

Auckland City Operative District Plan (Isthmus 1999)

Proposed plan modification no. 142 : plan change under Section 73 of the Resource Management Act 1991

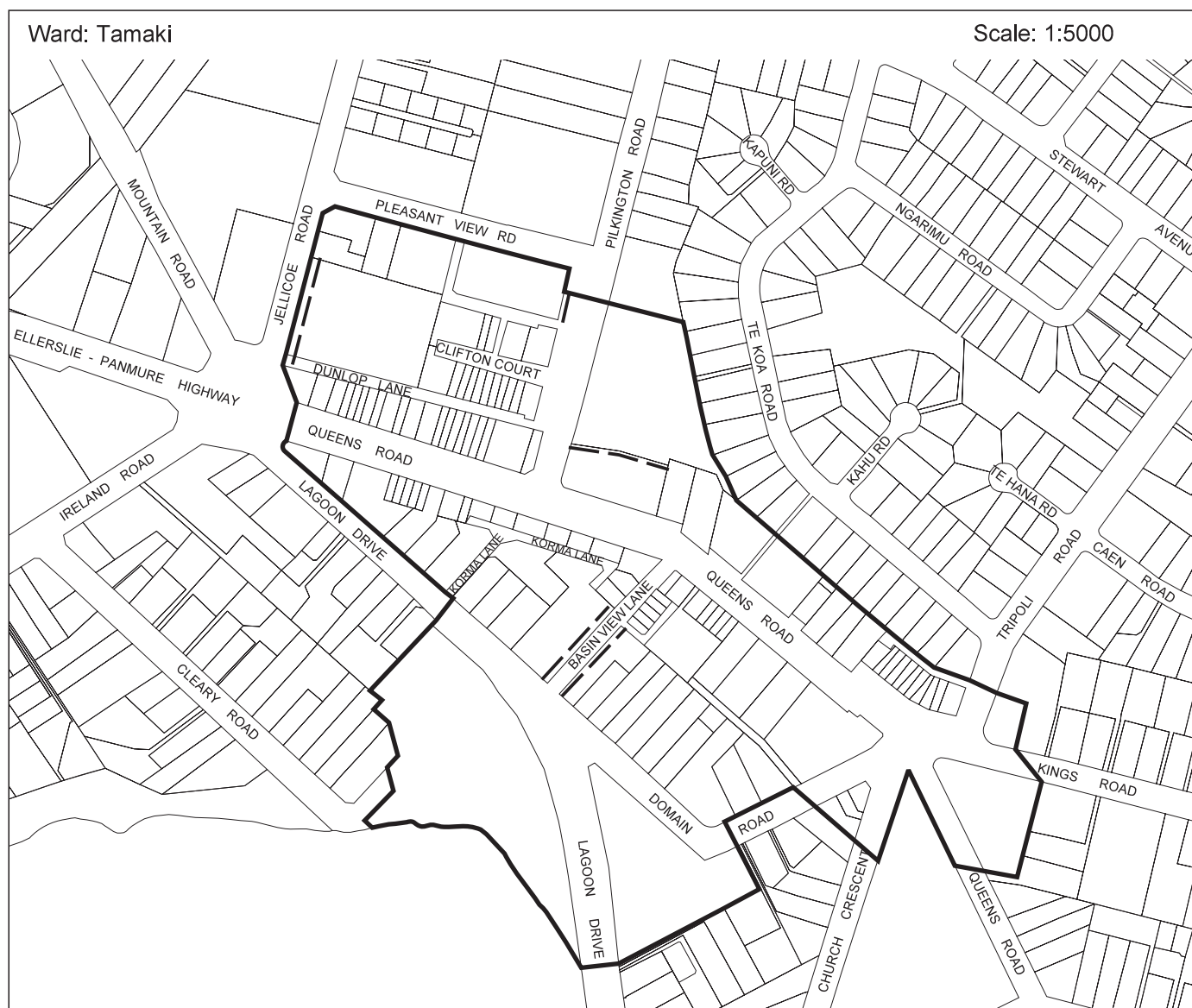
Date council decision: 22 September 2005

File no. 311/209142

Part A: Amendment to planning map no. 2 sheet no. F14 and F15

The land shown  to be included in F15-01 Panmure Growth Area Structure Plan

Additional sites shown  to be subject to both retail frontage and verandah controls



Part B: Amendment to appendix A of the planning maps

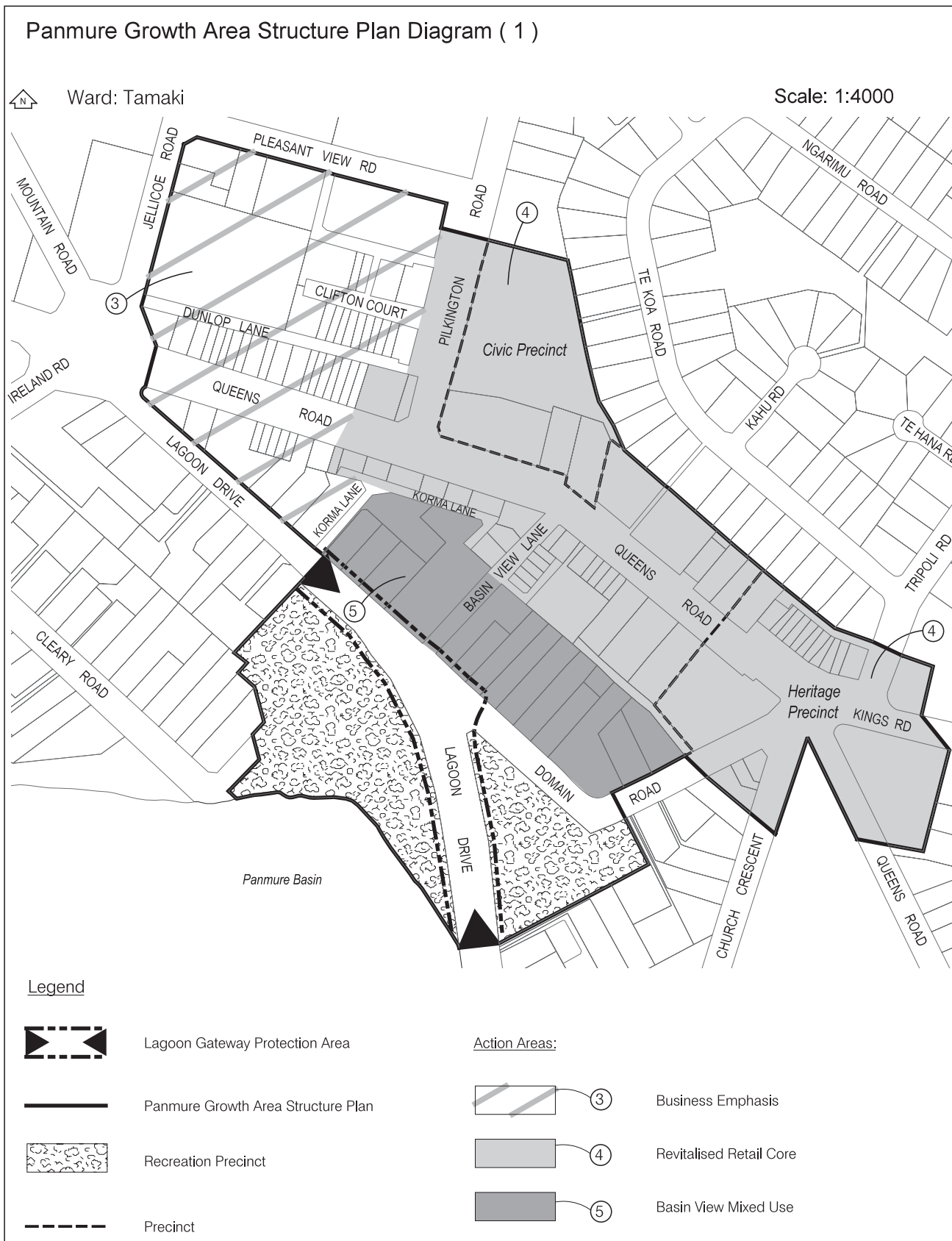
Insert the following appropriately in the section headed "Sheet F15":

