

**AUCKLAND CITY OPERATIVE DISTRICT PLAN
(Isthmus Section)**

Proposed Plan Change under Section 73 of the
Resource Management Act 1991

Plan Modification: Proposed Plan Change No. 132

Date of council resolution: 11/8/2004

Date of notification: 12/9/2004

Closing date for Submissions: 11/10/2004

File No.311/209132

PART A: Amendment to Part 5C – Heritage.

1. Amend clause 5C.1 Content and structure

Under fourth bullet point “Implementation” under clause 5C.1 add the words “Character overlay” as the last sub bullet point after “Views”.

2. Amend clause 5C.5 Implementation

Add the following after the description of “Conservation Areas”

“Character Overlay

The character overlay provisions have been applied to six town centres located within some of Auckland’s traditional suburbs. These town centres display a combination of both character and broad heritage elements that contribute to the uniqueness of the particular centre. These provisions seek to foster the retention of the character of the town centres, not to stop change, but to encourage and promote desirable change and appropriate protection and enhancement”.

3. Amend clause 5C.7 Heritage Items

Add “Character overlay” after the bullet point “Views”.

4. Insert the following after Clause 5C.7.9 Significant Ecological Areas

"5C.7.10 Character Overlay

5C.7.10.1 Objectives and Policies

a) Objective

To protect, maintain and enhance the identified character of traditional town centres throughout the Auckland Isthmus.

Policies

- By identifying, assessing and documenting appropriate town centres as character overlay areas.
- By promoting the survival of the historic form and pattern of subdivision, buildings and streetscape within the character overlay areas.
- By maintaining and enhancing the form, essential design characteristics and the appearance of the buildings within the character overlay areas.

- By ensuring that the core aspects of character and architectural style are maintained.

Methods

By identifying and analysing the essential collective character defined by existing structures in each town centre.

By identifying those buildings within each town centre which are considered to be character defining or character supporting.

Through requiring either resource consent for works on buildings within the character overlay areas.

Through providing design guidelines to assist applicants with alterations and additions to existing buildings, or in the design of new buildings.

5C.7.10.2 Strategy

A. Introduction

Town centres are the focus of interrelated commercial, cultural, recreational and social networks. As places of variety and historic interest they need to be attractive, vibrant and offer facilities which interest a large and diverse community. Many town centres throughout the Auckland Isthmus have undergone considerable change in the last ten years. While some level of change is inevitable, this has resulted in community and political concerns being raised that some of these centres, which have character and/or broad heritage features, are vulnerable to more rapid change due to accelerating development pressures. There are concerns that this change could adversely affect the character or broad heritage features that defines these centres.

Given this, the character overlay addresses the character and broad visual heritage qualities of six town centres located within the traditional suburbs of Auckland City. The intent of the overlay is to advance the maintenance and enhancement of these qualities, not to stop change, but to encourage and promote desirable change and appropriate protection and enhancement. As part of this the maintenance of the integrity and coherence of the architecture is recognised as vital for the survival of the character of the individual centres.

The character overlay will apply to six initial centres. These are:

- Eden Valley (Dominion Road)
- Upper Symonds Street
- Kingsland
- West Lynn (Richmond Road)
- Grey Lynn (Surrey Crescent)
- Ellerslie

While most centres subject to the character overlay do have a variety of buildings, they also have a unity arising from buildings with similar scale, materials and rhythm. Often there is a cohesiveness and quality of character that taken collectively is far greater than the architectural merit of any of the individual facades. In other cases, variety is a dominant characteristic. The external appearance of these buildings is an aesthetic element that can contribute greatly to environmental quality, amenity values and character of urban streetscapes. The six town centres subject to the overlay also have important public open spaces, and groups of character buildings (sometimes containing scheduled heritage buildings), which require delicate consideration as part of the design process for new buildings, or modifying existing ones within these areas.

Whilst there is diversity between the centres, there are a number of key determinants, usually a combination of both character and broad heritage elements, which contribute to each of the centres' character and heritage values. Therefore it is important that the mechanism used to provide broad protection of a centre also provides adequate direction to respond to the distinctiveness of each centre.

The character overlay adopts a regime of controls that recognise the varying mix and character of buildings. A feature of the overlay is the identification of *character-defining buildings* and *character-supporting buildings* in terms of their special character importance. The approach chosen is intended to foster retention of the character of the town centres by tailoring the level of control to the relative importance of character elements. Buildings selected as '*character-defining*' are seen as making a significant contribution to the 'sense of place' of each individual village. '*Character-supporting buildings*' play a lesser yet very recognisable contribution to that 'sense of place.' Maps illustrating those buildings considered to be either character defining, or character supporting are included in Appendix 11 of the District Plan, with the character summaries and design guidelines for traditional town centres.

The character overlay is generally applied to business centres zoned Business 2 or Business 4/Mixed Use. However, in some specific circumstances, it was decided to include land zoned residential, open space, special purpose and Business 1 & 8 where such land forms part of the identified business centre, and contributes to the character of that centre.

In terms of statutory impact and intended outcomes the character overlay impacts on structures and collections of structures lower in the hierarchy of value than scheduled buildings, and will as a result impose less stringent control levels.

