

Auckland City Operative District Plan Isthmus 1999

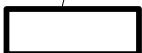
Plan modification no. 132b : variation

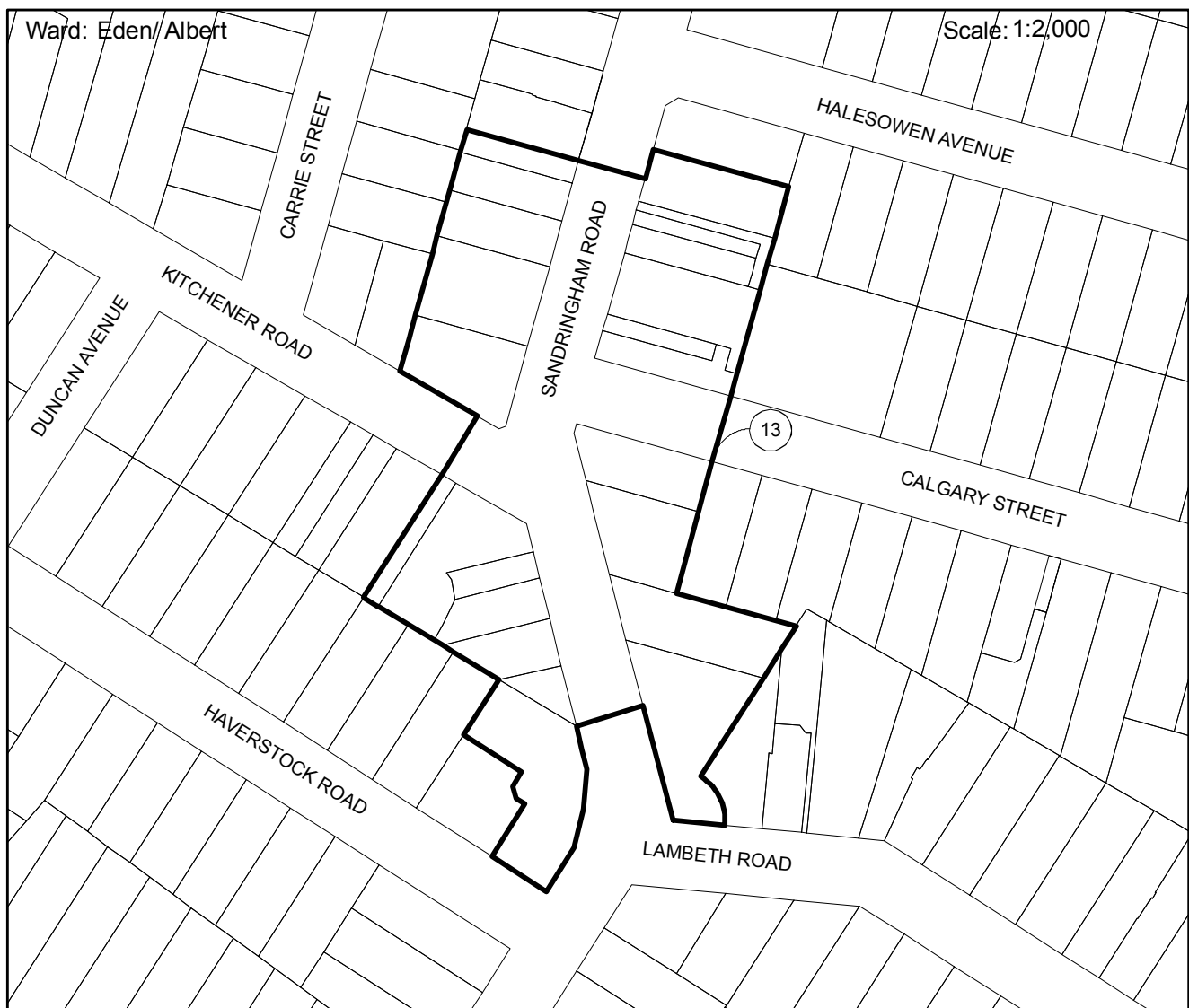
under section 16A of the first schedule of the
Resource Management Act 1991

