified to construct the former airfield and its associated uses.

The master plan will provide an active, mixed use and sustainable community comprising more than 3000 residential units. This includes up to 15 percent [about 500 units] for affordable home ownership and up to 15 percent [about 500 units] social housing.

The CDP application area sits centrally within the overall masterplan for the Hobsonville airbase and will be the first stage of the overall masterplan to be developed. The CDP area covers some 61 ha of generally vacant land and will comprise a minimum of 1080 residential units with open space, stormwater ponds, retail, a secondary and a primary school (some of which lies outside the CDP area) and sites for daycare facilities.

Site location



- OVERALL MASTERPLAN AREA
- CDP APPLICATION AREA

Landscape Character and Landscape Elements



- Legend (NTS)
- CDP SITE BOUNDARY
 - OVERALL PENINSULA SITE BOUNDARY
 - SIGNIFICANT AREAS OF WOODLAND
 - PARKS & RESERVES
 - HOBSONVILLE AERODROME
 - CAR MUSEUM AND SCALE MODEL PARK
 - LIFESTYLE PLOTS RURAL HOUSING
 - LOW DENSITY SUBURBAN HOUSING
 - ★ PROMINENT HILL FEATURE
 - ✳ HOBSONVILLE CHURCH & CEMETERY
 - ARTERIAL ROUTE

1.3 Master plan design strategy

The design strategy for Hobsonville is based on:

- Making a place for the community to inhabit for generations to come
- Designing streets as a place for people not just for cars
- Connecting streets and open space for recreation and access
- Creating a truly mixed development in social and economic terms

The design strategy seeks to create a unique and sustainable urban development based on the core attributes of Auckland's traditional compact suburbs, such as Freemans Bay and Ponsonby.

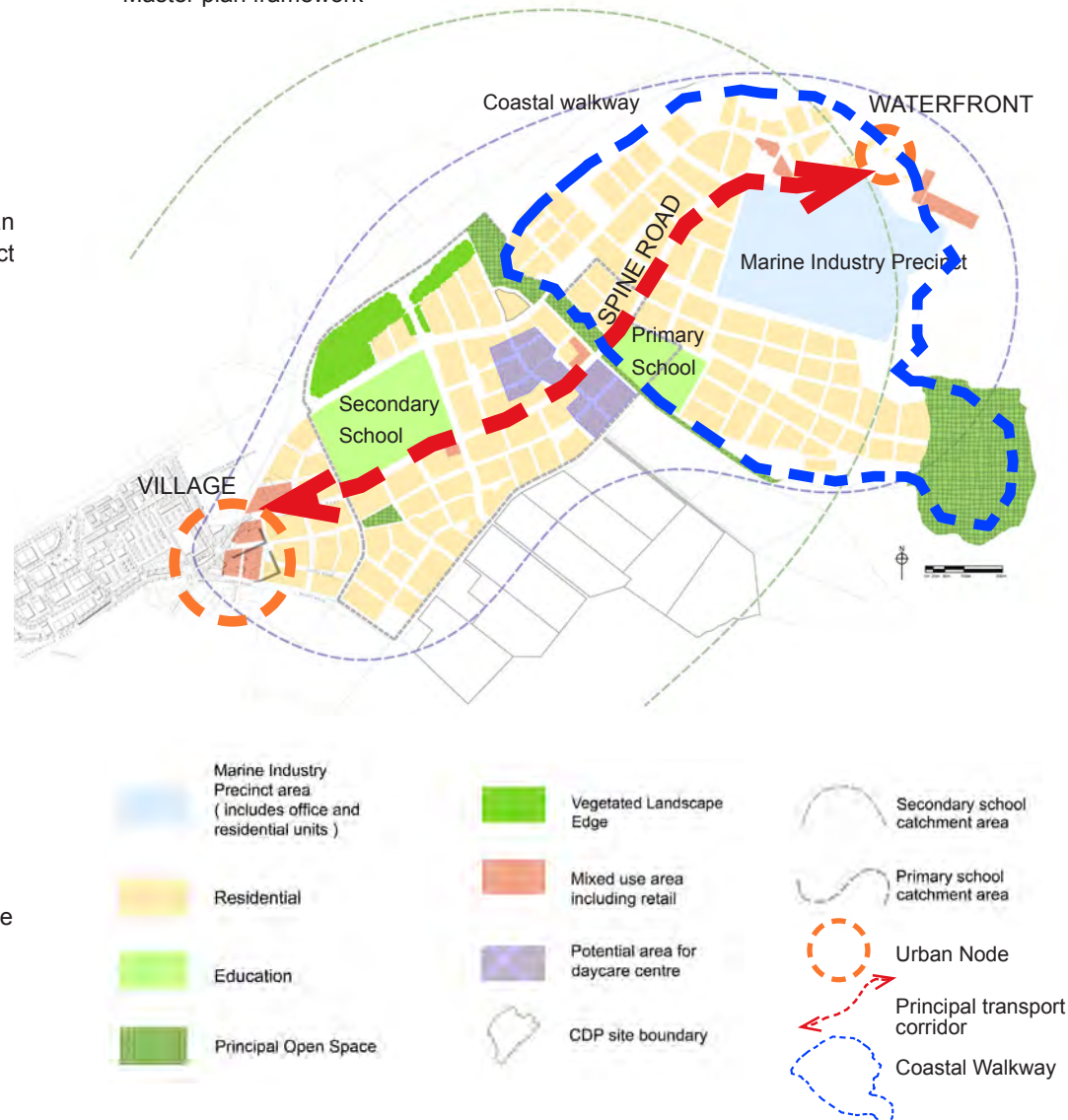
Key attributes of the Master plan framework include:

- a spine road down the centre of the peninsula,
- a traditional street layout and hierarchy,
- all houses face the street and positively reinforce the concept of community and place making,
- the site history is revealed and reinforced in the design,
- a mix of building types in each block creates variety and individuality,
- the recreational network is connected to the wider community,
- short blocks served by a pedestrian-friendly street network,
- reduced carparking to encourage a change in car use behaviour,
- integrated public transport to discourage car dependancy,
- environmental design solutions for sustainable built outcomes, and
- creation of a potential regional park destination at Bomb Point

The overall development encompasses a number of key features:

- serviced land for more than 3,000 homes
- a primary and secondary school, and community facilities
- conservation and protection of historical and natural features
- walkway access along the site's entire Waitemata Harbour coastal edge
- low impact infrastructure, including transport and storm-water
- water and energy efficient building design
- mixed use at the waterfront landing area, including a ferry service
- a main connector [Hobsonville Point Road] linking the waterfront landing and Hobsonville Village
- a village focus for mixed use development and public transport
- the roll out of broadband as part of site infrastructure
- on-site employment (estimated 2,000 jobs) including a Waitakere City Council and industry-led, export-orientated marine precinct
- a staged development over a 10-15 year period
- provision for public transport along the central spine road

Master plan framework



1.4 Sustainable development objectives

The comprehensive redesign of the former Hobsonville Airbase will establish new benchmarks for sustainable, mixed use urban development in New Zealand. The four interlinked spheres of sustainability - environmental, economic, social and cultural - underpin the Masterplan and Design Guide producing a different result to that typically found in traditional urban and suburban areas.

In summary, the Vision for the project is:

"To set new benchmarks for sustainable development, and to build a community that is accessible for people from all sectors of society."

A comprehensive design approach has been developed from strategic masterplan through to detailed design level, the aims and objectives of which are to :

Maximise environmental sustainability

- enhance biodiversity and ecological values across the site
- deliver energy and transport efficiency and waste reduction
- deliver sustainable urban drainage.

Maximise economic sustainability

- job creation and extension of employment possibilities, provision of local shops and services, provision for live-work units and start-up opportunities.

Maximise social sustainability and quality of life

- deliver diverse dwelling types and tenure mix
- provide social and affordable housing
- provide high quality homes and safe, accessible, high quality public realm
- provide variety - mix of uses and choice
- deliver a place that can change easily
- permeability and connectivity with smaller development blocks and well connected streets
- deliver a legible place – one which is memorable and easily navigated
- provide an integrated open space network.

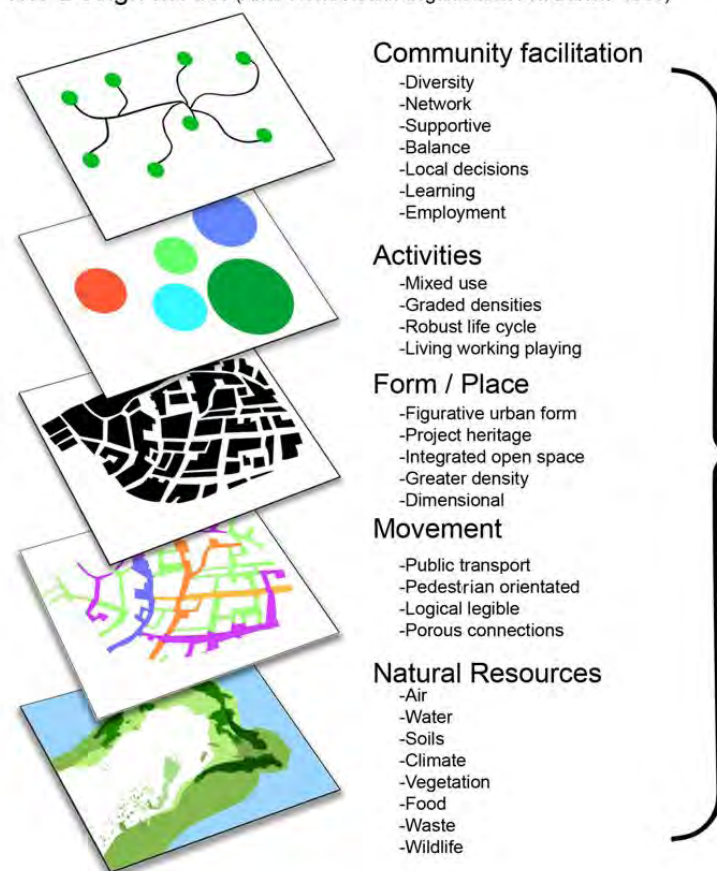
Maximise cultural sustainability

- provide a sense of place
- protect and enhance the site's iwi heritage
- protect and enhance the site's cultural heritage.

These design aims and objectives are met through a specific 'layering' approach which addresses a number of key design elements, namely:

- natural resources and open space
- movement
- built form
- land use and activities
- community.

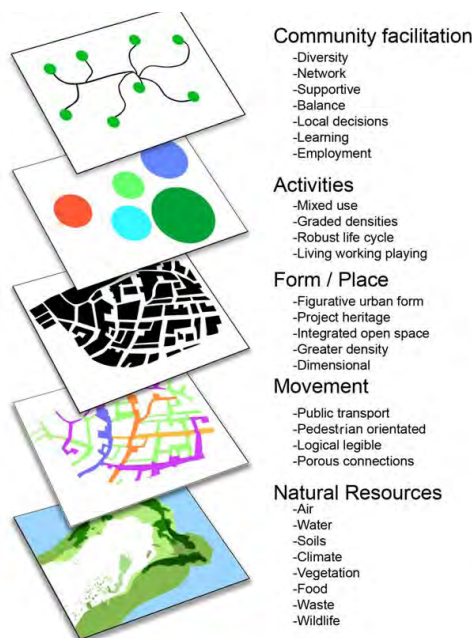
The Design Model (After World Health Organisation / H. Barton 1996)



1.5 Layering for the Master plan area

The layering process is a comprehensive approach which applies at all stages of the development from the formulation of the overall masterplan of the peninsula to the detailed design of the first stage of construction. The layers of the CDP application area include:

- natural resources and open space
- movement
- activities and landuse



Natural resources and open space

Link public open spaces, school playing fields and coastal vegetation in order to maximise ecological, visual and recreational resources. Includes:

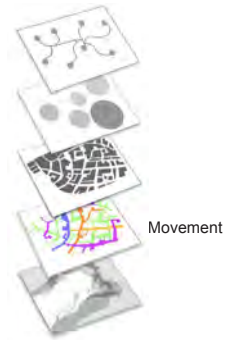
- the setting of the site and the harbour
- areas of special habitat value and screen planting
- parkland and recreational space
- schools and playing fields
- street trees
- existing trees and vegetation
- creation of Bomb Point Park



Movement

Develop good connections to surrounding areas, local facilities and open space. Reduce vehicle speeds and enhance the environment for pedestrians and cyclists by creating safe and convenient access to services and public transport. Movement patterns include:

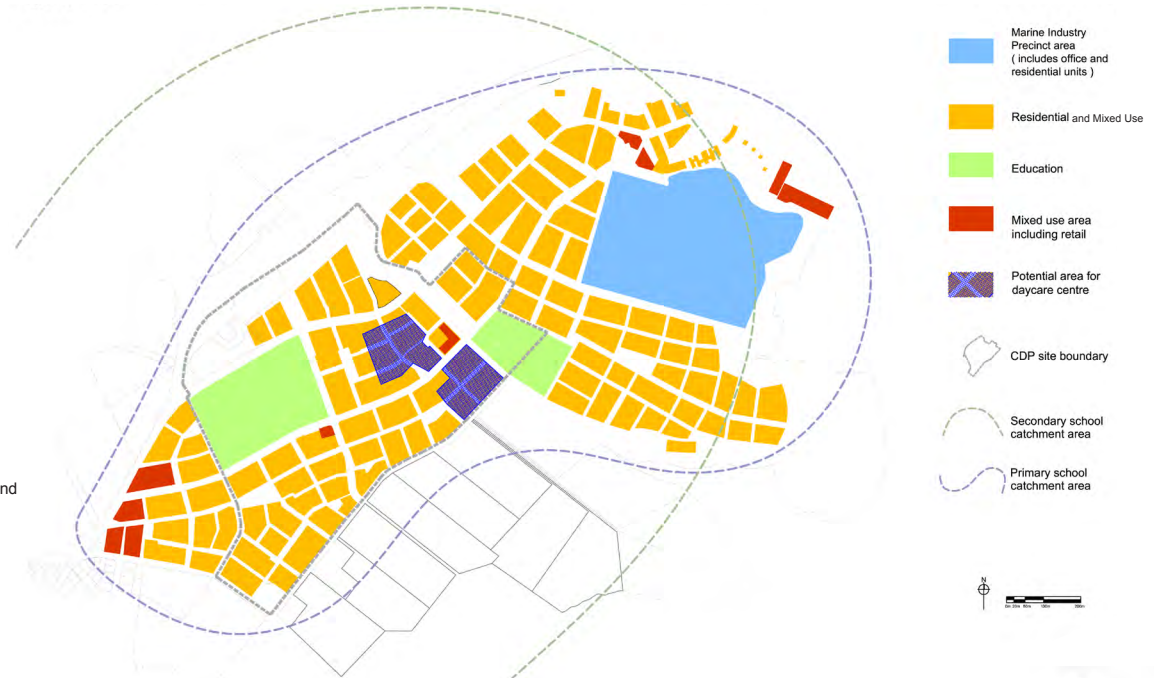
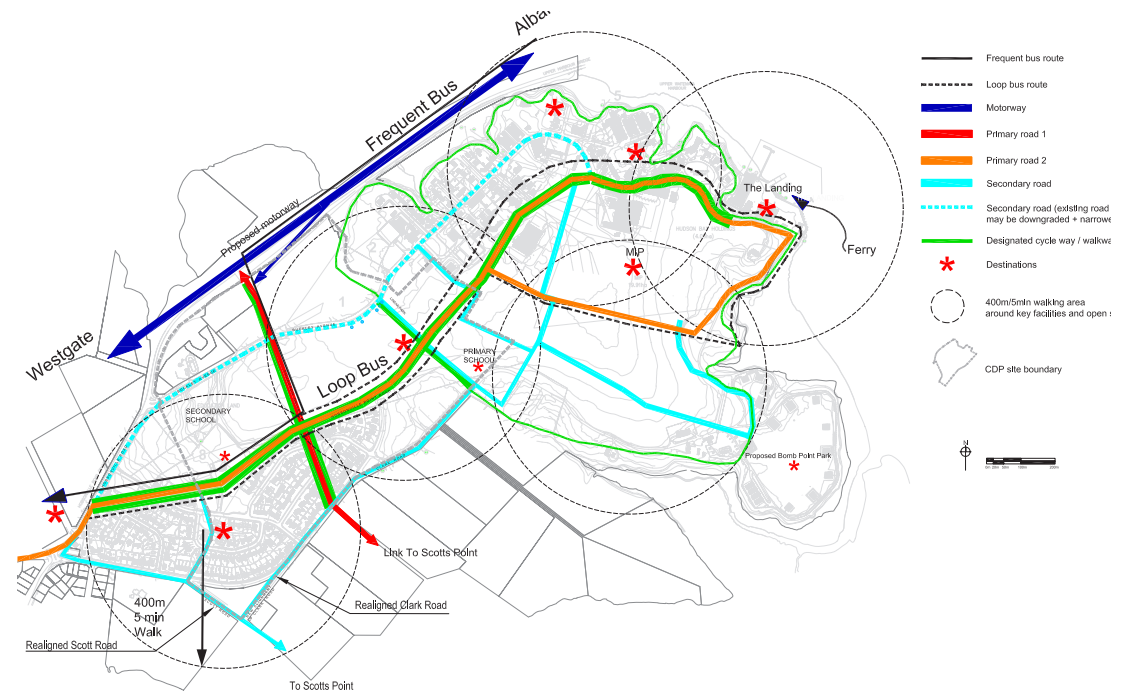
- public transport
- key routes
- street pattern



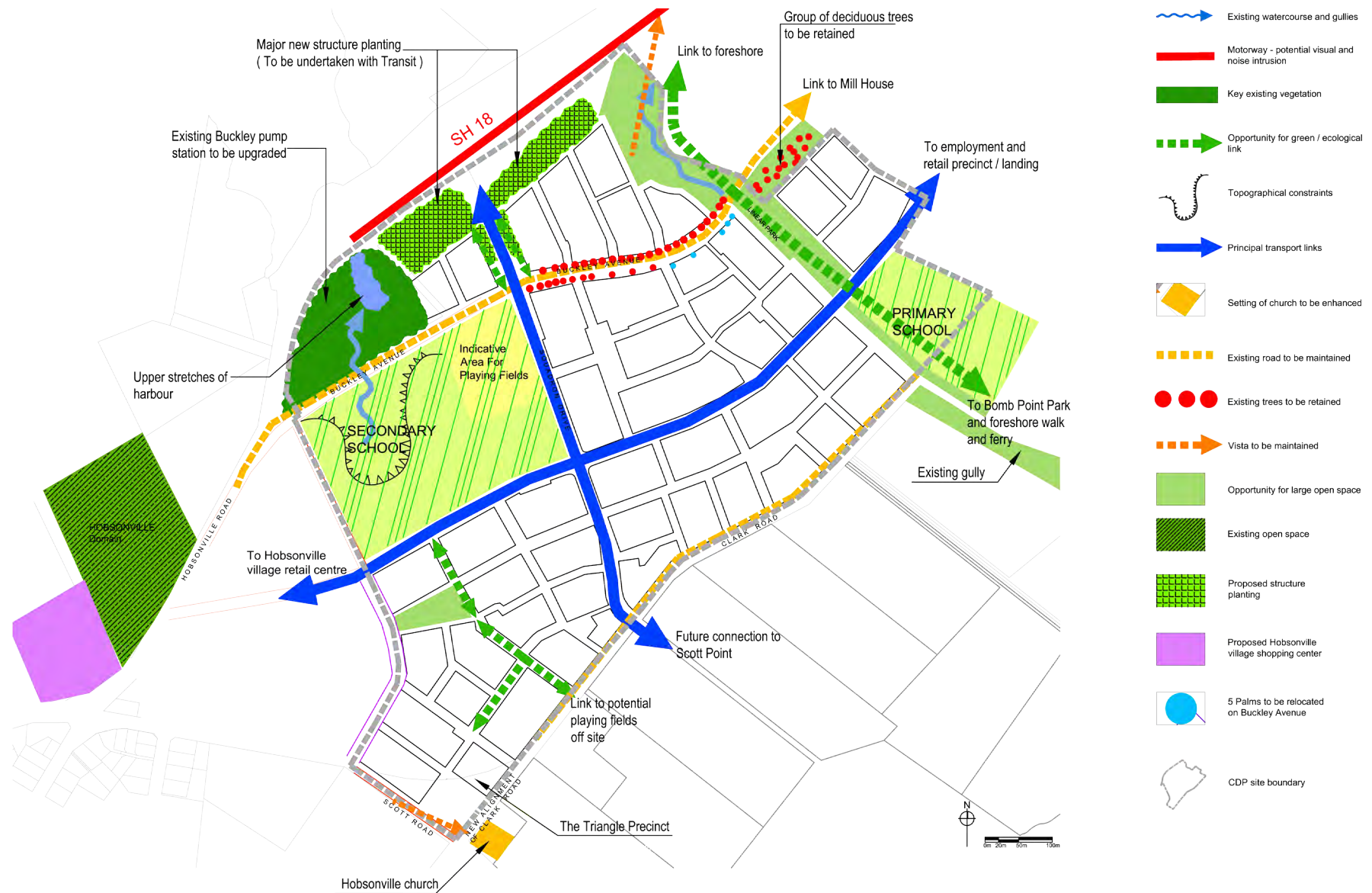
Activities and land use

Maximise the number of dwellings within walking distance of local shops and services (5 min = walking distance of 400m, 10 mins = walking distance of 800m.) Locate shops adjacent to the Linear Park at the heart of the peninsula to provide a high quality retail and leisure environment associated with public open space. Activities and landuses include:

- residential and mixed used
- primary and secondary schools
- marine industry precinct
- retail and commercial



1.6 Site opportunities and constraints, CDP application area



2.0 Part A: Buckley Hobsonville CDP General Consent Conditions

- A** All development and activities under this Comprehensive Development Plan [CDP] shall be undertaken in accordance with:

Part B General Conditions
Part D Development Plans
Part E Development Matrices

- B** All development and activities under this Comprehensive Development Plan [CDP] shall be undertaken in general accordance with the urban design requirements and standards contained in Part C Urban Design.

- C** All development and activities under this Comprehensive Development Plan (CDP) shall be undertaken in accordance with the landscape design proposals identified in "Campus Runway Park Precinct 100% Developed Design" dated July 18, 2008 prepared by Isthmus to recognise and provide for the protection of the historic heritage values of the former airforce runway.

2.1 Residential activities

- 2.1.1 Within the area identified on the 'Land Use Plan' as 'Priority Areas for Residential Mixed Use' there shall be a minimum of 20 units established with a minimum ground floor height of 3.3m from floor to ceiling and a minimum width of 6.0m.
- 2.1.2 Within the areas identified as 'Potential Location for Daycare Centre' on the 'Land Use Plan' at Part C no residential building or activity may be established until the particular location of the daycare centre proposed for that area has been finalised.
- 2.1.3 Any development within the 'triangle area' in the vicinity of the existing alignment and consented realignment of Clark Road and Scott Road shall be in accordance with the CDP and as represented by Plan 'A' in the consent order.
- Any building consent application for any building on either of the two sites identified on the 'Land Use Plan' as being 'Special Interfacing Lot' shall be accompanied by a design statement identifying how the design and façade treatment and building bulk and height is sympathetic to the Hobsonville Church Building and/ or the remaining settler cottages on Clark Rd including the 3 unit cottage at 18 Clark Rd and Clark House at 25 Clark Road

- 2.1.4 The number of residential units to be erected over the CDP area shall be between a minimum of 1080 and a maximum of 1200 units. These residential units shall be provided for within the minimum and maximum yields specified for the three blocks over the CDP area contained on the following table "Residential unit Yield"

- 2.1.5 Activities are subject to Clause 2.5 – Noise below.

- 2.1.6 Activities are subject to standards contained in Part D Development Plans and Part E Development Matrices.

Residential Unit Yield (See Block Layout Plan)			
block	indicative yield	min. yield	max yield
1	24		
2	17		
3	50		
4	12		
5	70		
6	44		
7	44		
8	44		
9	79		
10	65		
sub total block A	449	435	484
11	33		
12	133		
13	55		
14	59		
15	35		
18	90		
19	61		
sub total block B	466	445	466
16	61		
17	37		
20	47		
21	35		
22	20		
23	6		
sub total block C	206	200	250
Total	1121	1080	1200

2.2 Daycare Centre

- 2.2.1 Any daycare centre shall be located within the areas identified for such a use on the 'Land Use Plan'.
- 2.2.2 Only one daycare centre shall be located to the north of Hobsonville Point Road as identified on the 'Land Use Plan'.
- 2.2.3 Only one daycare centre shall be located to the south of Hobsonville Point Road as identified on the 'Land Use Plan'.
- 2.2.4 All buildings shall comply with the setbacks identified on the 'Urban Form Plan'.
- 2.2.5 The permitted building height is a maximum of 8m.
- 2.2.6 The maximum net site area for any daycare centre shall be 4000m²
- 2.2.7 Each daycare centre shall be provided with one car park space for each staff member and one park for every 10 children that the centre is designed to accomodate.
- 2.2.8 Activities are subject to Clause 2.5 – Noise below.
- 2.2.9 The maximum permitted building coverage is 75% and the maximum permitted impermeable coverage (building and impervious surfaces) is 85%.