"F15-01 B Panmure Growth Area Structure Plan (Refer to Appendix B)"

"F15-28 C View Protection Panmure see Diagram F15-28 Appendix C and Rule 5C.7.6.20"

Part C: Amendment to appendix B of the planning maps

Insert the following diagrams appropriately in Appendix B Section F of the Planning Maps:-

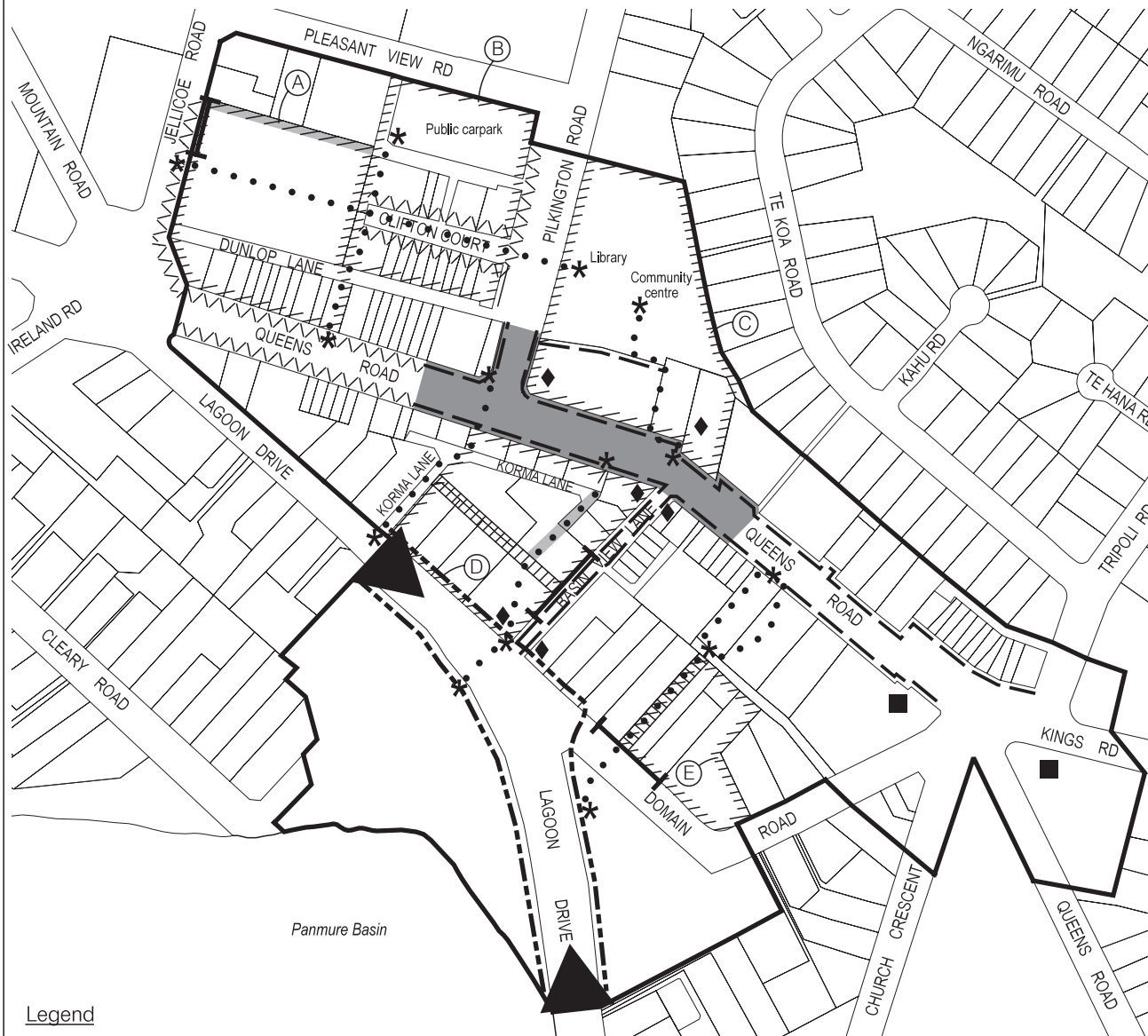


Panmure Growth Area Structure Plan Diagram (2)



Ward: Tamaki

Scale: 1:4000



Legend



Panmure Growth Area Structure Plan



Service Lane Improvements



Any adjoining site may apply for plaza bonus

Through site links:

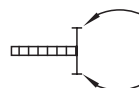


Preferred route



Route to be provided between these end points

Pedestrian & vehicle accessways:



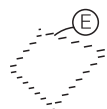
Location at street boundary should be between these points & provide clear sightlines



Landmark Site



Scheduled Buildings



Comprehensive Development Areas



Lagoon Gateway Protection Area applies to all frontages



Sites subject to Verandah Control and Active Frontage Option



Sites subject to Verandah Control and Retail Frontage

Insert the following text appropriately in Appendix B Section F of the Planning Maps:

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F15-01	Panmure Growth Area Structure Plan
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1. Introduction

The City Context

Auckland City adopted a growth management strategy in 2003 which sets out where, when and how Auckland will grow, and which allows change to happen in a managed and effective way. The aim is to encourage vibrant town centres within the city:

- focusing growth around town centres that can provide the services, shops and jobs that the growing population needs;
- increasing the density of development in those centres so that there are sufficient people and activities to support improved passenger transport;
- coordinating growth areas with passenger transport and infrastructure – putting them close to rail stations, getting bus routes into town centres, and managing drainage and stormwater.

