



URBAN DESIGN STATEMENT

AUSTINO LTD

HOBSONVILLE GROVE PLAN CHANGE

84, 100 HOBSONVILLE ROAD, WEST
HARBOUR, AUCKLAND

A2212330.03

26 July 2024

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1.0 INTRODUCTION

1.1 SUMMARY OF PROPOSAL

This project involves a proposal to rezone 10.7ha of greenfields land at 84 and 100 Hobsonville Road, West Harbour, Auckland. The subject land is split between two “blocks”. These are referred to as follows:

- ❑ “Block 1” includes 84 Hobsonville Road - This comprises 1.34ha zoned Future Urban, an area of 0.76ha zoned Light Industry and a parcel of 0.38ha zoned Open Space - Informal Recreation Zone. Block 1 is proposed to be rezoned to be entirely Light Industry Zone and would have a combined area of approximately 2.13ha. Block 1 is proposed to expand the Hobsonville Corridor Sub-Precinct C and adopt the same provisions as that existing Precinct.
- ❑ “Block 2” includes 100 Hobsonville Road. It has an area of 9.34ha. It is currently zoned Future Urban Zone. The Plan Change proposes a new precinct, named the Hobsonville Grove Precinct. This comprises two proposed sub-precincts. Sub-precinct A has an area of 4.6ha and is proposed to be changed to Mixed Housing Urban Zone. Sub-precinct B has an area of 4.74ha and is proposed to be changed to Terraced Housing and Apartment Building Zone.

1.2 SCOPE AND PURPOSE OF THE URBAN DESIGN STATEMENT

The scope of our urban design work is to assess the site and prepare conceptual designs to inform precinct plans and provisions that would enable the land to be developed into a high quality residential and industrial development.

This urban design statement reflects the outcomes of our design process from initial site investigation, through to assessment and opportunities, to a review of the proposed plan change package. The report covers the following topics:

- ❑ Context Analysis:
The site context encompasses a combination of zoning designations, diverse topography, and significant ecological features. Opportunities and constraints are identified that could shape the development.
- ❑ Design Process:
The design process takes you through our the design approach and anticipated outcomes.
- ❑ Urban Design Response and Anticipated Outcomes:
The design response addresses key design elements including, precinct extents, transport, riparian, reserve area, proposed zoning.
- ❑ Urban Design Assessment:
The urban design assessment addresses proposal (primarily the proposed Precinct Plans) against best urban design practice outlined in the Urban Design Protocol and the National Policy Statement on Urban Development 2020.



FIG 1 PROPOSED NORTHWEST BUS STATION PLANNED FOR CONSTRUCTION IN 2024 (SOURCE: AT WEBSITE)



FIG 2 FARMERS MARKET - A PROPOSED FEATURE OF THE PUKEKOHE MASTERPLAN (SOURCE: OURAUCKLAND WEBSITE)



- KEY**
- Precinct 2 Area - 9.34ha
 - Precinct 1 Area - 1.36ha
 - Public Useable Recreational Open Space
 - All other Open Space
 - Motorway
 - Arterial Road
 - Collector Road
 - Existing Westgate Bus Station
 - Existing Key Bus Routes
 - Existing West Harbour Ferry Terminal
 - Existing Ferry Route - 30mins to Auckland CBD
 - Proposed Northwest Bus Station (AT)
 - Proposed Western Express (WX1) Bus Route (AT)

FIG 3 SITE LOCATION PLAN - 1:15,000 @ A3

500M

2.0 CONTEXT ANALYSIS

2.1 REGULATORY CONTEXT

AUCKLAND UNITARY PLAN

The proposed precincts are located mostly within a wider Future Urban Zone. A section of Precinct 1 is zoned as Open Space - Informal Recreation Zone. The subject sites were intended to be zoned under Plan Change 5A, however that was withdrawn by Auckland Council in 2023.

The Plan Change proposal seeks to rezone the precincts utilising existing Auckland Unitary Plan zones and planning provisions, where possible.

NATIONAL POLICY STATEMENT: URBAN DEVELOPMENT

The National Policy Statement on Urban Development (NPS-UD) directs local authorities to plan for urban development capacity. Urban design-specific aspects of the NPS-UD in the context of an proposed residential zone and expanded industrial zone are centred around the development of sufficient capacity (supporting growth) and achieving well-functioning urban environments. Key objectives from the NPS-UD relevant to Urban Design are identified below:

- ❑ Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- ❑ Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.
- ❑ Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- ❑ Objective 6: Local authority decisions on urban development that affect urban environments are: integrated with infrastructure planning and funding decisions; and strategic over the medium term and long term; and responsive, particularly in relation to proposals that would supply significant development capacity.

In the context of a “well-functioning urban environment”, the concept encompasses the consideration and respect for both the surrounding environment and the future community that will use the development.

With respect to the future environment, including the occupants and users of the future residential Precinct and business park, a well-functioning urban environment is primarily achieved through a sound design fundamentals and good provision of amenity. These opportunities are addressed through a wider structure planning and precinct plan process.

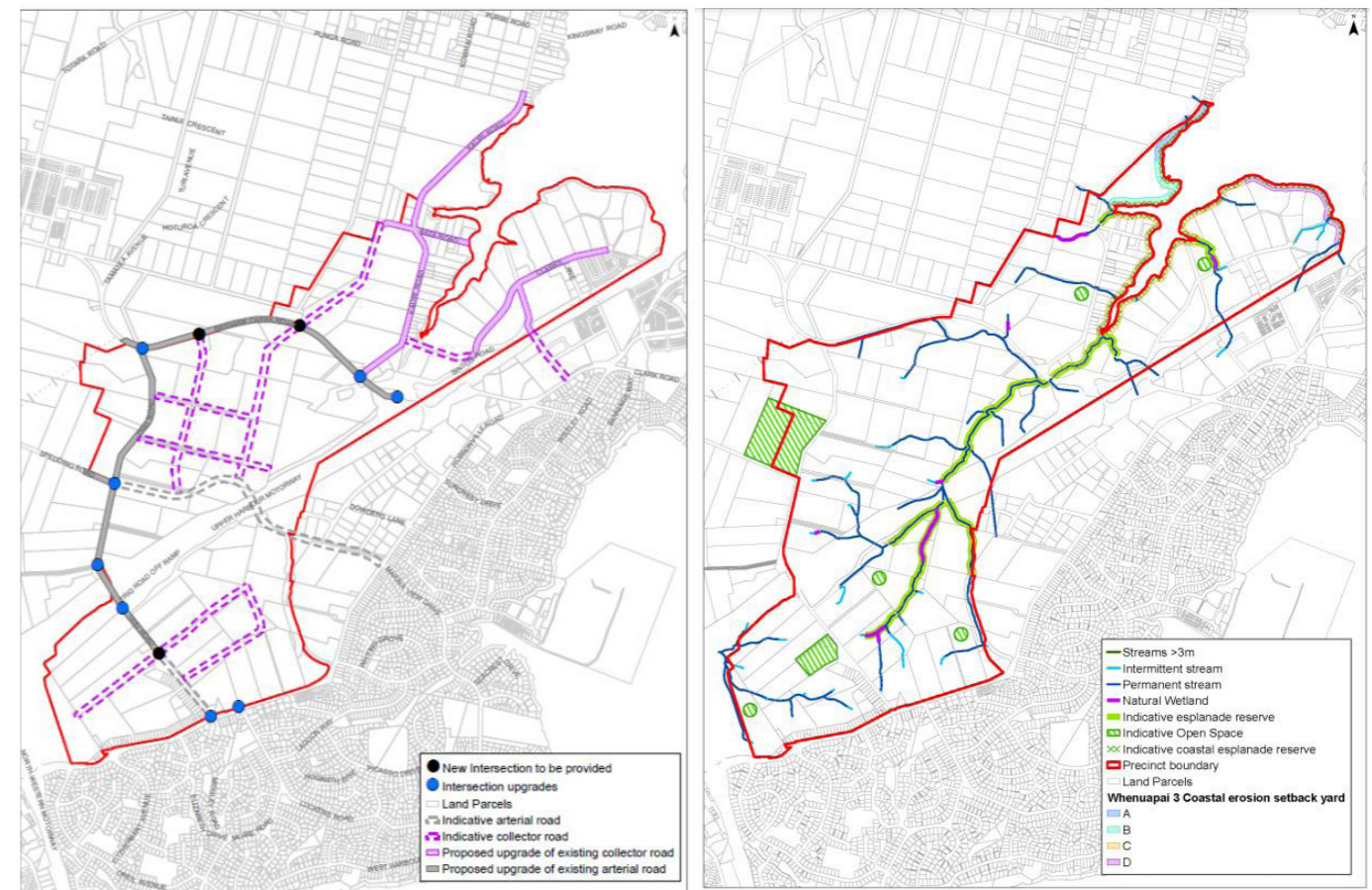
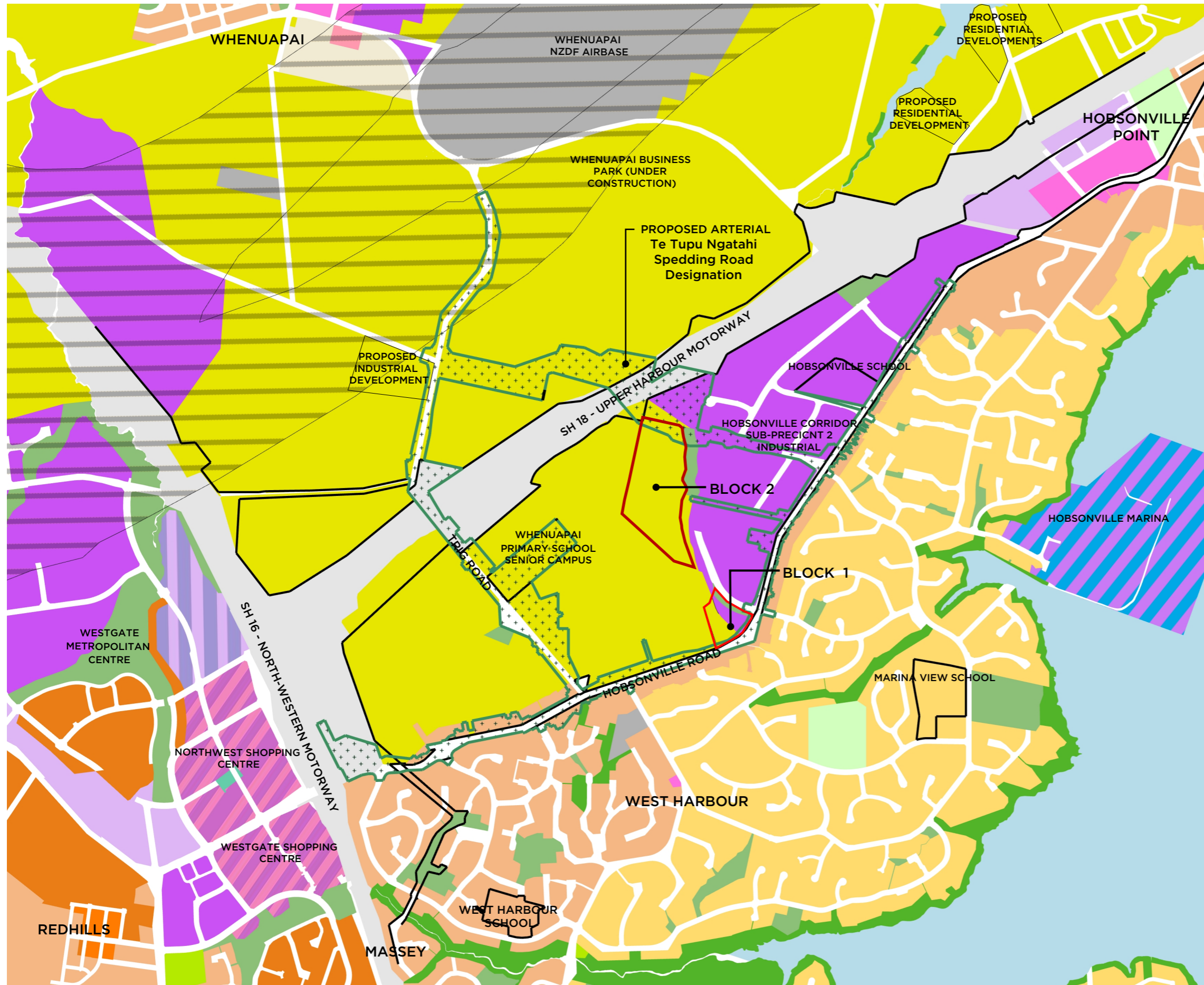