2.3 Retail Activities

- 2.3.1 Any retail activity shall be located within the areas identified as 'Mixed Use – Retail [Neighbourhood Centre]' and 'Mixed Use – Retail' on the 'Land Use Plan' and shall be located on the ground floor level.
- 2.3.2 Any single retail tenancy located within the 'Mixed use - Retail' Area identified on the 'Land Use Plan' shall not exceed a Gross Floor Area of 100m².
- 2.3.3 The combined area of all retail activities located within the 'Mixed Use - Retail' identified on the 'Land Use Plan' shall not exceed a Gross Floor Area of 400m².
- 2.3.4 Any single retail tenancy located within the 'Mixed Use - Retail [Neighbourhood Centre] area' identified on the 'Land Use Plan' shall not exceed a Gross Floor Area of 500m².
- 2.3.5 The average gross floor area of all retail activities located within the 'Mixed Use – Retail [Neighbourhood Centre]' identified on the 'Land Use Plan' shall not exceed 200m².
- 2.3.6 The combined area of all retail activities located within the 'Mixed Use – retail [neighbourhood centre]' identified on the 'Land Use Plan' at Part C shall not exceed a Gross Floor Area of 1000m².
- 2.3.7 Parking and loading spaces are to be provided in accordance with District Plan Rule 21.3(g)(xvii) clauses 1,2,3,4 and 6 (Hobsonville Base Village Special Area).
- 2.3.8 Each building to be utilised for retail activities shall comply with the bulk and location provisions specified for an 'Apartment' as set out on the 'Building Type Matrix'.
- 2.3.9 Activities are subject to Clause 2.5- Noise below.
- 2.3.10 A continuous pedestrian canopy will be provided along the entire length of any retail activity in these areas. Where part of a building is being used as retail the canopy shall extend to the end of the building.

2.4 Other Non- Residential Activities

[Defined as activities other than residential, daycare or retail within the areas identified as 'Mixed Use – Retail (Neighbourhood Centre)' and 'Mixed Use – Retail' on the 'Land Use Plan'] except for home occupations which are provided for under Rule 21.1(c) [Hobsonville Base Village Special Area] and as provided for under 2.4.6 below.]

2.4.1 Any other non-residential activity shall be located within the areas identified on the 'Land Use Plan' as 'Mixed Use – Retail (Neighbourhood Centre)' or 'Mixed Use – Retail' or 'Priority Areas for Residential Mixed Use' or 'Residential Units Supporting Flexible Ground Floor Uses'.

2.4.2 Any other non-residential activities located within the 'Mixed Use – retail [neighbourhood centre]' identified on the 'Land Use Plan' at Part C shall not exceed a total [singularly or combined] Gross Floor Area of 1000m².

2.4.3 Any other non-residential activities located within the 'Mixed Use – Retail [Neighbourhood Centre]' identified on the 'Land Use Plan' shall be located at ground level or on the first floor only.

2.4.4 Any other non-residential activities located within the 'Mixed Use - Retail' identified on the 'Land Use Plan' shall not exceed a total [singularly or combined] Gross Floor Area of 200m².

2.4.5 Any other non-residential activities located within the 'Mixed Use – Retail' identified on the 'Land Use Plan' shall be located either at ground level or on the first floor only.

2.4.6 Any non-residential activities located within the 'Priority Areas for Residential Mixed Use' or 'Residential Units Supporting Flexible Ground Floor Uses' identified on the 'Land Use Plan' are subject to the following standards:

- a. convenience shops shall not exceed a total gross floor area of 100m²;
- b. restaurants shall not exceed a total gross floor area of 200m²; and
- c. there shall be no more than two adjoining retail activities in any one location.

2.4.7 Parking and loading spaces are to be provided in accordance with District Plan Rule 21.3(g)(xvii) clauses 1,2,3,4 and 6 [Hobsonville base Village Special Area].

2.4.8 Each building to be utilised for other non residential activities shall comply with the bulk and location specifications for residential activities set out at Parts C, D and E.

2.4.9 Activities are subject to Clause 2.5 – Noise below.

2.5 Noise

2.5.1 Residential Area

Activities located within the 'Residential Area' identified on the 'Noise Plan' shall meet the noise limits set out in the following table as measured at any part of a site [other than the site on which the activity is situated].

Area	7.00am to 7.00 pm Monday to Saturday	7.00pm to 10.00 pm Monday to Saturday 7.00am to 10.00pm Sundays & Public Holidays	10.00pm to 7.00am	
	L_{10}	L_{10}	L_{10}	L_{max}
Residential	50 dBA	45 dBA	40 dBA	70 dBA

2.5.2 Mixed Use Area

Activities located within the 'Mixed Use Area' identified on the 'Noise Plan' shall meet the noise limits set out in the following table as measured at any part of a site (other than the site on which the activity is situated).

Area	7.00am to 7.00 pm Monday to Saturday	7.00pm to 10.00 pm Monday to Saturday 7.00am to 10.00pm Sundays & Public Holidays	10.00pm to 7.00am	
	L_{10}	L_{10}	L_{10}	L_{max}
Residential	50 dBA	45 dBA	40 dBA	70 dBA
Mixed Use	55 dBA	55 dBA	45 dBA	75 dBA

New buildings and additions and alterations to any existing building shall be designed and constructed so that the energy average noise limits for the times specified below are not exceeded in any habitable room:

- (a) (i) 45 dBA L_{10} between the hours 0700 – 2200 and
35 dBA L_{10} between the hours 2200 – 0700 in bedrooms.
- (b) The design shall be based on the assumption that:
 - (ii) Noise from the Mixed Use area at the boundary of the site is at the level shown in the table below:

	dBA	Octave Band Centre Frequency (Hz)						
		63	125	250	500	1k	2k	4k
Daytime incident L_{10} sound pressure level (dB)	60	69	62	61	56	54	54	49
Night time incident L_{10} sound pressure level (dB)	55	64	57	56	51	49	49	44

- (iii) The design shall be based on noise at the facade of the building from traffic flows, predicted for the road a minimum of 10 years after the building has been constructed or 2021, whichever is the later.
- (iv) At the same time and under the same physical conditions as the internal noise limits in (a) are achieved all habitable rooms shall be adequately ventilated in accordance with the Building Code.

2.5.3 Mixed Use – Retail (Neighbourhood Centre) and Mixed Use - Retail

Activities located within the 'Neighbourhood Centre' and 'Mixed Use' areas identified on 'Noise Plan' shall meet the noise limits set out in the following table as measured at any part of a site (other than the site on which the activity is situated).

Area	7.00am to 7.00 pm Monday to Saturday	7.00pm to 10.00 pm Monday to Saturday 7.00am to 10.00pm Sundays & Public Holidays	10.00pm to 7.00am	
	L_{10}	L_{10}	L_{10}	L_{max}
Residential	50 dBA	45 dBA	40 dBA	70 dBA
Mixed Use	55 dBA	55 dBA	45 dBA	75 dBA
Neighbourhood Centre	60 dBA	60 dBA	45 dBA	75 dBA

New buildings and additions and alterations to any existing building shall be designed and constructed so that the noise limits in (a) and (b) below are not exceeded in any habitable room:

- (a) (i) 45 dBA L_{10} between the hours 0700 – 2200 and
35 dBA L_{10} between the hours 2200 – 0700.
- (b) The design shall be based on the assumption that:
- (ii) Noise from the Mixed Use area at the boundary of the site is at the level shown in the table below:

	dBA	Octave Band Centre Frequency (Hz)						
		63	125	250	500	1k	2k	4k
Daytime incident L_{10} sound pressure level (dB)	60	69	62	61	56	54	54	49
Night time incident L_{10} sound pressure level (dB)	55	64	57	56	51	49	49	44

- (iii) The design shall be based on noise at the facade of the building from traffic flows, predicted for the road a minimum of 10 years after the building has been constructed or 2021, whichever is the later.
- (iv) At the same time and under the same physical conditions as the internal noise limits in (a) are achieved all habitable rooms shall be adequately ventilated in accordance with the Building Code.

2.5.4 High Noise Route

Any building containing Residential Activities erected on a front site adjoining a High Noise Route as identified on the 'Noise Plan' shall ensure the following noise limits are not exceeded in any habitable rooms:

- (a) 45 dBA L_{eq} between the hours of 0700 – 2200, and
35 dBA L_{eq} between the hours of 2200 – 0700.
- (b) At the same time and under the same physical conditions as the internal noise limits above are achieved, all habitable rooms shall be adequately ventilated in accordance with the Building Code.
- (c) The design shall be based on noise at the facade of the building from traffic flows, predicted for the road a minimum of 10 years after the building has been constructed or 2021, whichever is the later.
- (d) Compliance with this rule shall be demonstrated by the provision of an acoustic design report from a suitably qualified and experienced acoustic engineer confirming that the building is designed and constructed to ensure that the above noise limits in any habitable room are not exceeded.
- (e) Certification on completion of construction of the dwelling or building containing Residential Activities shall be provided by a suitably qualified and experienced acoustic engineer that the completed building complies with the specified limits.

2.5.5 Residential Units

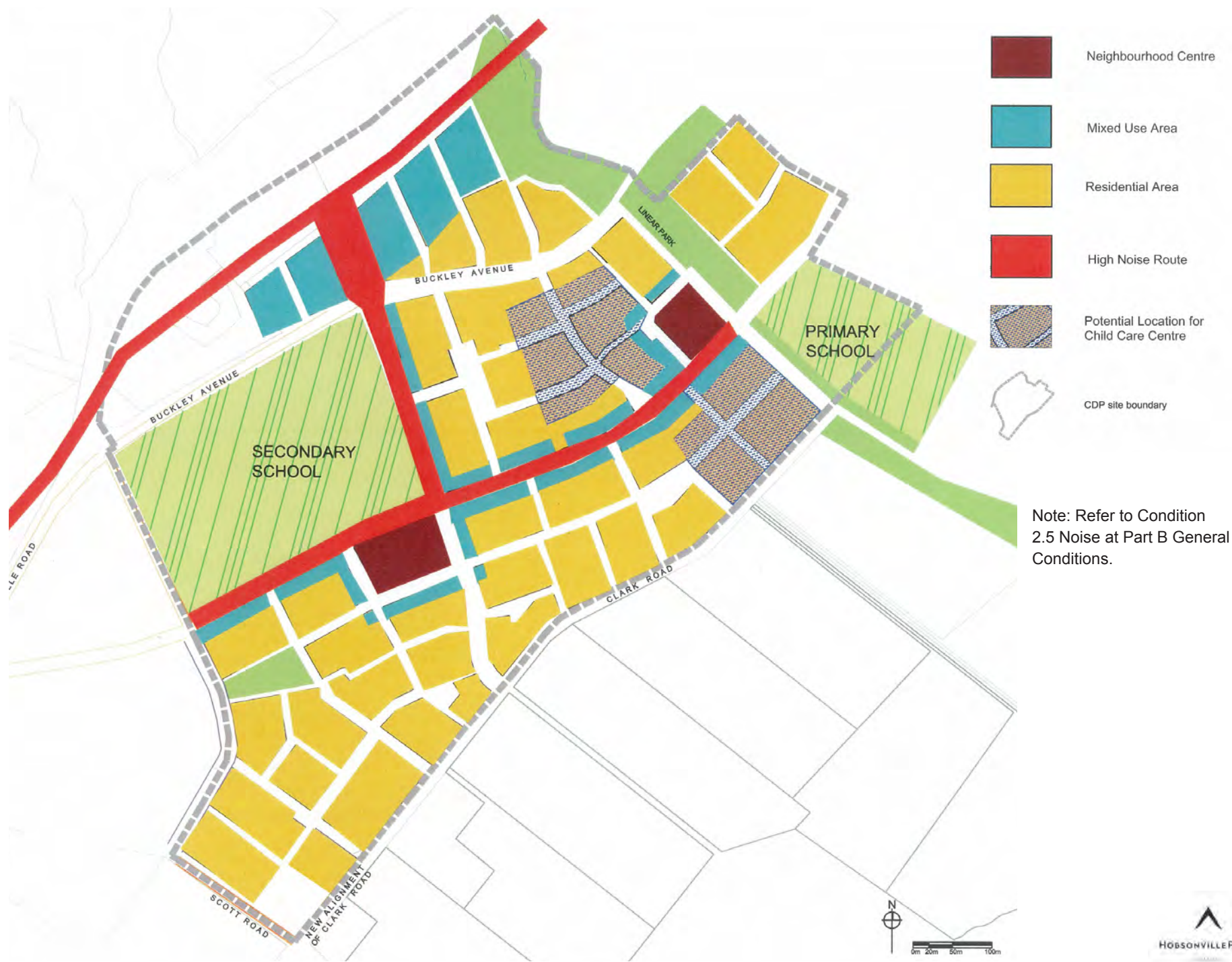
Notwithstanding clauses 5.1 to 5.4 above where there is a common building element such as floors or walls shared by residential units having individual legal titles (different ownership), the noise level arising from activities within those units measured within a habitable room of an adjacent unit, under different ownership, shall not exceed the following limits with all doors and windows closed:

- 0700 to 2200 45 dBA L_{10}
- 2200 to 0700 35 dBA L_{10}
55 dBA L_{max}
50 dBA L_{10} @ 63 Hz
45 dBA L_{10} @ 125 Hz

The noise levels shall be measured in accordance with the requirements of NZS 6801:1991 Measurement of Sound and during the daytime shall be assessed in accordance with the requirements of NZS 6802:1991 Assessment of Environmental Sound. At night time the noise shall be assessed in accordance with the requirements of NZS 6802:1991 Assessment of Environmental Sound, except clause 4.4 shall not be used for any frequency below 250Hz.

2.6 School Sites

- 2.6.1 Those areas identified on the 'Land Use Plan' as "Secondary School" and "Primary School" shall be limited to such uses albeit that there is scope for minor adjustments to the shape, size and location of these areas. With any adjustment to the size, shape and location of the two school sites the following features are to be retained:
- [a] Secondary School – This site is to retain frontage to Squadron Drive, Hobsonville Point Rd and Buckley Avenue and be at least 8ha in area.
 - [b] Primary School – This site is to retain frontage to Hobsonville Point Road; be at least 3ha in area; incorporate a walkway connection along its southern frontage which in turn is to be part of a road connecting between Hobsonville Point Road and Clark Road.



3.0 Part C: Urban Design

Character areas are identified and defined within the CDP area. Each character area has a particular function and role, and contributes to the identity and character of the development as a whole. The urban character areas are described as follows:

- Hobsonville Point Road
- Squadron Drive North [north of Hobsonville Point Road]
- Buckley Avenue East
- Linear Park Drive
- Retail Areas

This part specifies the urban design outcomes and the general urban design standards. All development within the Hobsonville CDP area must be in general accordance with the standards set out in this part which must be read in conjunction with the Plans in Part D and the Matrices in Part E.

The urban design requirements for the urban character areas specified above are determined by the following:

- structure [grain and character]
- scale [height and massing]
- use [range of uses accepted/ encouraged]
- ground floor use flexibility
- movement networks [pedestrian, cycle and vehicular routes, public transport]
- public transport- bus stops
- canopies [for retail and mixed use priority areas]

General urban design standards are also specified in this part for:

- solid/ void relationship
- facade diversity
- fenestration/ articulation
- building scale and hierarchy
- roofscape
- building line variation
- blocks
- T- road intersection
- rear and side yard treatments
- buildings flanking open space and pedestrian walkways

- landmark buildings
- corner lots
- marker buildings
- occupied frontage

Best practice standards and principles are included in this part of the document to provide for:

- Rear lane access
- Group car parking areas
- School building development

3.1 Special Character Areas Plan - CDP area



3.2 Urban Character Area: Hobsonville Point Road [spine road]

Hobsonville Point Road runs the length of the site, anchored by 'The Landing' and ferry terminal at one end, and Hobsonville Village Shopping Centre to the west. It will be the busiest pedestrian street with the highest amenity, and will be well connected to the rest of the peninsula's streets. It will become the main bus route, connecting with the ferry and a local loop ensuring that residential units are within 400m of the bus route. It will have the greatest concentration of mixed activities in a series of small nodes.

Structure [grain and character]

The following design requirements apply:

- Balanced pedestrian/cycle/vehicular street which provides a good sense of enclosure and a relatively higher order of built form
- Variety of flexible buildings that allow for a range of varying uses.
- Formal urban street with regular plot widths and heights.
- Variety provided through articulation of building line and architectural detailing.
- A higher level of public realm amenity provided along the entire street with emphasis at the main intersections containing 'Priority Areas' for mixed use and 'Neighbourhood Centre' [refer to Land Use Plan in Part D]

[Advice note: Refer to Section 9.2 of the Hobsonville Masterplan and Design Guide.]

Use

The following range of uses is provided for [refer to Land use plan in Part D]:

- Residential [Medium/ High Density with flexible ground floor use]
- Retail Mixed Use [Neighbourhood Centre]
- Mixed Use - Retail
- Priority Areas - Residential Mixed Use
- Day Care Centres
- Primary School [explore opportunities for shared community use of school facilities]
- Secondary School [explore opportunities for shared community use of school facilities]



Scale [height and massing]

The urban containment created by the scale of buildings will help to define and enclose the road as a principal street.

- The overall built form shall be a minimum of 2+1 storeys and a maximum height of 4 storeys, with the exception of landmark and marker buildings of up to 6 storeys.
- Building setbacks are generally minimised to create street enclosure, but are increased to a max 3.5m on the southern side of Hobsonville Point Road to allow outdoor living areas with a northerly aspect.

Ground floor use flexibility

The locations are identified on the Land use plan in Part D, and floor to ceiling dimensions are included in the Building Type Matrices.

Movement networks [pedestrian, cycle, vehicular routes/ public transport]

- Combined pedestrian/cycle networks shall be provided along the footpath and cycleway along the full length of the street [refer Part E for Footpath Width Plan]
- Formal signalised pedestrian crossings shall be provided [Advice note: refer to figure 5.5 of the Masterplan and Design Guide.]

Public transport- bus stops

- The Quality Transport Network [QTN] route and local route shall be provided along this street.
- Two bus stop locations shall be accommodated [Advice note: refer fig 5.5 of the Masterplan and Design Guide].

3.3 Urban Character Area: Squadron Drive North [urban boulevard]

Squadron Drive provides an important link between the motorway and Scott Point. The character of the street will vary through a transition from the wide, tree-lined suburban entrance adjacent to its junction with Buckley Avenue, to a dense, tight urban form at the junction with Hobsonville Point Road. Whilst wider tree berms will be provided along the northern section to give a greener feel to the street, taller buildings will be used along its entire length.

Structure [grain and character]

The following design requirements shall apply:

- More focused on vehicular movement as a vital link to the motorway
- Provides a character which varies from a wide tree-lined entrance at the intersection with Buckley Avenue to a tighter urban form commencing at the mid-block junction with Hobsonville Point Road.
- Building form and landscaping must address the street to provide a key gateway to the site approaching from the motorway.
- Taller buildings are enabled along the full length of Squadron Drive with particular focus on the intersection with Hobsonville Point Road.
- The building setbacks will be minimised to provide greater enclosure, with setbacks reduced even further at the intersection with Hobsonville Point Road to reflect the increased urban intensity in this area [these parameters include the western side of Squadron Drive, ie. secondary school site where buildings are proposed in this vicinity].
- No vehicle access provided onto Squadron Drive [other than roads shown]

[Advice note: Refer to Section 9.1 of the Masterplan and Design Guide]

Scale [height and massing]

There shall be a substantial level of urban containment along the street, to help define the road as a principal street. The focus shall be on the scale of buildings responding to other urban elements such as mid-block crossing points.

Use

The following range of uses is provided for [refer to Land use plan in Part D]:

- Residential [Medium/ High Density with flexible ground floor use]
- Priority Areas Residential Mixed Use.
- Secondary School [explore opportunities for shared community use of school facilities]

Ground floor use flexibility

The locations are identified on the Land Use Plan in Part C and floor to ceiling dimensions are included in the Building Type Matrix in Part D.

Movement networks [pedestrian, cycle, vehicular routes/ public transport]

- Combined pedestrian/cycle networks shall be provided [refer to Urban Form Plan].
- Formal pedestrian crossing points shall be provided [Advice note: refer fig 5.5 of the Masterplan and Design Guide]

Public transport- bus stops

- The Quality Transport Network [QTN] route and local route shall be provided along this street [Advice note: refer fig 5.5 of the Masterplan and Design Guide].

3.4 Urban Character Area: Buckley Avenue East

Buckley Avenue is a distinctive road within the existing site, and is flanked by a row of Phoenix Palms on both sides. Buckley Avenue will be designed with a wide berm setback to accommodate the existing Phoenix Palms, and will have the effect of a low speed park road running through the centre of a wide green corridor. The open space created by the wide corridor will serve as a community space for informal recreation, and will connect to the wider open space network. Buckley Avenue East will be characterized by low planting, palm trees augmented by orchard trees, and a swale running the length of the road. Residential dwellings will front the open space to provide surveillance and define the edges.

Structure [grain and character]

The following design requirements shall apply:

- A key avenue connection will be provided between the Secondary School and Linear Park with a high level of landscaping amenity
- The building edge along Buckley Road linear park will provide a strong definition between the public and private realm with a good level of surveillance.
- The built form will provide continuous frontage where shown on the Urban Form Plan in Part D, with marker buildings at either end of the street
- Continuous frontage shall be achieved by providing rear lane access. Individual driveways to dwellings will not be permitted to ensure the continuity and functionality of the Buckley Avenue Linear Park and avenue of palms. A limited number of shared driveways may be used at the eastern end of the avenue.

[Advice note: refer to Section 9.6 of the Master plan and Design Guide]

Scale [height and massing]

The following design requirements shall apply:

- The overall built form shall be a minimum height of 2 storeys with a maximum height of 3 storeys
- Building setbacks are increased along the length of the street, so that front yards may contribute to the amenity of the wide park corridor.



Use

The following range of uses is provided for [refer to Land Use Plan in Part D]:

- Residential [Medium/ High Density]

Movement networks [pedestrian, cycle, vehicular routes/ public transport]

- Footpaths [2.0m width] will be provided adjacent to property boundaries along Buckley Avenue.
- The low speed traffic environment of Buckley Avenue means a separate cycle way will not be required.

3.5 Urban Character Area: Linear Park Drive

Linear Park [including Linear Park extension] is the largest public open space within the CDP area. The park is a multi-functional open space and provides a valuable ecological and recreational link across the site. The character of the park will vary. To the north of Buckley Avenue a low-key, informal character will be adopted. South of Buckley Avenue a more formal design to the park will be adopted. Buildings will front onto the open space. Between Hobsonville Point Road and Buckley Avenue buildings shall address the park to provide a strong edge to the park, improve surveillance and define the open space.

Structure [grain and character]

The following design requirements shall apply:

- The buildings which surround this park shall provide a built form that offers a strong edge condition and a good level of surveillance.
- The built form around the Central Linear park area [which contains the formal recreational area] shall provide continuous frontage.
- The building edge around the park will provide strong definition between the public and private realm with a built form that offers a good level of enclosure, surveillance and a high level of landscaping amenity.
- The neighbourhood centre will have a strong relationship between the park, the street and the buildings in order to provide a high level of public realm amenity which extends the park across the street towards the shops.
- For Linear Park extension [adjacent to the primary school] buildings will be designed to overlook the park.
- Front fencing [if any] on land adjoining Linear Park Extension shall be permeable to allow surveillance to the public park/ walkway.

[Advice note: Refer to Section 9.4 of the Masterplan and Design Guide]

Scale [height and massing]

The following design requirements apply:

- Overall the built form around the entire park shall be a minimum of 2 storeys. However, the neighbourhood centre block (located at north-western corner of Hobsonville Point Road and Linear Park Drive) will provide buildings facing the park that range in heights from 4 to 6 storeys.



Use

The following range of uses is provided for [refer to Land Use Plan in Part D]:

- Residential [Medium/High Density]
- Residential [Medium/High Density with flexible ground floor use]
- Retail Mixed Use [Neighbourhood Centre], Mixed Use - Retail]
- Primary School [explore opportunities for shared community use of school facilities]

Ground floor use flexibility

The locations are identified on the Land use plan in Part D, and floor to ceiling dimensions are included in the Building Type Matrices.

Movement networks [pedestrian, cycle, vehicular routes/ public transport]

- Provision of pedestrian/cycle pathways through Linear Park.

3.6 Urban Character Area: Retail and Mixed Use Priority Areas

Two retail areas are located in the areas shown on the Land Use Plan in Part D :

- Corner of Linear Park and Hobsonville Point Road
- South West corner of Hobsonville Point Road and Squadron Drive.

The standards for neighbourhood centres are specified as follows:

Canopies

A continuous pedestrian canopy will be provided in Retail areas [refer General Conditions in Part B], and canopies over doors will be provided as a minimum in Mixed Use Priority Areas. The design of the canopy should complement the building and the height and width of the canopy shall be designed to provide all weather protection for pedestrians.

Car parking

Car parking and design are referenced in the street type matrix Part E, and relevant cross sections in Part E.

- Shoppers carparking for neighbourhood centre will predominantly be located on-street.
- On-site carparking shall be utilised for residents (and visitors), staff associated with the neighbourhood centre, and for disabled carparking requirements.

Street furniture [seating, rubbish bins, cycle racks]

Provision of street furniture that is convenient, comfortable, safe and well-designed to enhance streetscapes and is located in places where people naturally gather for waiting, or for recreation (ie. located near shops or bus stops).