Areas within the city where increased growth can be supported have been identified as Areas of Change either for urban living or for business development.

Urban living areas are suitable for residential and mixed use growth. They are based around town centres that already have (or potentially will have) the transport, schools, open space, community services and shops needed to create a vibrant community.

In each urban living area, the council works with the community to develop a liveable community plan. A liveable community plan outlines a comprehensive framework for managing growth and development within an area of change. Implementation of that plan uses both regulatory and non-regulatory mechanisms.

Growth Area Structure Plans are one regulatory mechanism used to implement liveable community plans.

The Panmure Context

The Panmure community is an Area of Change within the City's growth management strategy. A liveable community plan 'Panmure's Future' was adopted by the Council in August 2002. The Panmure's Future document indicates that Council will take action to foster the long-term growth, safety and vitality of the Town Centre by encouraging an attractive mixed use environment that provides opportunities for new residences, live/work premises, businesses and shops. This growth area structure plan sets out resource management rules and criteria for achieving that outcome.

2. Growth Area Structure Plan Attributes

The Panmure Structure Plan area has both positive and negative attributes, which have been summarised below:

- a) Panmure is a long established area. Important features include:-
 - the volcanic cone of Maungarei/Mt Wellington
 - the Panmure Basin
 - Tamaki River
- b) The Panmure town centre's strengths include:
 - a unique location between Maungarei and the Panmure Basin;
 - recreational opportunities;
 - community and health facilities;
 - heritage elements.
- c) The town centre has long blocks running east-west which constrain connectivity between the centre and the surrounding residential and recreational areas. It also has small or narrow sites, which are difficult to redevelop individually.
- d) The town centre has experienced a decline in its retailing function due to retail competition and market changes. This has led to a decline in pedestrian amenity, the perception of poor safety and the retail frontage becoming compromised by vacancies and roller doors.
- e) The limited capacity of existing infrastructure for wastewater disposal in the vicinity of Ireland Road requires applications for all new development to demonstrate that the development will not exacerbate any existing problems.

3. Resource Management Issues

- a) The opportunity to promote the physical and environmental amenity and the vitality of the centre, while enabling a more diverse and concentrated mixture of retail, employment, recreation, services and residential activity.
- b) The opportunity to support the community's desired approach to managing growth expressed in the future desired character and land use outcomes developed in "Panmure's Future" (see Table 1. below).
- c) The opportunity to promote redevelopment that increases both residential capacity and the employment component of the centre, but in a manner that also results in an environment of high amenity, legibility and respect for heritage and environment.
- d) The opportunity to make the centre more legible (memorable) so that it is easy to find one's way around and attracts return visits.

4. Resource Management Strategy

The Panmure Growth Area Structure Plan includes Business 2 and Open Space zoned land. The Business 2 zone is applied to existing suburban retail and commercial centres outside downtown Auckland. The zone provides for a wide range and intensity of activities including retail, residential, commercial, cafes and

restaurants, light industrial workshops and entertainment. The approach taken in the Structure Plan is to apply the underlying zoning and normally applicable objectives, rules and criteria of the District Plan, except where a specific reference is made to the contrary.

All developments including external additions will be required, through restricted discretionary activity applications, to make a design response to their local environment. This response should be primarily to topography and orientation, with heritage elements reflected in the use of appropriate dimensions and materials and in the details of design. The assessment criteria applied to all new buildings identify those particular factors that highlight the unique character of Panmure and propose certain measures designed to maintain the centre's character and promote its amenity. They also emphasise, in terms of activity and function, the need to support the desired future character statements of the liveable community plan in Table 1. The statements are expressed in the present tense as if the vision of the desired future outcome had been achieved. The action areas, as applied in the Structure Plan, are shown on F15-01 Diagram 1.

F15-01 Diagram 2 identifies Comprehensive Development Areas, Landmark Sites and new pedestrian and vehicle links. These are key to overcoming the constraints of block length and site size or configuration. Incentives will be made available to encourage redevelopment within these Comprehensive Development Areas and to enhance Landmark Sites.

Where the total contiguous area of the sites subject to the application exceeds 2500m², Council will expect the developer and land owners to seek pre-application discussions and advice from delegated council officers concerning:

- The provision and route taken by through site links and pedestrian and vehicular access ways.

As the owner of certain public land Council may also enter into discussions with the developer and land owners concerning:

- The possibility of publicly owned land and parking areas being incorporated into a reconfiguration of the site boundaries.
- The possibility of building in the airspace above service lanes or walkways in council ownership.

A separate comprehensive parking plan will provide guidance on the operational and regulatory parking issues of the town centre in a coordinated manner. Monitoring of parking use is an important part of this both to determine the critical point at which waivers should be limited, and to plan ahead for the provision and location of public parking. It may benefit the centre to consolidate and rationalise existing public parking areas, and to this end, discussions may be entered with developers in the comprehensive development areas.

Parking issues have been addressed in the Structure Plan through a general reduction in retail and residential parking requirements, specific justified reductions, or off-site parking space sharing arrangements.

Personal safety is addressed throughout the Structure Plan. This is intended to assist in improving both the level of security in the Panmure Structure Plan area and the

public's perception of the centre, by contributing to reducing the opportunities for crime. To obtain assistance in compliance with safety provisions, reference may be made to any safety guidelines annexed to the District Plan.

The approach taken by the Structure Plan is to apply the normal controls of the relevant zone, with certain exceptions where the zone's activity status or development controls would be incompatible with the planned future of the area. In some cases, it is the assessment criteria that have been amended to ensure that the specific purposes of the Structure Plan are considered in the assessment. The provisions, for example, modify the Business 2 activity status of certain activities as set out in clause 6.4 and 6.5. The height and site intensity development controls are also modified for Landmark Sites (subclause 6.4.2) and Comprehensive Development Areas (subclause 6.4.3). The other modifications to development controls, which apply to all sites in the Structure Plan area, are set out in Clause 7.

