

PART 2 - REGIONAL AND DISTRICT OBJECTIVES AND POLICIES»Chapter F: Precinct objectives and policies»5 North»

### 5.61 Scott Point - OPERATIVE

The objectives and policies of the underlying Single House, Mixed Housing Suburban, Mixed Housing Urban, Terraced Housing and Apartment Buildings, Neighbourhood Centre, Public Open Space – Sport and Active Recreation, Public Open Space – Informal Recreation and Public Open Space – Conservation zones apply in the following precinct except as specified below. Refer to the planning maps for the location and extent of the precinct.

#### Precinct Description

The Scott Point precinct is located approximately 11 kilometres north-west of central Auckland and is surrounded by existing urban zoned land and adjacent to the rapidly growing master planned communities of Hobsonville Point. Scott Point is also adjacent to the expansive waters of the Waitemata Harbour.

The precinct is to be developed as a sustainable community with a compatible mix of residential and ancillary activities. Development in the precinct will be guided by the following precinct plans:

- Scott Point precinct plan 1 (Movement, Open Space and Ecological Network, and Land Use zones)
- Scott Point precinct plan 2 (Transport Elements)
- Scott Point precinct plan 3 (Roading Typologies)
- Scott Point precinct plan 4 (Stormwater Elements)

The purpose of the precinct is to provide for the comprehensive and integrated development of Scott Point, to increase the supply of housing (including affordable housing), and to make efficient use of land and infrastructure. The precinct will provide for a residential area integrated with public transport and movement networks, a neighbourhood centre, a range of public open spaces, and a variety of housing options.

The precinct will be developed in a comprehensive and integrated manner through a requirement for framework plans. A framework plan is a resource consent which must be approved prior to development or subdivision occurring in this area. Resource consent applications are then assessed against their consistency with the approved framework plan. Each framework plan must include the elements specified for the respective area depicted on the precinct plans. The framework plan will also enable the integrated and efficient staging of development.

#### Objectives

1. The Scott Point precinct is developed in a comprehensive and integrated way to provide for a compatible mix of residential living and ancillary activities in order to increase housing supply.
2. Different types of housing and varying levels of intensification are enabled to provide a choice of living environments for a range of household needs, including the elderly and disabled, and long term affordability.
3. Development that is of a form, scale and design that results in a high quality liveable place with housing that has visual richness, coherence and appropriate architectural style and landscape design themes.
4. Subdivision and development promote enhancement of coastal character and protection of heritage, cultural and ecological features.
5. Development results in a transition of building density and heights (from low along the coast to higher inland and adjacent to amenity features and public transport routes) to provide visual integration to the harbour setting.
6. Subdivision and development promote water sensitive design, energy efficiency and sustainability.
7. Freshwater and marine water quality is maintained; and ecosystem health and areas of significant Mana Whenua values are protected from degradation. Areas of degraded water quality and ecosystem health are protected from further degradation and enhanced.
8. Development is integrated with transport, open space and ecological networks and provides high quality

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streetscapes and public spaces which are safe and pedestrian friendly.

9. Public open space is provided in appropriate locations and quantity to provide for future residents.
10. Ecological linkages create a resilient green network.
11. Small-scale mixed use development to support local residents is promoted in appropriate locations.
12. Community based economic activities consistent with the character of the area are promoted.
13. Infrastructure is delivered in a co-ordinated way that is linked to development.
14. Secondary roads are delivered in a way that supports public transport routes and the provision of high quality cycling facilities.
15. Increased housing supply, variety and choice by creating a well-designed residential development comprised of a range of housing densities, typologies, and affordable price options.
16. The proportion of new dwellings that are affordable to households is increased in the locality.

### **Policies**

#### **Development**

1. Promote comprehensive and integrated development of the precinct in accordance with precinct plans 1, 2, 3 and 4 and approved framework plans.
2. Require the development of framework plans prior to development or subdivision occurring to ensure that the precinct is developed in a co-ordinated, integrated and comprehensive manner.
3. Encourage consultation with any owners of adjoining land when preparing a framework plan.
4. Require framework plans to demonstrate the interrelationship and future integration with other land in the precinct.
5. Enable a community that models sustainability, particularly the principles of passive solar design, energy efficiency, water sensitive design and compact walkable neighbourhoods.
6. Encourage appropriate higher density and mixed use development integrated with public transport networks, cycle and pedestrian networks.
7. Provide for a mix of housing typologies and densities with high quality on-site amenity while maintaining amenity for adjoining sites.
8. Enable appropriately scaled retail and ancillary commercial activities in the Neighbourhood Centre to serve the needs of local residents.