Effective date: 19 March 2010

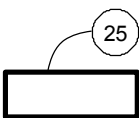
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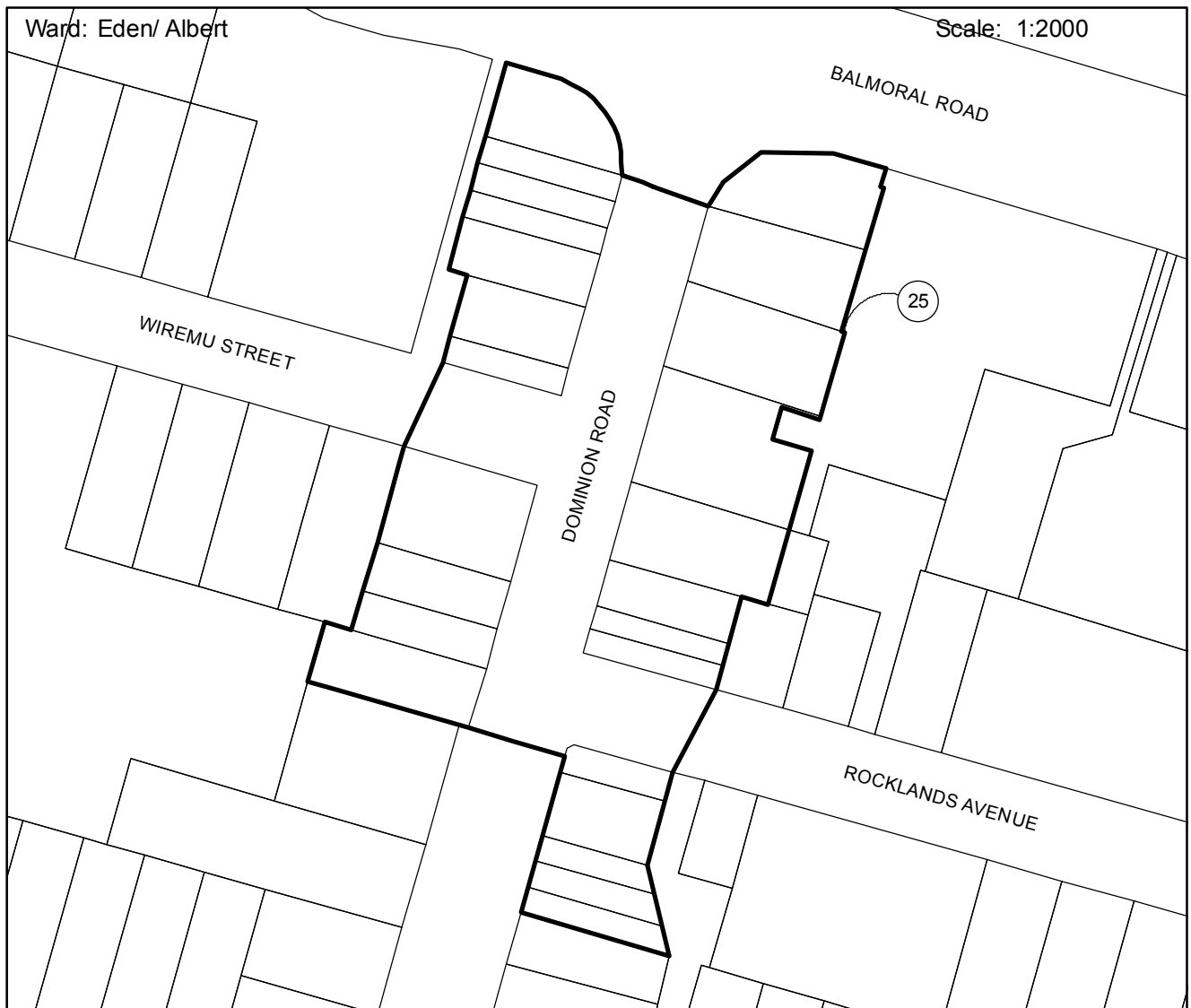
Part A: 1. Amendment to planning map no. 2 sheet no. E06

The land shown  to be classified as Sandringham Character Overlay



2. Amendment to planning map no. 2 sheet no. E07

The land shown  to be classified as Balmoral Character Overlay



Note: Text to be inserted shown as underlined. Text to be deleted shown as ~~struck out~~.

PART B: Amendment to Part 5C – Heritage

1 Amend plan modification 132 to amend clause 5C.5 Implementation by changing the text as follows:

Character Overlay

The character overlay provisions have been applied to ~~six~~ eight town centres located within some of Auckland's traditional suburbs.

2. Amend plan modification 132 to amend clause 5C.7.10.2.A Strategy Introduction by altering the second paragraph text as follows:

A. Introduction

Given this, the character overlay addresses the character and broad visual heritage qualities of ~~six~~ eight town centres located within the traditional suburbs of Auckland City.

3. Amend plan modification 132 to amend clause 5C.7.10.2.A Strategy Introduction by altering the third paragraph text as follows:

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

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

4. Amend plan modification 132 to amend clause 5C.7.10.2.A Strategy Introduction by altering the fourth paragraph text as follows:

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~~ eight 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.