TABLE 1 Town Centre Vision Statements

Action Areas	
(Numbering relates to Panmure's Future – the Panmure Liveable Community Plan)	Vision Statements
<p>Area 3 Includes: Comprehensive Development Area A Comprehensive Development Area B</p>	<p>An area of start-up and small businesses, professional offices, clusters of business services, arts and crafts, educational activities and tourism, and apartments above street frontage businesses.</p> <p>Good pedestrian connections exist between the New World supermarket and Queen's Road, and from Ireland Road and Lagoon Drive to the Town Centre, the proposed Rail Station and Maungarei/Mt Wellington.</p>
<p>Area 4 Includes: Comprehensive Development Area C</p>	<p>The retail and community heart is at the eastern end of the Town Centre. This is where shops serve everyday needs and community facilities, including a community centre and library, are conveniently located. This is the heart of the "village community" with a design theme that includes recognition of the area's heritage. It is a lively retail precinct, which includes quality eateries and quality designed buildings. Safety, disabled access and parking issues are addressed, and a public square is provided where the community can meet.</p>

Action Areas	
<p>Area 5 Includes: Comprehensive Development Area D Comprehensive Development Area E</p>	<p>A well-designed mixed use and residential area which takes advantage of views to the Basin, and has good pedestrian linkages to the Town Centre. The mixed use development on the Council owned Basin View Lane carpark has been built to take advantage of the slope and to link the Town Centre with access to the Panmure Basin. Development is of a scale that protects views to the Basin and Maungarei/Mt Wellington.</p>
<p>Gateway Protection Area Lagoon Drive</p>	<p>The south eastern gateway to Auckland City and Panmure, like the city itself, expresses an urban, growing, and vital character, integrated with a celebration of unique volcanic open spaces, access to the marine environment and varied recreational assets. Both man-made and natural environments are carefully designed and managed to contribute to an attractive, integrated entrance way.</p> <p>The volcanic feature of the Panmure Basin, with its explosion crater and tuff ring, and the natural environment of the open space and water area, provide a dramatic contrast with a strong, well-articulated urban edge that expresses good urban design.</p> <p>Pacific and native vegetation signals the access to the water, open space and recreation facilities of the Panmure Basin.</p> <p>The town centre is connected to the Basin by an attractive, sculptural, overhead pedestrian way that welcomes people to the city and draws the eye up to the Queens Road commercial area.</p> <p>Access points and directions are clear, and legible well-kept frontages create a clean, friendly and efficient entrance to the city.</p>

5. Expected Outcomes

It is expected that the provisions adopted for the Panmure Growth Area Structure Plan will result in the following:

- a) a mixed use environment where new buildings and activities enhance the physical quality, character and amenities to the area while ensuring adverse effects are avoided, reduced or mitigated;
- b) improved pedestrian access which is well defined and safe throughout the town centre, and between the centre and adjoining residential and recreational areas;
- c) comprehensive redevelopment of strategic sites into mixed use developments that contain both residential and business activities.

6. Rules – Activities

6.1 Rules Applying to all Sites and Activities

- a) The normal activity and development controls of the relevant zone shall apply except as otherwise modified or specifically provided for in this Structure Plan.
- b) Any modification to one or more of the development control rules, including any modified development control in this Structure Plan, may be considered concurrently under Clause 4.2.1.3B Discretionary Activities as a discretionary activity, but consideration of such applications shall also take account of the purposes of the Structure Plan.
- c) Where there is any conflict between assessment provisions relating to personal safety and any relevant personal safety provisions in other parts of the District Plan, the merits of both should be weighed up to ensure that a good design solution meeting both safety and amenity (including noise and visual) outcomes is achieved.

6.2 Rules Applying to Sites Zoned Open Space

An application for a controlled or discretionary activity in any Open Space Zone, in addition to the assessment required by that zone for such activities, shall be subject to assessment against Clause 6.4.1(a) and (b) of the Structure Plan.

6.3 Rules Applying to Sites Zoned Business 2

- a) Resource consent applications in the Business 2 zone shall comply with the relevant zone activity controls and development controls, except as modified or specifically provided for in this Structure Plan.
- b) An application for a controlled or discretionary activity in the Business 2 zone shall be subject to assessment against the controlled or discretionary criteria for the zone as modified or specifically provided for in this Structure Plan.

6.4 Restricted Discretionary Activities in the Business 2 Zone

Within the Structure Plan area, the following activities shall be restricted discretionary activities. Where an application is for a restricted discretionary activity, then, except as provided for by Section 94C of the Act, it will be considered without public notification or the need to obtain the written approval or, or serve notice on, affected persons:

6.4.1 Construction and/or relocation of new buildings, including external additions to existing buildings and accessory buildings

The construction and/or relocation of new buildings, including external additions to existing buildings and accessory buildings will be assessed against the following criteria as a restricted discretionary activity:

Note: sites identified as either Landmark Sites or within a Comprehensive Development Area identified on the Structure Plan are subject to additional assessment criteria. Refer clauses 6.4.2 and 6.4.3.

(a) Desired Future Character – refer Diagram 1 of F15-01 and Table 1 of the Structure Plan

- i) The form and character of buildings and development in the Structure Plan area shall be assessed against the vision set out in Table 1 for the action area in which they are located, in accordance with Table 1 and Diagram 1 of the Structure Plan (without restricting the activities to only those mentioned). This assessment is to ensure that they contribute, by their design, in a positive manner towards that vision. This contribution shall be achieved by complying with the criteria described below in clauses (ii) - (viii), and in ways specific to the site including:
 - retaining existing pedestrian routes or vehicle accessways where through site links or service lanes are indicated on Diagram 1 and
 - avoiding the construction of obstacles which make these through site links or service lanes more difficult to use or to achieve in future.
- ii) In Action Area 3, the Queen's Road frontage of each shop or business premise should be given individual detailing or design treatment to maintain pedestrian interest at street level, but any footpath activity should not be permitted to impede progress to the core retail area. These provisions are to encourage the movement of pedestrians towards the core retail area from rail services and the more distant residential areas, by creating a comfortable and interesting route.
- iii) In Action Area 3, the rhythm of small regular frontages should be reflected in the façade treatment to maintain a reference to the original subdivision and development pattern, and to retain an intimate human scale.
- iv) In the Heritage Precinct in Action Area 4 shown on Diagram 1, the matters in (iii) above shall also be applied, and additional references to heritage elements and scale will be expected, such as narrow panels and bays which echo those of the Victorian Panmure Tavern.
In this part of Action Area 4 it is particularly appropriate for the built form to express heritage, whether built or natural, and the area's sense of place in

materials or colours as outlined in any design documents for the centre that have been endorsed by Council.