While these controls seek to maintain the character of the overlay areas, it is acknowledged that the general character of these areas is also affected by the design and appearance of works within the streetscape. Therefore, the Council will promote works within the streetscape that are sympathetic to the objectives and policies of the character overlay.

It is recognised that Auckland city's town centres, particularly those within the traditional inner city suburbs where intensification and revitalisation are occurring are dynamic and will change in terms of their built form as well as their use. Recognising this dynamic commercial environment the character overlay seeks to ensure change supports the urban qualities of each centre and its distinctiveness as a component of the wider urban area. Therefore, the character overlay is not necessarily about the preservation of the buildings that contribute to a particular centre, but about the retention of the character of that centre.

The key to understanding the character of the town centres subject to the character overlay is being able to describe how the features of an area come together to give it its own particular character. Breaking up that character into discrete features and characteristics misses out on the relationships between these features and characteristics. Understanding how these relationships physically appear on the ground is usually the most important aspect in establishing the character of the area.

As the character overlay seeks to retain the identified character of the six town centres a description of that character and how it interrelates is provided in Appendix 11 Character Overlay: Character Summary Statements. These include descriptions of the underlying landscape context, the urban structure, the streetscape and the built environment. Appendix 11 also includes the design guidelines for traditional town centres.

B. Activity Provisions and Development Controls

Unless specifically stated the provisions of the character overlay are in addition to the existing District Plan controls for the sites within the character overlay. However, some controls, such as parking exemptions, supersede standard controls. The provisions are intended, over time, to retain and enhance the character of the various centres as outlined above.

C. Designations

Existing designations within the character overlay areas are detailed in Appendix A and B to the District Plan Planning Maps.

D. Scheduled Items

The character overlay areas contain various currently scheduled buildings. These items are indicated on the District Plan Planning Maps and are detailed in Appendix 1 to the District Plan. These items are subject to the rules contained in Part 5C – Heritage of the District Plan that override the provisions contained in the character overlay.

E. The New Zealand Historic Places Trust

The character overlay area also includes sites/buildings that are registered by the New Zealand Historic Places Trust. These may or may not coincide with district plan scheduling (section D above). It is necessary for applicants to liaise with the Trust when undertaking work on buildings or sites that are registered. The Upper Symonds Street area is also considered a historic area by the Trust. Therefore, resource consent applications in the Upper Symonds character overlay area should also consider the Trust's requirements.

F. Signs

All signs shall comply with the Auckland City Consolidated Bylaw 1998. The area covered by the character overlay is a '*special character area*' for the purpose of administering the provisions relating to signs in the Bylaw.

Signs on buildings identified as *character-defining*, *character-supporting*, or on scheduled buildings, should be at a scale and design that does not visually dominate or detract from such buildings. Signs on other buildings should also not have an adverse effect in this regard on such identified or scheduled buildings in their vicinity. They should be compatible with the architectural style of any building on which it is placed and should not obscure any architectural feature/detail or windows. They should also be to a human scale and orientated to pedestrians, being visible at street level.

For the purpose of the character overlay, the use of the word 'alterations' does not include signs.

For signs on scheduled buildings, the provisions in Part 5C of the District Plan should be referred to.

5C.7.10.3 Rules: Character Overlay Areas

1.0 CHARACTER-DEFINING BUILDINGS

These controls apply to buildings existing as at 12 September 2004 identified in the character overlay as being *character-defining*:

- A. No person shall, without a resource consent for a discretionary activity:
- Demolish, remove, or damage any such building; or
 - Construct or relocate any new building; or
 - Carry out external alterations or additions to such buildings not otherwise provided for in Clause B. below; or
 - Attach a transmitting or receiving antenna, aerial, mechanical or electrical device, not including lighting, to any such building.

Except that this provision shall not preclude:

- 1) Redecoration, repair or internal alteration of any existing building fabric or detailing thereof; or,
- 2) The attachment of any antenna, aerial, mechanical or electrical device, not including lighting, that is not visible when viewed from street level from any part

of the following roads/streets. These are: Dominion Road; New North Road; Richmond Road; Main Highway; Upper Symonds Street and Great North Road. For example, if the device is hidden from view behind a parapet or other architectural/building feature, is obscured from view by a neighbouring building, or is at the rear of the building;

3) Electrical devices do not include lighting.

- B.** Where alterations or additions to a character-defining building are proposed to the rear of the building, application can be made for a restricted controlled activity, provided that:
- This activity status shall not apply to *character-defining buildings* on corner sites – where the building is on a corner site all alterations or additions shall be considered under Clause A. above;
 - Such alterations or additions are not to be visible from the following roads/streets and this activity status shall not apply to any additions that result in an increase to the existing building footprint or any additions above the existing roofline. These are: Dominion Road; New North Road; Richmond Road; Main Highway; Upper Symonds Street and Great North Road.

Note: Where an entire site has been identified as *character-defining*, all buildings on that site are considered as such. Where only part of a site has been identified, only the buildings on that part of the site are *character-defining buildings*.