Lighting

Shop front lighting shall be provided to assist night-time visibility and pedestrian safety.

Signage

Signage shall be generally contained within the shopfront and building 'frame' and be designed to fit within the architectural style of the building. Flashing or moving signs, free standing signs taller than 3m, roof signs and bunting or flag type signage are not allowed.

Visibility and access

Street-level visibility will be ensured through the use of windows, bays and door openings along the street-level façade. These elements shall be proportioned so that verticals dominate horizontals, except for ground floor shop fronts which may be square and should be transparent with clear glass that is not obscured by excessive signage and advertising.

Pedestrian entrances should be directly accessed and clearly legible from the street. Where doors and windows are not possible, because of incompatibility with the internal function of a building, landscaping should be used to enhance the facade and create visual interest.

Building frontage

- Buildings will generally maintain 100% building frontage with the street.
- Building setbacks are identified on the Plans in Part D.
- Buildings within these areas shall have a continuous building frontage with no gaps between buildings.



3.7 General urban design standards

The urban design standards for the CDP development area are specified as follows:

Solid/void relationship

Solid/ void relationship shall be described as the percentage of openings - windows/doors within a building façade, and shall be on all principal and secondary roads [as shown on the Footpath Network and Road Hierarchy Plan in Part E], and applied to all areas which are subject to continuous frontage [as shown on the Urban Form Plan in Part D]

- 75% solid maximum for Building Frontages
- 90% solid maximum for side/ gable elevations

Facade diversity

Facades are described as the street frontage or frontages of any building.

- Facades shall be designed to include vertical and horizontal detailing, material variation, and other architectural elements.
- Facades shall be designed to create a diverse, interesting street condition, and avoid excessive building mass.



facade diversity



facade diversity



fenestration

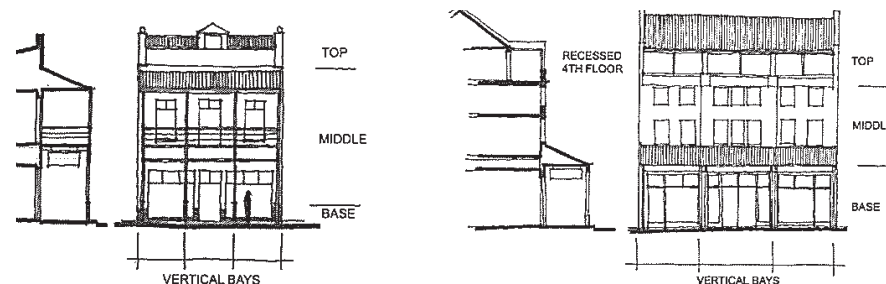
Fenestration/articulation

Fenestration is described as the arrangement of windows, doors and architectural detailing to provide variety and rhythm to a facade.

The fenestration of facades shall articulate individual residential unit widths. For example, where a building contains more than one unit the facade shall be designed to articulate the individual units and in this way break the facade into smaller vertical units.

Building scale and hierarchy

Buildings shall be designed to a scale that is appropriate for the intended use. The principal façade of a commercial or mixed use building will be divided into a base, middle and top. The design of these three proportions will reflect the structural role each plays (ie. The base should express its load bearing role, and its connection to the ground).



Building scale and hierarchy

Roofscape

The roofscape is described as the part of the building above the eave or projected ceiling line of any building

- Buildings shall be designed to provide a variable roofline
- The roofline must meet the sky with interest and variety

Building line variation

Buildings will be built to a building line as determined by front setbacks [refer to Building Matrix in Part E]. Building line variation is defined as the portion of the building form that must be separated from the primary frontage on the building line.

Ancillary elements that may extend beyond the building line include: chimneys, bay windows, balconies, entrance canopies, sun shade devices, louvres, eave depths up to 600mm, rainwater goods (gutters, downpipes, rainwater heads)

Any one bay window, balcony or chimney form or part thereof shall have a plan area not greater than 3m² beyond the building line.



building line variation



fenestration, articulation, roof-scape variety

T-Road intersections

Buildings at important intersections should provide some special architecture features to take advantage of the terminating vistas at these alignment points.

Rear and side yard treatments

Special architectural attention shall be given to the side and rear elevations of buildings that are visible from streets, parks, institutional sites, open spaces, public walkways and commercial blocks. The architectural treatments of these elevations must maintain the same quality as the front elevation in respect of materiality, placement of windows and other architectural elements.

Buildings fronting open spaces and pedestrian walkways

Buildings fronting an open space or walkway shall be treated as an occupied frontage and provide the same principles which require buildings to address the street. There will be no privacy fencing to park frontages, and the building frontage will be kept as open as possible to provide good informal surveillance. If fencing is used on park frontages it will be no more than 900mm in height.

Blocks

Block lengths measured from lot boundary to lot boundary shall be no greater than 130m in length. The long length shall be broken approximately mid-block with a street or lane as shown on the Block Layout Plan in Part D.

Landmark Buildings

Landmark Buildings are located on the Urban Form Plan in Part D and are larger in scale to reinforce the priority of Hobsonville Point Road.

- Landmark Buildings shall have distinctive architecture specifically designed to respond to their urban context.
- Landmark buildings shall have a minimum additional height of 3.0m above the roofline of adjacent buildings, and may exceed the maximum building heights specified in the Building Type Matrix Part E
- Landmark buildings may for example be a specifically articulated corner building or terminating view building.
- The floor to ceiling height of the ground floor shall allow for the ability to be developed in the future for retail activities [refer to Building Type Matrix Part E]

Marker Buildings

Marker Buildings are located on the Urban Form Plan in Part D and their scale is referenced to the localised neighbourhood

- Marker Buildings shall have distinctive architecture specifically designed to respond to their urban context,
- Marker Buildings shall have architecture distinct from neighbouring buildings.



landmark building



marker building



corner building



corner building

Corner lot treatment

Corner lots shall be designed to address both street frontages. Buildings shall have some special architectural features to reinforce the corner, and impermeable privacy fencing shall be restricted to rear yards. Building height shall continue around the corner for at least the same distance as the building frontage. The side setback shall continue at the same setback dimension as the frontage setback- for at least the same distance as the building width. [Refer to Urban Form Plan and Lot layout diagrams in Part E Matrices for Corner Lot Diagram].

Occupied frontage

Occupied frontage is described as being the rooms of a building that shall be specifically designed to overlook the street and thereby create a positive frontage. Occupied frontages shall have as a minimum lounge or kitchen windows overlooking the street. On corner sites the front door access shall face the street with the highest priority [refer to Footpath Network and Road Hierarchy Plan in Part E for principal and secondary routes]. In situations where the two intersecting streets have the same priority (such as two local/minor streets), the main entry could directly face the corner or one of the two street frontages. However the same approach should not be repeated for all corner lots. Occupied frontages shall be articulated with architectural detailing to define entrances, windows, and building form. [Refer to Lot layout diagrams in Part E Matrices for Occupied Frontage Diagram].

3.8 Rear access lane

Rear access lanes provide access to garages and parking spaces at the rear of properties. They are typically associated with townhouses, terraces and courtyards although in some limited circumstances provide access to larger detached 'villas' and 'traditional' units. [Refer to Part E Matrices and cross sections]

The following design principles relate to rear access lanes:

- Gateway buildings shall be provided at the entrance point to rear lanes, to overlook the laneway. These may take the form of individual buildings or loft apartments over garages [not a separate dwelling].
- Shared surfaces will be used to indicate equal status for vehicles and pedestrians, and footpaths will not be required.
- Vehicle speed will be reduced through reduced carriageway widths and block lengths, and the use of tree planting and building height to create enclosure.
- Garage setbacks shall be varied to provide variety to the streetscape, and trees, shrubs and surfaces will add visual interest.
- Opportunities for the provision of lofts over garage units (in addition to gateway buildings) shall be explored to improve surveillance.
- Semi-transparent fencing shall be used in rear lanes to provide privacy with a degree of overlooking of lanes.
- Adequate space for quality landscaping must be provided.
- Gateways to properties shall be provided within the rear fence and the garage unit.
- Lighting shall be provided along lanes.
- Garages will be designed to enhance the character of lanes and high quality architectural treatments and materials will be used.
- If physical speed restrictions are required these can include vertical displacement eg speed humps and speed tables, horizontal displacement eg chicanes and road narrowing, and permitting on-street parking in combination with narrower roads.
- Shape and alignment may vary as shown on the Block Layout Plan and Urban Form Plan i.e. exit and entry points could be on a different road axis

- All rear lane accesses shall provide a continuous connection through their respective block to ensure permeability and rubbish collection can be adequately provided for each individual home.



3.9 Group Carparking Area

Group car parking areas may be typically associated with apartments, retail activities, schools and other similar land use activities. The following design principles relate to group car parking:

- A positive frontage shall be presented to the street by providing high quality boundary landscaping treatment such as permeable fencing and hedge planting less than 1.5m in height to screen cars but allow for passive surveillance from the street
- Adequate space for landscaping must be provided, including 1 medium scale tree and groundcover planting for every 3 car park spaces
- Shared surfaces will be used to indicate equal status for vehicles and pedestrians, and footpaths may not be required
- Vehicle speeds will be reduced through the use of landscaping and tree planting for enclosure, and may include changes in surface material that differentiate parking bays from manoeuvring aisles.
- Lighting shall be provided for security
- Permeable surface materials and Low Impact Design [LID] treatment shall be used where possible
- Adjacent buildings shall be designed with an active frontage to car park areas
- If physical speed restrictions are required these can include vertical displacement e.g. raised tables and horizontal displacement e.g. narrowing at entry and exit points



3.10 School Building Development

Two schools [a primary school and secondary school] are provided for within the CDP area. The secondary school is located adjacent to Hobsonville Point Road and the primary school is located adjacent to Linear Park Drive [refer to Land Use Plan]. The integration of the school development within the overall CDP area, and the interface between buildings and the street and /or public open space must be considered. The following design principles apply:

- School buildings shall contribute to the built form and containment of the street with the placement of buildings aligned along the boundary,
- The building frontage shall respond to principal and secondary routes [refer to the Footpath Network and Road Hierarchy Plan]
- The height, position, scale and setback of buildings shall be consistent with development controls and conditions for streets and buildings in the vicinity of the school i.e. along Hobsonville Point Road, Squadron Drive and Linear Park Road.
- The height of buildings on corners shall be maximized where possible to reinforce corners, and shall be designed to address both street frontages including the use of special architectural features
- Positive and active street frontages shall be provided, with doors and windows facing the street and adjoining open space
- There shall be limited or no fencing along boundaries, and where fencing is required it shall be low height [i.e. less than 1.5m], permeable and recessive in colour and design.
- Boundary treatment such as paths, fencing, trees and other planting shall be provided and integrated with the character and design of adjoining open space [such as pedestrian and cycleway linkages along Linear Park]
- These principles do not preclude other building layouts and configurations being considered if best practice and positive outcomes can be demonstrated within the resource consent application for school building development.
- Areas of impermeable surfaces in schools shall not exceed 40% of their overall area.



Indicative master plan layout for secondary and primary schools within the CDP area



4.0 Part D: Development Plans

All development and activities under this Comprehensive Development Plan [CDP] shall be undertaken in accordance with the Development Plans contained in Part D and Development Matrices contained in Part E. The size, shape, alignment and position of some roads and open space are indicated as a 'flexible location' on the Block Layout Plan and described further in the Streets Matrix and Open Space Matrix.

Development Plan 1: Urban Form

The Urban Form Plan formalises the key components of the CDP development area for legibility, continuous frontage, set backs, building heights, open space and public roading network

Development Plan 2: Block Layout

The Block Layout Plan identifies key elements that are fixed or flexible including open space, the public roading network, and private or public easements

Development Plan 3: Land Use

The Land Use Plan shows land uses and their location in the CDP area.



development plan: urban form



development plan: block layout



development plan:land use

3.1 Plan 1: Urban Form



Legibility

- Landmark Buildings
- Marker Buildings
- Existing Church
- Key Avenues
- Block Boundary / Occupied Frontage
- CDP Boundary

Continuous Frontage

- Continuous Frontage No driveways

Set Backs

- 0m Min - 1m Max
- 0m Min - 1.5m Max
- 2m Min - 3.5m Max
- 3m Min - 5m Max
- 2m Min - 5m Max
- 0m Min - 3.5m Max

Building Heights

- 1 1 Storey Max
- 1/2 1 Storey Min 2 Storey Max
- 2 2 Storey
- 2/3 2 Storey Min 3 Storey Max
- 4/6 4 Storey Min 6 Storey Max
- 3/4 3 Storey Min 4 Storey Max
- 2+1/4 2+1 Storey Min 4 Storey Max Refer to Part E for definition of 2+1 (Town house and Terrace building typologies)
- 3/4 3 Storey Min 4 Storey Max

Open Space

- Indicative Vegetated Landscape Edge
- 1a-1b Principal Park / Active Recreation Space
- 2a-2f Pocket Park / Passive Recreation Space
- 3a-3d Streetscape Amenity Space Flexible location

Public Roading Network

- Urban Boulevard Fixed location
- Residential Street Fixed location
- Residential Street Flexible location
- Pedestrian Linkage Public Flexible location
- Rear Lane Access Flexible location

Note: Refer to Part E Development Matrices for additional conditions.
Refer also to Part E Development Matrices for Lot Layout Diagrams: Corner Height and Setback, and Continuous Frontage.

0m 20m 50m 100m



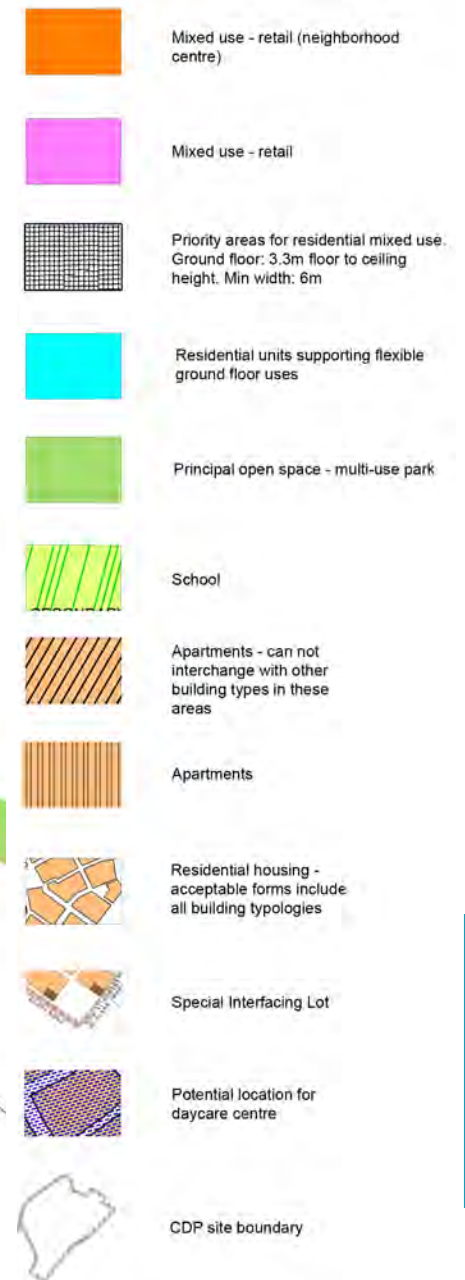
3.2 Plan 2: Block layout



LEGEND

- CDP Boundary
- Block boundary
- Open Space**
- Indicative Vegetated Landscape Edge
 - 1a-1b Principal Park / Active Recreation Space
General location, size and design intent
 - 2a-2f Pocket Park / Passive Recreation Space
General location, size and design intent
 - Streetscape Amenity Space flexible location (refer to Open Space Matrix)
 - Mid Block Pedestrian Facilities flexible location
[Note: block 13 facility may be substituted for a facility at block 14]
- Public Roadway Network**
- Urban Boulevard
Fixed location
 - Residential Street
Fixed location
 - Residential Street
Flexible location (refer to Street Matrix)
 - Pedestrian Linkage and Rear Lanes
 - Pedestrian Linkage
Public, flexible location. Public accessway or by right of way over private rear lanes. (refer to Street Matrix)
 - Rear Lane Access
Flexible location (refer to Street Matrix)
Definitions for flexible locations are in Part E Matrices

Block	Indicative Residential Street	Streetscape Amenity Space
1	1	
2		
3	1	1
4		
5		
6	1	
7	2	
8		1
9	1	
10	2	
11		
12	1	
13	1	
14	1	
15	1	
16	3	1
17	2	
18		
19	1	
20	2	
21	1	
22		
23		



Note: Refer to Part B General Conditions and Part E Development Matrices for additional conditions.

5.0 Part E: Development Matrices

All development within the Hobsonville CDP area shall be in accordance with the standards set out in the Development Matrices. The Matrices must be read in conjunction with the Development Plans which identify the building types, street types, open space types and character areas referred to in the Matrices.

The Development Code Matrices set the minimum quality standards [and in some cases maximum limits] to be met as detailed controls for the CDP development area. The Matrices are grouped under the following headings:

Matrix 1: Building Type

This matrix sets out the building types which include apartment, garden apartment, townhouse, terrace, courtyard, villa and traditional. [Note: building typologies and lot layout diagrams are provided in Part E]

Matrix 2: Street Type

This matrix sets out the street types which include primary boulevards and avenues, secondary roads, local streets, home zones and rear laneways. [Note: street cross sections are provided in Part E].

Matrix 3: Open Space

This matrix sets out the open space provisions divided into a hierarchy of 3 types including principal park/ active recreation space [linear park and western park], pocket park/ passive recreation space, and streetscape amenity space.

5.1 Matrix 1: Building type

Building Matrix

	a	b	c	d	e	f	g
	City wide rule 1 (Apartment Rules) [apply in their entirety - except where a particular standard is stated below that standard shall apply]	City wide rule 1 (Apartment Rules) [apply in their entirety - except where a particular standard is stated below that standard shall apply]	Medium density criteria [apply in their entirety - except where a particular standard is stated below that standard shall apply]	Medium density criteria [apply in their entirety - except where a particular standard is stated below that standard shall apply]	Medium density criteria [apply in their entirety - except where a particular standard is stated below that standard shall apply]	Living environment rules 2-6,8,12,14-16 [apply in their entirety - except where a particular standard is stated below that standard shall apply]	Living environment rules 2-6,8,12,14-16 [apply in their entirety - except where a particular standard is stated below that standard shall apply]
See Part E building typologies and lot layout diagrams for definitions, and Part D Urban Form Plan	Apartment	Garden Apartment	Townhouse	Terrace	Courtyard	Villa	Traditional
1 No. Floors shall be:	2 - 6 min - max	2 - 4 min - max	2+1 - 4 Min - max [refer to notes below for 2+1 definition]	2 Max	2 Max	1 - 2 min - max	1 - 2 min - max
Maximum Height shall be:	21m	16m	16m	13m	9m	10m	10m
2 Threshold Conditions shall be: [refer to Lot Layout Diagrams for threshold definition]	0.5m min 1.25m max	0.5m min 1.25m max	0.5m min 1.25m max [only applies to Hobsonville Point Road]	0 - 1m min - max	N/A	N/A	N/A
3 Lot Width shall be:	N/A	N/A	4.5m - 9m min - max	4.25m - 10m min - max	8m - 12m min - max	12m - 18m min - max	18m min
4 Lot Depth shall be:	N/A	12m min	18m min	18m min	18m min	20m min	20m min
5 Setback: Front shall be	refer to Urban Form Plan	refer to Urban Form Plan	refer to Urban Form Plan	refer to Urban Form Plan	refer to Urban Form Plan	refer to Urban Form Plan	refer to Urban Form Plan
6 Setback: Side shall be	N/A	N/A	N/A	N/A	0m - 2m min - max [Refer notes below and Lot Layout Diagram In Part E]	1.5m [Refer notes below]	1m - 3m min - max [Refer notes below]
7 Setback: Rear shall be Applies to house or garage setback	N/A	N/A	0 min	0 min	0 min	0 min	0 min
8 Building Back to Back separation distances shall be:	N/A	10m Minimum [refer also to footnote]	10m Minimum [refer also to footnote]	10m Minimum [refer also to footnote]	10m Minimum [refer also to footnote]	10m Minimum [refer also to footnote]	10m Minimum [refer also to footnote]
9 Building Side to Rear separation distance shall be:	N/A	minimum of 6m including 1m side setback on side arranged lot [refer also to footnote]	minimum of 6m including 1m side setback on side arranged lot [refer also to footnote]	minimum of 6m including 1m side setback on side arranged lot [refer also to footnote]	minimum of 6m including 1m side setback on side arranged lot [refer also to footnote]	minimum of 6m including 1m side setback on side arranged lot [refer also to footnote]	minimum of 6m including 1m side setback on side arranged lot [refer also to footnote]
10 Rear lane building separation shall be:		minimum of 8m	minimum of 8m	minimum of 8m	minimum of 8m	minimum of 8m	minimum of 8m
11 Site Coverage shall be as follows: - Building - Impermeable (building and impervious areas) - Permeable	100%	85%	75% max 85% max 15% min	75% max 85% max 15% min	60% max 80% max 20% min	60% max 70% max 30% min	60% max 65% max 35% min
12 Private Outdoor Space shall be provided as follows:	15m2 min Ground floor apartments 8m2 min balconies for all other apartments above the ground floor	15m2 min Ground floor apartments 8m2 min balconies for all other apartments above the ground floor	Shall be in accordance with the District Plan on lot sizes 350m2 or less.	Shall be in accordance with the District Plan on lot sizes 350m2 or less.	Shall be in accordance with the District Plan on lot sizes 350m2 or less. Courtyard typologies that are developed above 350m2 lot size will have minimum private outdoor space of 60m2.	60m2 min	60m2 min
13 On site Parking and Servicing shall be:	1-2 bed = 1 on site car space 3 bed + = 2 on site car spaces non residential max 1/25m2 of gfa, 1/35m2 of gfa above ground floor	1-2 bed = 1 on site car space 3 bed + = 2 on site car spaces	1-2 bed = 1 space 3 bed + = 2 spaces	1-2 bed = 1 space 3 bed + = 2 spaces	1-2 bed = 1 space 3 bed + = 2 spaces	1-2 bed = 1 space 3 bed + = 2 spaces	2 spaces
14 Floor to Ceiling heights [measured by projected ceiling line] shall be: [refer to footnote for ground floor heights of retail and landmark buildings]	PC 18 applies + minimum 2.7 ground floor	PC 18 applies + minimum 2.7 ground floor	Minimum 2.7 ground, minimum 2.4m above	Minimum 2.7 ground, minimum 2.4m above	Minimum 2.7 ground, minimum 2.4m above	N/A	N/A

Building Matrix

	a	b	c	d	e	f	g
15	Front Yard Landscaping and paved surfacing [refer to Part E lot layout diagrams for definitions]	N/A	N/A	Maximum permitted paved area in the front yard is limited to the width of the garage door plus 1.2m for access to the front door. The balance area must be soft landscaping	Maximum permitted paved area in the front yard is limited to the width of the garage door plus 1.2m for access to the front door. The balance area must be soft landscaping	Maximum permitted paved area in the front yard is limited to the width of the garage door plus 1.2m for access to the front door. The balance area must be soft landscaping	Maximum permitted paved area in the front yard is limited to the width of the garage door plus 1.2m for access to the front door. The balance area must be soft landscaping

- i All housing of lot width 5m and below must be rear loaded.
- ii All front loaded garages must step back a minimum of 0.5m from the building frontage as controlled by the front yard setback specified in 5 above. Garage setbacks must not be between 2.5m and 4.5m from the front boundary line [i.e. they must be either between 2.0m minimum and 2.5m maximum to preclude cars from parking in front of garage doors, or between 4.5m minimum and 5.5m maximum from the boundary - as controlled by the maximum 5.0m building setback + 0.5m step back to garage] Refer to Part E Lot Layout Diagrams for definitions.
- iii For the purposes of the minimum storey height limits specified on the "Building Type Matrix" the relevant minimum height is deemed to have been met where the building frontage meets the storey height limit and is continued around the corner for at least the same distance as the building frontage, except in the case where a minimum storey height is specified for corner sites on the Urban Form Plan, including landmark buildings. [Refer to Lot Layout Diagrams in Part E]
- iv Notwithstanding the maximum number of storey's prescribed in the "Building Type Matrix", above micro wind energy structures no greater than 2m in diameter may exceed the specified limits by a maximum of 3m.
- v Fencing standards
 - (a) Road boundary fences shall have a maximum height of 0.9m.
 - (b) On any site where the building is erected within 1.5m of the road boundary no fence may be erected.
 - (c) On rear boundaries fences shall have a maximum height of 1.8m and in the case of rear boundaries onto rear lanes any fence shall be semi-transparent to allow partial surveillance of the rear lanes
 - (d) On side boundaries fences shall have a maximum height of 1.8m.
 - (e) Notwithstanding (a) above in the case of corner sites (i.e. those that have road frontages) any boundary fence to the rear of the residential unit on the site shall have a maximum height of 1.8m.
 - (f) Front fences shall be discouraged.
 - (g) Where there is no front fence and a fence is to run between adjoining properties it shall do so at least 1m back from the corner of the building.
- vi Each residential unit located within the area identified as continuous frontage on the 'Urban Form Plan' shall have no driveway servicing the front of the unit and shall be serviced by either a rear lane or in the case of a corner section, a driveway on the side of the section. Furthermore, within the identified 'Continuous Frontage' area there shall be no more than 2m separating adjoining residential units. The only exceptions to these requirements are for the purposes of providing shared access-ways and legal roads. Connected buildings [i.e. continuous frontage with no separation between buildings] are required where neighbourhood centres and priority mixed use areas are identified on the Land Use Plan in Part D.
- vii All residential units must be designed and constructed to achieve the following :
 - a) A 5 Star thermal performance rating using the New Zealand HERS star rating calculator draft version 1.2 [May 2008] or an equivalent rating in any subsequent final version introduced by the government.
 - b) a minimum of 5.5 Stars in the draft Water Heating Assessment Tool developed by EECA [October 2008] or an equivalent rating in any subsequent final scheme introduced by the government.