- v) In the Civic Precinct of Action Area 4, the community role of the space surrounding the carpark outside the community hall is to be supported by encouraging commercial and community activities to front the space, and designing buildings and windows or decks to overlook and enable interaction with this space. Servicing and parking needs are recognised but shall be provided for in a manner that minimises detracting from amenity or pedestrian movements.
- vi) The retail core centred on Queen's Road between Pilkington Road and Basin View Lane signals a change in character and rhythm, to larger premises with larger and broader elements. The feel is innovative larger-scale retail, with views from or through premises to the Panmure Basin. New buildings in this area should utilise references to the existing better quality buildings and express Panmure's sense of place through detailing. For example reference could be made to the Rendall's building (120 Queen's Road) style of solid bold shapes broken by smaller paned windows, or to strong vertical elements such as the BNZ sign (104 Queen's Road). Recycled brick may be used to reference the Griffith's buildings (51 to 113 Queen's Road) that back on to Korma Lane. These were one of the largest groups of shops ever built in Australasia in their time (the early 1950's).
- vii) In Action Area 5 buildings fronting Lagoon Drive and Domain Road should be provided with windows that take advantage of views to the Basin, where such views are available. Pedestrian linkages shall be enhanced as far as practicable to make movement between the town centre and the recreation areas easier and more pleasant. Buildings shall also respond in particular to the criteria in (b) Landscape and Topography. The design of any developments, including the location of outdoor activities, storage, parking areas etc. shall demonstrate particular efforts to maintain compatibility between parking, residential and business activities.
- viii) In the Gateway Protection Area buildings and development, including signage and the fencing of front boundaries, shall be designed to enhance the vision for the area as an attractive, integrated gateway to the City. This shall be achieved by legible well-kept frontages, clearly indicated access points and directions, Pacific and native vegetation, moderate use of signage and a consideration of how each element contributes to the expressed vision and character of the Area as a whole. If an overhead pedestrian way should eventually be constructed, it should be both attractive and sculptural, and should assist in directing the eye up to the Queen's Road commercial area.

(b) Landscape and Topography

- i) The development shall enhance the relationship with the major landscape features of the area such as Maungarei/Mt Wellington, the Panmure Basin and the Tamaki River, by providing views of them, where practicable, from the public areas of buildings on the site.
- ii) The development shall ensure private open space is oriented to capture sun, and should provide shelter from the south-westerly winds that can be a feature

of the area.

- iii) Buildings in Area 5 on the slope between Lagoon Drive and Queen's Road shall give expression to the natural contour of the land. Ways in which this can be done include:
- the building form curving along a contour
 - adopting a roofline that steps down the slope,
 - utilising decks that are oriented towards the Basin.

(c) Streetscape Character and Amenity

- i) New development shall be designed to complement and enhance both streetscape character and pedestrian amenity resulting in a varied but harmonious façade to the public realm.
- ii) New development shall give rise to an urban form characteristic of perimeter block development ie fronting the street with private backs.
- iii) The façade of buildings shall be:
- modulated (ie not flat-faced but having a variety of depths in the treatment of the façade so that interest is achieved) and
 - well-articulated (ie expressing visual richness from a range of viewing distances through the use of architectural elements).
- iv) The overall effect of new developments on the streetscape shall be that of a collection of small to medium scale buildings, conveying the impression of a multiplicity of human activities, ownerships and designers having been involved in their design, rather than it being dominated by monolithic buildings.
- v) The exception to (iv) is for buildings located in the retail core between Pilkington Road and Basin View Lane, where a more imposing character is acceptable as viewed from Queen's Road. However, buildings shall avoid a dominating appearance from any adjoining residentially zoned property, which may be achieved by compliance with (iv) above.
- vi) On-site landscaping where provided adjoining the road should be:
- suited to its environment,
 - avoid creating entrapment opportunities,
 - provide for surveillance and
 - enhance the character of the streetscape.

(d) Building Scale Form and Layout

- i) Building heights and roof treatments should reflect the proportions, spacing, rhythms and styles of neighbouring buildings without slavish copying.
- ii) The extent to which new development is visually compatible in scale with the immediate streetscape and/or adjoining buildings on neighbouring properties will be taken into account. Visual compatibility can be achieved through a variety of means, including those set out below, while still allowing buildings to achieve permitted height, floor area ratio and height in relation to boundary. The extent to which the massing and design of larger buildings ensures that they do not over-dominate the built scale of their surroundings, will be taken into account in the assessment of effects.

Where new buildings are of greater scale and bulk than the buildings surrounding them, architectural methods should be used to visually break down the bulk of the larger building.

Methods employed to achieve this, and visual compatibility, shall include, but are not limited to:

- good articulation and modulation of the building form;
- placement of windows;
- surface treatments;
- careful treatment of the roof form and appearance;
- inclusion of verandas and balconies;
- variations in height across the building or site.

iii) Where buildings abut public places or open space such as a plaza accessible to the public, they should address the open space as well as any street frontage, and provide for informal surveillance. Methods employed to achieve this shall include, but are not limited to:

- locating doors, windows and other openings associated with living and working areas so that they overlook and interact with the public open space area;
- avoiding blank windowless street level facades of buildings through the placement of doors and windows and by encouraging a mix of activities and ensuring new development does not compromise good informal surveillance of public open space provided by existing developments.

Such buildings shall not significantly overshadow the public open space.

iv) Mixed use developments should provide a separate entrance and access to the residential component. Where this is not possible or appropriate, access to each activity shall be clearly indicated.

v) Where residential activities are combined with retail or commercial uses, access from parking areas to associated residences shall be relatively direct and safe for residents, day and night.

vi) Development should take advantage of existing buildings, streets and other infrastructure. Buildings should be re-used if practical, where this does not limit the overall intensity of the development.

vii) Buildings on corner sites shall make a greater visual statement, and be emphasised wherever practical, for instance, corners can be higher, more detailed and specifically articulated and roofs or window features can emphasise prominence. To complement the proposed urban character of the centre and to optimise mixed use potential, corner buildings should be laid out with multiple-entry potential and built as much as feasible to the front boundary.

viii) Services, insulation and access should be designed and located to allow simple conversion from commercial offices to residential activities and vice versa.

(e) Acoustic Privacy refer 8.7.7.2 (1)(c)

(f) Car Parking

Car parking areas shall be:

- i) designed and located at a reasonably close and convenient distance from associated residential uses within mixed use developments;

- ii) lit at night while avoiding adverse effects related to light spill and glare on the visual privacy of adjoining land;
- iii) in the case of multilevel or underground car parks, be provided with the monitored camera surveillance of lifts and stairwells in addition to camera surveillance of the car parking areas (ie areas are constantly viewed while the facility is open);
- iv) well ventilated if enclosed;
- v) permanently marked so as to clearly define service vehicle and any visitor parking;
- vi) sufficiently separated from habitable room windows to minimise noise and fumes entering dwellings.
- vii) Off street loading spaces are to be provided for the efficient loading and unloading of service and delivery vehicles in accordance with PART 12 of the District Plan.
- viii) On-site car parking or garages should not dominate the streetscape or be located on road frontages, or where this is unavoidable, shall be behind a substantial landscaped planted area and a non-mountable kerb.
- ix) The internal circulation of the parking areas should be designed so that the particular requirements of individual activities for safe and efficient vehicle circulation on site are attended to, and there should be more than one exit for pedestrians from the car parking areas, for security reasons.