CRITERIA FOR ASSESSING APPLICATIONS FOR RESOURCE CONSENT

In considering an application for a discretionary activity, the Council will have regard to Part 4 of the District Plan, General Provisions and Procedures, and assess the application against the following matters:

- a) The Design Guidelines for Traditional Town Centres (refer Appendix 11 of the District Plan);
- b) Demonstration that any demolition or removal and consequent replacement of a building will not significantly affect the streetscape appearance of the town centre and will not destroy the area's distinctive character. An application for the building's replacement shall be lodged concurrently with the application for the removal/demolition of a building;
- c) Consideration of the building's surrounding context in terms of any adverse effect on the shared character with other *character-defining*, *character-supporting*, or scheduled buildings, whether they are adjoining, next to, directly opposite (across the road), or diagonally opposite (across an intersection);
- d) The nature, form and extent of the development, alteration or change and its effect on the particular character of the *character-defining building*; and such following matters:
 - Additions or alterations to the street elevation of the building are to be avoided unless they maintain an appearance generally similar to the original;
 - Additions are to be so positioned or modifications so designed so as not to detract from the continuity of the front facade alignment of the building or adjoining buildings or an established horizontal or vertical modulation;
 - Consideration shall be given to ensuring that any external addition or alteration is of a design and materials similar or in sympathy to those originally used which do not detract from the architectural character and detailing of the building;
 - Alterations and additions are to be in keeping with the architectural form, proportions and style of the existing building(s) on the site;
 - Consideration needs to be given to retaining as much of the existing building facade as practicable by refurbishing, restoring and adapting parts of the existing building rather than replacing them;
 - The extent to which the colour scheme is compatible with the age and detailing of the building, and it should preferably be derived from research into the original colour scheme of the building;
 - Consideration of the design and location of any antenna, aerial, mechanical or electrical device in terms of the visual effect on the building it is to be attached to/on and on the streetscape and whether an alternative location or design exists.

Such attachments should be sympathetic to the existing building through the use of appropriate colour, design, form and location on the building;

- e) Where relevant refer to the assessment criteria for verandahs in Clause 8.8.1.3 of the District Plan and section 4, verandahs, of the character overlay.

In considering an application for a restricted controlled activity, the Council will have regard to Part 4 of the District Plan, General Provisions and Procedures, and assess the application against the following matters:

- a) The Design Guidelines for Traditional Town Centres (refer Appendix 11 of the District Plan).
- b) The nature, form and extent of the alteration or addition and its effect on the particular character of the *character-defining building*, and such following matters:
- Consideration shall be given to ensuring that any external addition or alteration is of a design and materials similar or in sympathy to those originally used and do not detract from the architectural character and detailing of the building;
 - Alterations and additions are to be of a design and materials in keeping with the architectural form, proportions and style of the building;

Explanation

The character overlay identifies certain buildings as being worthy of specific controls to encourage their retention. Based on research, assessment and analysis undertaken "Character Defining" buildings and elements are those that because of their historic/and or architectural elements, their urban structure and streetscape appearance make a major contribution to the character of the centre. The loss of any of these buildings would change the character of the centre, and a replacement building may not substantially compensate for the loss. While the character overlay does not prohibit demolition, appropriate assessment is required to consider the effect on the streetscape, character and historic/architectural elements of the particular centre. Similarly, additions and alterations to such buildings are to be assessed to ensure compatibility with the character nature of the building.

A restricted controlled activity status is provided for alterations or additions to character-defining buildings that are not visible from the street, such as the enclosing of a balcony to the rear of a building. Where such changes are to be visible from the street, such as through additions to the length of the building, alterations to the side or to the roof, an application for a discretionary activity shall be made.

2.0 CHARACTER-SUPPORTING BUILDINGS

These controls apply to buildings existing as at 12 September 2004 identified in the character overlay as being character-supporting:

- A.** No person shall, without a resource consent for a restricted discretionary activity:
- Demolish, remove or damage any such building; or
 - Construct or relocate any new building; or
 - Undertake external additions or alterations to any building not otherwise provided for in Clause B below; or
 - Attach a transmitting or receiving antenna, aerial, mechanical or electrical device to any building.

Except that this provision shall not preclude:

- 1) Redecoration, repair or internal alteration of any existing fabric or detailing thereof;
- 2) The attachment of any antenna, aerial, mechanical or electrical device that is not visible when viewed from street level from any part of the following roads/streets. These are: Dominion Road; New North Road; Richmond Road; Main Highway; Upper Symonds Street and Great North Road. For example, if the device is hidden from view behind a parapet or other architectural/building feature, is obscured from view by a neighbouring building, or is at the rear of the building;

- 3) Electrical devices do not include lighting.
- B. Where alterations or additions to a *character-supporting building* are proposed to the rear of the building, application can be made for a restricted controlled activity, provided that:
- This activity status shall not apply to *character-supporting buildings* on corner sites – where the building is on a corner site all alterations or additions shall be considered under Clause A. above;
 - Such alterations or additions are not to be visible from the following roads/streets and this activity status shall not apply to any additions that result in an increase to the existing building footprint or any additions above the existing roofline. These are: Dominion Road; New North Road; Richmond Road; Main Highway; Upper Symonds Street and Great North Road.