5. Amend plan modification 132 to amend clause 5C.7.10.2.A Strategy Introduction by altering the twelfth paragraph text as follows:

As the character overlay seeks to retain the identified character of the ~~six~~ eight 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.

6. Amend plan modification 132 to amend clause 5C.7.10.2.A Strategy Introduction by altering the thirteenth paragraph text as follows:

~~Both The Ellerslie, and Grey Lynn, Balmoral and Sandringham~~ town centres and some residential zoned areas surrounding them are included as 'areas of change' in the Auckland city council's growth management strategy. Within these specified areas emphasis will be placed on providing for residential growth through intensification in a manner that will maintain and enhance quality urban environments. Urban design rules, criteria and guidelines will be applied to the specified town centres in order to encourage quality retail, employment and mixed use environments. Both the growth management strategy and the character overlay are integrated policies that have complementary objectives and policies in relation to these ~~the Ellerslie and Grey Lynn~~ town centres. When implementing any plan provisions resulting from the growth management strategy, regard shall be had to the objective, policies and rules of the character overlay.

7. Amend plan modification 132 to amend clause 5C.7.10.3.1 as follows:

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

8. Amend plan modification 132 to amend clause 5C.7.10.3.1.B, second bullet point, as follows:

These are: Dominion Road, New North Road, Richmond Road, Main Highway, Upper Symonds Street, Great North Road and Sandringham Road.

9. Amend plan modification 132 to amend clause 5C.7.10.3.2 as follows:

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

10. Amend plan modification 132 to amend clause 5C.7.10.3.2.B, second bullet point, as follows:

These are: Dominion Road, New North Road, Richmond Road, Main Highway, Upper Symonds Street, Great North Road and Sandringham Road.

11. Amend plan modification 132 to amend clause 5C.7.10.3.C.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, Sandringham Road and Great North Road.

12. Amend plan modification 132 to amend clause 5C.7.10.3.C.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, Sandringham Road 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, Sandringham Road 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, Sandringham Road and Great North Road are provided for.

13. Amend plan modification 132 to amend clause 5C.7.10.3.C, explanation:

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, Sandringham Road and Great North Road.

PART C: Amendments to Appendix 11 -

DESIGN GUIDELINES FOR TRADITIONAL TOWN CENTRES

14. Amend plan modification 132 to amend appendix 11 – design guidelines for traditional town centres, by inserting the following text into the table of contents:

1.9 Balmoral

1.10 Sandringham

15. Amend plan modification 132 to amend appendix 11 – design guidelines for traditional town centres, by inserting the following character summaries as sections 1.9 and 1.10 respectively:

1.9 Balmoral

The Balmoral Road shopping centre developed in the early part of the 20th century, starting with the first shop run by Alexander Spiers Thorburn around 1910. The subdivision of the larger farm allotments into residential sites and the formation of side streets off Dominion Road in the area of the shopping centre mainly occurred between 1907 to 1920. The provision of the electric tram service along Dominion Road as far as Herbert Road to the north of the Balmoral centre by 1908 and its extension to the Balmoral shops by 1917 would have been an important catalyst for further commercial development. Dominion Road has remained a main public transport route to the outer isthmus.

A major period of built development occurred in the Balmoral shopping centre in the 1920s to provide for local needs including a range of retail buildings, post office and the Capitol Theatre. Potters Park officially opened in 1921. The construction of the War Memorial Hall in 1958 as well as schools and churches close to this commercial hub in the 1960s have further reinforced its role as an important local community centre.

The first blocks of the Balmoral Shopping centre retain the most intact and most consistent groups of mainstreet commercial buildings in the centre. They were almost all built during the 1920s and are typically masonry, mostly two storeys and in stripped-Classical style. These

buildings are good examples of the type of mainstreet commercial buildings that were being built throughout New Zealand around this time.

The traditional pattern of development close to the intersection with Balmoral Road remains relatively intact and creates a strong enclosure to the street. Both Dominion Road and Balmoral Roads were identified as major arterial routes and provision was made at an early stage for road widening and building line set backs, which are evident in more recent buildings.

Development from 1960s onwards is more varied in scale, materials and form, reflecting changes in the height limit permitted as well as set backs for road widening and parking requirements. Recent development with buildings set back from the street edge and car parking in front is detrimental to the pedestrian environment and at odds with the traditional pattern of built development in Balmoral.

At the intersection of Dominion Road and Balmoral Road landscaping has been provided on sites where buildings previously defined the intersection. Views to the unfinished side walls indicate the removal of earlier buildings. The footpath narrows at the corner to ease traffic movement but makes it less appealing for pedestrians. Road widening has significantly increased the visual impression of the road reserve and creates a definite separation from the shopping centre and Potters Park on the north side of Balmoral Road.