(g) Site facilities refer 8.7.7.2(1)(e)

(h) Location and design of vehicular and pedestrian access refer 8.7.7.2 (1)(f)

(i) Minor adverse effect on the environment refer 8.7.7.2 (1)(g)

(j) Infrastructure considerations refer 8.7.7.2(1)(h)

(k) Cycle and pedestrian ways refer 8.7.7.2 (1)(i), provided that where through site links are required these may be pedestrian only routes which may pass through business premises provided a suitable legal agreement has been entered and relevant criteria met in accordance with 6.4.3 (b) of the Structure Plan.

Explanation

In order to achieve a quality mixed use environment, it is important that new buildings and external additions to existing buildings are designed to meet urban design criteria including streetscape character, building scale, form and layout, acoustic privacy, parking, site facilities, pedestrian access, infrastructure, personal safety and service access and where appropriate cycle and pedestrian ways. These criteria seek to enhance the physical quality, character and amenity of an area or to address the potential adverse effects of an activity.

6.4.2 Landmark Sites

(a) Additional Assessment Criteria

Where construction and/or relocation of new buildings, including external additions to existing buildings and accessory buildings, occurs on sites identified as Landmark Sites, then in addition to the assessment criteria set out in clause 6.4.1 above, the application will be assessed against the following specific criteria as a restricted discretionary activity:

- (i) 70-88 Queen's Road (Lot 2 DP 176192) – the buildings on this site shall accentuate its prominent corner position at the heart of the retail area and acknowledge the civic precinct on its northern side. Methods employed to meet this criterion shall include, but are not limited to:
- locating doors, windows and other openings associated with living and working areas so that they overlook and interact with the public open space area;
 - avoiding blank windowless street level facades of buildings through the placement of doors and windows;
 - encouraging a mix of retail activities;
 - ensuring new development does not compromise good informal surveillance of public open space provided by existing developments.

Loading, servicing and parking needs should be met in a manner that minimises their impact on the pedestrian environment.

NB. The area surrounding the car park in front of the community hall is being developed to enhance its role as a community space.

- ii) 104 Queen's Road Lot 6, DP 52083 (BNZ site) – the design should respond to the change in the angle of the road and location at the apex of a key view of the Basin; and the design should also consider the retention and refurbishment or replacement of the clock tower. Methods to meet this criterion this include, but are not limited to:
- aligning the façade to be parallel to the front boundary of the site, or, if the road widening has not yet been vested in Council, then along the building line for road widening;
 - replacement of the clock tower with a similar vertical architectural element that draws attention and adds emphasis to the building.
- iii) Western corner of Basin View Lane and Lagoon Drive – any building on this corner needs to meet high standards of design and quality of materials, as it will set the tone for the whole centre, for people approaching the centre and entering Auckland City from the south east. The design shall ensure that the corner building or that part of a building that is on the corner is given special treatment with more height or emphasis. As a key site in the Lagoon Gateway Area, which also has links with Korma Lane and Queens Road, development shall exploit opportunities to provide:
- internal public access,
 - views from Queen's Road through to Panmure Basin, and
 - views of Maungarei/Mt Wellington from upper levels.
 - articulation of the Basin View frontage to enhance the ascent of Basin View Lane and frame views down it.

The possibility of providing public access from an upper storey to a pedestrian overpass of Lagoon Drive should be investigated and this consideration

should include lift access for the disabled, so enhancing equal access to Lagoon Drive and Queen's Road. Public access would enhance use of a safe crossing and provide the attraction of excellent views of the Basin. Views from this site are discussed in the Panmure View Protection Study July 2004. By creating a through site link and an intriguing and walkable edge to Basin View Lane, movement between the retail and recreation areas of the town centre will be encouraged.

- iv) Landmark corner sites not otherwise specified should ensure that a corner building or that part of a building that is on the corner is given special treatment with more height or emphasis. Particular care should be taken to reflect Panmure's sense of place through details that reflect the materials, palette or heritage of the local community.

Explanation

These are highly visible sites, which offer opportunity for creating landmarks to increase legibility of the centre and identify the transition into the core retail area. A new building or addition to an existing building on any of these sites will set the tone for the surroundings and it is therefore important that the building be designed with special care and fully respond to the sense of the place and future character of the area in which it is located.

(b) Modified Development Controls:

Development on land identified as a Landmark Site shall comply with the development controls specified in Clause 7 of this Structure Plan with the exception of the height and site intensity controls, for which the following rules shall be substituted:

i) Height

Maximum Height: 15 m (measured using rolling height method)
The special height limits set out in Clause 5C.7.6 VIEWS shall apply where relevant.

ii) Site intensity control

- Basic Floor Area Ratio = 3:1
The site area multiplied by basic floor area ratio equals permitted gross floor area.
- Bonus Floor Area Ratio:
The amount of bonus floor area that can be achieved is determined by multiplying the area of the bonus element provided by the specified bonus floor ratio in Table 2:

TABLE 2

Bonus Element	Bonus Floor Area Ratio
Residential Units	1:1

- Maximum Floor Area
Except that:
Permitted Gross Floor Area plus Bonus Floor Area may not exceed a maximum total floor area ratio of 5:1

Explanation

Certain sites are located on the Structure Plan as Landmark Sites. In return for higher design emphasis requirements, these sites will be eligible for additional Floor Area Ratio and height, but only within the limits of any other amenity controls designed to protect residential zoned or open space zoned land.

6.4.3. Comprehensive Development Areas

Sites located with these areas identified on the Structure Plan may apply for a restricted discretionary activity resource consent, to undertake a comprehensive redevelopment, where the total contiguous area of the sites subject to the application exceeds 2500m². If this consent is granted, the provisions of 6.4.3 (a) will be applied to the development of that site, and the provisions of 6.4.3 (b) will be applied in substitution for the height, site intensity control and bonus provisions of the Business 2 zone. In all other respects development on land identified as within a Comprehensive Development Area shall comply with the development controls specified in Clause 7 of this Structure Plan.

(a) Reconfiguration of Sites

Once a development plan has all necessary resource consents from Council, including a consent under clause 6.4.1 of this Structure Plan, the site or sites may be resubdivided, including subdivision into smaller parcels, in accordance with PART 11 SUBDIVISION of the District Plan, provided the subdivision allows the comprehensive development proposal to be put into effect in accordance with the conditions of the consent. This may be carried out as a combined subdivision and resource consent application.