Note: Where an entire site has been identified as *character-supporting*, all buildings on that site are considered as such. Where only part of a site has been identified, only the buildings on that part of the site are *character-supporting buildings*.

CRITERIA FOR ASSESSING APPLICATIONS FOR RESOURCE CONSENT

In considering an application for the above, the Council will have regard to Part 4 of the District Plan, General Provisions and Procedures, and assess the application against the following matters:

- a) The Design Guidelines for Traditional Town Centres (refer Appendix 11 of the District Plan);
- b) Demonstration that any demolition or removal and consequent replacement of a building will not significantly adversely affect the streetscape appearance of the town centre and will not destroy the area's distinctive character. An application for the building's replacement shall be lodged concurrently with the application for the removal/demolition of a building;
- c) The nature, form and extent of the development, alteration or change and its effect on the particular character of the *character-supporting building*; and such matters following:
 - Changes to the road facade of the building are to be sympathetic to the existing building, surrounding scheduled, *character-defining* or *character-supporting* buildings, and surrounding architectural styles;
 - Additions are to be so positioned or modifications so designed so as not to detract from the continuity of the front facade alignment of the building or adjoining buildings, or an established horizontal or vertical modulation;
 - Consideration shall be given to ensuring that the form, mass, proportion and materials of the addition or alteration are compatible with the prevailing architectural style of the existing building;
 - Materials and the use of materials should be in sympathy with the traditional character and material of the building;
 - Where it is proposed to combine buildings, the extent to which the finished appearance/facade retains visual evidence of the previous pattern of development by vertical modulation;
 - Consideration of the design and location of any antenna, aerial, mechanical or electrical device in terms of the visual effect on the building it is to be attached to/on and on the streetscape and whether an alternative location or design exists. Such attachments should be sympathetic to the existing building through the use of appropriate colour, design, form and location on the building;
- d) Where relevant refer to the assessment criteria for verandahs in Clause 8.8.1.3 of the District Plan and section 4, verandahs, of the character overlay.

In considering an application for a restricted controlled activity, the Council will have regard to Part 4 of the District Plan, General Provisions and Procedures, and assess the application against the following matters:

- a) The Design Guidelines for Traditional Town Centres (refer Appendix 11 of the District Plan).
- b) The nature, form and extent of the alteration or addition and its effect on the particular character of the *character-supporting building*, and such following matters:
 - Consideration shall be given to ensuring that any external addition or alteration is of a design and materials similar or in sympathy to those originally used and do not detract from the architectural character and detailing of the building;
 - Alterations and additions are to be of a design and materials in keeping with the architectural form, proportions and style of the building;

Explanation

It is acknowledged that not all buildings within the character overlay area display characteristics that 'define' what that centres' character and uniqueness is. There are, however, some buildings that contribute to, or support, these elements. These have been identified as "character supporting" if they contribute to the historic character and 'sense of place' or are consistent with the character and values of the "character defining" buildings. For example, they may contribute to the streetscape character, or form part of an intact group of traditional 'mainstreet' buildings, but not be of particular historic, social or architectural value. The removal of these buildings would have an impact on the character of the particular centre and any redevelopment of these buildings may potentially work against these important elements, especially where such buildings are located abutting or adjacent to a character-defining or scheduled building.

A restricted controlled activity status is provided for alterations or additions to character-supporting buildings that are not visible from the street, such as the enclosing of a balcony to the rear of a building. Where such changes are to be visible from the street, such as through additions to the length of the building, alterations to the side or to the roof, an application for a restricted discretionary activity shall be made.

3.0 SITES THAT DO NOT CONTAIN A CHARACTER DEFINING OR SUPPORTING BUILDING

This control applies to all sites within the character overlay area that are not identified as character defining or character supporting. No person shall construct or relocate a building or undertake any additions that exceed the height of an existing building on the site without a restricted discretionary activity consent.

CRITERIA FOR ASSESSING APPLICATIONS FOR RESOURCE CONSENT

In considering an application for a restricted discretionary activity, the Council will have regard to Part 4 of the District Plan, General Provisions and Procedures, and assess the application against the following matters:

- a) The Design Guidelines for Traditional Town Centres (refer Appendix 11 of the District Plan);
- b) The extent to which the new or relocated building or additions to the existing building is complementary to the character of the town centre (refer to Appendix 11: Character overlay summary statements). The design of the ground/street level should contribute to the continuity of pedestrian interest and vitality, particularly for those frontages where compliance with the retail frontage control is required.
- c) Where new buildings or additions to existing buildings are proposed abutting or adjacent to those buildings identified as being *character-defining* or *character-supporting* or are scheduled, such development is to be sympathetic to such buildings. Such developments should not attempt to replicate or imitate their architectural detailing or style but rather be complementary to it;
- d) Where existing sites are amalgamated and/or larger buildings are proposed to replace more than one smaller building, the extent to which the frontage design has regard to the existing 'grain' of developments in the town centre (original street frontage, subdivision patterns) and is detailed to mitigate any perception of unsympathetic scale or bulk. This could be

achieved by providing relatively complex and modulated facades to break up the visual appearance of the structure;