FIG 4 FORMERLY PROPOSED PCS ROADS, OPEN SPACE AND STREAMS MAP



- KEY**
- Block 2 Area - 9.34ha
 - Block 1 Area - 2.13ha
 - Auckland Unitary Plan Designation (only relevant shown)
 - Notice of Requirement (only relevant shown)
 - Overlay - Aircraft Noise (Whenuapai)
 - Residential - Mixed Housing Suburban Zone
 - Residential - Mixed Housing Urban Zone
 - Residential - Terraced Housing and Apartment Building Zone
 - Business - Metropolitan Centre Zone
 - Business - Local Centre Zone
 - Business - Neighbourhood Centre Zone
 - Business - Mixed Use Zone
 - Business - General Business Zone
 - Business - Light Industry Zone
 - Open Space - Conservation Zone
 - Open Space - Informal Recreation Zone
 - Open Space - Sport and Active Recreation Zone
 - Open Space - Civic Spaces Zone
 - Open Space - Community Zone
 - Future Urban Zone
 - Special Purpose Zone
 - Strategic Transport Corridor Zone
 - Coastal - Marina Zone

FIG 5 REGULATORY CONTEXT PLAN - 1:15,000 @ A3

500M

2.2 NEIGHBOURHOOD CONTEXT

The site's location offers convenient access to vital town centres, including a town square and a new library in Westgate 3km away, a village centre and employment park, as well as a lively community and residential area in Hobsonville Point, situated 2km away. Close proximity to these areas ensures the area's growth aligns with the community needs and accessibility.

To the south, West Harbour is a well-established low-density residential area. The transport network is mainly comprised of cul-de-sacs and residences are accessed by private cars. The primary public transport options available to residents is bus or ferry.

To the north and west, the landscape transitions into rural activity, predominantly pasture, with some rural-residential occupation. The site borders rural land to the west, predominantly owned by private individuals and utilised for residential and grazing activities.

Recreational opportunities are provided in the area in the form of public parks, such as Picasso Reserve, Luckens Reserve, and Rawiri Stream reserve, and aligns with the aim of providing a high amenity community. West Harbour Tennis Courts within Picasso Reserve provide the only active recreation within a 10 minute walking distance of Precinct 1 consisting of West Harbour. Access to these parks are primarily by cars.

Hobsonville Marina and the nearby West Harbour local shops enhance the community's accessibility to services. The west harbour local shops are within a walkable catchment, while the Hobsonville Marina is a 15-minute walk away where a regular ferry service runs providing transport to the Auckland CBD on weekdays.

Marina View Primary School, New Shoots Children's Centre, and Hobsonville Secondary School are all respected institutions and contribute to the educational needs in the area. New Shoots Children's Centre and Hobsonville Secondary School

A proposed primary school (Massey North Transitional Primary school) is under construction, located on Trig Road within a 10 minute walking distance. Block 2 would be located a short distance of 230m from the school once urban development in this area has been completed.



FIG 6 WEST HARBOUR LOCAL SHOPS (SOURCE: GOOGLE MAPS STREET VIEW)

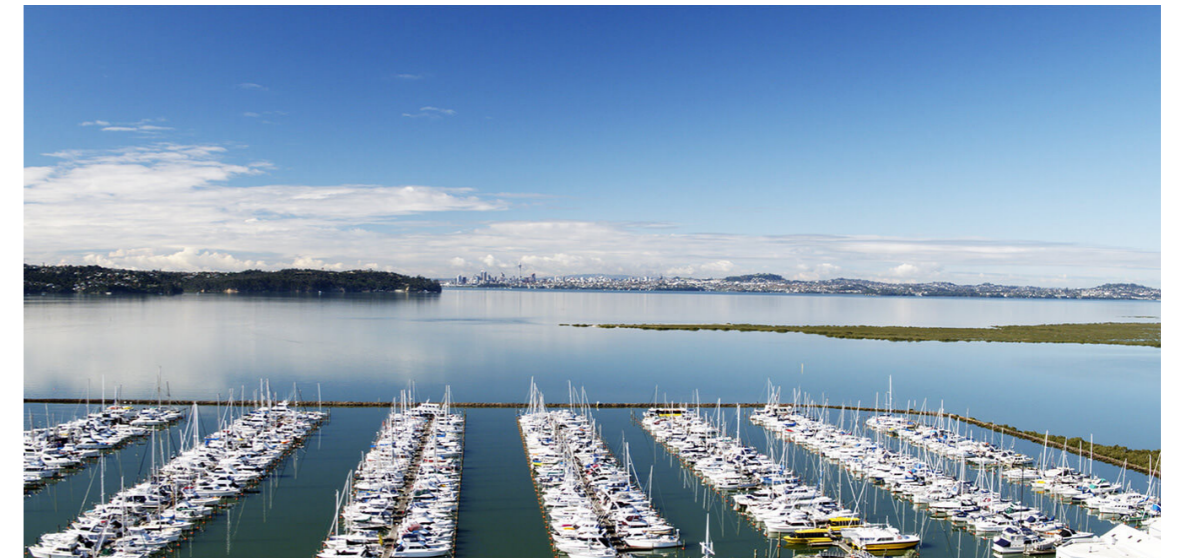
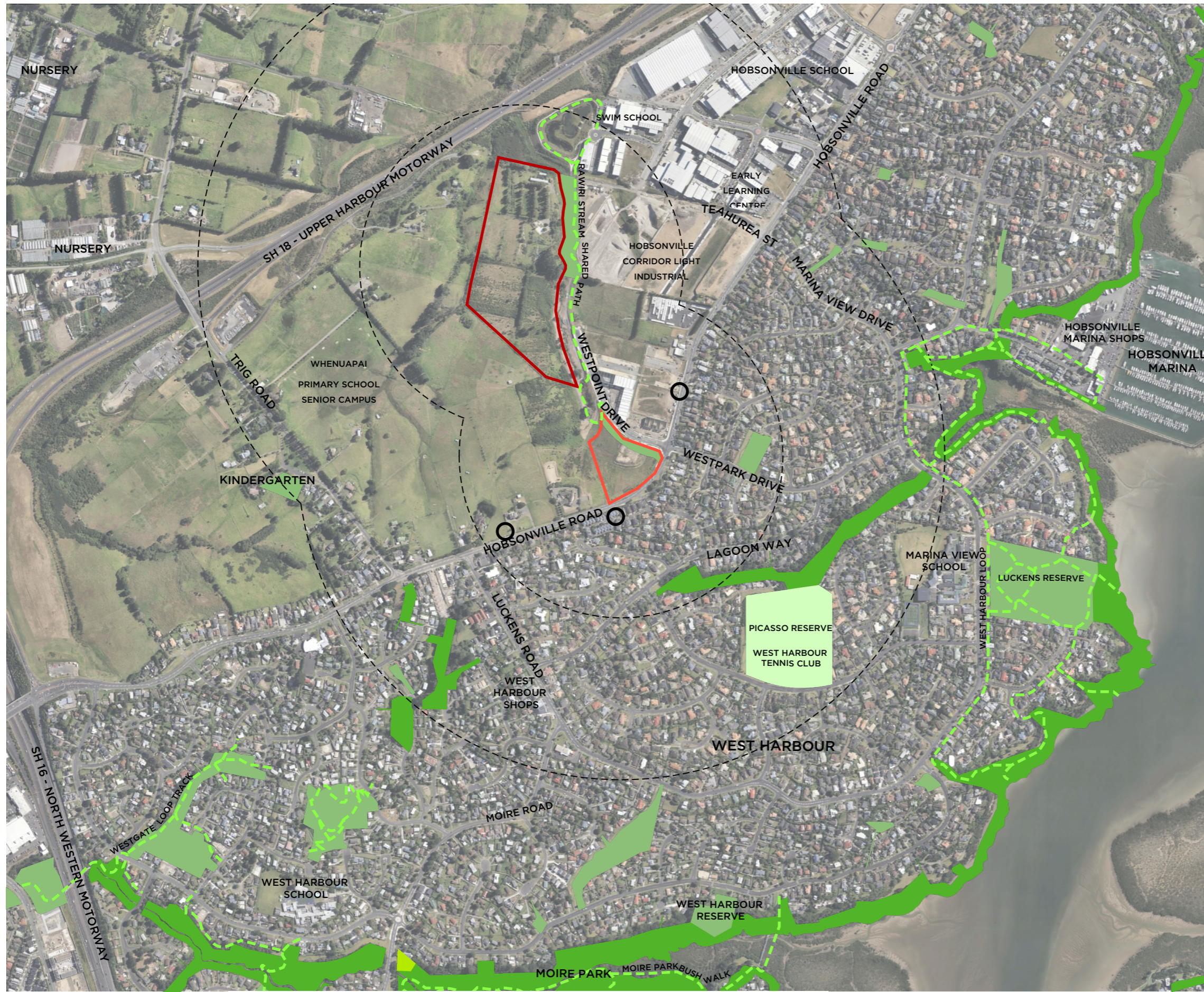