The residential units will have their toilet, laundry and garden water use supplied from rainwater tanks. Rain tanks will be sized to achieve at least 75% of toilet, garden and laundry use supplied from rainwater, using the Waitakere City Council developed TUSC calculator. Above ground tanks are to be integrated into the landscaping so as not to be visually intrusive. Some flexibility in rain tank minimum size is permitted to ensure effective landscape integration. All dwellings will be fitted with water efficient fixtures, including 3 Star or better toilets, shower heads and taps over hand basins, or achieve equivalent flow rates by other means.
- viii The definition of +1 storey height is habitable roof space. A habitable room shall have a minimum average ceiling height of 2.4m. The minimum floor plan area shall be 6m² for that portion of the space that has a ceiling height of 2.4m or greater. The minimum width of this space shall be 2m in any direction. The +1 roof storey shall contain additional building mass such as a dormer or other architectural feature to provide living space to the roof. The additional building mass shall have a window area of not less than 10% of the floor area as defined for a habitable room and shall include opening sashes. [Refer to Building Typologies in Part E for illustrations].
- ix The minimum ground floor height for all retail and landmark buildings is 3.3m [refer Urban Form Plan and Land Use Plan for locations].
- x Floor to ceiling height is measured to projected ceiling line [refer to Part E building typologies for definitions].
- xi Side to Rear Separation: Where lot sizes of 130m² or less occur the building side to rear separation as referred to in 9 above should be reduced to 5m [including 1m side setback]
- xii All courtyard typologies shall include 1.5m high fencing between buildings stepped back behind the building line a minimum of 1.0m, and shall include landscaping and tree planting to reinforce the continuous frontage
- xiii Any application for resource consent shall nominate the building typology by the definitions provided in Part E [refer to diagrams and definitions]
- xiv There shall be an average impermeable surface limit of 79% over all Superlots including rear lanes, and made up as follows with reference to Section D Development Plans, Plan 3: land Use:
 - a) 100% in the Apartments, Mixed Use Retail and Mixed Use Retail Neighbourhood Centre zones
 - b) 85% in the zones for residential units supporting flexible ground floor uses
 - c) 65- 100% in the Residential Housing zones, subject to the applicant providing an assessment of the cumulative impermeable surfaces across the CDP area demonstrating that stormwater infrastructure capacity will not be exceeded, and that 79% average impermeability will not be exceeded

5.2 Matrix 2: Street type

Street Type Matrix										
	a	b	c	d	e	f	h	i	j	k
	Squadron Drive	Hobsonville Point Road	Buckley Avenue East	Clark Road	Scott Road	Western Avenue	Greenway - local street	Local Streets	Home Zones	Rear Lane Access
1 Road reserve dimensions	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E	Refer to Street Cross Section in Part E
2 Design Speed Intent (Desired speed of vehicles on the road)	40km per hour	40 km per hour	30 km per hour Buckley West 30km per hour Buckley East	40 km per hour	40 km per hour	40 km per hour	30 km per hour	30km per hour	15km per hour	15 km per hour
3 Public roading network [as shown on the Urban Form Plan in Part D]	Urban Boulevard [Fixed location]	Urban Boulevard [Fixed location]	Urban Boulevard [Fixed location]	Residential Street [Fixed location] [Minor Road]	Residential Street [Fixed location] [Minor Road]	Residential Street [Fixed location] [Minor Road]	Residential Street [Fixed location] [Minor Road]	Residential Street [Flexible location] [Local Road]	Not shown on Urban Form Plan. May be provided but not required. Flexible location.	Rear Lane Access [Flexible location]
4 Road hierarchy [as defined by the Footpath Network and Road Hierarchy Plan in Part E]	Principal route	Principal route	Secondary route	Secondary route	Secondary route	Secondary route	N/A	N/A	N/A	N/A
5 Street Character/ Role	Has the character of a formal urban boulevard. Provides an important link between the motorway and Scott Point. The character of the street will vary through a transition from the wide, tree lined suburban entrance adjacent to its junction with Buckley Avenue to a dense, tight urban form at the junction with Hobsonville Point Road. Whilst wider tree berms will be along the northern section to give a greener feel to the street, taller buildings will be used along its entire length	Has the character of an urban high street. This road running the length of the site, is designed to draw all elements together. While the green framework connects the natural space around the shoreline perimeter, Hobsonville Point Road is designed to attract people and activities into the centre of the community	Has the character of a parkway road and is considered an important gateway into the site. It is to be lined with a sweeping row of Phoenix palms which are considered an important heritage aspect of the site that is to be incorporated into the streetscape.	Allows for community space, pedestrian movement and traffic movement	Allows for community space, pedestrian movement and traffic movement	Allows for community space, pedestrian movement and traffic movement	Allows the ability to create a green space within the road reserve Additional Greenway local streets may be developed.	Streets intended to be community spaces for cyclists and cars and overlooked by housing	Streets intended to be community spaces for pedestrians, cyclists and cars and be overlooked by housing. They are considered shared surface spaces. They are to be treated as positive community spaces allowing active overlooking through living environments and positive architectural articulation. They are to allow pedestrian, cyclist and slow car movement.	Laneways are generally to provide access to garaging. They are considered shared surface spaces. They are to be treated as positive community spaces allowing active overlooking through living environments and positive architectural articulation. They are to allow pedestrian, cyclist and slow car movement. Adjacent Architecture shall include such concepts as gateway building, and increased streetscape variety.
6 Vehicular / Cyclist definition Refer Cross Sections Part F appendices	Separate provision for cycleways to be provided. For off-road shared cycleway/ footpath min 3.5m width For on-road Cycleway min 1.8m width within carriageway	Separate provision for cycleway to be provided. For off-road shared cycleway/ footpath min 3.5m width For on-road Cycleway min 1.8m width within carriageway	No separated cycling provision required	No separated cycling provision required	No separated cycling provision required	No separated cycling provision required	No separated cycling provision required	No separated cycling provision required	No separated cycling provision required	No separated cycling provision required
7 Footpath widths Shall be provided as per the 'Footpath Widths Plan' in Part C and as following	Refer to Footpath Widths Plan	Refer to Footpath Widths Plan	Refer to Footpath Widths Plan	Refer to Footpath Widths Plan	Refer to Footpath Widths Plan	Refer to Footpath Widths Plan	Refer to Footpath Widths Plan	Where 1.5m Footpath and where footpath adjoins 600mm service strip, the service strip shall not be planted	No footpath shared surface	No footpath shared surface

Street Type Matrix										
	a	b	c	d	e	f	h	i	j	k
	Squadron Drive	Hobsonville Point Road	Buckley Avenue East	Clark Road	Scott Road	Western Avenue	Greenway - local street	Local Streets	Home Zones	Rear Lane Access
8 Street Trees Species Shall be in accordance with the WCC street tree guidelines	Street trees shall be designed to provide a character of an Urban Boulevard	Street trees shall be designed to provide a character of an Urban Boulevard	A design for the Phoenix Palms in Buckley Avenue and proposed street trees shall be provided. The plan shall show how the existing palms are to be retained, and/ or moved to develop and reinforce the unique character of the street and reserve.	Street trees shall be provided to create a high amenity urban street environment	Street trees shall be provided to create a high amenity urban street environment	Street trees shall be provided to create a high amenity urban street environment	Street trees shall be provided to create a high amenity urban street environment	Street trees shall be provided to create a high amenity urban street environment	Street trees shall be provided to create a high amenity urban street environment that reinforces the shared space relationship between pedestrians, cyclists and cars	Street trees shall be provided to create a high amenity urban street environment that reinforces the shared space relationship between pedestrians, cyclists and cars
9 Street furniture [see notes below]	Category 1	Category 1	Category 1	Category 2	Category 2	Category 2	Category 2	Category 3	N/A	N/A
10 Lighting	Street lighting shall be provided to create a high amenity urban environment	Street lighting shall be provided to create a high amenity urban environment	Street lighting shall be provided to create a high amenity urban environment	Street lighting shall be provided	Street lighting shall be provided	Street lighting shall be provided	Street lighting shall be provided	Street lighting shall be provided	N/A	N/A
11 Junction type	Buckley Ave - signalised intersection South Buckley Ave, mid point of Squadron Drive - signalised pedestrian crossing Hobsonville Point Road - signalised intersection Clark Road - signalised intersection	Hobsonville Point Road & Squadron Dr Intersection - signalised intersection Hobsonville Point Rd & Linear Park (Eastern Ave) - signalised intersection No roundabouts	Buckley Avenue & Squadron Dr Intersection - signalised intersection	Clark Road/Scott Road Intersection - controlled intersection with the intent that it be signalised in the future.	Clark Road/Scott Road Intersection - controlled intersection with the intent it be signalised in the future. Western Ave/Scott Rd intersection - controlled intersection with the intent it be signalised in the future.	Western Ave/Scott Rd intersection - controlled intersection with the intent it be signalised in the future. Western Ave/ Hob Point Rd intersection - signalised intersection				
12 Junction radii	Turning radii reduced to 4m at junctions	Turning radii reduced to 4m at junctions	Turning radii reduced to 4m at junctions	Turning radii reduced to 4m at junctions	Turning radii reduced to 4m at junctions	Turning radii reduced to 4m at junctions	Turning radii reduced to 4m at junctions	Turning radii reduced to 4m at junctions	N/A	N/A
13 Junction sightlines	Sightline setback from intersection reduced to 6m	Sightline setback from intersection reduced to 6m	Sightline setback from intersection reduced to 6m	Sightline setback from intersection reduced to 6m	Sightline setback from intersection reduced to 6m	Sightline setback from intersection reduced to 6m	Sightline setback from intersection reduced to 6m	Sightline setback from intersection reduced to 6m	N/A	N/A

- i Engineering approval is required for all street works at the time of subdivision. All works shall comply with WCC code of practice unless otherwise modified by this CDP.
- ii Street cross sections including carriageway widths, parking layout and street tree layout shall be in general accordance with the sections provided in Part E.
- iii Footpath widths shall be in general accordance with the 'Footpath Width Plan.'
- iv On street car parking throughout the development shall be provided at a minimum of 0.5 spaces per residential unit. This shall be determined on a cumulative basis so that the minimum total requirement is achieved for all consented landuse activities and subdivisions within the CDP area.
- v There shall be no more than 3 contiguous parallel carparking spaces before a street tree is to be provided to break the length of parking.
- vi There shall be no more than 5 contiguous angle parks before a street tree is to be provided to break the length of parking.
- vii There shall be a maximum of 90% impermeability on all roads and lanes within the legal road reserve. There shall be a maximum of 40% impermeability within the Buckley Avenue East road reserve
- viii Scott Road shall be realigned to meet Clark Road generally at a right angle as identified on the "Urban Form Plan" and Block Layout Plan".
- ix Speed reveals shall be provided on Buckley Avenue East at regular intervals with a change in surface to create slower driving behaviour. A threshold treatment should also be considered to the east of Squadron Drive
- x All residential streets as defined above and shown on the Urban Form Plan in Part D are considered to have the same level of street hierarchy. Signs or street marking to be minimised.

- xi** A specific suite of furniture shall be provided as part of the future consenting requirements. The furniture shall be categorised into a hierarchy of 3 from Category 1 higher amenity to Category 3 lower amenity. The hierarchy shall reflect a range of costs.
- xii** Two mid block pedestrian facilities shall be provided to allow safe crossing points on Hobsonville Point Road. These shall be provided for block 12, and for either block 13 or 14 as shown on the Block Layout Plan in Part D.
- xiii** All streets defined as 'flexible location' on the Urban Form Plan and Block Layout Plan in Part D, including residential streets, pedestrian linkages and rear lane access, shall be provided in the quantity shown for each block on the Block Layout Plan. However the size, shape, alignment and position of these streets may vary within the block.
- xiv** Home zones may be provided but are not a mandatory requirement
- xv** Pedestrian linkages shown on the Block Layout Plan in Part D shall be a minimum of 6m in width, including a 2.5m width footpath
- xvi** All communications, water supply, electricity and gas reticulation running along the streets within the CDP area shall be accommodated under the footpaths on each side of the street in streets where a road berm is not provided.

5.3 Matrix 3: Open Space

Open Space Matrix

	b		c	d
1 Location	1a (Linear Park)	1b (Western Park)	2a - e	3a -d
2 Hierarchy	Neighbourhood Park	Neighbourhood Park	Pocket Park	Pocket Park [Urban Amenity Space]
3 Location Open space reserves will be located in accordance with the locations identified on the Urban Form Plan and Block Layout Plan	The reserve will be located in accordance with the location identified on the Urban Form Plan and Block Layout Plan	The reserve will be located in accordance with the locations identified on the Urban Form Plan and Block Layout Plan	The reserves shall be located in accordance with the locations identified on the Urban Form Plan and Block Layout Plan [refer note below for pocket park 2d]	Urban amenity space will be located generally in accordance with those locations identified on the Urban Form Plan and Block Layout Plan.
4 Size	29000m2	3800m2	2a- 4700m2 2b- 1500m2 2c- 1600m2 2d- 270m2 2e- 600m2 2f- 4250m2	n/a
5 Function	Active Recreation Urban Plaza at Hobsonville Point Road Coastal walkway Passive Recreation	Active Recreation Passive Recreation	Passive Recreation	Passive Recreation
6 Character	Linear Park is to be an important feature for the development, providing connection to the coastal walkway. It shall include an urban plaza at Hobsonville Point Road and create a key feature of the intersection. It shall provide a visual connection to the local retail and surrounding apartments. The character of the park shall reduce in formality as it crosses Buckley Avenue to align with the more urban part of the coastal walkway	A community park that will provide an urban character on the north eastern corner. The park shall be designed to spatially capture the road space as it moves east. The park shall have a strong framework of trees with open space in its centre	2a - The park will be formal in character reflecting the formality of the palms. The design will integrate with the rhythm of special paving proposed for the Buckley Avenue road pavement [refer Hobsonville AVJ- Buckley Precinct Draft 100% Developed Design dated July 4, 2008] which serves primarily as a traffic calming device. The overall development of the park must fully integrate with the adjoining streetscape. 2b - Overall, the park will be developed with a strong form particularly at the southern and northern ends. The design of the park will also capture the space across the road to the east. 2c - The overall design of the park is to be informal in nature. The existing contour of the ground level may remain and built features may include for example a pedestrian pathway through the park together with specimen trees. 2d - The overall design of the park is to be simple, integrated and informal. The design of the park must fully integrate with the adjoining streetscape. 2e - The overall design of the park is to be informal in nature. The design will capture the lineal nature of the reserve and will fully integrate with the adjoining streetscape. 2f - The park will be formal in character. The design will respond to the church site on the southern boundary but will not obscure sight lines to the church. The design will have a strong framework of specimen trees and pedestrian pathways. The overall design of the park must fully integrate with the adjoining streetscape.	Seating area or area of specific streetscape interest to create an urban area of special character for the local neighbourhood. Could include; a seat or seats, trees in tree grate flush with street, basket ball hoop or the like.
7 Street furniture See notes below	Cat 1 Cat 3 on coastal walkway	Cat 1	Cat 2	Cat 2
8 Lighting	Pedestrian lighting will be provided along part of the coastal walkway through linear park. Feature lighting will be provided for the Hobsonville Point Road plaza. Street lighting will be provided on surrounding streets.	Feature lighting will be provided Street lighting will be provided on surrounding streets	No park lights Street lighting shall be provided on surrounding streets	No park lights Street lighting shall be provided on surrounding streets

Open Space Matrix

	b	c	d
1 Location	1a (Linear Park)	1b (Western Park)	2a - e
2 Hierarchy	Neighbourhood Park	Neighbourhood Park	Pocket Park
9 Play opportunities	A playground is to be developed within the park.	A playground or play equipment must be developed within this park.	Pocket Park [Urban Amenity Space]
10 Paved pathways and pedestrian routes to be provided :	Concrete footpaths of 2.5m minimum are to be provided as part of coastal walkway Concrete footpaths of 3.0m are to be provided along North Eastern lot boundaries for front door access	A 3.0m wide concrete footpath for shared pedestrian and cycle use is to be provided along northern lot boundaries to provide front door access	2a - Footpaths as per the Urban Form Plan - footpath plan and linked to special crossing points along the reserve. 2b - 3.0m Footpath along western lot boundary for front door access 2c - 3.0m Footpath along northern lot boundary for front door access 2d - N/A 2e - 3.0m Footpath along northern lot boundary for front door access 2f - NA
11 Sustainable Urban Drainage System See notes below	A low impact stormwater design wetland shall be provided in Linear Park to the north of Buckley Avenue.		A stormwater swale will be provided along the northern side of Buckley Ave within this reserve. The swale will be planted with species identified in the Council's Native to the West publication and the Hobsonville AVJ- Buckley Precinct Draft 100% Developed Design dated July 4, 2008

i Further consenting requirements

The exact dimensions, layout and design of all open space reserves will be assessed and approved by WCC at the time of subdivision

ii Tree species

Tree species shall be provided as shown on the tree plan in Part E to comply with the species identified in the Hobsonville AVJ- Buckley Precinct Draft 100% Developed Design dated July 4, 2008 and the Council's Native to the West publication. The species will form part of the future consenting requirements.

iii Public Art

A public art strategy will be developed by the applicant. It will identify the location, form and the relationship of the art to the parks within the urban design framework identified for the development, and will include timeframes for implementation of the art. The strategy will form part of the future consenting requirements.

iv Sustainable Urban Drainage

Low impact design solutions throughout the entire development will be provided. There shall be a maximum of 5% impermeability in all parks reserves.

v Materials and design features

A specific suite of materials will be developed and implemented by the applicant. It shall include a range of materials and design elements that reflect the park hierarchy established for the project. The suite will form part of the future consenting requirements.

vi Furniture- Parks and streetscapes

A specific suite of furniture for parks and streetscapes will be developed and implemented by the applicant.
The furniture shall be categorised into a hierarchy of 3 from Category 1 higher amenity to Category 3 lower amenity. The hierarchy shall reflect a range of costs. The suite will form part of the future consenting requirements

vii Park design

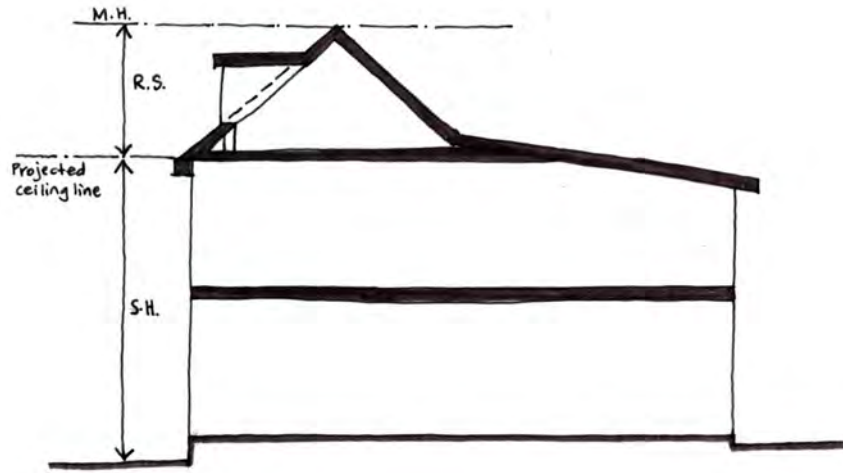
All park design shall be in accordance with the above matrix and shall include the edging of parks, the integration with streets and open space features, fencing along boundaries of parks, species of vegetation and trees, and materials to be used for built features.

viii All open space defined as 'flexible location' on the Block Layout Plan in Part D, including Streetscape Amenity Space, shall be provided in the quantity shown for each block on the Block Layout Plan. However the size, shape, alignment and position of these open spaces may vary within the block.

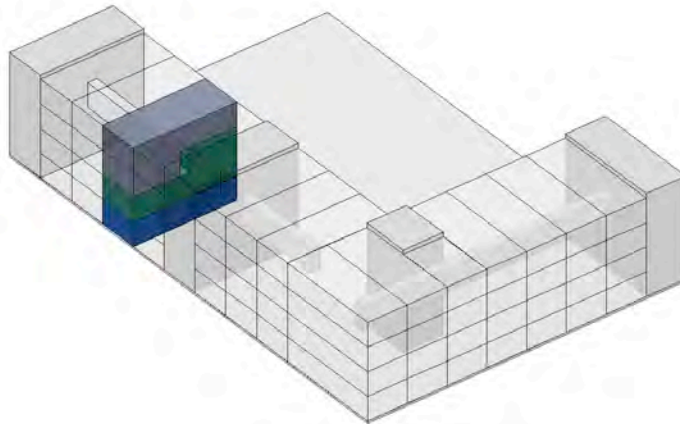
ix Open space shall have a sense of containment with the buildings flanking open space and pedestrian walkways. Refer to General Urban Design Standards in Part C

x The pocket park within Block 20 as shown on the Block Layout Plan is surrounded by flexible residential streets whose location may change. However the characteristics of this open space are more akin to a pocket park than an urban amenity space and is defined as such.

5.4 Building Typologies



MH: Maximum Height
RS: Roof Slope
SH: Storey Height

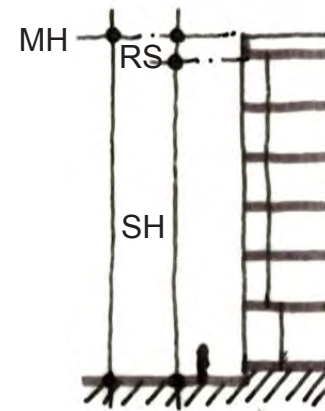


Apartment

A self-contained dwelling unit that occupies only part of a building. The units can be arranged side by side, stacked or interlocked in a variety of ways that preserves the individuality of each unit. Access to each unit is typically via common circulation areas. Ground floor units may have direct street access. Parking and servicing is remote from the unit and typically grouped together to service all units of a single building in a common basement and or rear court.

Apartments can be a minimum of 2 stories high where common access to the upper level for each unit is arranged in a stacked configuration.