- e) Consideration shall be given to ensuring new developments have regard to existing buildings in the vicinity in terms of such matters as frontage height and design, and a varied but sympathetic silhouette of pediments, sloped roofs and parapet features;
- f) There shall be regard given to having a balance of vertical elements (such as structural bays and windows) with horizontal elements (such as verandahs, cornice and parapet lines). Blank walls visible from surrounding streets should be avoided where possible;
- g) Buildings are to be designed to address and align to the street boundary (particularly buildings on corner sites), concentrating main entries and windows on frontages facing the street;
- h) Regard shall be given to designing any recessed frontages, whether to the front of the building or to the side, so as to create open spaces for outdoor dining/seating, planting or other uses where possible;
- i) Parking and vehicle circulation areas should not visually dominate views of the site from the surrounding public realm. Regard shall be given to providing planting to break up the visual impact of any parking areas, where appropriate;
- j) Consideration should be given to the verandah controls in Clause 8.8.1.3 of the District Plan and section 4, verandahs, of the character overlay;
- k) In respect to buildings that are of innovative and interesting design, consideration shall be given to:
 - The extent to which the above criteria are taken into account to ensure that the building is sympathetic to and does not detract from the character of the town centres;
 - The extent to which such buildings are distinctive in their own right while avoiding being plain or imitative or mocking of existing buildings that have character qualities;
 - The extent to which such buildings are similar/consistent and complementary to the existing scale, form, and bulk of adjoining buildings, especially those that have character qualities.
 - The extent to which the new building adds to and possibly extends the character of the centre.

Explanation

It is recognised that buildings, their settings and respective land uses of the various town centres are features that create lively, people friendly streets. The buildings that have a human scale due to appropriate building bulk, mass, and scale enhance this attribute. It is important that developments foster the existing sense of human scale and be sympathetic and sensitive to the existing qualities of the town centre in question, resulting in a cohesive and attractive streetscape. New buildings should be designed and finished in such a way as to maintain and respect the specifically identified character buildings or scheduled buildings, while still allowing for innovation in design. It is acknowledged that innovative design can add to the uniqueness of the various town centres, with modern buildings co-existing with older architecture. New developments can be valued for their own contribution to the visual vitality of the town centre in question.

4.0 VERANDAHS

A resource consent for a restricted controlled activity is required for a new verandah or additions or alterations to an existing verandah on sites within the character overlay area. This does not apply to structural maintenance or repair.

CRITERIA FOR ASSESSING APPLICATIONS FOR RESOURCE CONSENT

- a) Regard shall be had to the design of the verandah and whether it will affect the unique elements of the building when proposed for a *character-defining building* or a *character-supporting building*;
- b) The verandah should relate to its neighbours in such a way that it ensures continuous weather protection/cover for pedestrians;
- c) Unless there are unique circumstances, the verandah should be the same general height as its neighbours;

- d) Unless there are unique circumstances, the verandah should have frontage parallel with its neighbours;
- e) The extent to which the design of the verandah and lighting is compatible with the character of the building or wider grouping of buildings if appropriate;
- f) Consideration shall be given to providing lighting under verandahs – this should be at 20 lux at a uniformity ratio better than 0.5. Lighting is to assist in lighting the footpath below to provide for safety of persons and property. Spot lighting should be used instead of fluorescent under-lighting where possible to reduce general glare;
- g) The carriageway edge of all verandahs must be lower than 3 metres above the footpath and no greater than 4 metres above it.

Explanation

This control is intended to ensure that pedestrians visiting the various town centres are protected from the weather. It is also anticipated that verandahs will contribute to the character of the streetscape of the town centre. They provide an element of continuity along the length of a street, assisting to tie together the varied architectural facades of individual developments. It is acknowledged, however, that verandahs have the potential to 'interfere' with character-defining or character-supporting buildings if consideration is not given to an appropriate design in these circumstances.

The lighting requirements are intended to both help and encourage pedestrians to use the centre at night, as verandahs can reduce the amount of lighting available from street lights. Alternative options to providing lighting in/on verandahs may be considered if the intended effect of lighting the footpath for pedestrians can be assured.

C: DEVELOPMENT CONTROLS

1.0 VEHICLE ACCESS AND PARKING

1.1 Vehicle crossings

No new vehicle crossing shall be permitted to sites within the character overlay area with frontage to the following roads/streets where vehicular access to such a site for parking and loading is otherwise available by other means, such as rear service lanes, right of ways or from side roads. These are: Dominion Road, New North Road, Richmond Road, Main Highway, Symonds Street and Great North Road.

1.2 Location of parking and loading areas/spaces

On all sites included in the character overlay areas, parking and loading spaces for retail or office purposes shall not be placed between buildings and the road boundary with the following: Dominion Road, New North Road, Richmond Road, Main Highway, Symonds Street and Great North Road.

Carparking facilities for retail or office purposes, including surface parking lots and carparking buildings shall not front the following: Dominion Road, New North Road, Richmond Road, Main Highway, Symonds Street and Great North Road.