FIG 8 HOBSONVILLE MARINA (SOURCE: HOBSONVILLE MARINA WEBSITE)



FIG 7 HOBSONVILLE SECONDARY SCHOOL (SOURCE: MINISTRY OF EDUCATION WEBSITE)



KEY

	Block 2 Area - 9.34ha
	Block 1 Area - 2.13ha
	Existing Shared Paths & Walkways
	Existing Bus Stops (Within 5min walking distance)
	400m & 800m Pedshed (5 & 10min Walk)
	Open Space - Conservation Zone
	Open Space - Informal Recreation Zone
	Open Space - Sport and Active Recreation Zone

FIG 9 NEIGHBOURHOOD CONTEXT PLAN - 1:10,000 @ A3

500M

2.3 EXISTING SITE CHARACTERISTICS

TRANSPORT AND ACCESS

Precinct 1 currently has access via an existing vehicle crossing on Westpoint Drive, a collector road.

Precinct 2 currently has private rural access across the Rawiri Stream. Our plan change would enable better connectivity to the Precinct and the neighbouring properties, the construction of a bridge over Rawiri Stream could be necessary for public access.

Two bus stops, located near the intersection at Westpoint Drive and Hobsonville Road, are within a five minute walking distance of Blocks 1 and 2. The routes connect the site with Constellation Drive, and Westgate, at a 30-minute frequency. Future plans by Auckland Transport include a dedicated busway connecting Westgate with the Auckland CBD.

Notably, the Upper Harbour Motorway is strategically located to the north, positioned far enough to avoid adverse effects on residents and accessibility. The motorway can be accessed via Trig Road to a north-eastern direction only (and is proposed to be upgraded).

A Notice of Requirement (NoR) for an Road Widening project on Hobsonville Road, will enhance transportation facilities for buses, pedestrians, and cyclists. This initiative is to support a high expected population growth in the north west area.

BUILT FORM AND LAND USE

The site is undeveloped (greenfields) at present and has been cleared for development, including the former farmhouse and outbuildings.

On the edge of Block 2, next to the Hobsonville Road intersection, sits a cellular antenna pole and an electrical box are situated.

TOPOGRAPHY

Precincts 1 and 2 exhibit a favourable slope primarily towards the north, providing optimal exposure to sunlight. While Precinct 2 is of flat to gentle contour, Precinct 1 contains steeper terrain, which will likely require moderate to significant earthworks to create suitable platforms for roads and buildings.



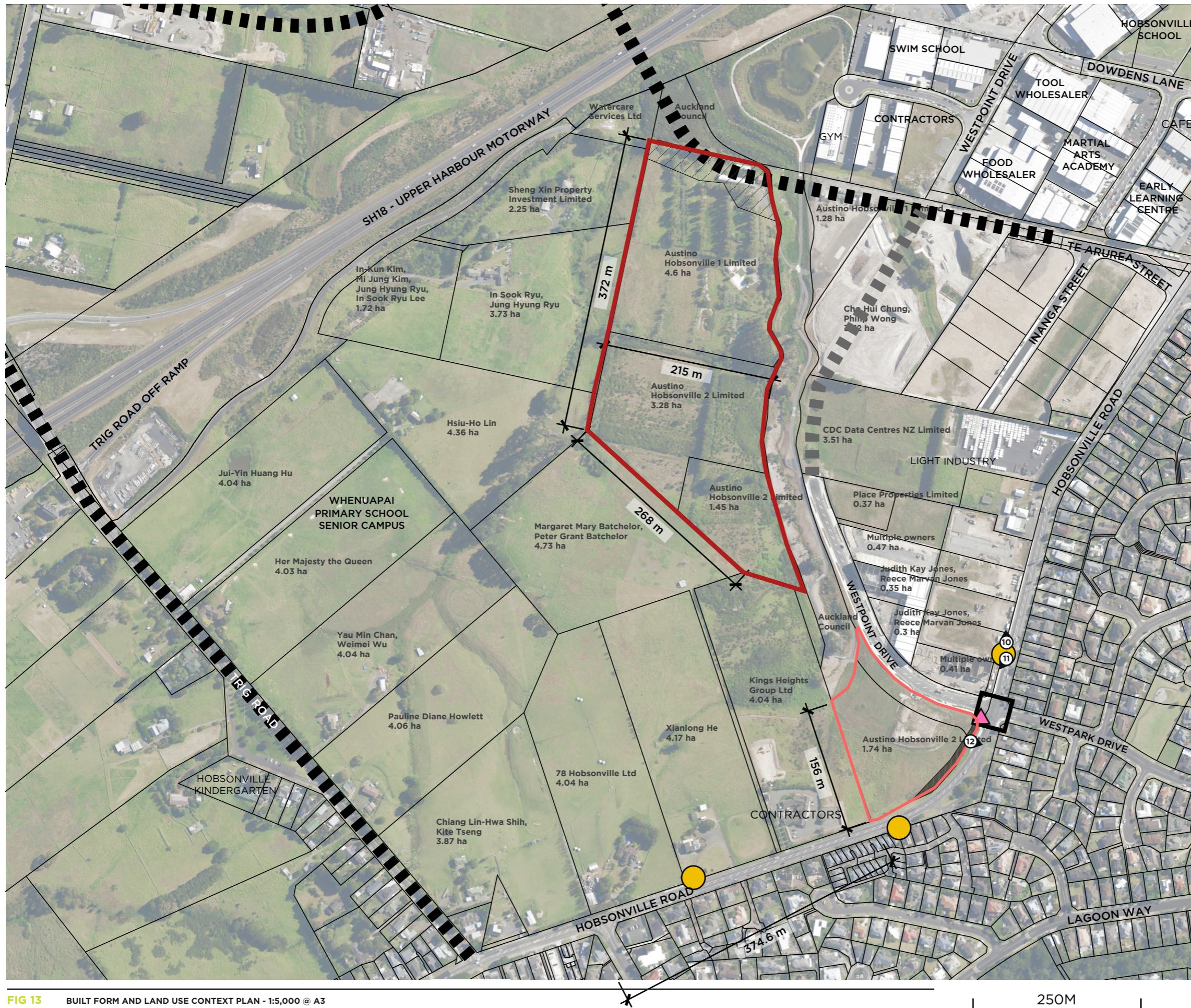
FIG 10 ADJACENT LIGHT INDUSTRIAL BUILDINGS



FIG 11 CORNER OF PRECINCT 1 TAKEN FROM HOBSONVILLE ROAD OPPOSITE WEST POINT DRIVE



FIG 12 ADJACENT RESIDENTIAL BUILDINGS OPPOSITE HOBSONVILLE ROAD



- KEY**
- Block 2 Area 9.34ha
 - Block 1 Area 2.13ha
 - Existing Parcel Boundaries
 - Te Tupu Ngatahi Spedding Road Designation
 - Proposed AT Road Widening (NoR)
 - Proposed Collector Road - Indicative alignment
 - Proposed Arterial Road (NoR)
 - Existing Access to Block 1
 - Existing Bus Stops (within 5min walking distance)
 - Existing Traffic Light
 - ▲ Existing Cellular Antenna Pole

FIG 13 BUILT FORM AND LAND USE CONTEXT PLAN - 1:5,000 @ A3

250M

STREAMS & ECOLOGY

The Rawiri Stream flows north along the edge of Westpoint Drive and passes through the site, forming a boundary between Blocks 1 and 2. The stream has been upgraded recently by Austino as part of their industrial development located along Westpoint Drive. The corridor now contains native plantings and a recreational cycle trail.