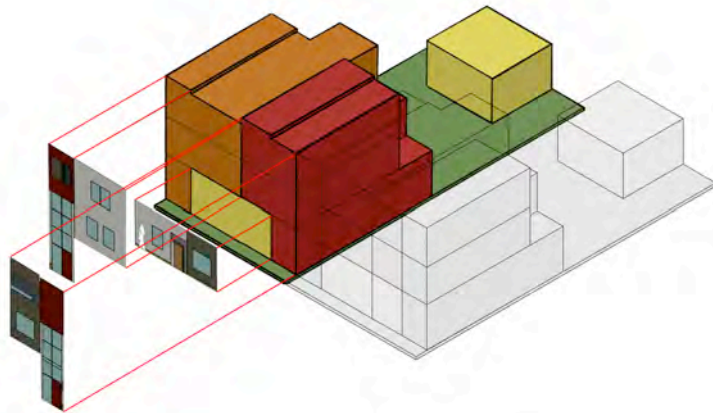
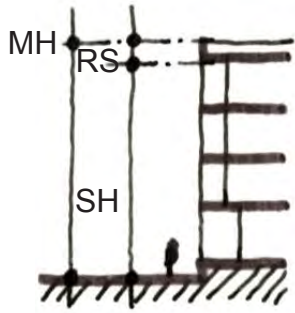
building height diagram:



Garden apartment

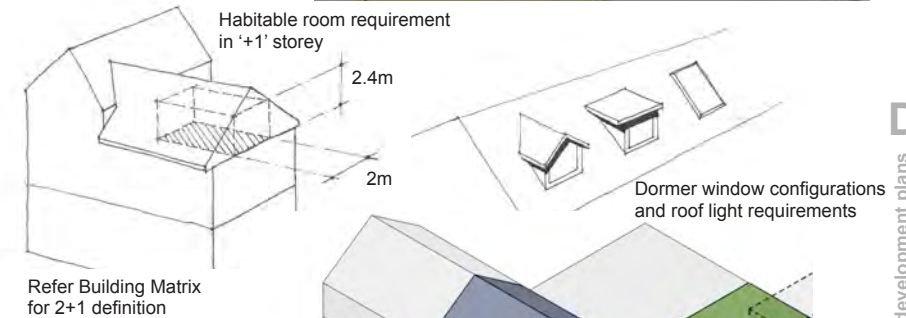
A self-contained dwelling unit that interlocks with another such unit, sharing side walls and intermediate floors. Unlike the apartment typology however, all units must have individual ground floor access, both from the street and the rear. Parking and servicing is from a rear lane and can be integrated with the house or be detached.

building height diagram:

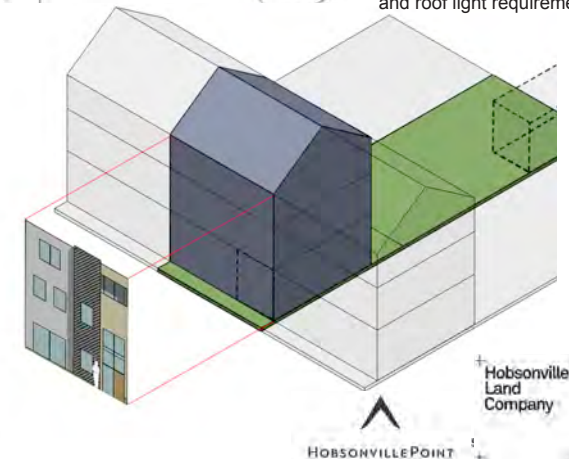
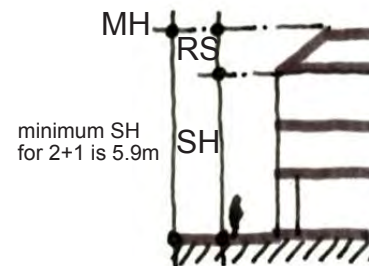


Townhouse

An individual dwelling unit, typically 3 storey, that shares its side walls in a single vertical plane with another such dwelling unit forming a row of dwellings of similar scale and form. Each dwelling is self contained and has ground floor access. Dwellings occurring on either end of a row are called end units. Parking and servicing is from the street or a rear lane and can be integrated with the house or be detached. The number of houses in any one row has no limitations other than through the regulating plans. In some circumstances no more than two or three townhouses occur in a row - this is referred to as a duplex or triplex respectively.



building height diagram:

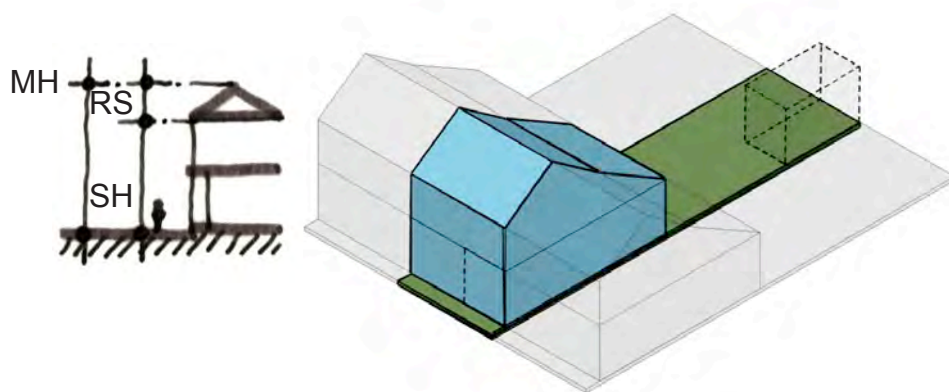


Terrace

An individual dwelling unit, typically 2 storey, that shares its side walls in a single vertical plane with another such dwelling unit forming a row of dwellings of similar scale and form. Each dwelling is self contained and has ground floor access. Dwellings occurring on either end of a row are called end units. Parking and servicing is from the street or a rear lane and can be integrated with the house or be detached. The number of houses in any one row has no limitations other than through the regulating plans. In some circumstances no more than two or three terraces occur in a row - this is referred to as a duplex or triplex respectively.



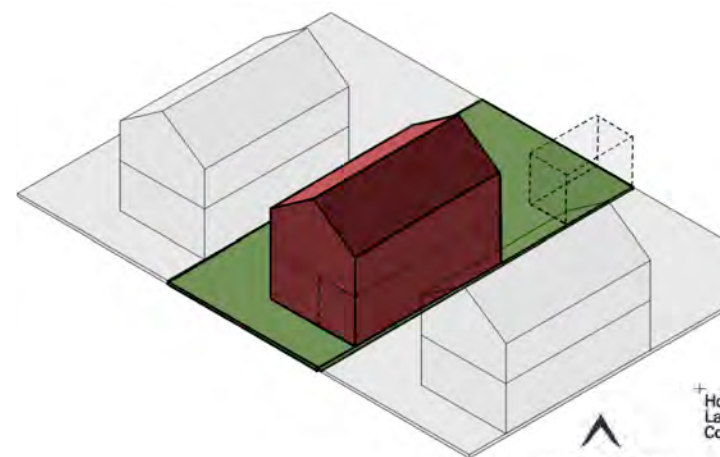
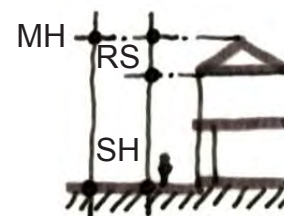
building height diagram:



Courtyard

A 2 storey detached dwelling occurring on a lot width of 8m - 12m. The ground floor plan shape shall 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.

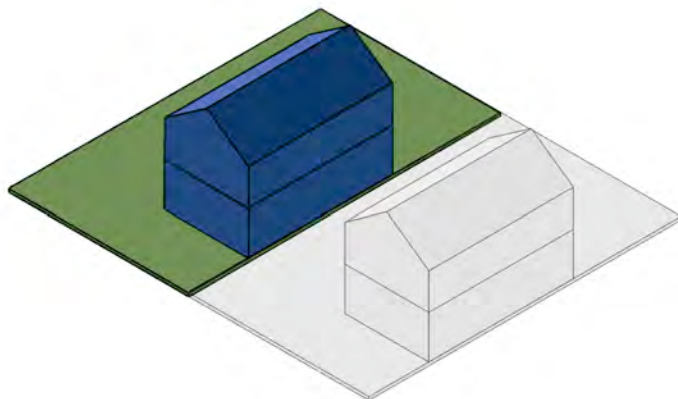
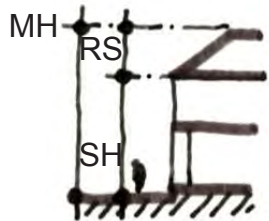
building height diagram:



Villa

A 1 or 2 storey detached dwelling occurring on a lot width of 12m - 18m. 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, can be integrated with the house or be detached.

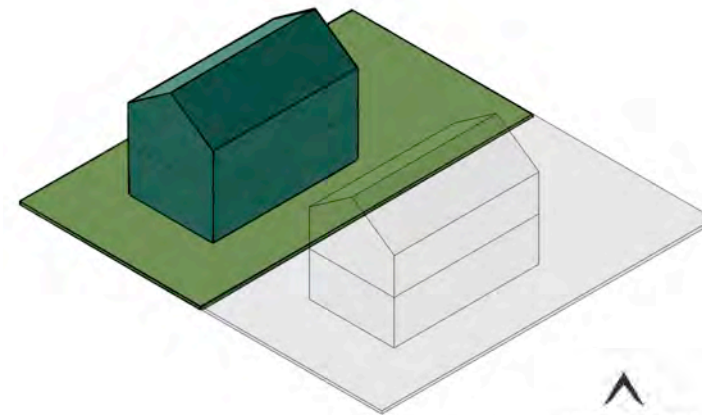
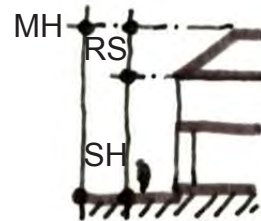
building height diagram:



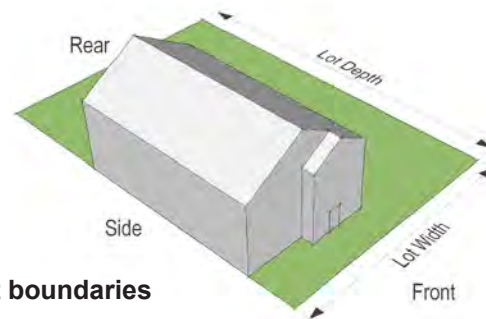
Traditional

A 1 or 2 storey detached dwelling occurring on a lot width of 18m or greater. Varying setback requirements occur to all boundaries. Parking and servicing is from the street, can be integrated with the house or be detached.

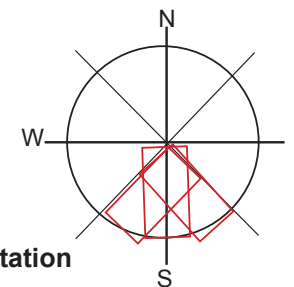
building height diagram:



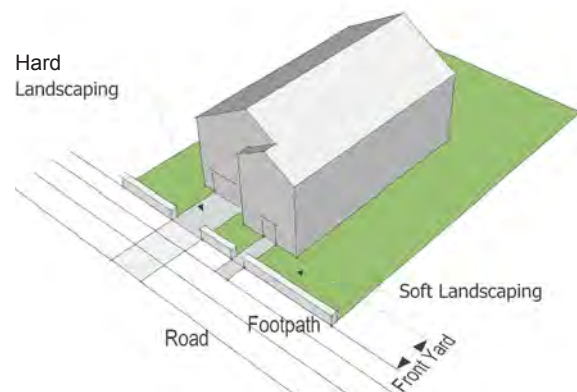
5.5 Lot Layout Diagrams



Lot boundaries



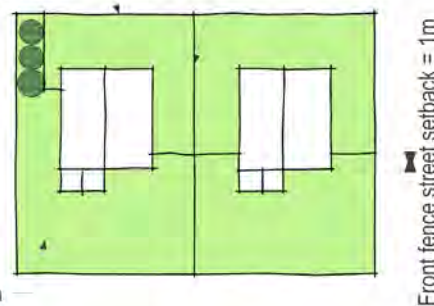
Lot orientation



Front yard landscaping

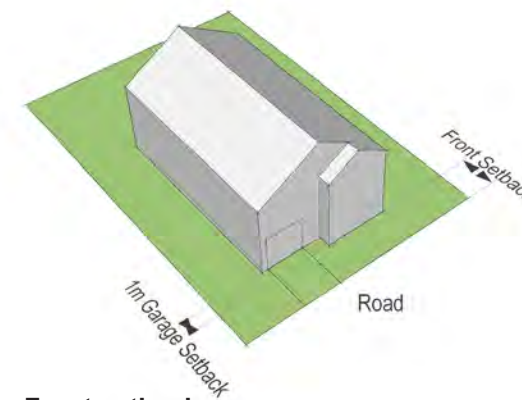
Rear fence = 1.8m max
Semi permeable if on lane

Side fence height = 1.5m



Corner site open

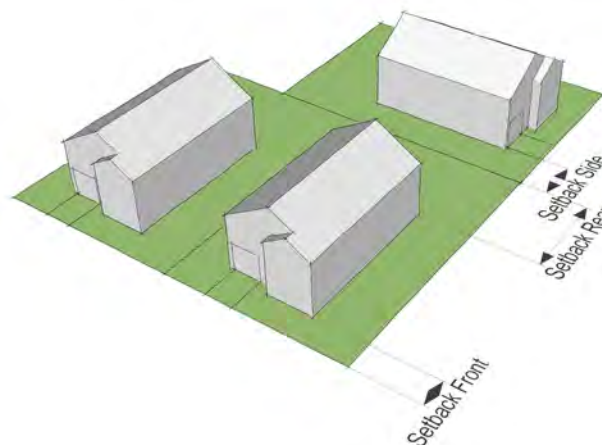
Fencing



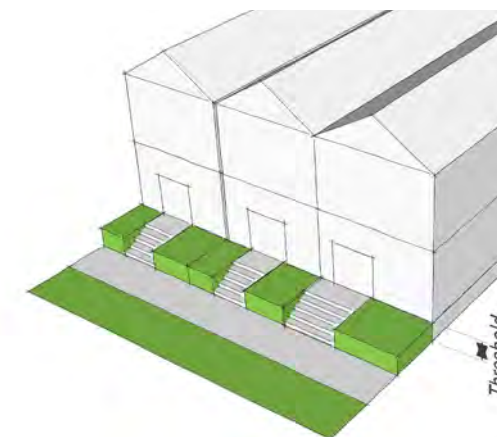
Front setback



Back to back setback



Side to rear setback

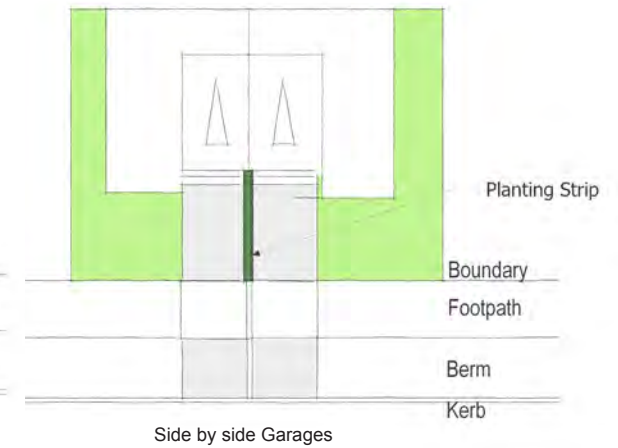
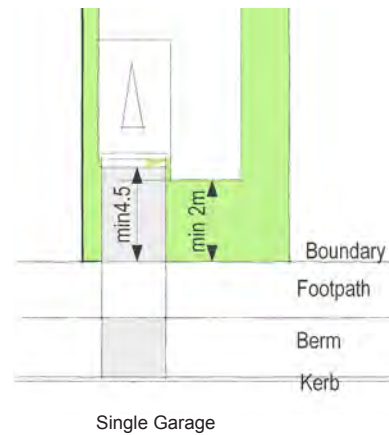
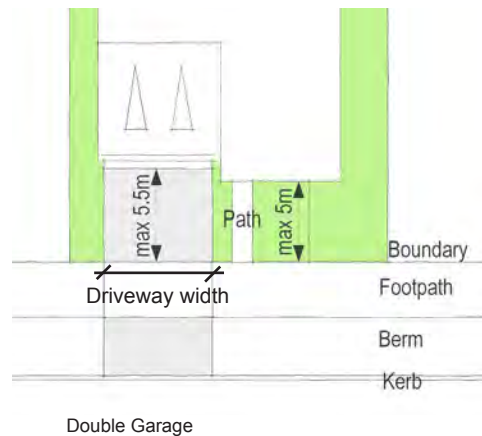


Threshold condition



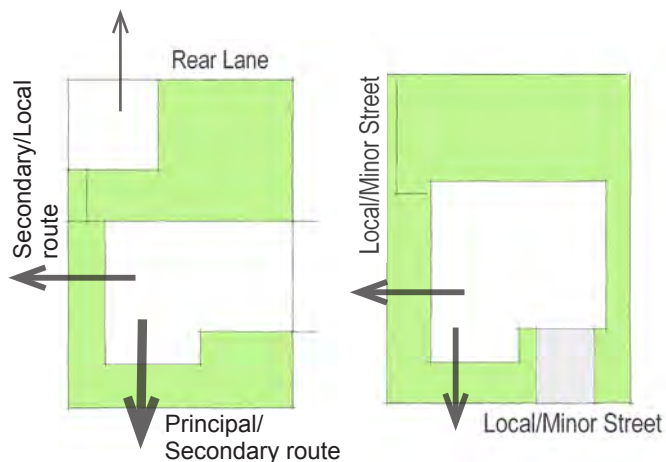
Garage setback from boundary

Garage door must not be positioned in the zone between 2.5m and 4.5m from boundary [Refer to Building Matrix footnote ii.]



Driveway crossings

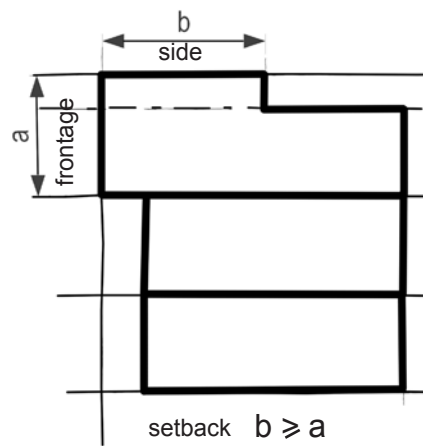
Driveway max width is width of garage door. Max width for double doors is 5m, max width for single doors is 2.5m. Note: Footpath treatment takes precedence over driveway to indicate pedestrian priority.



Occupied Frontage

The size of the arrow indicates priority of occupied frontage. Where the road hierarchy is the same on both boundaries of a corner lot, the priority of frontage is equal.

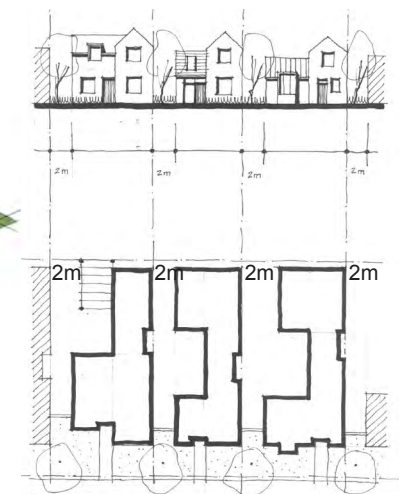
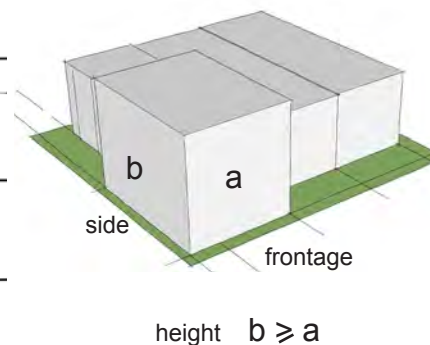
Refer to Footpath Network and Road Hierarchy Plan for Principal and Secondary routes.
Refer to Section C Urban Design Occupied Frontage.



Corner Height and Setback

Setback: For corner buildings, the side setback is to continue at same setback as front setback for at least the same distance as the building frontage.

Height: Building height is to continue around the corner for at least the same distance as the building frontage.



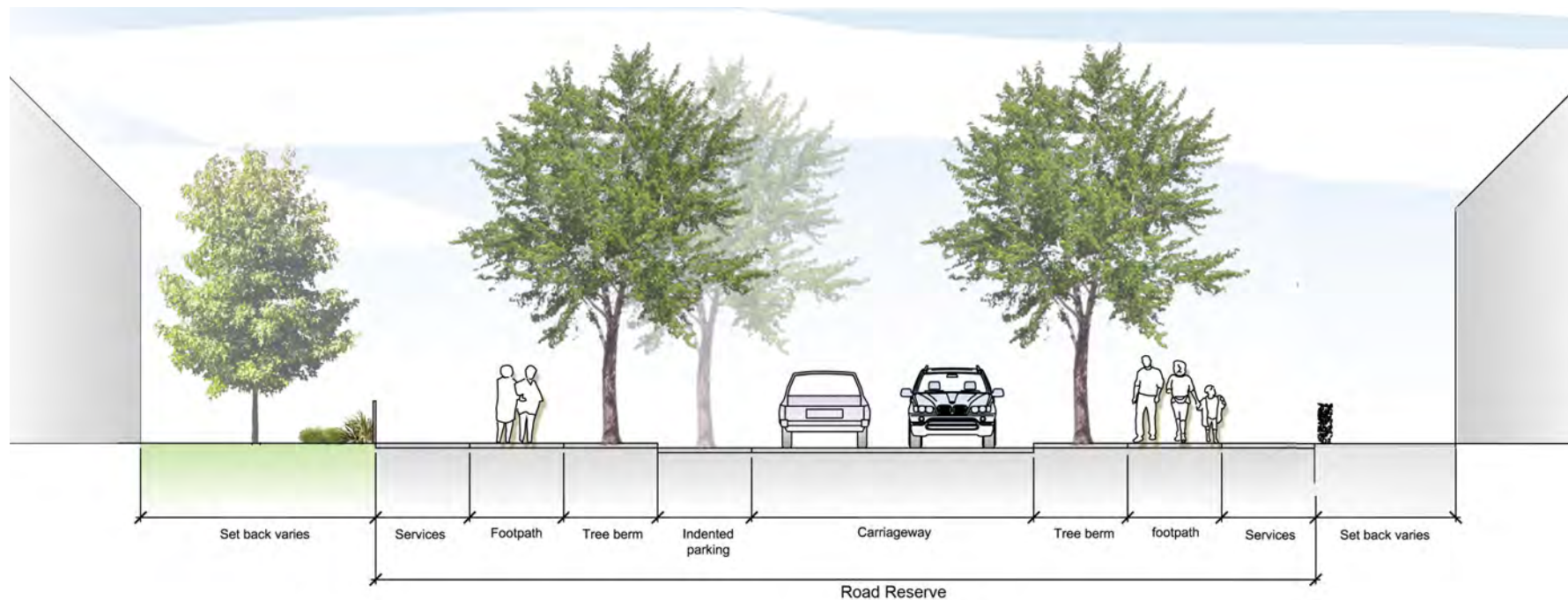
Side set back [minimum]