Note: Access points leading to parking within or behind buildings facing Dominion Road, New North Road, Richmond Road, Main Highway, Symonds Street and Great North Road are provided for.

1.3 On site parking exemption for those buildings specifically identified in the character overlay area as being *character-defining buildings*, *character-supporting buildings* and those buildings scheduled in the District Plan

Buildings scheduled in Appendix 1 of the District Plan and those specifically identified as being *character-defining* or *character-supporting* in the character overlay are exempted from on-site parking controls required under the District Plan.

This exemption shall apply when the activities in the existing buildings change or when the adaptive reuse of these buildings occurs through internal alterations or maintains an existing situation/activity that would require additional parking in terms of Rule 12.8.1 of the District Plan.

This exemption does not apply to redevelopment of these sites that includes the removal and/or replacement of existing buildings. Any additional floor area that is added to the buildings or the alteration of the existing buildings or structures that will result in a change to the footprint of the buildings will be required to comply with the parking provisions in Part 12 – Transportation of the District Plan.

Explanation

As a consequence of the potential for vehicle crossings to interfere with the movement of pedestrians along the main arterial retail area of the centre, new vehicle crossings are not encouraged where access is available via another means.

The Council recognises that the provision of required parking can be to the detriment of character buildings that currently have little or no available off-street parking. The main priority of the character overlay is the preservation and enhancement of the centre's character values. Exemptions for off-street parking are considered appropriate to encourage the retention of buildings specifically identified as being character-defining or character-supporting and those scheduled in the District Plan, while allowing for a change of activity and adaptive reuse. These exemptions are not available for the replacement of such buildings.

To encourage the retention of the feature of buildings being built/located along the street frontage in the various town centres, the provision of new parking should be to the rear of sites or underneath new buildings where possible. These should be accessed from service lanes or right of ways or from other streets, however, where this is not possible access to the rear of sites may be gained from the following roads. These are: Dominion Road; New North Road; Richmond Road; Main Highway; Upper Symonds Street and Great North Road.

Part B Amendment to Appendices and Annexures

1. Amendment to **“CONTENTS (APPENDICES AND ANNEXURES)”**

Add after **APPENDICES TO THE PLAN TEXT, APPENDIX: 10 RESIDENTIAL DESIGN GUIDELINES** the following words in capitals and in bold

“11 CHARACTER OVERLAYS: CHARACTER SUMMARIES, MAPS AND DESIGN GUIDELINES FOR TRADITIONAL TOWN CENTRES”

2. Add after **APPENDIX 10 RESIDENTIAL DESIGN GUIDELINES** the following:

“APPENDIX 11 CHARACTER OVERLAY: CHARACTER SUMMARIES, MAPS AND DESIGN GUIDELINES FOR TRADITIONAL TOWN CENTRES”

Part B amendment to appendices and annexures
Insert the following after appendix 10 in the Isthmus District Plan

APPENDIX 11

**CHARACTER OVERLAY: CHARACTER SUMMARIES, MAPS AND DESIGN
GUIDELINES FOR TRADITIONAL TOWN CENTRES**

Character Overlay Areas – Character Summaries

Upper Symonds Street

The Symonds Street / Khyber Pass Road junction was likely to have been an early walking track that, like many similar paths, became bridle tracks and later roads that eventually became linked into a formalised roading network. Europeans settled the area in the 1840s as fringe city suburban residences for the wealthy because of its elevated position and views of the Waitemata.

Like many fringe suburban centres, Upper Symonds Street developed and grew in conjunction with the rapidly increasing population and improvements in public transport particularly the tram lines, with a significant period of built development occurring in the 1880s and 1910s. At the height of its traditional development period 1920s-30s the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburbs (Newton, Grafton, Eden Terrace and Arch Hill).

Upper Symonds Street has retained a number of buildings from the 1880's-1930's with a significant emphasis on Victorian and Edwardian character buildings, although there are some notable buildings from the Inter-War period. Much of the west side and the upper section of Symonds Street, above the Khyber Pass intersection, provide a substantial quality of architectural and streetscape quality. The scale of buildings is medium with two or three storeyed buildings generally on medium sized lots.

Some of the key characteristics of the late 19th and early 20th century buildings include unpainted/painted brick construction with plastered pilasters and detail, verandahs supported on posts, shopfronts with framed picture windows, recessed entries generally with timber shopfront joinery. Of those buildings from the inter-war period key characteristics include brick and plaster construction, suspended verandahs. The shop fronts tended to retain the principle of framed picture windows and recessed entries, however, different materials were used including terrazzo, tiled or plastered stallboards or columns. The proximity of early churches and places of assembly/entertainment to the shopping precinct reinforces the character of Upper Symonds Street.

An important element of Upper Symonds Street is the underlying topography, in particular the location of the ridge which has contributed to a linear urban structure with elevated views. Commercial activity is found on either side of Upper Symonds Street with differing degrees of intensity and mix of land use. An important feature of the commercial street environment is the distinctive historic character of the group of buildings on the western edge of the street with their characteristic continuous building frontages along the street boundary and verandas over the footpath. These qualities, together with elevated views give the suburb a distinctive character.