Potters Park was created on land gifted by Frederick Seymour Potter to the Mt Eden Borough Council in 1916, on the basis that it would be held in perpetuity as open space for the citizens of the area. The 7 ½ acre park was formally opened in 1921 by Governor General Lord Jellicoe. On the west side of Dominion Road the Mt Eden War Memorial Hall was built in 1957, designed by architect C. B. Watkin. It is one of many war memorial community buildings in New Zealand town centres which were encouraged by the government after World War II to provide “living memorials” and continues to be an important focus for the community.

1.10 Sandringham

The Sandringham shopping centre commenced with the first building at Warings Corner around 1915 followed by rapid development in the 1920s. The western side, close to the intersection of Kitchener Road was initially developed in the early 1920s; with the eastern side following in the late 1920s after drainage had been improved.

The subdivision of the larger farm allotments into residential sites and the formation of side streets off Sandringham Road in the area of the shopping centre occurred between 1908-1910. The early pattern of original allotments has resulted in the bend in Sandringham Road in

the heart of the shopping centre, a distinctive feature of the centre today. The electric tram service along Sandringham Road was not achieved until 1925 because a rail over-bridge had first to be constructed near the junction of Sandringham Road with New North Road. The tram service, together with improved drainage, were important catalysts for commercial development, clustered around the intersection of Sandringham and Kitchener Roads. In the decade between 1920 and 1930 the majority of buildings in the centre had been built.

Throughout the 1920s-1950s the shops catered for most of the everyday needs of surrounding residents; including butchers, bakeries, fruiterers, drapers, dairies, fishmongers, chemists and stationers. As the residential population in surrounding streets steadily increased the range of services and civic amenities provided in the shopping centre expanded to include the Mayfair Picture theatre in 1929, the Sandringham reserve (1925) Public Toilets (1930) and a purpose built Post Office in 1956.

The centre retains many of its early buildings including intact groups of one and two storeyed 1920s-1940s buildings, which give the centre a reasonably unified built character. A number of the buildings in Sandringham shopping centre have been designed by well-known architectural practices such as A Sinclair O'Connor, Massey Hyland and Phillips and R A Abbott and comparative to other suburban shopping centres, are good examples of the shop-with-dwelling type that were built in many commercial centres around this time.

The traditional pattern of development remains relatively intact and creates strong enclosure to the street. The traditional 'Mainstreet' configuration creates a continuous retail frontage with servicing located to the rear of the buildings. The solid building frontages contribute to the street enclosure, as does the continuous verandah cover over the footpaths. On-street parking along Sandringham Road, pedestrian crossings, and the variation in the street alignment contribute to the pedestrian focus of the Centre. The off-set intersection of Sandringham Road with Calgary Street and Kitchener Road, together with the buildings that define its corners, creates a distinctive heart and focus for the Centre.

The strong built focus of the Centre contrasts to the surrounding residential neighbourhoods, where stand-alone dwellings are punctuated by established vegetation. Sandringham Reserve provides an open space focus for the Centre and defines the southern entrance to the Centre.

16. Amend plan modification 132 to amend appendix 11 – design guidelines for traditional town centres, by inserting the following character summaries in section 2.3 – specific

character of traditional town centres, after the Eden Valley (Dominion Road) character description and before section 2.4:



Balmoral

The Balmoral Town Centre developed in the early part of the 20th century with a major period of built development occurring in the 1920's. At the northern end of the centre, the built form retains the most intact and consistent groups of commercial buildings on Dominion Road and this is where the Balmoral character overlay is focused. These building are good examples of the type of mainstreet commercial buildings being built at this time.



Sandringham

The first buildings in Sandringham were constructed around 1915 followed by rapid development in the 1920's and it is many of these buildings that remain today. Sandringham is a reasonably unified and compact centre. The solid building frontages and continuous verandah cover creates a strong enclosure to the street and a continuous retail frontage. The centre has a unique focal point at the intersection of Sandringham Road, Kitchener Road and Calgary Street, as the intersection is located on a slight bend.

PART D: Amend plan modification 132 to include the following references to Appendix A of the Planning maps

Insert the following:

E06-13 B Character Overlay – Sandringham (Refer to Appendix B)



E07-25 B Character Overlay – Balmoral (Refer to Appendix B)

PART E : Insert the following into plan modification 132



E07-25 Balmoral Character Overlay



-  Area included in the character overlay
-  Character - defining buildings

refer to Part 5C.7.10 Character Overlay