Refer to Building matrix for Courtyards side setback

5.6 Street Cross Sections

Street cross section locations

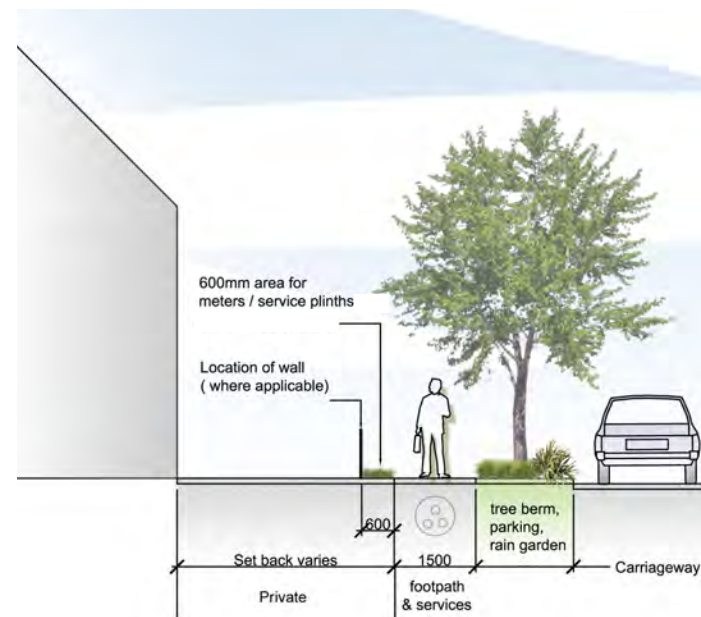


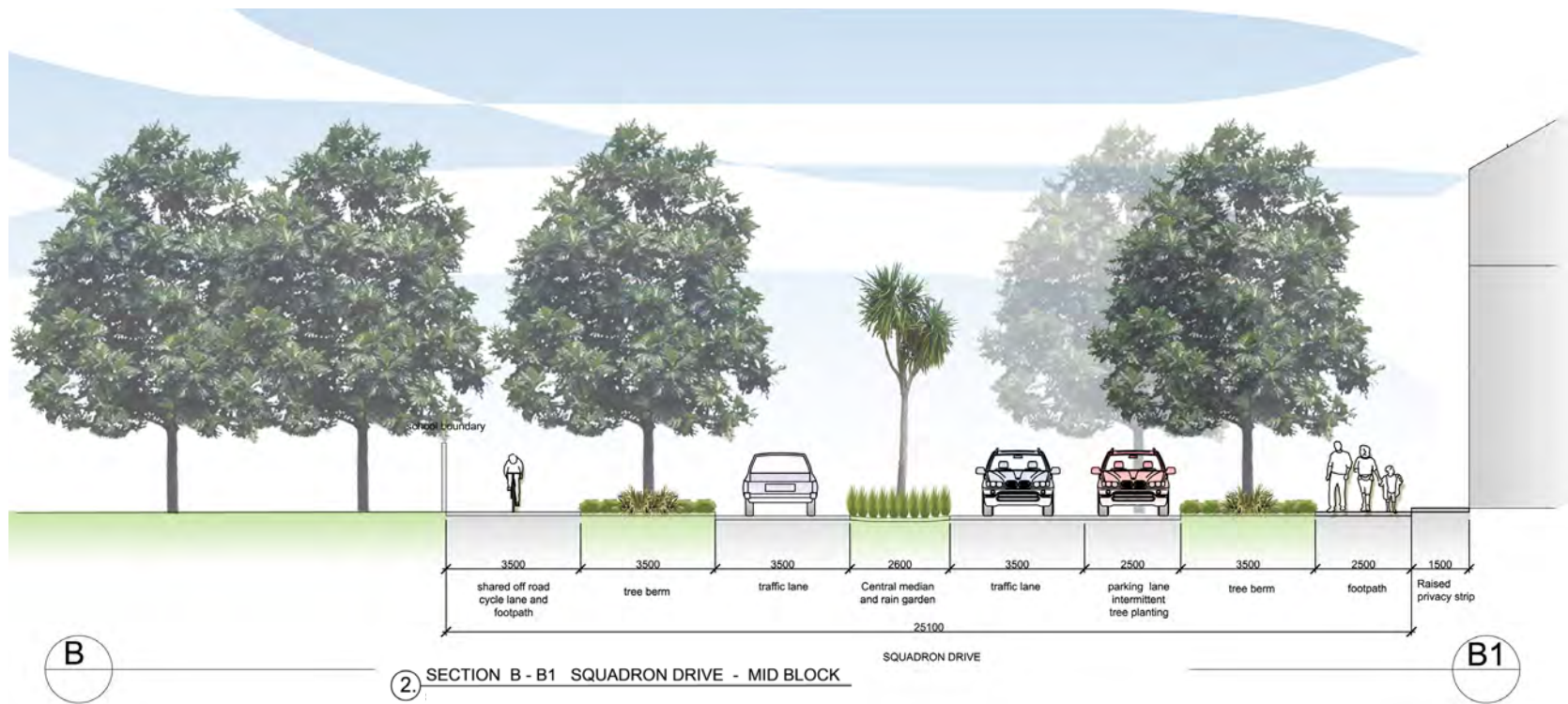
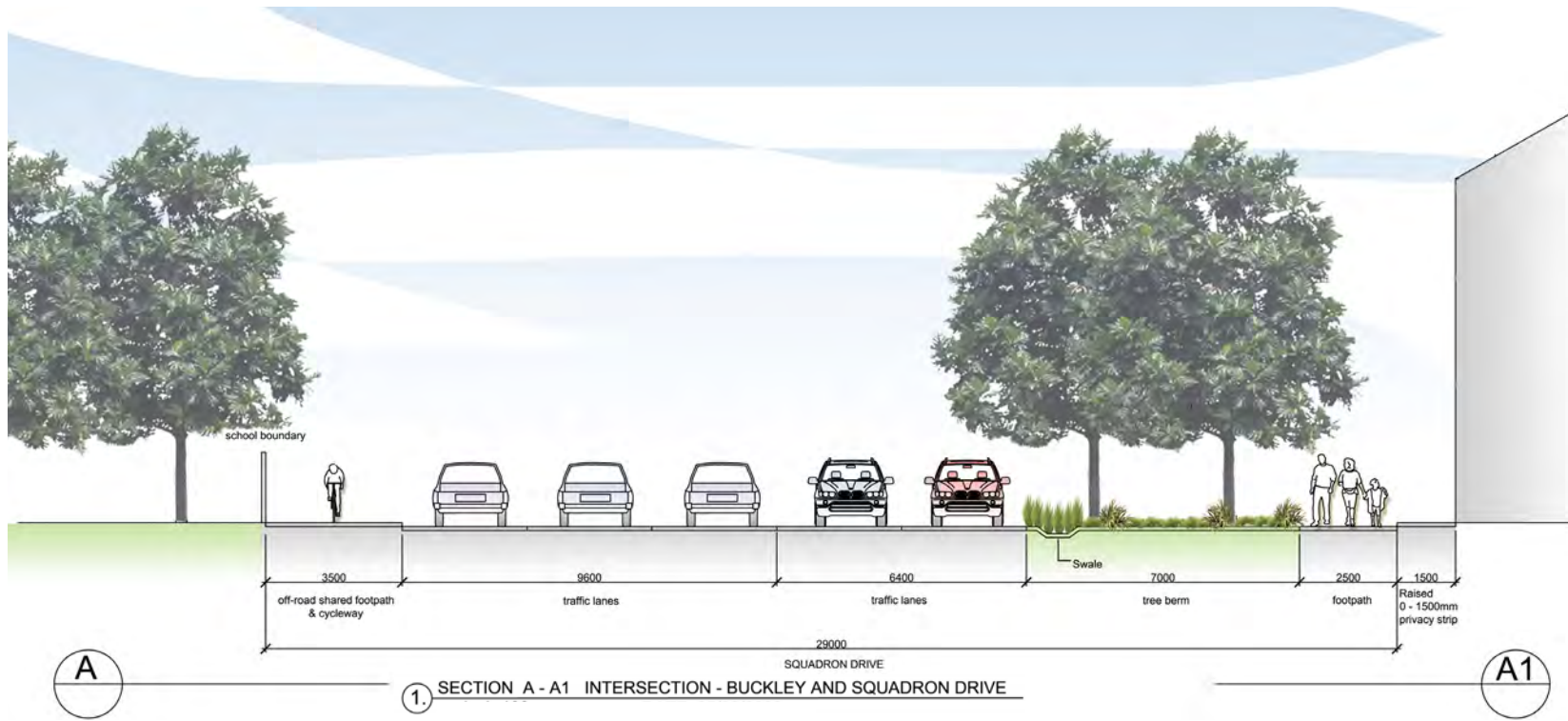


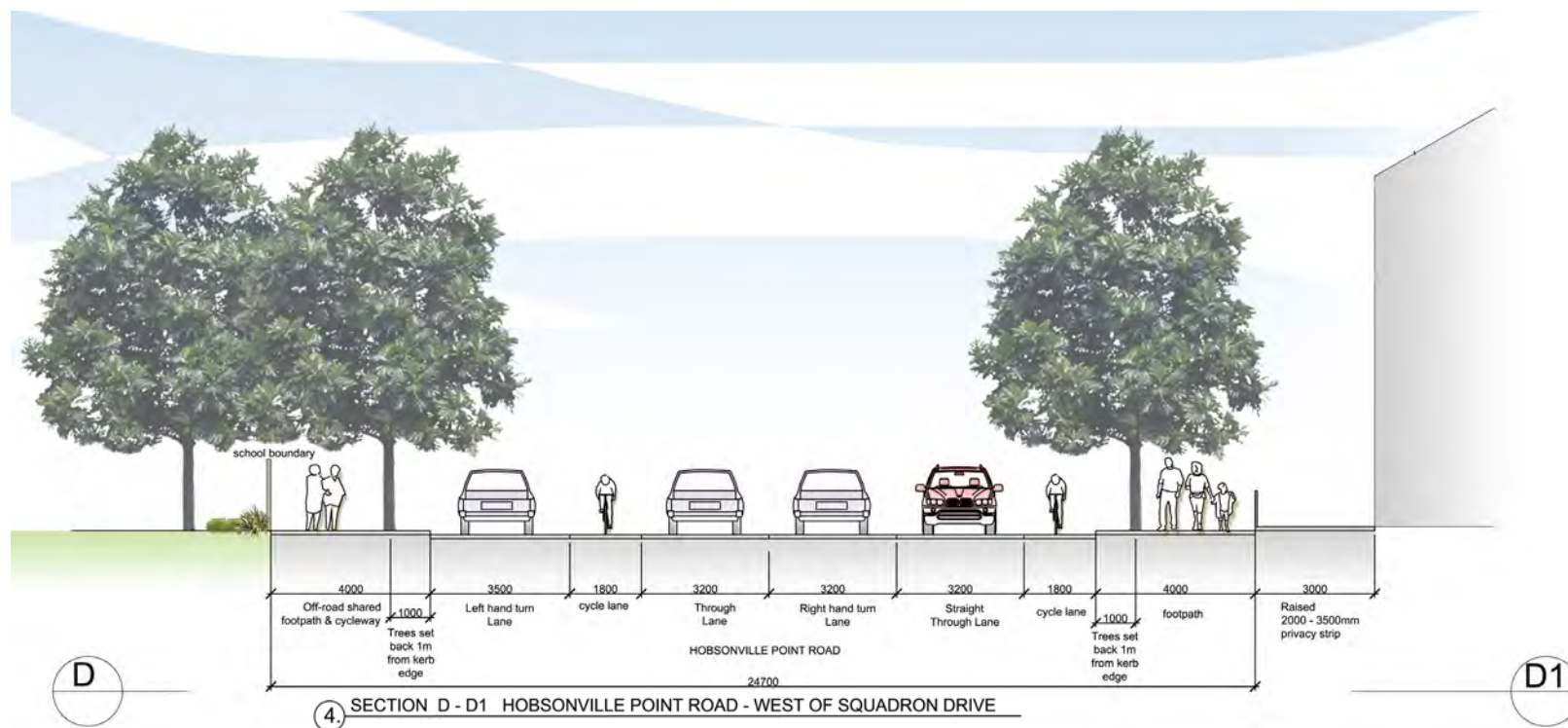
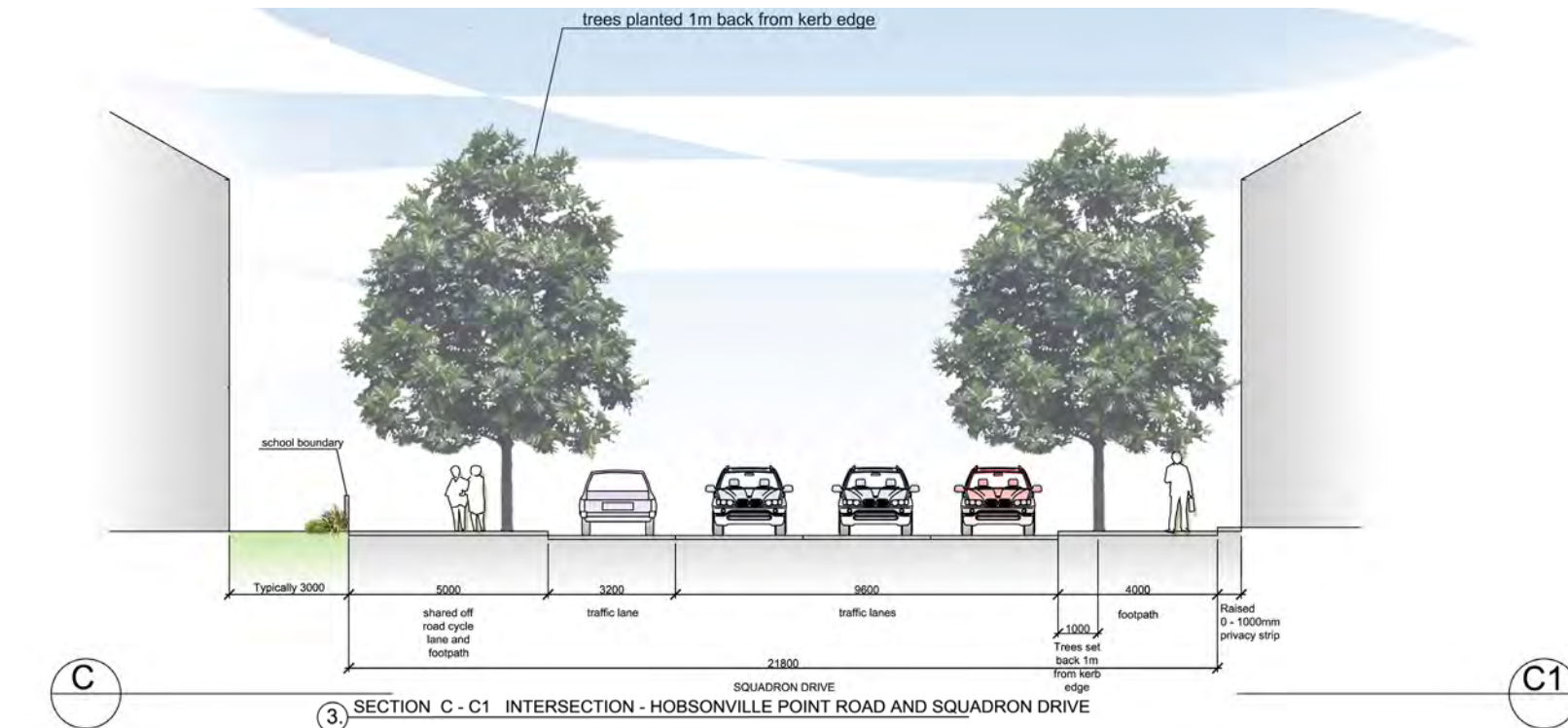
TYPICAL STREETScape CROSS SECTION

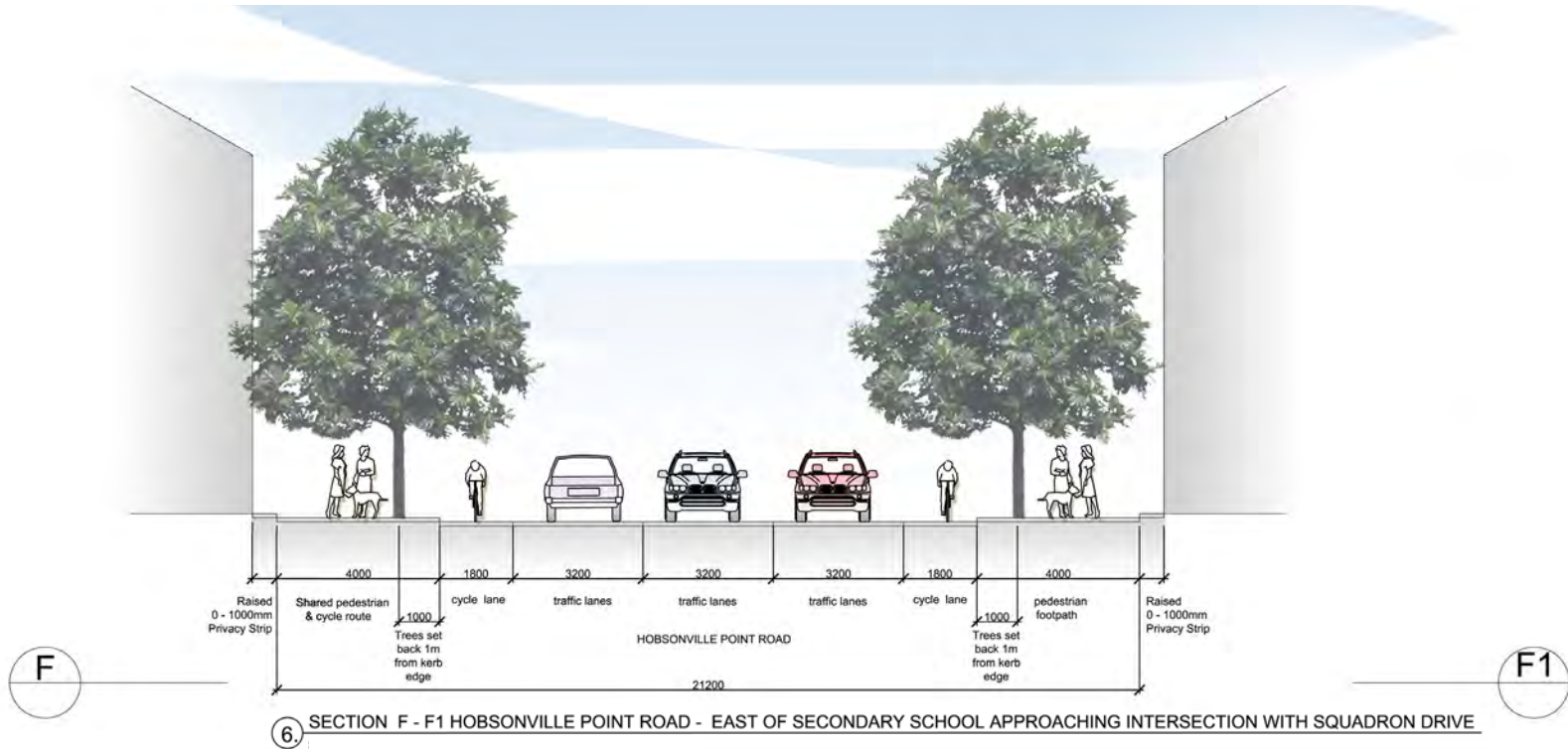
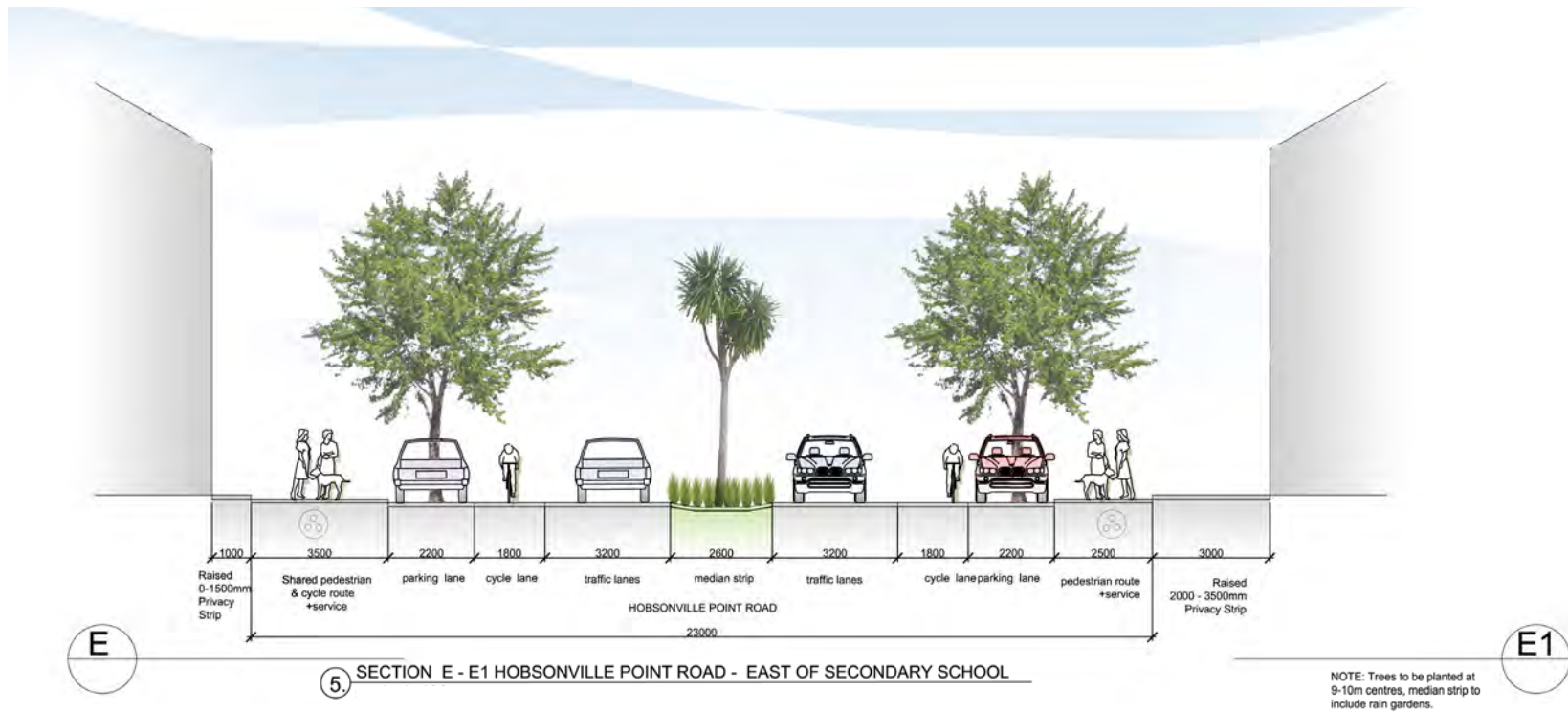
Services

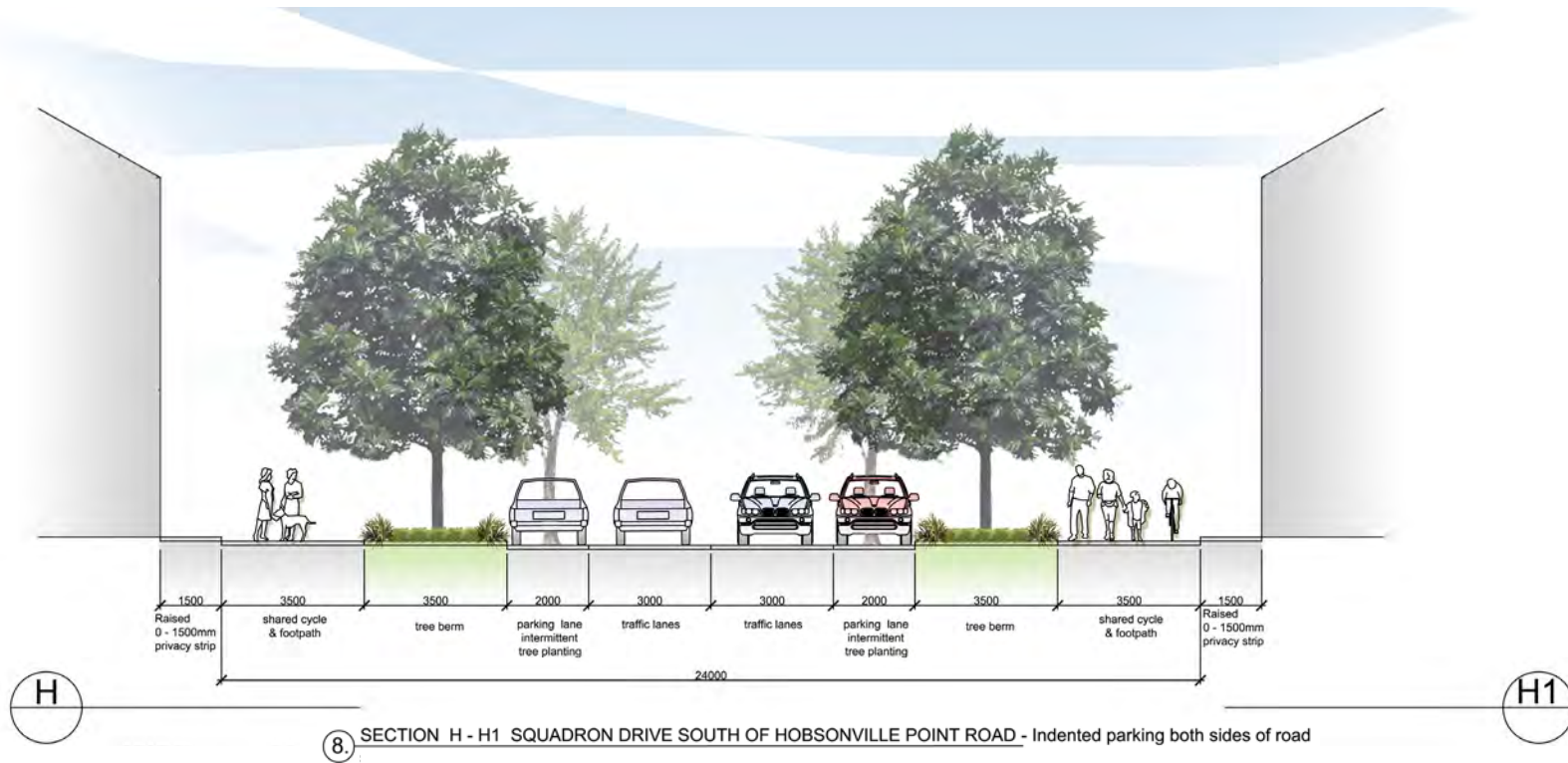
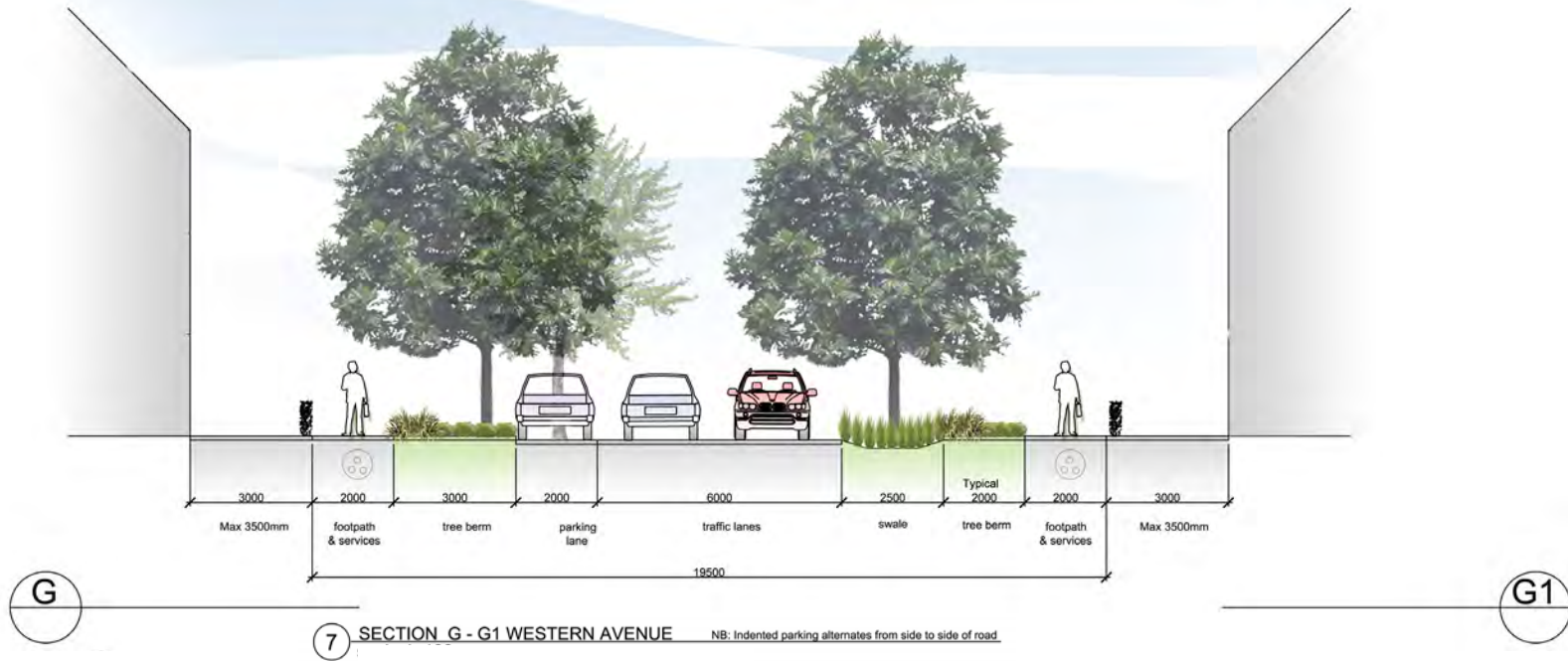
All communications, water supply, electricity and gas reticulation running along the streets within the CDP area shall be accommodated under the footpaths on each side of the streets in streets where a road berm is not provided. Plinths shall be provided within a 600mm planted strip in front of the boundary wall (but within private property).