The centre contains the following scheduled buildings or objects:

- Alex Evans Street 5-7, Newton: St Benedicts Church
- St Benedicts Street 1-9, Newton: St Benedicts's Presbytery
- St Benedicts Street 30A-E, Newton, (off Stable lane): The Stables
- Mt Eden Road 4, Mt Eden : Pumphouse
- Khyber Pass 69-71, Grafton: Holy Sepulchre Church
- Mt Eden Road 2, Mt Eden: Grafton Library (Galbraith's Public House 2001)

West Lynn (Richmond Road)

The West Lynn shopping precinct developed in the early decades of the twentieth century along the ridgeline of Richmond Road near the junction with Francis Street and Hakanoa Street, servicing the expanding residential population in this area. The shopping centre formed the heart of the Richmond area, which evolved from a rural locale close to industrial activities at Cox's Creek to a densely populated, working class residential neighbourhood. The centre has continued to evolve, providing a varied range of functions within its compact commercial centre.

The centre retains built development from the early 1900s through to 2000. Significant periods of traditional development occurred between 1905 and 1915, and around the 1920s and 1930s. Most buildings along Richmond Road are generally well maintained and presented, and in largely original exterior condition.

The centre is characterised by the juxtaposition of retail and residential through the centre and fronting Richmond Road whereas other traditional centres are dominated by commercial activity along their 'mainstreet', particularly at ground level. The mix of activities contributes to the village character of the centre. Residential buildings within the centre are set back from the front boundary, with vegetation defining the street edge. In contrast, retail buildings strongly define and enclose the street environment, being built to the street edge, with typically two storeys and parapets and verandahs over the street.

An important character element of the West Lynn centre is the interplay between strong built elements and specimen trees. The presence of large-scale trees within the main commercial core reinforces the village character of the centre, with a strong residential component. These specimen trees are well complemented by the well-vegetated surrounding residential environment.

The commercial centre is based around the 'mainstreet' of Richmond Road which follows a ridgeline. Its distinctive bends in the road alignment define the entry points to the centre. The elevated position affords glimpses to the coast and to the City centre, which assists to locate the centre in its wider context. The centre continues to service the local community and also attracts a wider catchment as a destination for speciality retail and entertainment.

The centre contains the following scheduled buildings or objects:

- Richmond Road 401-413, Grey Lynn: West Lynn Shopping Centre

Ellerslie

Following the break-up of the large farming estates in the vicinity, the Ellerslie estate was purchased by Robert Graham in 1848 who initiated horseracing in 1857 and pioneered the first subdivision into residential lots in the 1880's. The development of the racecourse, zoological gardens, the intersection of the new railway with the main highway to Panmure and Mt Wellington, the station, the Ellerslie Hotel at the junction of the railway and Main Highway formed the core of what was to become the Ellerslie Township in the late 19th century.

The form of Ellerslie commercial centre was fully evident by 1920. The commercial centre, alongside the population of the area, continued sporadic but steady growth through to the 1940's with Ellerslie's immediate environs remaining largely rural in character. During this period, Ellerslie Borough was established and a number of good quality character defining buildings began to appear to the east of the railway station.

The construction of the first section of the Southern Motorway took place in the 1950s, effectively dividing Ellerslie into two distinct entities and eliminating its status as a main road strip-shop commercial development. What emerged was a suburban town-centre constricted from major growth by its suburban setting and three physical boundaries; the Ladies Mile Ridge, the Southern Motorway and the new Ellerslie-Panmure Highway on/off ramp.

Several good-quality buildings in the town centre are concentrated at this intersection and it is these which define and support the character of the township. Most buildings are post-war utilitarian constructed of painted concrete blockwork and frontages of glass and aluminium joinery. Several of the character defining buildings are rendered and painted brick and some early structures of timber construction. The majority of the buildings are one and two storeyed. Main Highway has the greatest level of enclosure as the street frontages and the verandah are continuous on both sides of the street block, with the exception of the public urban space and the War Memorial Hall.

Although there is a contrast between the commercial core with its continuous facades and verandahs, and the single residential properties on the side streets, which tend to be set back from the street boundary the overall character of the centre is one of integration and compatibility. In general the buildings successfully create the public realm and create a human scale environment.

Grey Lynn (Surrey Crescent)

Grey Lynn (Surrey Crescent) has developed along Great North Road, which runs along a ridgeline. The core of the centre has a general north south alignment. The undulating topography of Grey Lynn and in particular the locations of the ridgeline and escarpment have contributed to the commercial centres location, the character of the street network, the subdivision pattern and the site development. The centre demonstrates in its structure and built fabric the progressive development of the commercial centre to service the surrounding residential suburb from the late 19th Century onwards.

The commercial centre is based around Great North Road and its entrances are defined by bends in the road alignment. The surrounding residential neighbourhood contains the retail core. The intersection of Great North Road, Williamson Avenue and Tuarangi Road is the focal point of the centre with the commercial core extending down these streets. The unity of the centre has been somewhat eroded by the wide dimension of the street and major intersections and the poor relationship of more recent site development to the street in key locations.