The western edge of the site is in close proximity to the Waiarohia Stream, which runs through a rural environment and is in a fairly degraded state of ecological health.

The two streams merge at the northern tip of Block 2, where a large vegetated wetland area is located. Associated with this area is a newly constructed stormwater management basin, which has a size of 2 hectares and sits at the end of Rawiri Place. This basin includes recreational paths, connected to the Rawiri Stream network, and quality landscaping.

The natural stormwater sub-catchments suggest that the Block 2's stormwater management can be largely contained within the site. This approach is expected to minimise impacts on the broader stormwater network. Block 1 is already managed through an approved Stormwater Management Plan for the catchment.



FIG 14 RAWIRI STREAM FOOTBRIDGE, LOCATED ADJACENT TO BLOCK 1



FIG 15 RAWIRI STREAM LOOKING TOWARD PRECINCT 1



FIG 16 RAWIRI STREAM SHARED PATH, LOOKING NORTH. WESTPOINT DRIVE SITS TO THE RIGHT OF THE IMAGE.



- KEY**
- Block 2 Area 9.34ha
 - Block 1 Area 2.13ha
 - Existing Parcel Boundaries
 - Existing Rawiri Stream Recreational Shared Path
 - Existing Contours - 1m intervals
 - Existing vegetation with potentially higher ecological value (traced from aerial photo)
 - Existing vegetation with potentially lower ecological value, or more recently generated (traced from aerial photo)
 - Natural Stormwater Sub-Catchment Boundary (indicative)
 - Environment (PC5 ecological survey)
 - Existing Intermittent Stream
 - Existing Permanent Stream
 - Existing Natural Wetland
 - Indicative Esplanade or Riparian Reserve (10 or 20m setback from watercourses)
 - Existing Stormwater Management Wetland (Spedding Road)
 - Photo viewpoint Location (showing Figure number)

FIG 17 NATURAL CONTEXT PLAN - 1:5,000 @ A3

250M



FIG 18 AERIAL SITE PHOTO LOOKING FROM SOUTH-EAST



FIG 19 RENDERED IMAGE OF ADJACENT DEVELOPMENT WITH VIEWS LOOKING SOUTH-WEST TO AUCKLAND CBD (SOURCE: THE FOUNDRY HOBSONVILLE WEBSITE)

2.4 URBAN DESIGN OPPORTUNITIES AND CONSTRAINTS

Through this section, potential issues are identified and appropriate solutions can be proposed to ensure that the proposed site layout complies with regulatory requirements while being compatible with the surrounding environment. The assessment also evaluates the proposed development project's potential impact on the existing site ecology, landscape, and biodiversity.

OPPORTUNITIES

- Topography** - Block 2 offers gentler grade and a ridge line through the centre, falling to streams that surround the land, making it suitable for efficient urban development. Block 1 falls to the north and is steeper in contour, as well as being elevated below Hobsonville Road. Bulk earthworks and civil works will be required to develop Block 1.
- Shape factor** - Block 2 has a good shape factor and size, allowing it to be developed as a stand-alone stage without relying on other parcels. Block 1 is a constrained size and shape.
- Potential Views** - The highest point in Block 1 offers the potential for significant views to the south-west, overlooking the Waitemata Harbour.
- Sunlight Access** - A majority of the land slopes favourably towards the north, ensuring good access to sunlight.
- Stormwater Management** - The site's position within the catchment allows for effective self-contained stormwater management through gravity and water sensitive design processes.
- Amenity** - The development can contribute to the expansion of Rawiri Stream and the cycleway, increasing the overall level of amenity. In future, the addition of Waiarohia Stream corridor will form a green belt that gives the Block 2 site an attractive boundary.
- Park Opportunity** - Proximity to Waiarohia Stream presents an opportunity for a park to be located adjacent to it whilst creating a neighbourhood centre by being amalgamated with local retail.
- Neighbourhood Retail Opportunity** - A small local retail component would help to attract residents to the area and provide efficient access to their day-to-day convenient needs. IT would also provide a character element within a future neighbourhood, though becoming a focal point.
- Light Industrial Extension** - Block 1 would expand the existing Hobsonville Industrial Area. This is predominantly a small-scale mixed industrial area with sound urban design quality and is an attractive employment offering.

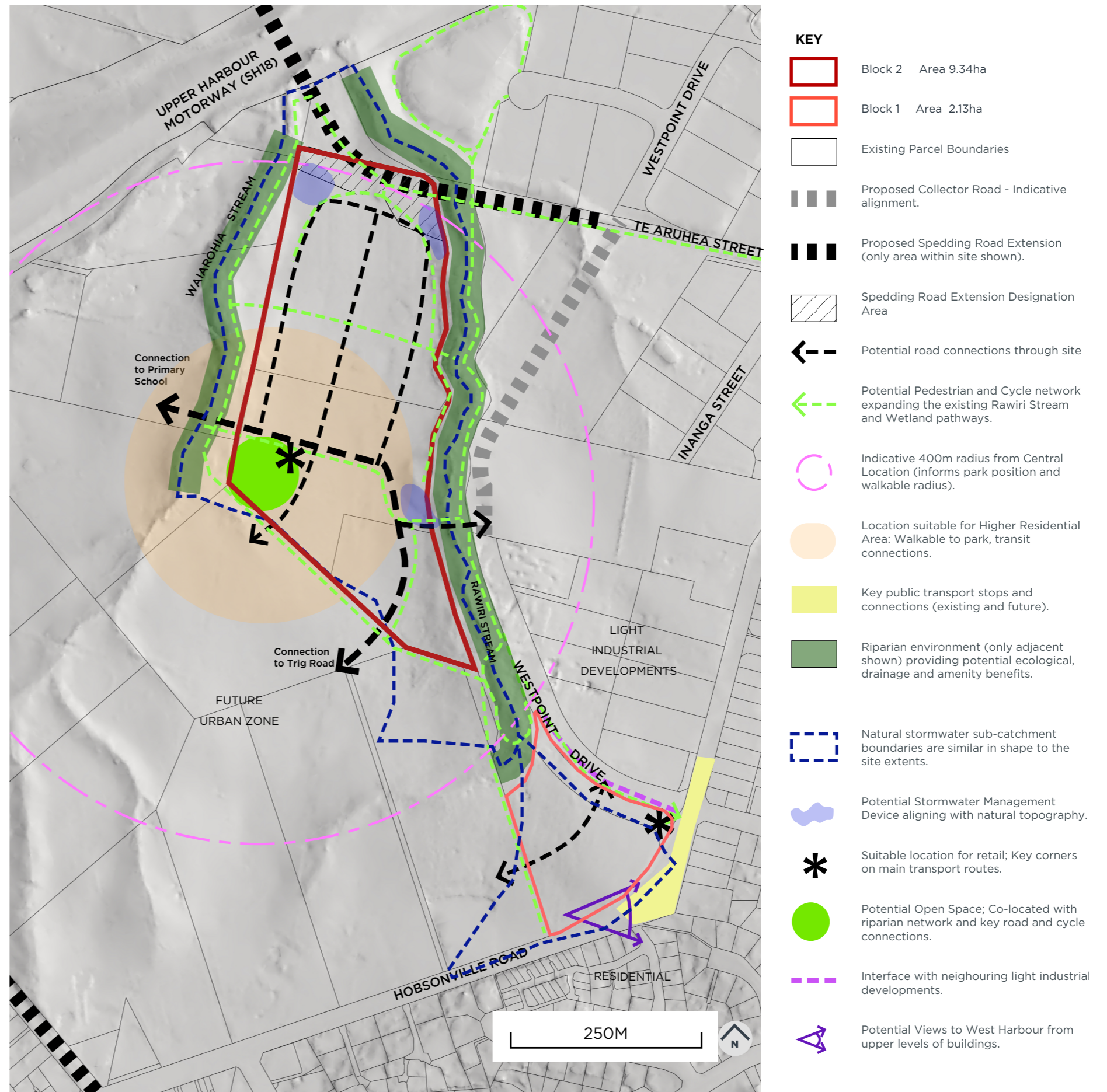
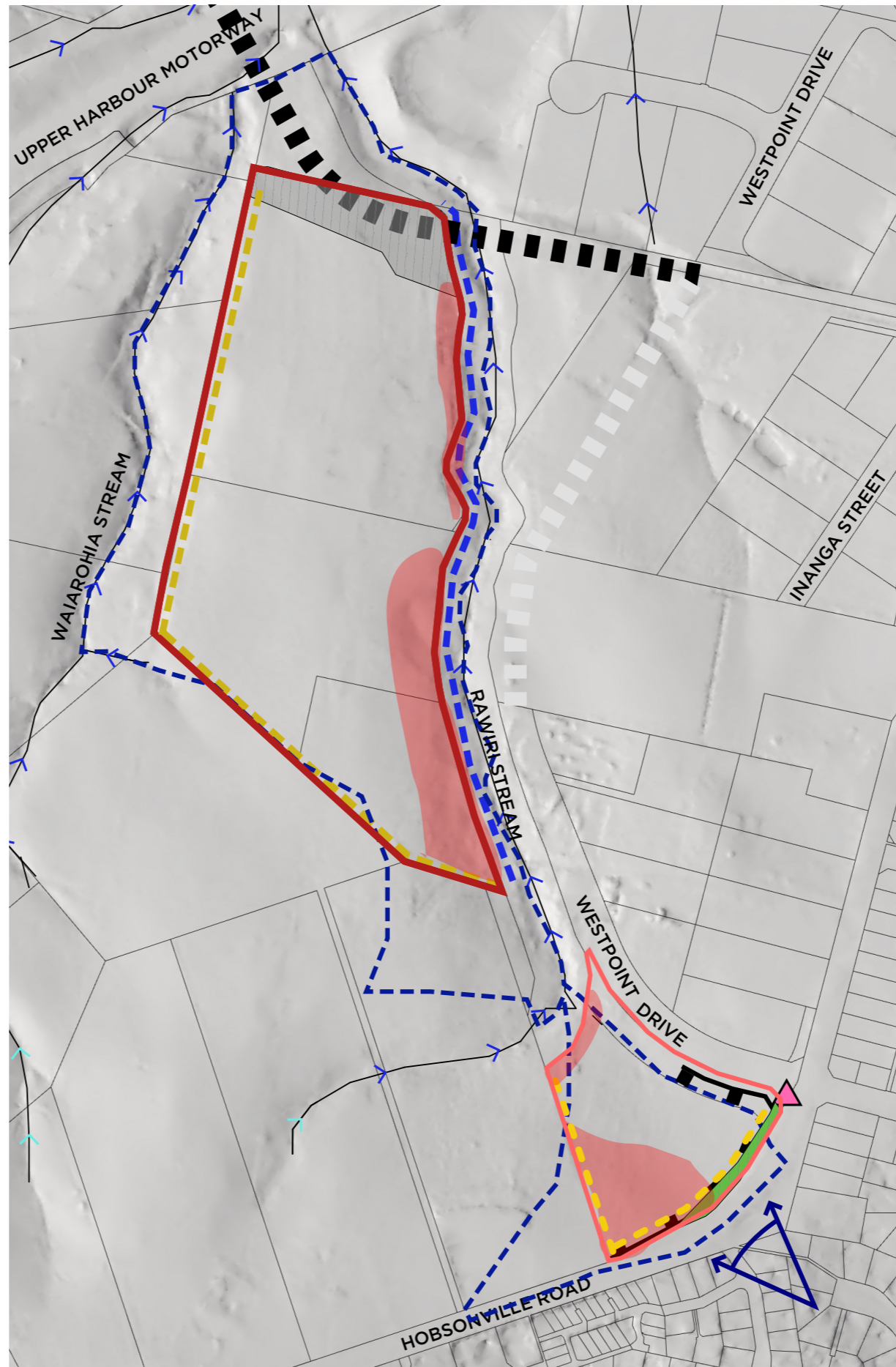