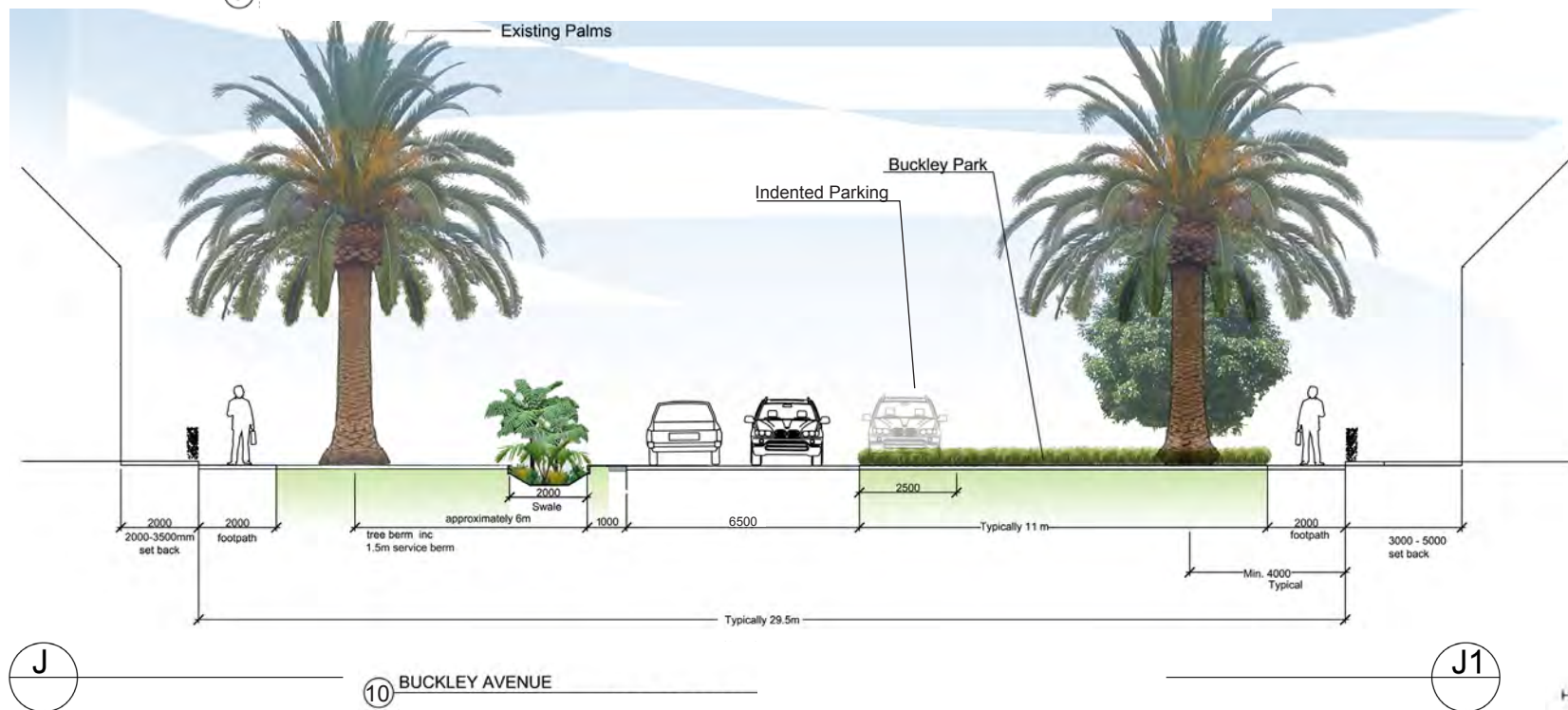
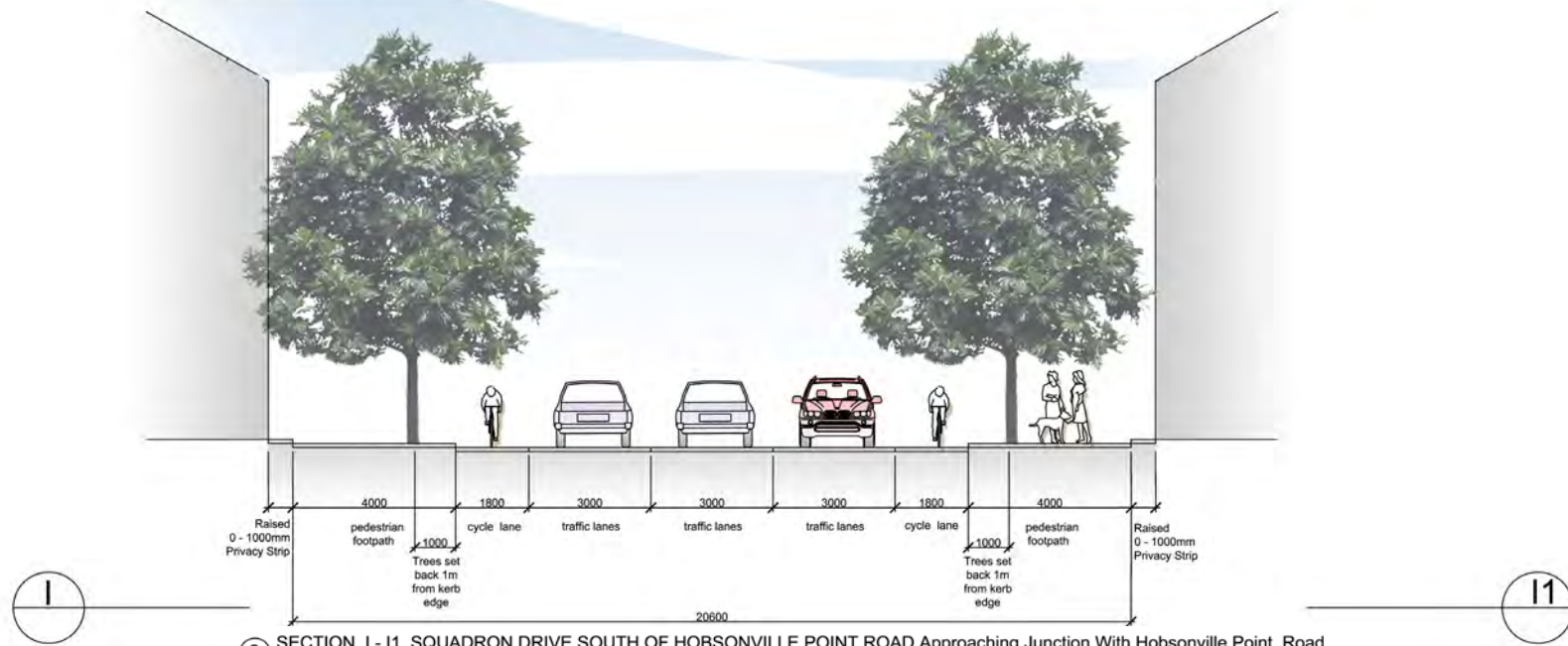


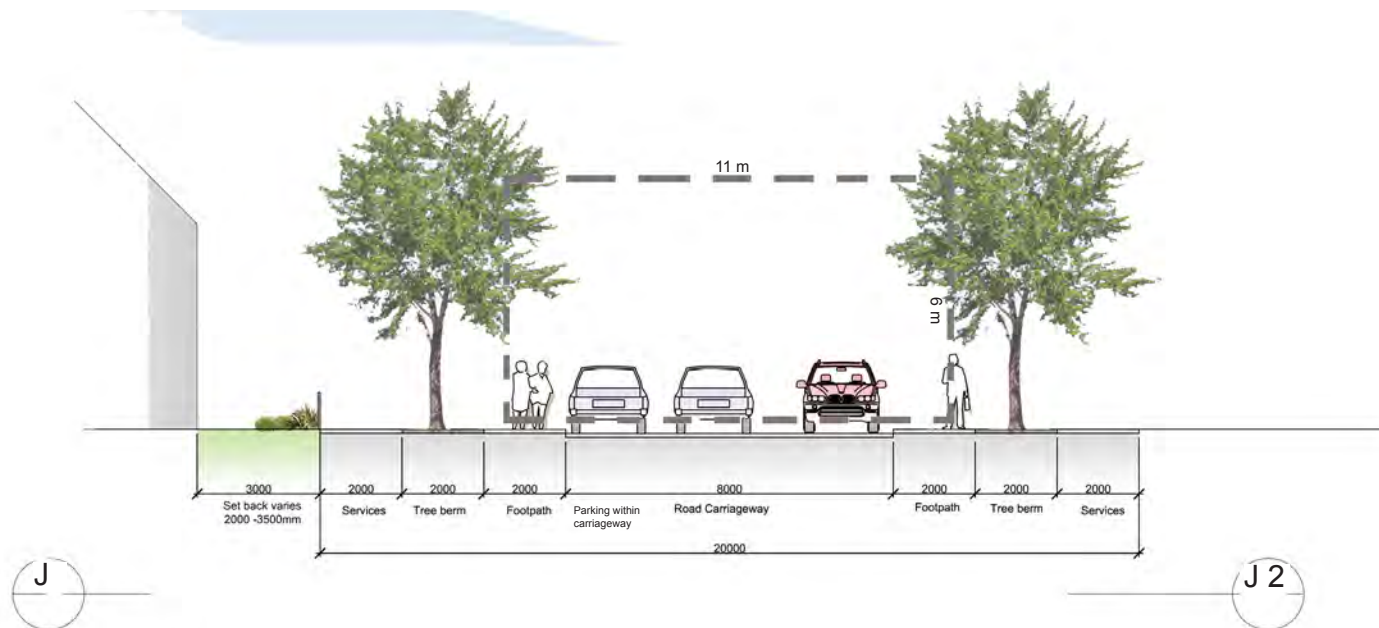




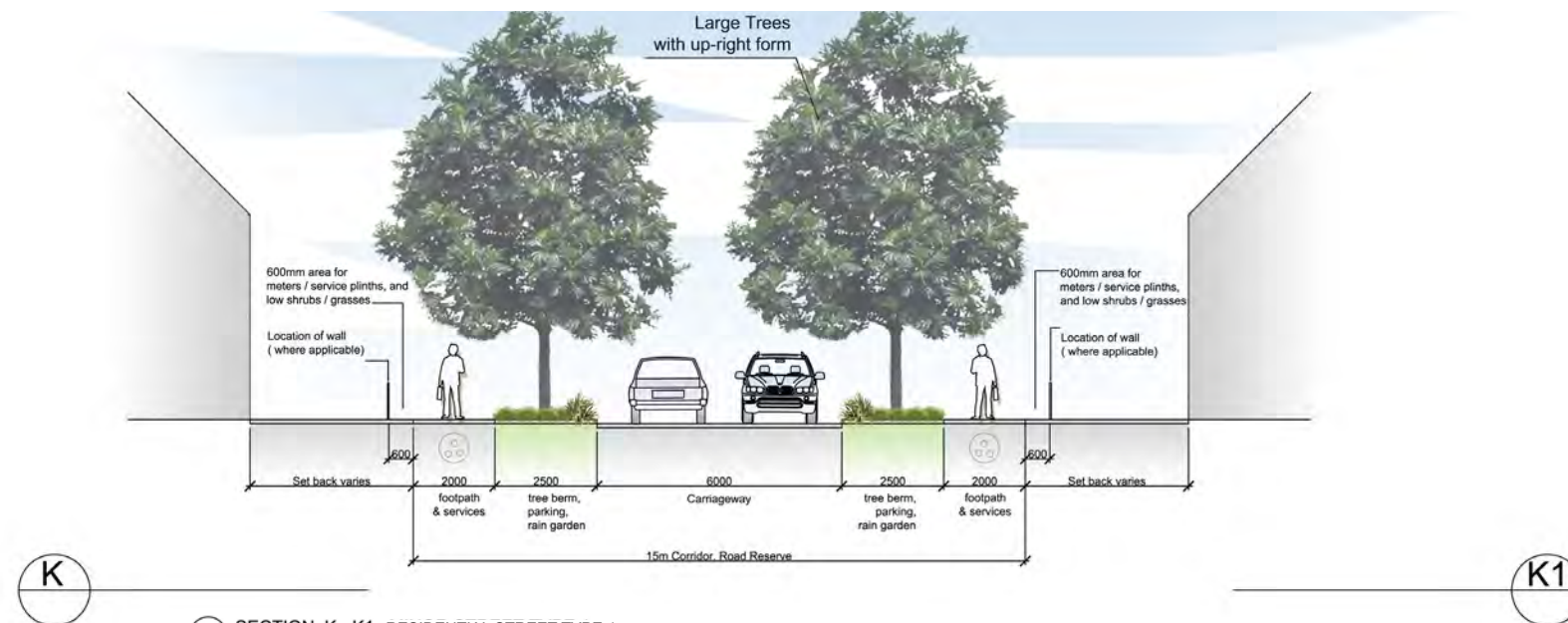




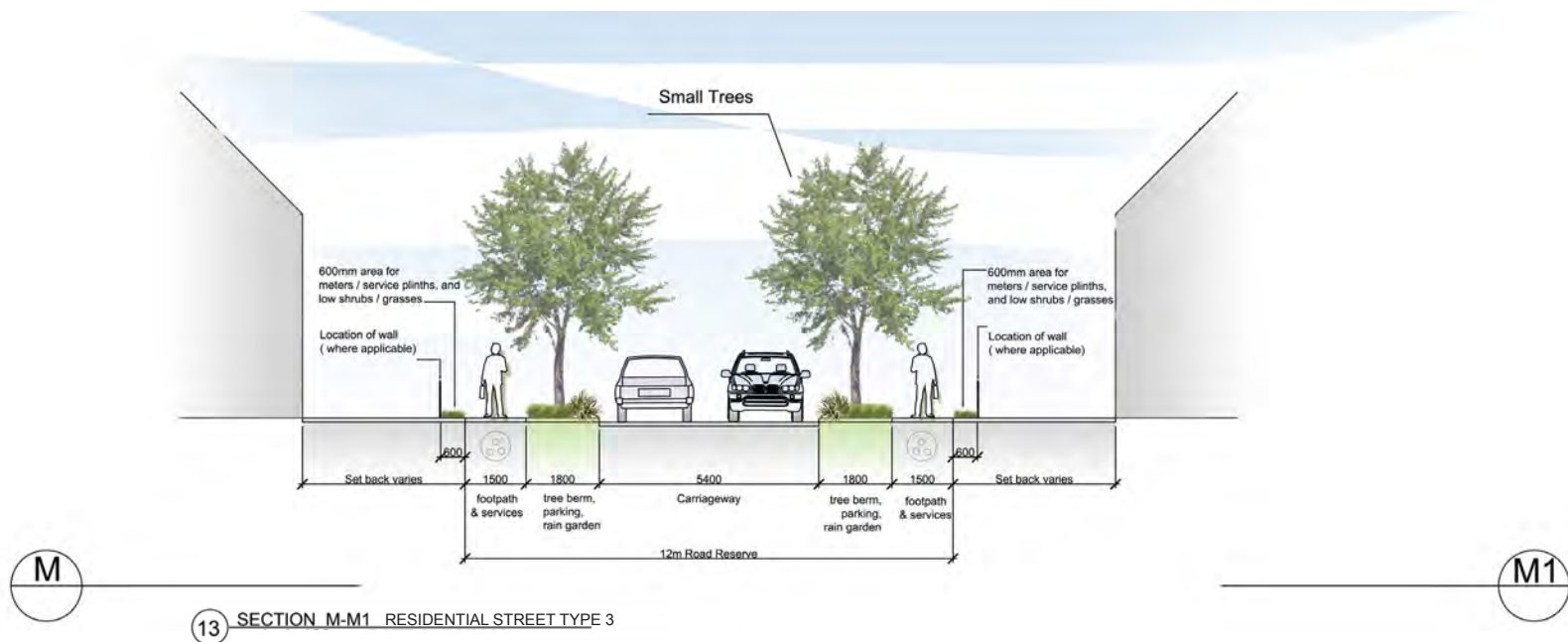
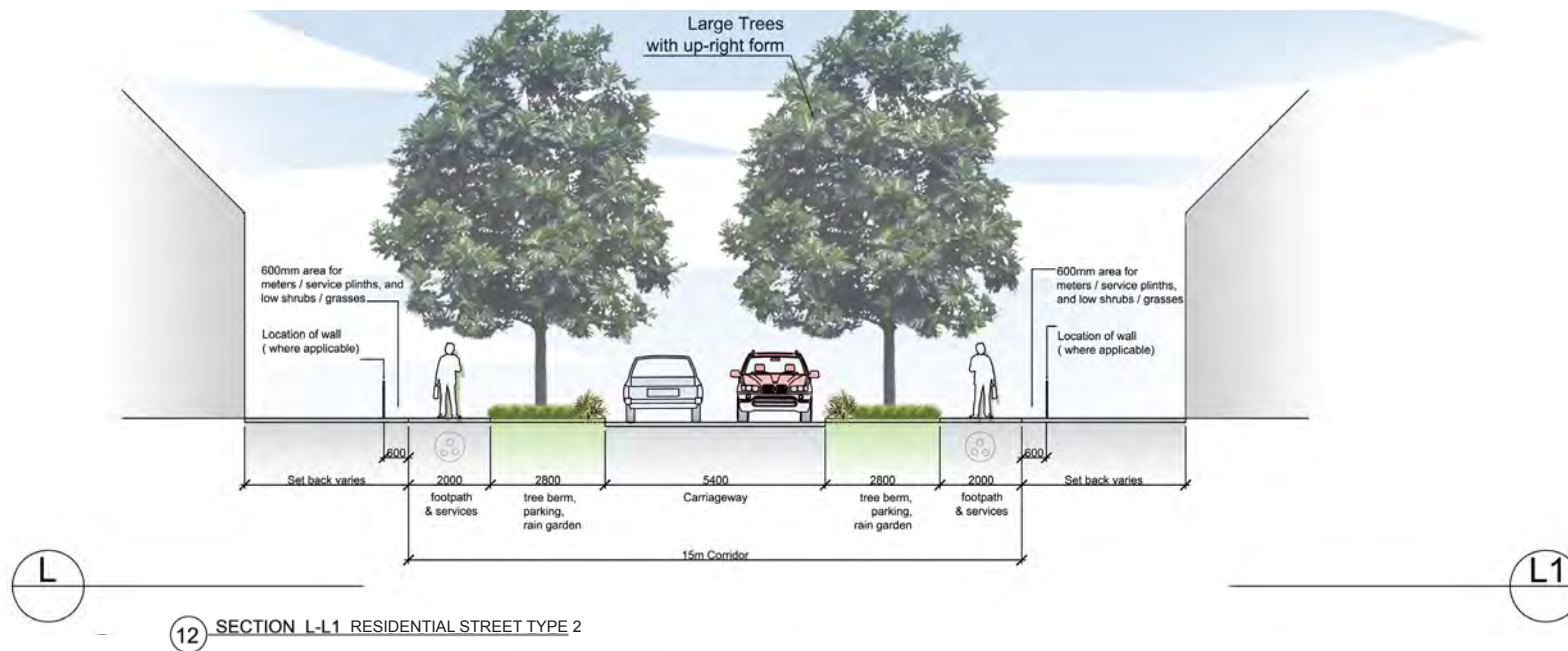


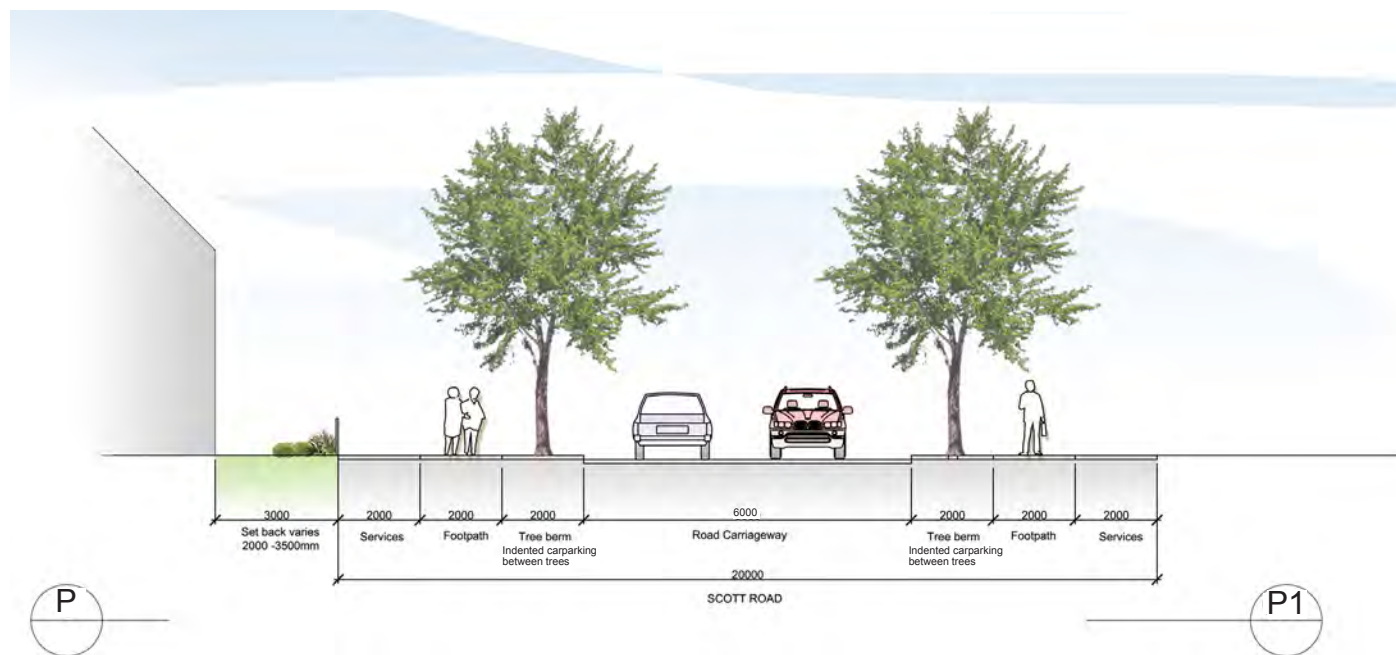
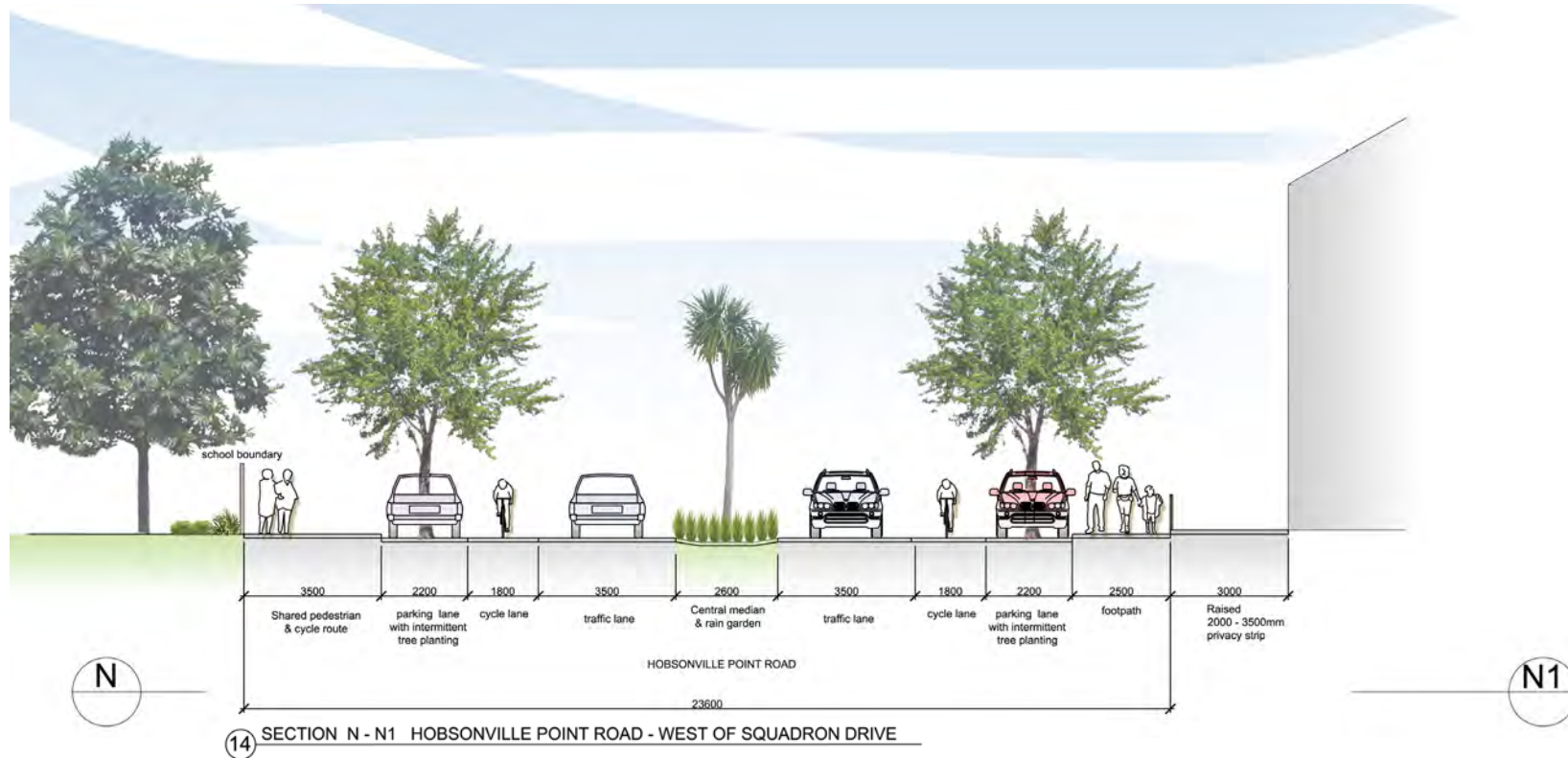