The Surrey Crescent shopping precinct developed in the early decades of the twentieth century along Great North Road near the junction with Williamson Ave, two of the major roads defining the south east edge of the Surrey Hills residential estate. The Arch Hill hotel at the corner of Great North and Tuarangi Roads was built in the early 1880s and formed the commercial heart of the community, which expanded as the residential population increased and public transport developed.

The retail core of the Grey Lynn centre has evolved around a site development pattern with buildings adjoining the main street (Great North Road) with display windows and entrances fronting the street, verandahs over the footpath and services located at the rear of sites. This development pattern is relatively intact within the limited retail core. Outside the retail core the pattern of site configurations is less uniform. Buildings tend to be stand alone, with varying setbacks from the street boundary.

The Surrey Crescent shopping centre is strongly defined by the consistency in age of its existing built development, which occurred largely in the 1920s, and 30s. Commercial buildings are generally two storeyed, and of brick or plastered brick construction. Some retain original shopfront and interior detail. They are predominantly designed in a restrained classical style with shallow triangular or curved parapets, with a minimum of detail. Timber paired or tripartite windows are typical, and verandahs are suspended from facades.

The centre contains the following scheduled buildings or objects:

- Great North Road 495-503, Grey Lynn: Five Terrace Houses

Kingsland

The portion of New North Road that runs through Kingsland has been developed on the high point of a ridge running in an east-west direction. The ridges and gullies define and influence the resulting urban topography. The major transport routes, both vehicular and rail, are dominant linear elements which further serve to influence the structure of the suburb and generally curtail potential north-south routes through the suburb. The commercial precinct lacks any distinctive vegetation and is devoid of any planting or specimen trees, which gives the area a dominant urban character.

The Kingsland shopping precinct was established in the early 1880s following the opening of the Auckland to Helensville Railway and some of the earliest subdivisions of rural allotments and residential development in the area. The Kingsland Station was located close to the junction of the two main roads in the area; New North Road and Cabbage Tree Swamp Road, now Sandringham Road, and was close to one of the earliest buildings in the district, the Trinity Methodist Church. A W Page's Store established in 1885, formed the commercial heart of the community, which expanded progressively as further subdivision occurred and public transport developed.

Kingsland demonstrates in its built fabric the progressive development of the area as a residential suburb from the late 19th century onwards. There was a significant period of built development around the turn of the 20th century, and in the 1920s. The area demonstrates the development in taste and design typical of suburban centres in New Zealand, from establishment in the Victorian and Edwardian eras through to development in the 1920s and 1930s. Commercial buildings are generally two storied, and of brick; plastered brick; or timber construction. Many commercial buildings in Kingsland retain original shop front and interior details. The early buildings in Kingsland retain much of their original detail including timber shopfront joinery, tiled recessed entrances, verandahs, as well as original or early interior finishing detail. No commercial buildings have been developed higher than approximately 9 metres in the Kingsland commercial area.

While Kingsland retains a number of character defining buildings, in places the character has been eroded by the pattern and quality of modern development, which is set back from the street front, disrupting the traditional, consistent form.

The centre contains the following scheduled buildings or objects:

- New North Road 460-466 Kingsland: Pages Building
- New North Road 463-475, Kingsland: Portland Buildings
- New North Road 468-470, Kingsland: Page's grain and forage store
- New North Road 478, Kingsland: Kingsland Post Office

Eden Valley (Dominion Road)

The Eden Valley shopping centre was established in the late 19th century, at the junction of the earliest roads in the area. Valley Road linking Dominion Road to Mt Eden Road was formed on subdivision in the early 1870s. The commercial centre established at this intersection in the 1880s, at the same time as the adjacent residential streets developed. It became the major shopping centre in the area reaching a peak in the 1920s and 1930s. The centre has progressively developed with construction of new building types such as the supermarket, as well as factories and major commercial buildings.

The Valley Road shopping centre has a more typical commercial strip shopping centre character, and demonstrates the development in taste and design of typical suburban centres in New Zealand, from establishment in the Victorian and Edwardian eras through to a peak of development in the 1920s and 1930s. Early commercial buildings are generally two storeyed, and of brick or plastered brick construction and many retain original shopfront and interior detail. It is focused around the intersection of Dominion & Valley Roads which contains two storied late Victorian and Edwardian buildings on its three corners.

The shops built in the late Victorian and Edwardian period utilised timber shopfront joinery, within buildings of either timber or brick. Pilasters often frame the shopfront and continue above veranda height. The shops from the 1920's and 1930's used a greater range of architectural styles for shop fronts including stripped classical, art nouveau, and spanish mission and art deco. New materials such as terrazzo were used on pilasters and stall boards.

The fairly consistent pattern of built development achieved by c 1930 has been subsequently weakened and eroded with the removal of buildings or groups of buildings. Later development is set back from the street edge, and tends to be of a poorer quality. Most recent development has the buildings set back with parking on the street frontage, compromising the pedestrian environment, and weakening the defined edges of the commercial precinct.

Part C Amendment to planning maps

See diagrams attached to appendix 11.

Maps no 2, sheet C06, C08, D06, D07, D08, E07, F11, F12