FIG 20 OPPORTUNITIES PLAN

CONSTRAINTS

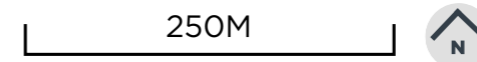
- ❑ **Ecological Considerations** - Development will be slightly impacted by the presence of riparian areas and associated vegetation, though these features are generally located beyond the boundaries of the subject land.
- ❑ **Arterial Road Impact** - The proposed Spedding Road Extension its designation reduce available land in Block 2 by 6904m². Additionally, Auckland Transport's proposed widening of Hobsonville Road requires 301m² of available land from Block 1.
- ❑ **Access Limitations** - Public access is restricted into Block 2 and will require a bridge over Rawiri Stream via Westpoint Drive. Vehicle access restrictions associated with Hobsonville Road limit access into Block 1.
- ❑ **Potential Interfaces** - Development should anticipate and respond to built form within neighbouring greenfields (Future Urban) properties, particularly the edge of Block 1 near Hobsonville Road. This may be an interface between industrial and future residential activity.
- ❑ **Block 1 Topography** - The shape factor and steep topography may require extensive earthworks modification to enable development.
- ❑ **Cellular Antenna Pole** - this it is a visual element before entering the Westpoint Drive and may affect character.
- ❑ **Building Height Restriction Area**- A zone of lower built form height and increased setback applies to buildings along Hobsonville Road, to protect residential amenity.
- ❑ **Whenuapai Airport Height Restriction** - Consideration of height restrictions is required, though these are generally high enough not to impact development up to five storeys.



KEY

	Block 2 Area 9.34ha
	Block 1 Area 2.13ha
	Existing Parcel Boundaries
	Proposed Arterial Road and Designation Area (NoR) (only area within site shown)
	Proposed AT Road Widening area within the site (NoR)
	Existing Vehicle Access Restriction due to Arterial Road and planned cycle facility
	Existing Watercourse
	Existing Stormwater Sub-Catchment Boundary
	Rural (Future Urban) Interface
	Residential Interface (Amenity control required for industrial use)
	Stream edge - Bridge required for access into site
	Steeper Land
	Existing Cellular antenna pole
	Views to site from residential

FIG 21 CONSTRAINTS PLAN



3.0 DESIGN PROCESS

3.1 DESIGN APPROACH

Our urban designers, working within a multidisciplinary design team, synthesised the key spatial characteristics of the site's context, and prepared development opportunities and constraints.

The following technical inputs prepared for this Plan Change proposal provide some particularly relevant information to inform and respond to urban design aspects:

- Stormwater assessment - Harrison Grierson.
- Terrestrial and Freshwater Ecology.
- Geotechnical and contamination.
- Civil engineering (Including infrastructure servicing) (Harrison Grierson)
- Transportation engineering.
- Economic Assessment (Insight Economics)

We undertook a concept design process for Blocks 1 and 2. Block 1 was developed as a 3d model depicting a proposal for light industrial/trade retail development within a Light Industrial Zone. Block 2 was the subject of a broader-level illustrative master plan. This approach enables a reasonably detailed design assessment of the subject sites, which is useful in informing a viable Structure Plan.

To promote a well-functioning urban environment that integrates with its wider site context, our design team prepared a "Wider Structure Plan" (refer to Fig. 24) across a reasonably wide geographic area. This covered the land encircled by Trig Road, Hobsonville Road, State Highway 16, and Dowdens Lane. Within this area are Future Urban blocks, industrial, a new primary school and numerous planned transport upgrades. This broad approach to structure planning ensured that the key opportunities and constraints to future development were considered and incorporated into the proposed Precinct Plan.

3.2 CONSULTATION

- A Number of Pre-application meetings have been held with Council and Supporting Growth Alliance to inform key technical aspects such as strategic road access and infrastructure serviceability.
- Mana Whenua have been approached for comment. The record of this has been provided as part of the Plan Change application documentation (at appendix 12 of the Planning Report).
- Neighbouring landowners have been engaged in informal discussions over the proposal and there have been no issues raised that we have been made aware of.
- Thee consultation undertaken as part of Auckland Council's Plan Change 5 and Whenuapai Structure Plan covers the subject land. It has been useful in informing the proposal.
- We were involved in the Whenuapai Village Structure Plan (Special Housing Area) in 2015, the Scott Point Precinct Plan, and the Redhills Structure Plan. These are all significant growth projects in the Auckland's North west that include a number of stakeholders including Council CCOs and mana whenua, which gives us a strong degree of familiarity and appreciation of the the context to growth, development and design outcomes.



FIG 22 CONCEPTUAL MODEL DEVELOPED TO INFORM BLOCK 1; INDUSTRIAL/RETAIL DEVELOPMENT CONCEPT

OVERARCHING URBAN DESIGN OBJECTIVES

Our team have identified a number of objectives to guide the package of information supporting the proposed Plan Change. These are listed below and have been informed by the opportunities and constraints identified for Blocks 1 and 2.

- Enabling Development** - Provide for residential development at a scale that enables staged construction to meet market demand but also encourages a suitably large neighbourhood size so that new residents don't feel isolated from the existing urban edge.
- Connectivity** - Encourage access to Hobsonville Road via Westpoint Drive as the primary movement route while maintaining compatibility with future strategic routes proposed by others.
- Interfaces and Integration** - All boundaries are addressed with appropriate transport and infrastructure linkages with a long-term view of this location being urbanised. This includes forming opportunities for stormwater management areas, recreational reserve, and local amenities.
- Water** - Protect, mitigate, respond to, streams wetlands, and risks to flooding. The Rawiri Stream corridor offers a place-defining character to future development.
- Topography** - Respond to the topography, aligning roads and buildings along ridge lines and for positive solar orientation. Earthworks and building heights transitions should be used to form visual and physical connections with the adjacent stream environments.
- Transport** - A movement hierarchy will support a cohesive urban environment, incorporation walking, cycling and public transport options. This network is future-focussed and provides for flexible expansion into neighbouring land.



KEY

- Block 2 Area 9.34ha
- Block 1 Area 2.13ha

Note:

This masterplan illustrates one hypothetical development outcome of many possible outcomes that may be suitable for this land.