10 SECTION J J 2 BUCKLEY AVENUE West - Over Dimension Route

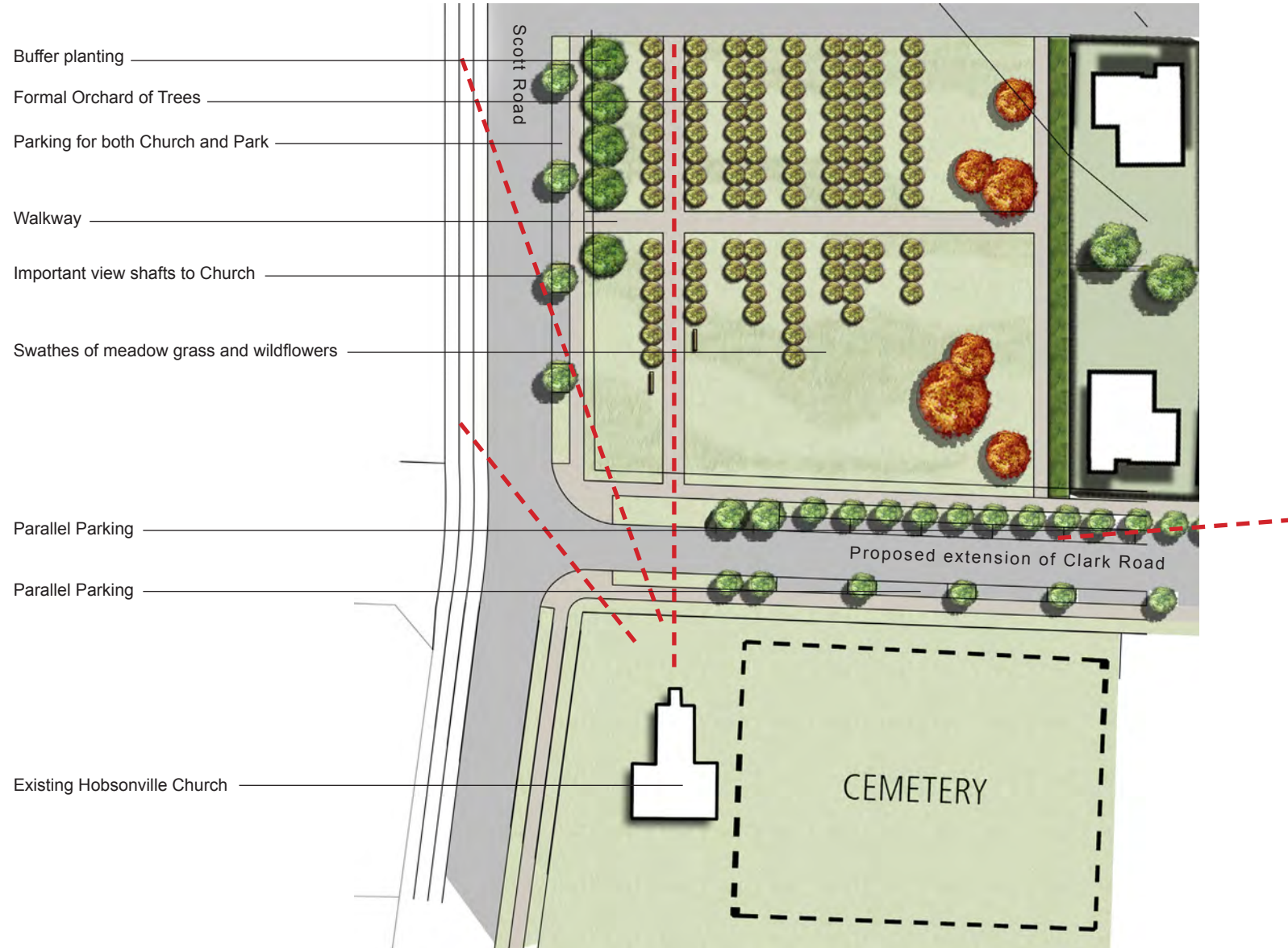


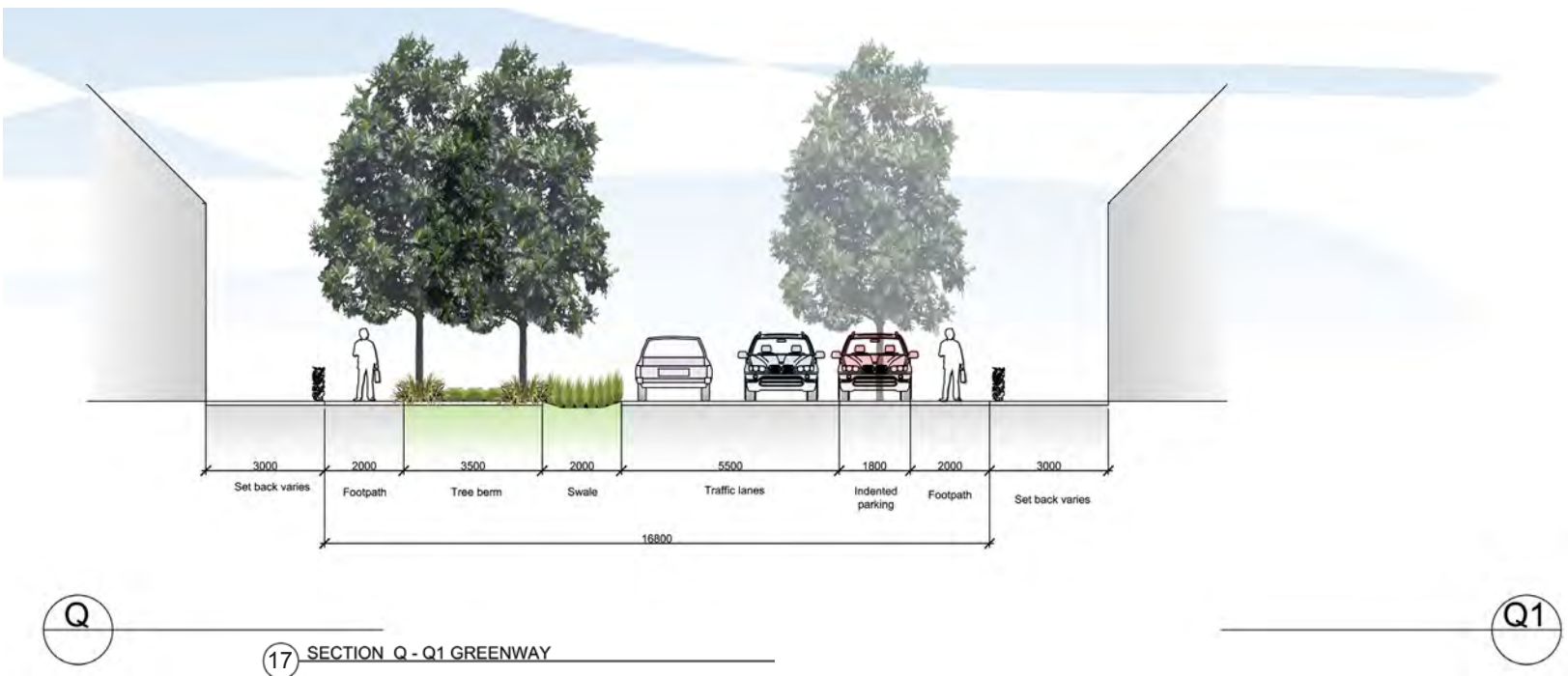
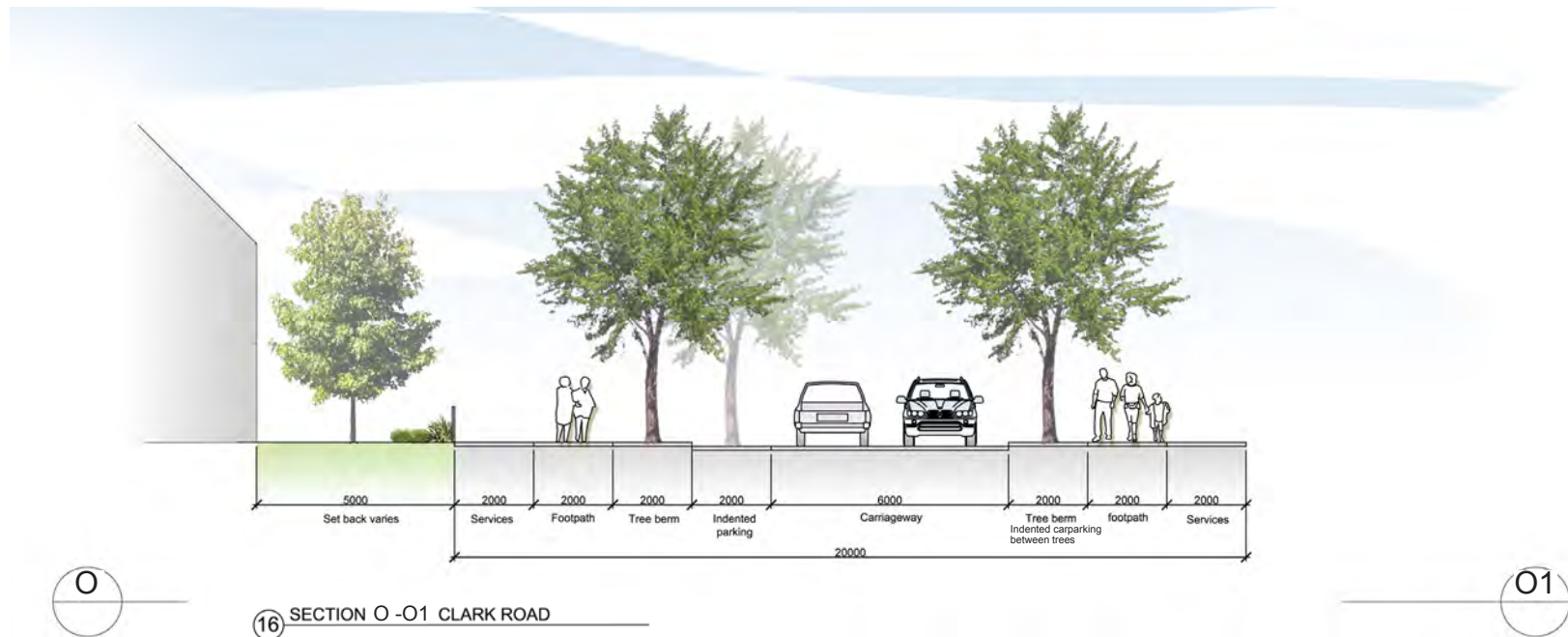
11 SECTION K - K1 RESIDENTIAL STREET TYPE 1





Hobsonville Church Indicative Concept



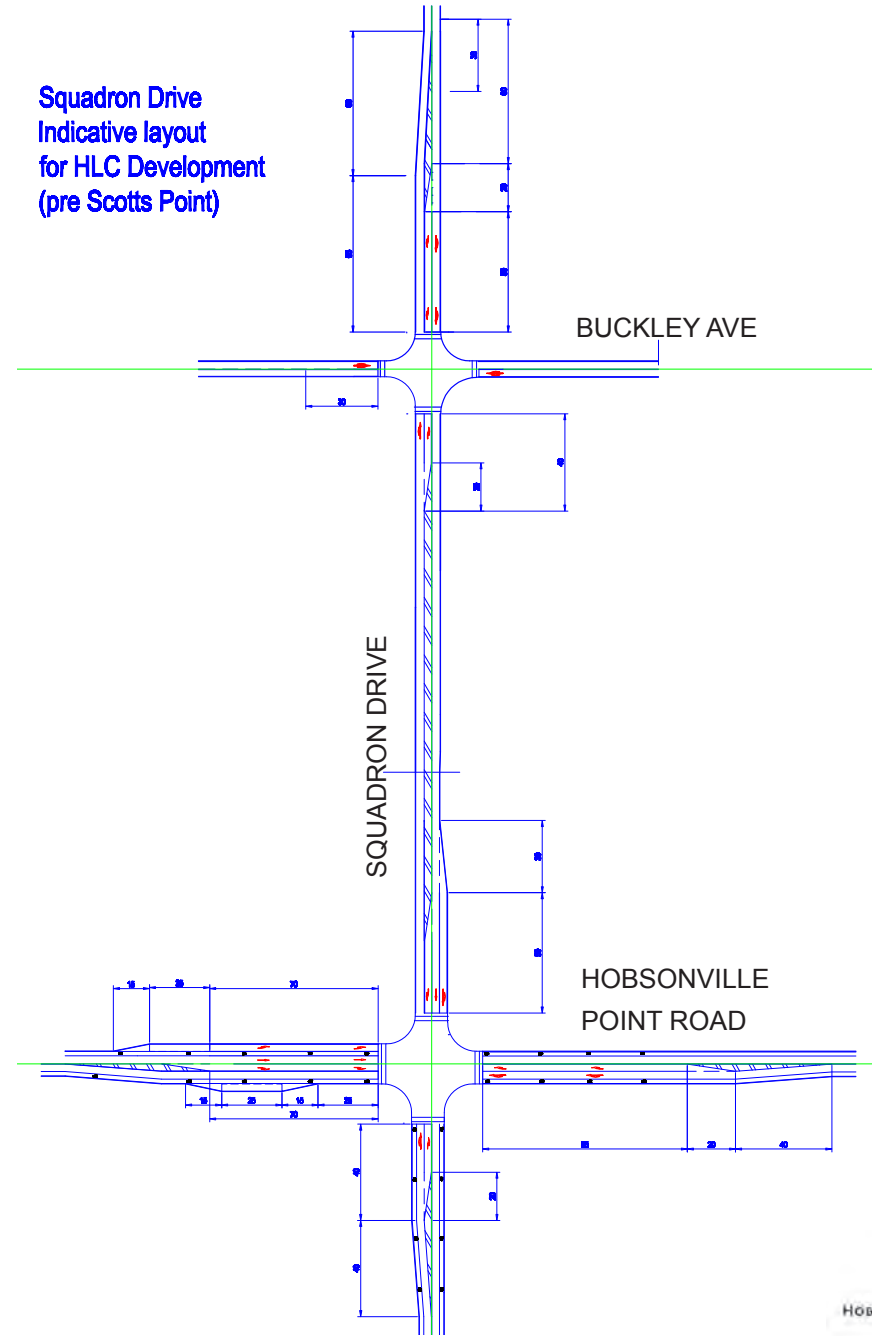
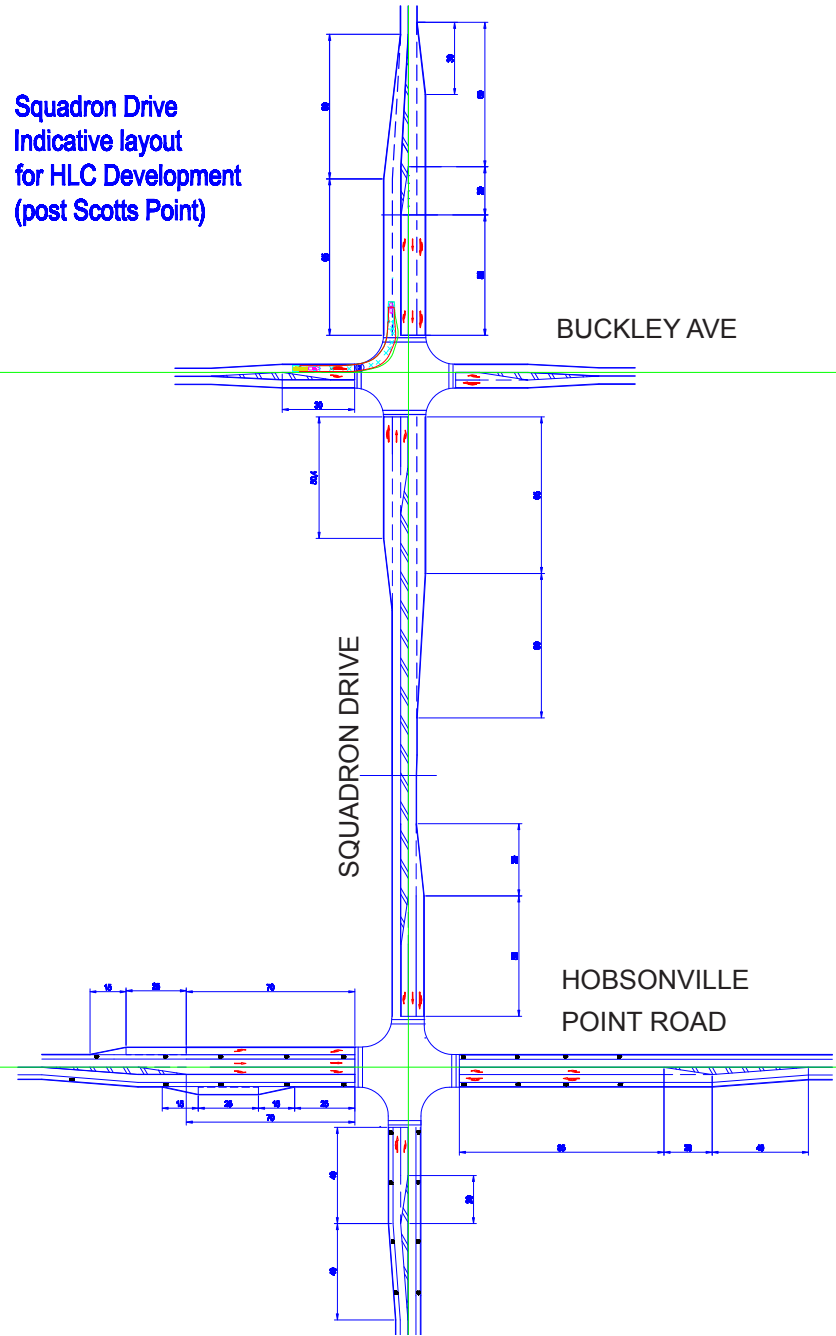


Typical rear lane access

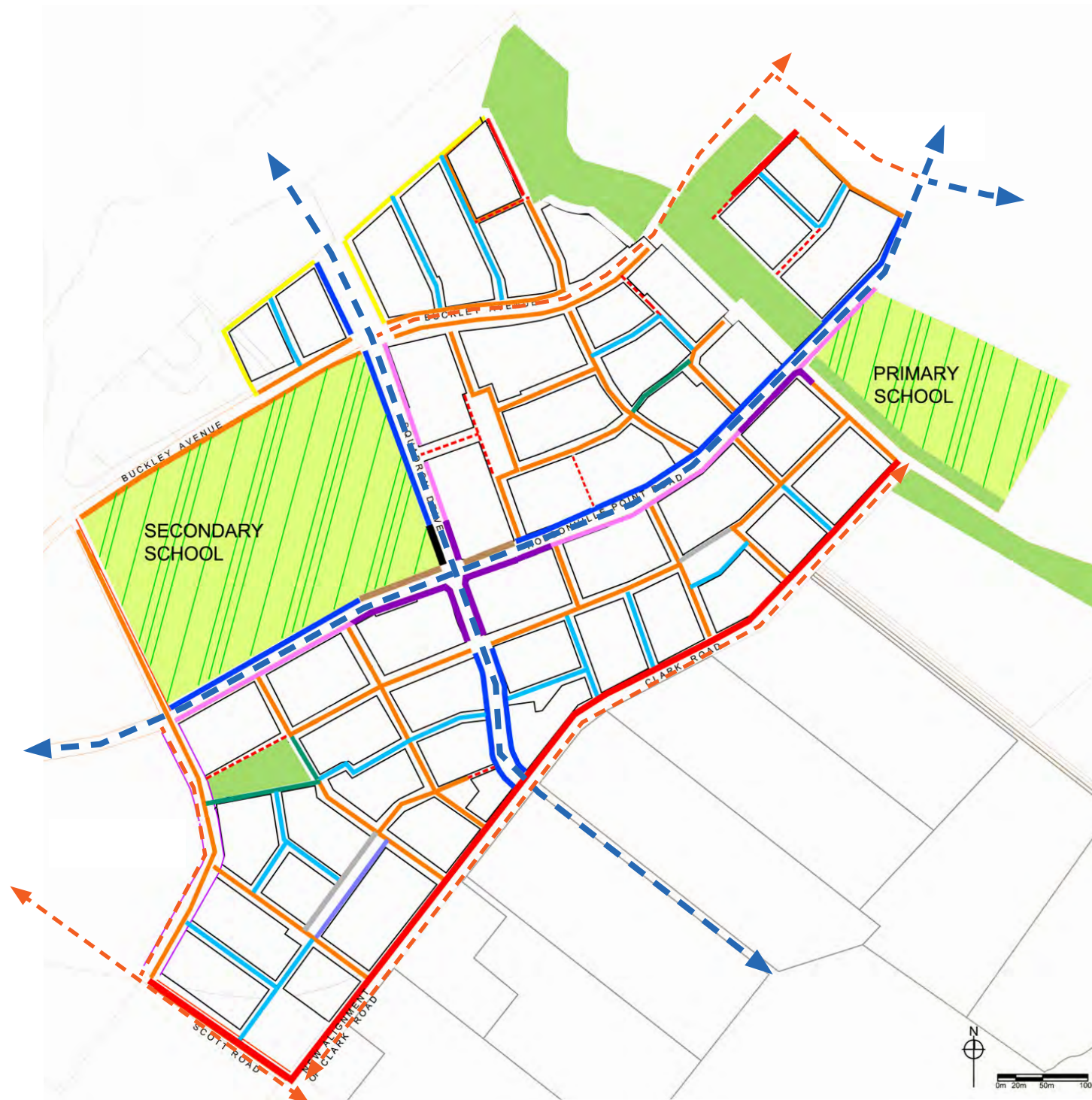


23 Typical rear lane block and lane dimensions

5.7 Squadron Buckley Intersection Plan



5.8 Footpath Network and Road Hierarchy Plan



- 3m Min. Footpath + shared cycleway
- 2.5m Footpath
- 2m Footpath - both sides
- 2m Footpath - one side
- 1.5m Min. footpath - both sides
- 1.5m Min. footpath - one side
- Shared surface (Public road)
- 5m Footpath + shared cycleway
- 4m Footpath + shared cycleway
- 4m Footpath
- 3m Footpath + shared cycleway
- 1.5m Pedestrian link
- 2m Pedestrian link
(No vehicles or slow speed shared surface environment)
- Principal route
- Secondary route

Note: Refer to Part E Matrix 2 Street Type for additional conditions.

5.9 Street Tree Species Location Plan

Specific tree species that are suitable for planting along Buckley Avenue West taking into account that the over-dimension route requires 11m clearance. These species shall be agreed in writing with the manager: Parks.

EVERGREEN
NATIVE

***Metrosideros excelsa*, pohutukawa**
Arterial Road
3-8m x 2-5m

***Alectryon excelsus*, titoki**
Local/Collector Road
7m x 4m
(Alt: in smaller streets adjacent to parks: *Sophora microphylla*, kowhai or *Hedycarya arborea*, pigeonwood.
In smaller streets not adjacent to parks: *Planchonella costata*, tawapou or *Pittosporum eugenoides*, tarata)

***Vitex lucens*, puriri**
Arterial Road & Local Collector Road
6m x 5m
(Alt: *Hedycarya arborea*, pigeonwood)

***Beilshamedia taraire*, taraire**
Local/Collector Road
8m x 5m
(Alt: *Vitex lucens*, puriri. *Hedycarya arborea*, pigeonwood)

***Pittosporum eugenoides*, tarata**
Local/Collector Road
5m x 3m
(Alt: *Sophora microphylla*, kowhai. *Alectryon excelsus*, titoki)

***Tilia eurpea*, lime**
Local/Collector Road
15m x 8m
(Alt: *Magnolia grandiflora*, magnolia)

***Nyssa sylvatica*, tupelo**
Local/Collector Road
7m x 5m
(Alt: *Magnolia grandiflora*, magnolia)

***Prunus awanui*, flowering cherry**
Local/Collector Road
5m x 8m
(Alt: *Magnolia grandiflora*, magnolia)

***Liriodendron tulipifera*, tulip tree**
Arterial Road
10m x 6m

***Platanus acerifolia*, london plane**
Arterial Road
7m x 5m

DECIDUOUS
EXOTIC

***Liquidambar styraciflua*, liquidambar**
Arterial Road
7m x 5m

***Quercus palustris*, pin oak**
Arterial Road/Collector Road
8m x 6m
(Alt: *Metrosideros excelsa* pohutukawa, *liquidambar styraciflua*)