(b) Modified Development Controls

i) Height

Maximum Height: 15 m (measured using rolling height method)
The Special Height Limits set out in Clause 5C.7.6 VIEWS shall apply where relevant.

ii) Site intensity control

- Basic Floor Area Ratio = 3:1
The site area multiplied by basic floor area ratio equals permitted gross floor area.
- Bonus Floor Area Ratio:
The amount of bonus floor area that can be achieved is determined by multiplying the area of the bonus element provided by the specified bonus floor ratio in Table 3:

TABLE 3

Bonus Element	Bonus Floor Area Ratio
Residential Units	1:1
Through site links*	3:1
Combined vehicle and pedestrian accessways*	1:1
Service lane improvements*	1:1
Public Plaza*	2:1
Cycle Ways	1:1
* in those locations specified on the Structure Plan	

- Maximum Floor Area
Except that:
Permitted Gross Floor Area plus Bonus Floor Area may not exceed a maximum total floor area ratio of 5:1
- iii) Bonus floor area will only be offered for the following bonus features:
- Through site links
 - Combined vehicle and pedestrian access ways specified in the Structure Plan
 - Service lane improvements specified in the Structure Plan
 - A public plaza of not less than 400 m² and able to contain a rectangle of 20 metres by 20 metres located within the area indicated on the Structure Plan
 - Cycle ways and facilities to support cycling
- iv) The bonus feature shall be kept open to the public during the hours of business and shall be subject to a legal agreement registered on the title or otherwise secured to the satisfaction of Council.
- v) In considering an application for bonus floor areas, the Council will take into account the criteria in Clause 8.7.7.2 (2) subject to the following additional criteria:
- The infrastructure criteria in 8.7.7.2 (1) (h) must be sufficient for the total development including the addition of the bonus floor area.
 - Through site links and combined vehicle and pedestrian accessways specified in the Structure Plan shall meet the following requirements:
 - The efficient movement of people around the centre shall be facilitated by providing for enhanced pedestrian connections between specified points, which will usually be associated with vehicle access ways or service lanes for enhanced safety.
 - Where a combined pedestrian and vehicle access way or through site link is indicated in a Comprehensive Development Area a pedestrian route shall be provided, either through a building, or alongside a publicly accessible vehicle accessway in the case of a combined access way.
 - Informational signage shall provide a clear identification of the hours of operation, and indicate where the access/exit points are located.
 - The through site link or accessway shall be located so as to provide a

reasonably direct route from one end point to the other as indicated on the Structure Plan.

- The through site link or pedestrian and vehicle accessway shall have adequate width in accordance with that recorded in the legal agreement between the owner and Council, appropriate to its function and location.
 - Any footpaths shall have all weather surfaces and should not detract from the amenity of an area.
 - The requirements of the NZS 4121:1985 Code of Practice for design for access and use of disabled buildings and facilities by disabled persons shall be met.
 - Through site links, and combined pedestrian and vehicle access ways shall be well lit throughout their length, provide clear sightlines from beginning to end, avoid opportunities for entrapment and where possible provide an alternative exit point.
- Where a development provides a through site link that meets the above criteria, then there will be an automatic reduction in the required car parking for the development of 10 parking spaces (as provided for in clause 7.5 of the Structure Plan).
- Plaza:

Any plaza shall be of an area not less than 400m² and be able to contain a rectangle of 20 metres by 20 metres. It shall be located in the area indicated on the Structure Plan and meet the following requirements:

 - Any plaza shall be clearly visible from a road or public place, be overlooked by such activities as retail shops, cafes, offices or residential accommodation and incorporate elements such as seating, landscaping, paving, lighting and signage which identifies it as a public or semi public place as the case may be.
 - The requirements of NS4121:1985 Code of Practice for design for access and use of buildings and facilities by disabled persons shall be met.
- Service lane improvements specified in the Structure Plan:

Service lanes have been created in the past to facilitate the rear servicing of commercial premises and to reduce the disruption of traffic flows and access to street parking. Some of these lanes require improvement in order to enable through movements, especially for large delivery vehicles that cannot turn within the narrow lanes. To qualify for a service lane improvement bonus floor area, the development shall provide for the improvement of any service lanes on the affected site as identified on Diagram 1 of the Structure Plan as follows:

 - The extension of Korma Lane through to Basin View Lane. Integration of this service lane with a combined vehicle and pedestrian link to the western section of Korma Lane as indicated on the Structure Plan may be permitted if it facilitates site development and traffic safety considerations of the site development. A line at right angles to the beginning of the lane indicates the vicinity within which a crossing point could be considered.
 - The extension of the service lane from Pilkington Road through to Jellicoe Road. The exact route and exit point of this service lane to Jellicoe Road will be determined in consultation with the land owner to meet site development and traffic safety considerations, with the

combined use of the existing carpark vehicle crossing being favoured as a way of minimising the number of new vehicle crossing points. A line at right angles to the beginning of the lane indicates the vicinity within which a crossing point could be considered.

Explanation

The purpose of this control is to encourage the comprehensive development of these sites in a way that contributes to the achievement of benefits for the centre as a whole, in return for certain advantages for the site development itself. These benefits include achieving the desired future character that will support the growth of the centre as the mixed use heart of a liveable community, a finer grained more accessible and flexible structure of routes, more robust and attractive design, enhanced safety and pedestrian amenity.

In recognition that the local subdivision pattern in this vicinity has resulted in many small or poorly shaped sites, the provisions include specific criteria for Floor Area Ratio and height, aimed at encouraging site amalgamation to promote better urban design and amenity, shared access, and provision of residential activities within the town centre.

Council owns land including public parking areas within each of the comprehensive development areas and is willing to consider the possibilities these represent for site reconfiguration or joint development with the aim of securing a better standard of design, and having demonstrable public benefits beyond the site. This is not to be construed as a commitment to engage in any particular joint venture or exchange of property, nor is it an indication that Council will necessarily take any development role on itself. Rather it signals the willingness to enter discussion with developers who demonstrate an interest in comprehensive development that will support the intent of the Structure Plan.

The pedestrian links, cycleways and lanes indicated on the Structure Plan should be provided for as and when the sites are redeveloped. They will facilitate access to a wider range of amenities and services and improve movement around the centre. They also provide a finer grained access network, enabling perimeter development enclosing private spaces and the opportunity for a different scale and type of activity from that on the main street system.

While it would be desirable for all sites within a comprehensive development area to be developed together, this may not always be practicable. Therefore, a minimum site area of 2500m² is required for sites within the Comprehensive Development Areas to be eligible for the additional height and floor area allowed.