FIG 23 ILLUSTRATIVE MASTERPLAN (NOTE: CONCEPTUAL ONLY)

250M





- KEY**
- Block 2 Area 9.34ha
 - Block 1 Area 2.13ha
 - Existing Parcel Boundaries
 - Proposed Collector Road
 - Neighbourhood Retail Opportunity
 - Proposed Collector Road - Indicative Alignment
 - Proposed Arterial Road (Trig Road Extension)
 - Upper Harbour Designation Area (only area within Precinct shown)
 - Building height and setback restriction (expanded from the existing Hobsonville Corridor Precinct)
- Auckland Unitary Plan Zones**
- Residential - Mixed Housing Urban Zone
 - Residential - Terraced Housing and Apartment Building Zone
 - Business - Light Industry Zone
 - Business - Local Centre Zone
 - Business - Neighbourhood Centre Zone
 - Open Space - Conservation Zone
 - Open Space - Informal Recreation Zone

FIG 24 WIDER MASTERPLAN SHOWING HYPOTHETICAL FUTURE DEVELOPMENT INCLUDING OF ADJACENT LANDHOLDINGS - 1:5,000 @ A3

250M

4.0 URBAN DESIGN RESPONSE AND ANTICIPATED OUTCOMES

4.1 METHODOLOGY

The following sub-sections describe the key urban design outcomes that are enabled by the Plan Change and are anticipated by us to occur following the subsequent development of the land. The discussion relates to the likely future environment of the site as it is conceived through the Concept design and illustrative plans prepared by us for this project. It considers the future environment beyond the boundary of the Plan Change area

4.2 EXTENT OF THE PRECINCT AND PROPOSED ZONES

The extent of the Plan Change encompass land owned by the applicant, Austino. No third-party land is included within the Plan Change boundary (except for land identified for road widening or designation purposes). Blocks 1 and 2 would initially function as self-contained developments which will later operate as foundations for the wider future neighbourhood to expand upon.

Block 1 is proposed to be Light Industrial Zone, to align with the existing zoning for part of that site and the existing Hobsonville Corridor Sub-precinct C. Rezoning this Block would tidy up a historic zoning anomaly that we understand to have occurred, in part, due to the final position of Westpoint Drive once it was constructed.

Block 2 is proposed to be zoned a combination of Terraced Housing and Apartment Building Zone (THAB Zone) and Mixed Housing Urban Zone (MHU Zone). This is aligned with the density and typology of housing being delivered by the market across nearby structure-planned growth areas such as Scott point, Hobsonville Point, Westgate, Whenuapai Village and Redhills. The zones chosen for this Block can support a diverse range of dwelling types, including higher densities that are currently not provided within the established low-density community of West Harbour. Urban design places a high value on housing choice and encourages flexible development options, particularly where they enable higher densities. The THAB Zone, if developed to its potential, would be formative in establishing a new urban community. This zoning would be well-aligned with future amenities such as parks, transport links, and retail opportunities. Overall, and in time, this is anticipated to form the basis to a well-functioning urban environment. The THAB zone is also well suited to Block 2 since there are no neighbouring areas that are sensitive to the effects of density on existing rural character values.

The MHU Zone is introduced as a 'default' where there are no particular factors (such as a local park, school or other amenities) that would be attractive to high-density development (including high-quality apartment developments). The MHU zone was

selected for the balance of the Block 2 site, as it is further away from transport, amenities and social infrastructure. The development options within the MHU Zone include superlots for terraced housing and integrated living options which would be positive outcomes.

The scale of the Block 2 landholding, and the provision of these zones is anticipated to support up to 335 dwellings (described in the Economic Assessment by Market Insights, 2023), which is a viable scale for a new neighbourhood. A lower-density zone could struggle to reach sufficient scale of population that enables an identifiable residential community to establish... Residential development of a medium to high density on adjacent land would, in future, be a further positive addition to the mass of this community. This is fundamental to create urban character that is distinct from that defined by the Hobsonville Road corridor or the established West Harbour community.

4.3 NEIGHBOURHOOD CHARACTER AND COMMUNITY

Block 1 expands a high-quality industrial precinct (developed in part by Austino) that is associated with Hobsonville Road and Westpoint Drive. The wider industrial area contains a good range of activities from small-scale warehousing to social and educational facilities, and local retail. Many of these businesses are providing employment opportunities and services to the residents of West Harbour and Hobsonville Point. It is envisaged that heavier industrial would be located further north, or west, beyond the edges of State Highways 16 and 18.

Block 2 has 9.3ha of land that once developed, would accommodate a neighbourhood with its own unique identity, and sits well within its surrounding context. This scale is an important aspect of development within a Future Urban Area. Larger landholdings such as Block 2, will set the scene for future development in years to come. It is recognised that incremental "add on" residential growth to the edge of existing urban areas can fail to establish a strong community identity if it does not occur at an appropriate urban density. As the land which holds good attributes for high density and high amenity living, is held by one landowner, it will ensure that a strong community identity is formed in the formative years of the project.

The proposed park and centre will attract development and operate as a natural centre for the community.

Community identity will be formed through a combination of a public open spaces, proximity to employment and transit routes, a school and neighbourhood amenities. This formed community identity will make Block 2 an attractive place for residents to live.



FIG 25 CONCEPTUAL IMAGE SHOWING A NEIGHBOURHOOD ENVIRONMENT ANTICIPATED BY THE ILLUSTRATIVE MASTERPLAN

4.4 BUILT FORM

The industrial activities anticipated for Block 1 reflect its topography (moderate to steep grade) and shape factor (triangular), meaning smaller-scale, light industrial units are suitable. The topography on the site slopes down from the west and from Hobsonville Road, meaning that future buildings will be at a lower elevation than the surrounding land. This indicates that neighbouring views are unlikely to be impacted by the development.

The industrial development will be visible at the corner of Westpoint Drive and Hobsonville Road, where early conceptual models envisaged a cafe or a small retail store ancillary to industrial use).

For Block 2 we envisage residential typologies ranging from standalone homes through to small apartment buildings. The proposed Mixed Housing Urban Zone and Terraced Housing and Apartment Building Zone (modified) zoning enables a diverse built environment. This would provide potential residents with the ability to select housing suitable to their lifestyle at different price points when entering the community.

The style of development in Block 2 could potentially focus lower density (two-storey and standalone) dwellings towards the northern part of the site, with a gradual shift towards a higher density (apartments) in the south. Those living in high density apartments will be situated closer to the proposed local park and retail area, which will provide them with off-site amenity. Residents of these apartments will also be conveniently situated next to public transport connections that will connect to the Primary school and the Hobsonville Road public transport corridor.

4.5 RIPARIAN ENVIRONMENT

The Rawiri Stream riparian corridor is a significant element in the structure of both Blocks 1 and 2. It defines the edge to the existing industrial precinct, along with Westpoint Drive. This visual and physical buffering effect enables a change in land use type for development occurring beyond its western bank.

At the edges of the Waiarohia Stream, a similar scenario is likely to occur in future, with the stream's corridor eventually forming a second "green-blue" element to help encircle Block 2. This design approach utilises stream alignments to shape neighbourhoods with naturalised edges, avoiding a homogeneous urban area. These edges can be enhanced through internal block layout and the location and integration of public open spaces.

An anticipated outcome of Block 1 is to encourage views and amenity to and from the Rawiri Stream, including views from within buildings, and outdoor spaces. Planning setbacks and landscaping standards should be sufficient in protecting visual amenity values of the stream, which has already been formed and planted with native species.

The existing riparian environment for Rawiri Stream includes recently enhanced native planting and a recreational walking and cycling trail with some seating areas. The stream sits next to the Westpoint Drive industrial collector road and precinct, meaning that it is not well used by people, and it does not connect well with other residential or recreational areas.

4.6 STREAM INTERFACE

Proximity to the Rawiri Stream is a key aspect that informs development both Blocks 1 and 2. Maintaining the recently-restored stream environment through water sensitive design is an outcome consistent with the Stormwater Management Plan and the various illustrative concept plans prepared for the site. Integration of development features (such as stormwater ponds and cycleways) with the existing stream environment would strengthen the natural context as well as amenity values for residents.

The Rawiri Stream riparian environment sets a precedent for future development of other parts of the stream and nearby watercourses, especially the Waiarohia Stream, and wetlands. Recreational trails, for example, could in be extended through the site the Waiarohia Stream and beyond (though noting that both Rawiri and Waiarohia Streams sit outside of the proposed Plan Change area).

Blocks 1 and 2 both site at higher elevations than the surrounding stream environments and future activities would be able to achieve views toward the vegetated riparian corridor. In particular, Block 1, which is naturally orientated toward the Rawiri Stream.

The Waiarohia Stream corridor will act as a natural visual buffer between Block 2 and the adjacent Future Urban Zoned land to the west. The Rawiri Stream corridor, along with the Westpoint Drive collector road, acts as a strong visual and physical buffer to the Light Industry Zoned land to the east, which is positive in relation to future residential amenity.



FIG 26 RAWIRI STREAM RESTORATION - 40M RIPARIAN CORRIDOR (SOURCE: RESILIO STUDIO PROJECT WEBSITE)

4.7 TRANSPORT NETWORK

Access via Westpoint Drive can maintain a high traffic tolerance and this will support Precinct 1 as a main gateway until future connections are obtained through adjacent sites.

An indicative collector road runs across the southern section of Block 2 and connects to the east corner and the western southern boundaries. A bridge connection across the Rawiri Stream into Block 2 will create a “gateway” feature which will be a key feature for recognising the change in land use from Industrial to Residential. A southern location for this stream crossing will also help to separate residential traffic (including cyclists) from the freight traffic expected to frequent the northern portions areas of Westpoint Drive. The connection ties into the existing transportation assets and ecological corridor.

The proposed collector road along block 2 avoids connecting directly to Hobsonville Road and instead directs traffic movements toward Trig Road. The connection will be established through a phased development approach. A phased approach is appropriate as the road will cross numerous landholdings in the Future Urban Zone.