#### **Built Form**

9. Require residential development to be of a scale and form that is complementary to the character of adjacent development, maintains adequate sunlight access to adjoining residential sites, and minimises bulk and dominance effects.
10. Require development to be of a scale and form that integrates with the harbour setting by applying appropriate zoning to encourage higher density of built form in central locations and close to public transport and amenities.
11. Require residential development to provide for urban sustainability and excellence in urban form by:
  - a. providing an appropriate interface between the public and private realms
  - b. providing an appropriate interface between higher and lower density development
  - c. controlling building coverage, impermeable surface and minimum landscaped areas in the Terraced Housing and Apartment Buildings zone to provide for flexibility of built form
  - d. encouraging vehicle access to the rear of dwellings along major transport routes to reduce the number of individual driveway accesses on the main movement network and to avoid garage dominance of the streetscape

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- e. controlling height in the Neighbourhood Centre to provide consistency with the adjacent Terraced Housing and Apartment Buildings zone
- f. controlling key retail frontages in the Neighbourhood Centre and a minimum 2 storey building height along the main secondary road to ensure buildings define the street edge and contribute to providing an attractive streetscape.
- g. applying design assessment criteria to manage on-site amenity, rear lanes, and the interrelationship between buildings.
- h. providing for crime prevention through environmental design (“CPTED”)
- i. ensuring that a range of lot sizes, housing typologies and densities is enabled to reflect a choice in living environment and affordability by enabling higher density integrated residential development to be dispersed between lower density vacant lots.

### **Natural and cultural resources, public open space**

- 12. Recognise and protect ecological, historic and mana whenua cultural heritage values in the framework plan.
- 13. Provide for the protection of the nationally significant epilobium hirtigerum where practically possible, in particular in the Park Concept Epilobium Management Area.
- 14. Provide for the efficient development and operation of land identified for organised sport and recreation.
- 15. Establish neighbourhood reserves within walking distance for all residents.
- 16. Explore the potential for key public open spaces at prominent locations along the coast and headlands.
- 17. Protect and enhance the natural character of the coast, the Nimrod Inlet and Bomb Bay streams through the provision of reserves, riparian and coastal planting, pest and weed management.
- 18. Provide ecological corridors as shown in precinct plan 1 via roads with appropriate planting regimes, appropriate water sensitive stormwater management and public open spaces to enhance natural linkages.
- 19. Require the use of appropriate eco-sourced plants as part of any landscaping, infrastructure requirements and riparian/coastal enhancement opportunities.
- 20. Protect existing landmark and heritage features including the Hobsonville Church and cemetery and provide additional gateway landmarks and on-street communal pocket spaces in appropriate locations.

### **Infrastructure**

- 21. Require the construction of new roads, cycle, pedestrian and ecological networks as generally indicated on precinct plans 1, 2, 3 and 4 to achieve a highly connected system that provides for all modes of transport and green infrastructure, and specifically:
  - a. provide secondary roads in the location shown to provide for the primary roading network and provide on-street stormwater management;
  - b. provide critical local roads generally in the locations shown to provide for a connected movement network, secondary stormwater management, and through views.
  - c. provide for coastal walking and cycling connections in the esplanade reserve in the locations shown to provide public access, and a positive interface between residential development and the significant open space and coastal areas
  - d. provide for the critical pedestrian and cycle connections in the locations shown to provide interface and connections between areas of high amenity.
  - e. ensure roading typologies and development enable attractive and efficient public transport along the proposed bus route.
  - f. provide for upgrades at the intersections of Wiseley and Clark roads, Squadron drive and Hobsonville Point road, and the construction of the new secondary road linking Scott road and Hobsonville Point road, when 1000 dwellings are constructed.

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- g. control vehicle access on the secondary road network which form part of the cycling or public transport network as identified in the precinct plan.
22. Minimise the effects of stormwater discharges through the use of water sensitive design and the design solutions shown on precinct plan 4.
23. Avoid significant adverse effects and remedy or mitigate other adverse effects of stormwater runoff on freshwater and coastal waters by:
  - adopting water-sensitive design as a core development approach
  - on-site stormwater management to reduce stormwater contaminants, volumes and peak flows and to achieve hydrological mitigation equivalent to that required in Stormwater Management Flow – 1
  - providing for the management of gross stormwater pollutants via catch pit inserts on roads and car parks
  - promoting 'water sensitive design' on-street devices (such as rain gardens, and swales) as a preferred option, and proprietary stormwater devices, where this is the best practicable option, to reduce contaminant loads

### **Affordable Housing**

24. Require 10 percent of new dwellings to be relative affordable with the sale price based on the median house price in the Auckland region, or 5 percent to be retained affordable with the sale price based on median household income in Auckland in new medium to large scale residential subdivision or residential development.
25. Provide for affordable housing that is similar in external design to market rate housing in the development and that is located throughout the development.