The collector road alignment provides for future bus and cycle networks. The road will connect residents with areas of employment and the wider existing and future community.

The existing pedestrian/cycle network which runs alongside Rawiri Stream could be enhanced through further connection to Precinct 2 encouraging a wide range of transport options.

4.8 CONNECTIVITY

Block 1 connectivity is already established through Westpoint Drive (constructed by Austino). Direct vehicular access between industrial properties and Hobsonville Road is prevented due to the public transport and cycling facilities proposed for the Hobsonville Road frontage of the Block 1 site.

In the future, Block 2 will be connected with neighbouring parcels through the proposed Collector Road. This route loops through the site and is envisaged to connect to Trig Road, near the Massey North Primary School. The collector road will provide for bus and cycling facilities. Local roads within Block 2 are small in scale and are located indicatively to provide internal connections and establish blocks with suitable (north-south) orientations and geometries for quality residential development (i.e. superlots).

The Designation for the Spedding Road Extension (arterial) has also been considered, and future connectivity with this route (either through vehicular or pedestrian/cycle facilities) is potentially viable in future, depending on the final design of the Spedding Road Extension which is being progressed by Supporting Growth Alliance.

4.9 PEDESTRIAN & CYCLING NETWORK

Cycle paths within the Rawiri Stream environment, including any future paths constructed by Auckland Council, will connect into the Block 2 residential development.

Further expansion of the existing pedestrian and cycle network along Rawiri Stream could be connected across Block 2 (including via the Collector Road on the Precinct Plan) as far as the Waiarohia Stream in future. Cycling connections (through the roads and riparian corridors) within the residential development are provided for through the Structure Plan layout, transport (roading) hierarchy and the location of the proposed Local Park. The combination of these areas and connections between them would offer strong amenity values that could attract high quality and higher-density residential development to the area.

4.10 LIGHT INDUSTRIAL INTERFACE

Light Industrial development within Block 1 would respond to the specific interface conditions at each boundary.

Light Industrial Zone (AUP) height restrictions, yard and landscaping standards provide for development that responds appropriately to the adjacent Future Urban Zone. The steeper topography along the western boundary of Block 1 is likely to provide some visual separation between the Block 1 site and the adjacent land within the Future Urban Zone. Once developed, building platforms for industrial activities are likely to sit several metres lower than the level at the western boundary of Block 1.

The Rawiri Stream interface at Block 1 consists of a 10m riparian margin from the stream centreline, planted with native species. This area forms a public reserve. Further setbacks to this edge are likely within Block 1, to support the flat gradients required for buildings. This setback area may contribute to the planting within the stream's margins.

The Hobsonville Corridor Sub-precinct C includes specific provisions relating to visual amenity. This includes a building height and setback standard (Less than 10m building height for a setback of 10m from Hobsonville Road) that prevents industrial buildings from dominating the residential character of the adjacent Hobsonville Road environment.



FIG 27 CONCEPTUAL ARTIST IMPRESSION OF A LIGHT INDUSTRIAL DEVELOPMENT FOR BLOCK 1

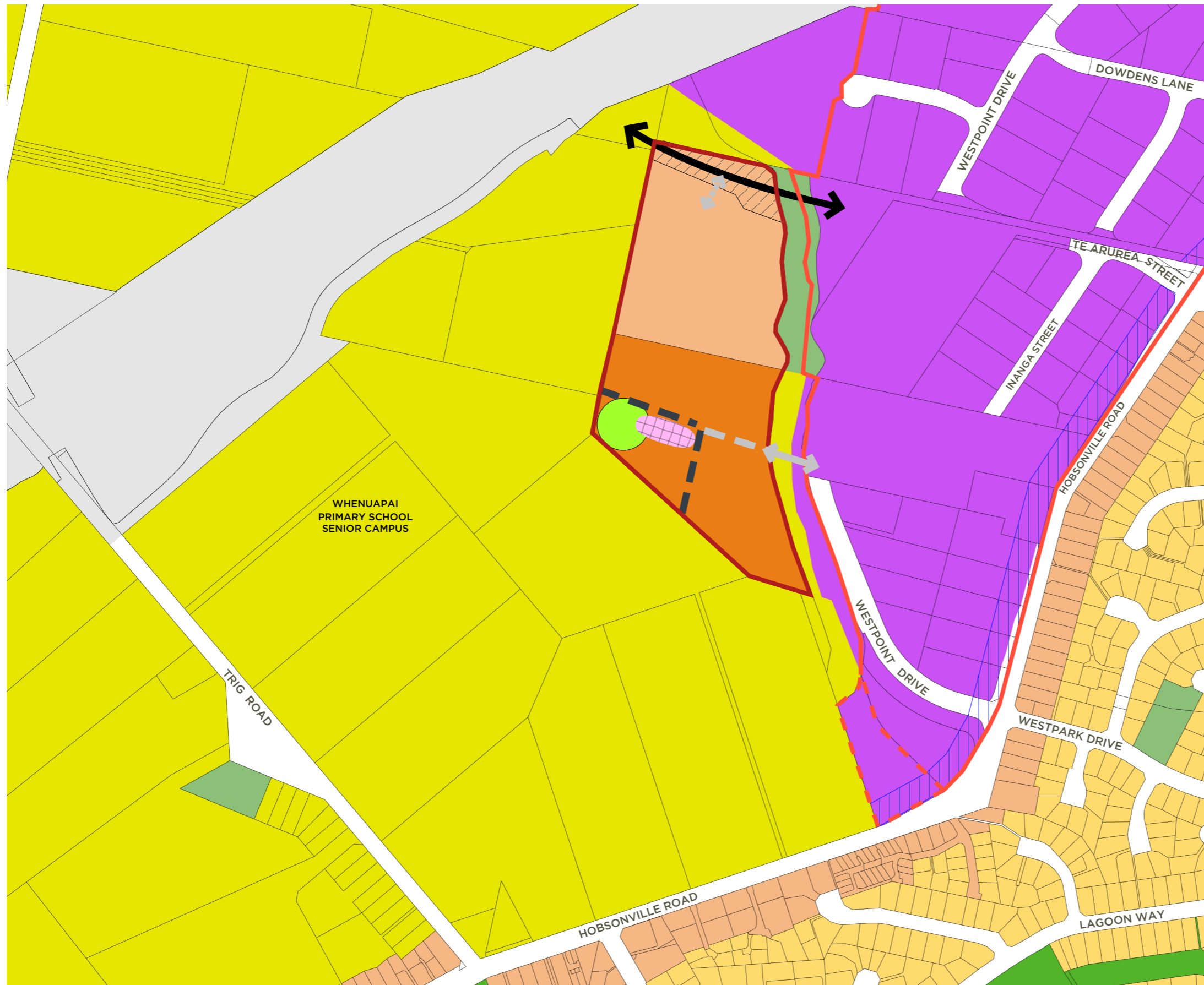
4.11 RECREATIONAL AMENITY

The opportunity for a public park was identified during the design process and discussed with Council. The park will provide important recreational opportunities to residents, particularly those living in THAB Zoned land may not have on-site recreational spaces. Plan Change 5/ Whenuapai 3 Precinct had identified two possible locations for local parks, located near the edges of Block 2. The proposal identifies one preferred location, having an indicative area of 5000m² and being on relatively flat land. This location provides an ability for the park to be developed as part of the first tranche of residential development to occur in this locality. This would be an important element in the founding of the new urban community

The park's preferred location was chosen due to its central position within the wider neighbourhood context. The park is near the Waiarohia Stream, which will assist in achieving integration and expanding the perceived scale and importance of the park. The park's indicative location also aligns with the proposed Collector Road. This will provide good connectivity, visibility and assist in forming a network of recreational and ecological open space relating to the riparian environment.

The reserve area, including the Rawiri Stream environment and the landscaped wetlands to the north of Block 2, will provide recreational, and natural amenity. Encouraging density within a walkable catchment, and enable a centre for the wider neighbourhood to be established. This catchment, a walkable distance of approximately 400m (10 minutes) is centrally positioned within the Trig Road to Westpoint Road area, and provides very good access to recreation, when considered in addition to two other Parks located nearby at Ryans Road (near Trig Road) and Westpark Drive (Tornado Reserve).

Proposed Precinct And Zoning



KEY

- Hobsonville Grove Precinct (9.34ha)
 - Hobsonville Corridor Sub-Precinct C
 - Extension to Hobsonville Corridor Sub-Precinct C (0.98ha)
- Auckland Unitary Plan Zoning**
- Residential - Terraced Housing and Apartment Building Zone
 - Residential - Mixed Housing Urban Zone
 - Residential - Mixed Housing Suburban Zone
 - Business - Light Industry Zone
 - Future Urban Zone

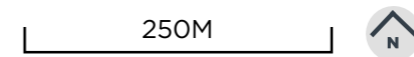
Precinct Plan

- Upper Harbour Designation Area (only area within Precinct shown)
- Indicative Arterial Road (By others)
- Indicative Collector Road
- Indicative Local Road
- Indicative Connection Point
- Indicative Potential Connection Point
- Indicative Local Park (Area 3,000-5,000m2)
- Neighbourhood Retail Opportunity
- Hobsonville Road Building height Restriction

SCALE: 1:5,000
 CLIENT: Austino
 PROJECT: Austino Block 2 Investigations

DATE: 10 April 2024

FIG 28 PROPOSED PRECINCT PLAN - 1:5,000 @ A3



5.0 URBAN DESIGN ASSESSMENT

5.1 METHODOLOGY

The following section assesses the urban design aspects of the Plan Change (shown on the “Proposed Zoning and Precinct Plan” at Fig28 overleaf) in relation to Ministry of the Environment’s Urban Design Protocol; Seven Essential Qualities of Urban Design (the Seven Cs). It also provides a summary of the proposal against the relevant sections of the National Policy Statement on Urban Development 2020 (NPS-UD).

5.2 URBAN DESIGN PROTOCOL - THE SEVEN CS

The Seven Essential Qualities of Urban Design as described by MFE’s Urban Design Protocol are:

- **Context** - recognise the existing and future urban form, and how to manage effects on local setting.
- **Character** - protect and manage appropriate building, public space, and landscaping.
- **Choice** - contribute to diversity of activities and flexible urban form.
- **Connections** - anticipate and improve accessibility within the plan change area and to the wider neighbourhood.
- **Creativity** - incorporate innovative solutions, build strong local identity and combine different cultural perspectives.
- **Custodianship** - manage and protect landscaping, ecological systems, and cultural heritage values.
- **Collaboration** - integrate a cross disciplinary approach and acknowledge local communities through meaningful consultation.

CONTEXT

Auckland’s north west region is experiencing significant urbanisation at present. This process has been underway for approximately 10 years.

The light industrial development east of Westpoint Drive (Hobsonville Corridor Precinct) is a valued part of the urban context, adding to the traditional rural, low-density residential and air base activities of the wider area. Block 1 expands on the existing industrial offering and will provide a further employment and business opportunities to the north west. Block 2 is a site that is already modified and serviced for that purpose.

Development enabled for Block 2 is also well-aligned with its future context. It will establish new residential neighbourhood in this location, leverage opportunities provided by the significant recently-developed employment opportunities, a new school and strategic transport upgrades (planned in the near future). Furthermore the Plan Change would assist future development within adjacent land that is anticipated by Auckland Council’s future growth priority maps to occur 2025 and 2035.

The physical site characteristics of Block 2 are excellent for development with the Rawiri Stream providing a natural edge on one side. Favourable topography and a relative absence of any natural or physical constraints enable a highly functional urban block layout. The Rawiri Stream provides significant recreational and natural amenity to the Precincts and will be further enhanced through development along its western bank. This interface would also operate as a visual buffer between the Precinct and adjacent industrial land uses on Westpoint Drive.

CHARACTER

The anticipated outcomes of the proposed Precinct Plan aligns well with the character of the surrounding area, given its zoning and the expectation of urbanisation in the near future.

The Rawiri Stream is a key character-defining element in both Block 1 and 2, and will be a positive buffer between land uses. Development enabled for Block 1 will likely adopt a similar character to the existing light industrial sited opposite Westpoint Drive, which is quality development at a compatible scale to the established residential areas south of Hobsonville Road. The provisions of the Hobsonville Corridor Sub-precinct C are to be carried over to the Plan Change Area within Block 1.

Block 2 is enabled, through the local park, the neighbourhood retail opportunity, and the zoning proposed, to form a unique and new identity. The presence of the park, including

the location near to the Waiarohia Stream, could expand overtime to encompass the two stream corridors. The standard provisions of the Light Industrial, Mixed Housing Urban and Terraced Housing and Apartment Building Zones are deemed to be adequate in providing for good outcomes with respect to built form character.

CHOICE

Block 1 will provide for a range of business types typical for the zone. Due to the site's high visibility to Hobsonville Road, there would be strong potential for businesses to include public-facing elements such as ancillary showrooms or small-scale retail. The diversity offered by this zone indicates that a similar activity mix could be expected to that which is achieved further east along Hobsonville Road.

Block 2 zoning enables a wide variety of housing types at with a range of densities between the Mixed Housing Urban and Terraced House and Apartment zoned areas. This mix is further encouraged through the provision of the neighbourhood park (indicatively located on the Structure Plan) and of the retail opportunity. The combination of Precinct Plan elements, including transport connections and open spaces, are likely attract small-scale hospitality or convenience retail services to support the new residential community.

The zoning is also positive because it expands the existing offering within West Harbour, which is predominantly Mixed Housing Suburban (with some Urban) but is already fully developed as large-lot standalone dwellings.

CONNECTIONS

The proposed collector road alignment illustrated in the Proposed Precinct Plan facilitate accessibility through Block 2 and to the adjacent future urban area. This connection will provide for public transport and active modes of transport, potentially forming a future connection between Hobsonville Road/Westpoint Drive, and Trig Road.

The proposed development will bring people and development to further utilise and expand the recreational path established within the Rawiri Stream and associated wetlands to the north.

The local road network is not detailed on the Precinct Plan, except where it forms a strategic connection. Block 2 is well-oriented and scaled for a suitable local road layout, which is anticipated to include smaller-scale transport routes such as walkways and private residential lanes. The provisions of the Auckland Unitary Plan can facilitate good outcomes in that regard.

CREATIVITY

The project team engaged with one another and the client through an iterative design process. This included the preparation of a "wider structure plan", some detailed concept designs and illustrative master plans. Through these, our design team was able to explore a series of creative solutions and opportunities to help inform the Plan Change Proposal.

The range of land uses and activities enabled by the Plan Change and Precinct plan elements could deliver diverse and vibrant built form and motivate innovative outcomes, that respond to natural context, cultural and regulatory opportunities.

CUSTODIANSHIP

The Local Park proposed on the Hobsonville Grove Precinct Plan will become publicly owned. This is a positive element of public space within the design and assists in democratising the development that could (through the Collector Road) extend public accessibility between the park and the Rawiri Stream.

Development land within the proposed Precinct is all owned by a single landowner company (Austino) who can facilitate the development of all aspects of the residential and industrial neighbourhoods.

COLLABORATION

Our design team undertook a multi-disciplinary approach through the design process to ensure that our response would address the wide range of opportunities and constraints identified on the site. Consultation was undertaken with council to further assess the wider context and how this plan change would be incorporated into the future neighbourhood environment. This collaborative design approach aided in a design response which will achieve a well-functioning urban environment.

5.3 NATIONAL POLICY STATEMENT: URBAN DEVELOPMENT

The NPS-UD has been assessed to best plan for the future for urban development capacity of the precinct area and surrounding neighbourhood. Our assessment of the Proposed Precinct Plan is an amalgamation of key objectives from the NPS-UD relevant to Urban Design, these have been identified below:

- Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.
- Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- Objective 6: Local authority decisions on urban development that affect urban environments are: integrated with infrastructure planning and funding decisions; and strategic over the medium term and long term; and responsive, particularly in relation to proposals that would supply significant development capacity.

The National Policy Statement has been assessed against to demonstrate how the Proposed Precinct Plan and its anticipated outcomes will achieve its objectives and policies. This will ensure a well-functioning urban environment can be formed that would provide for people's social, economic, and cultural wellbeing is provided for.

The anticipated outcomes and wider masterplan have led to a design approach which ensure that the Proposed Precinct Plan is able to be developed into a well-functioning urban environment.

Block 2 will enable a range of homes that, meet the needs, in terms of type, price, and location, of different households. Through proposing THAB Zone associated with a local park, a new neighbourhood focal point is encouraged to be developed. This urban form is expected to expand as adjacent development takes place to the south and west of Precinct 2.

Block 1 provides expanded light-industrial development focussed around Westpoint Drive, which has been a popular and successful Precinct of quality employment and services offered to the Northwest Auckland community.

The proposed collector road provides a critical transport element within the wider context

and is being delivered privately. This will connect various landownership parcels and unlock development options for land that may otherwise struggle to be developed.

A future bridge access would form the primary gateway into Block 2 until further connections are obtained to the adjacent properties. This would support good accessibility between the Precinct areas and to the wider neighbourhood. This connection would enable further development capacity which would meet the expected demand for housing and for business land over the short, medium, and long term as further land is developed.

Access to the existing Rawiri Stream cycle and pedestrian pathway would promote recreational amenity and aid in forming an attractive and well-functioning urban environment. The proximity to Hobsonville Road, with its proposed bus route upgrades, will encourage a range of transport methods to be used to access the Precinct.



6.0 SUMMARY AND CONCLUSION

6.1 SUMMARY

The proposed Precinct Plan incorporates several key elements that are essential for meeting the site and Auckland Unitary Plan requirements. These elements include effectively achieve the planned urban built character of the proposed zones, strategically providing for the long-term needs of the community whilst minimising adverse effects of future development, encouraging well-thought-out future connections, considering land dimensions and accessibility considerations, and effectively addressing challenges associated with enabling future neighbourhood development.

By undertaking a multidisciplinary design approach our anticipated outcomes for the proposed Precinct Plan will achieve a well-functioning urban environment for the current and future community. Through consultation, testing iterative design concepts, consultation, the design response proposed would promote our anticipated outcomes and design objectives.

The elements of our design response include transport connections, the riparian and reserve areas, proposed zoning and zoning extents. A proposed bridge crossing and future access locations to adjacent properties will help inform the planned urban built character of the area and encourage a range of typologies and densities within the Precinct.

6.2 CONCLUSION

The proposed Precinct Plan encompasses the crucial elements we consider will enable a well-functioning urban environment to develop on the subject land. Development of Blocks 1 and 2 in accordance with the proposed Precinct Plan would also enable, in future, the rezoning and development of land adjacent to the Precinct. The Plan Change proposal will enable the enhancement of natural amenities, integration of natural landforms, effective stormwater management, and the formation of a well-functioning urban environment.