In return for higher design emphasis requirements, these sites will be eligible for additional Floor Area Ratio and height, but only within the limits of any other amenity controls designed to protect residential zoned or open space zoned land.

6.4.4. Reduction in On-site Parking Provision:

Where the proposed activity fails to comply with required parking standards, it shall be a restricted discretionary activity or a discretionary activity as specified in Part 12 section 12.9.1 of the District Plan, and shall be assessed against the following criteria:

- a) The extent to which the required parking can be physically accommodated on the site in terms of the existing location of buildings and availability of access to the road.
- b) In a development with new buildings or additions, whether providing the required parking would compromise the ability of the new building or addition to meet the design criteria in 6.4.1.
- c) The extent to which it can be demonstrated that the total parking demand generated by the proposed activity is less than the number of spaces required eg. due to specific business practice, operating method, type of customer.
- d) The extent to which hours of operation relative to other uses on the site or on adjoining sites provide opportunities for shared car parking. In such a situation the Council will require a legal agreement between the applicant and owner of the site to be included as part of the consent process confirming such an arrangement.
- e) The extent to which the site is located within 400 metres of a major public transport route.
- f) The extent to which the reduction in on-site parking will affect other developments on the site.
- g) The extent to which appropriate off-street parking is available in the locality which:
 - i) is located within a reasonable walking distance considering the nature of the activity (generally being within 200 metres of the proposed activity),
 - ii) will not encourage pedestrians following a direct route between the parking and the site to cross arterial or collector roads other than at designated crossings,
 - iii) is clearly associated with the proposed activity through signage or other means,
 - iv) has a legal agreement binding the alternative parking to the proposed activity.

Explanation

In general the Council requires all new developments and new activities in existing buildings to provide adequate on-site parking. However, in Panmure town centre the Council recognises that the small site sizes limit the amount of on-site parking that can feasibly be provided, if a site is redeveloped or a new activity locates in an existing building with no parking. Council also recognises that parking can detract from the streetscape by dominating frontages with vehicle orientated activities.

Parking may be provided for off site where it is located in an appropriate manner and is legally secured to the activity to which it relates. The Council is also seeking to address the inefficient use of parking within the Panmure town centre, by allowing reductions in parking spaces where less than the standard parking requirement is needed by the particular use.

6.5 Discretionary Activities

Within the Structure Plan, the following activities shall be discretionary activities:

6.5.1. Service Stations

An application for a service station within the Structure Plan area shall be assessed against the relevant criteria in Clause 8.7.3 of the District Plan as a discretionary activity, and the following:

- a) Any new building or addition to an existing building will also be assessed against criteria (a) and (c) in 6.4.1 of this Structure Plan.

Explanation

Service stations provide an important service to the community. However, depending on their location and scale, they may have adverse effects on traffic generation, noise and visual amenity. They may also have a disruptive effect on retail frontages, pedestrian amenity and safety, and the continuity of key pedestrian routes, as well as the desired future character of the Structure Plan area. The extent and nature of these effects is often site specific and thus it is difficult to predetermine both development controls and the means by which any effect may be avoided reduced or mitigated. In a similar manner to controls in the mixed use zone, the activity is discretionary in the Structure Plan on Business 2 zoned sites, so that its potential effects can be assessed while taking into account the specific location of the proposal and the amenity of the zone.

6.5.2. Motor Vehicle Sales and Service Premises

An application for motor vehicle sales and service premises is a discretionary activity in the Structure Plan area and shall be assessed against the relevant criteria in Clause 8.7.3, and the following:

- a) Additional particular matters (a, b, j, l, n, and o) identified in Table 8.7.3.2.
- b) Any new building or addition to an existing building will also be assessed against criteria (a)(c) and (d) in 6.4.1 of this Structure Plan.

Explanation

The provisions of 8.7.3 apply to mitigate the effects of the activity on zone amenities, but the Structure Plan provisions are more stringent in order to consider the impacts of these vehicle oriented services on the Structure Plan area, which is more oriented towards creating a walkable "retail with mixed use" environment.

7. Rules: Modified Development Controls for all sites zoned Business 2 in the Structure Plan

NB. Further height and site intensity controls apply to Landmark Sites (clause 6.4.2) and may apply to sites in Comprehensive Development Areas (clause 6.4.3) where the resource consent application meets the criteria set out in that clause.

7.1 Site Intensity Control

7.1.1 Basic Floor Area Ratio

The site area multiplied by basic floor area ratio equals permitted gross floor area.

- a) Basic floor area ratio within the Structure Plan in Business 2 = 2:1
- b) With the exception of sites developed as a part of a landmark site or comprehensive development area or sites with specified through site links, no bonus floor area is available for sites within the Structure Plan.
- c) Where a plaza or a through site link is proposed to be provided outside of a Comprehensive Development Area, the floor area bonus provisions in 8.8.1.2 shall apply, in respect of a through site link or plaza only. Floor area shall be counted only once per bonus element.

7.1.2 Maximum Floor Area

Permitted Gross Floor Area including all bonus floor area may not exceed the following maximum total floor area ratio: 3.5:1

7.2 Frontage Control

The requirement for compliance with Rule 8.8.1.3 B RETAIL FRONTAGE in the District Plan shall apply to those sites identified as subject to retail frontage controls on the District Plan Planning Maps, with the following additional requirements:

7.2.1 Retail frontage control

- a) Activities with no retail component shall not be permitted at street level (except for entrances or access to such activities) unless retail fronts the street and the activity is located behind it. Note that restaurants, cafes, eating places, banks, real estate businesses and similar business service activities are defined as retail for the purpose of this rule.
- b) Residential units shall be restricted to above ground level (i.e. street level) unless retail or commercial activity fronts the street and the residential units are located behind it.
- c) Motor vehicle sales and service premises shall not be permitted on a site located on a retail frontage.
- d) Display windows shall not be obscured or covered at any time by a non-transparent type of screen such as solid roller doors or barriers, provided that security screens or barriers may be erected at least 1 metre back from the frontage. The area immediately behind the display windows shall allow the external viewer to understand the nature of the business and shall maintain the amenity of the streetscape.
- e) Doorways shall be designed so that the door itself is clearly visible from the footpath at a distance of 10 metres on at least one side.

7.2.2 Active frontage control

Where a site is shown as 'active frontage' on the Structure Plan the retail frontage controls in 7.2.1 above shall apply, except that compliance with 7.2.1 (a) shall not be required.

7.2.3 Streetscape improvement (build to boundary and fences)

- a) In areas not subject to 7.2.1, any new building within the Business 2 zone shall be required to be constructed to the front boundary, any adjoining public plaza and to side boundaries at the street frontage.
- b) Any front facing garage entrance shall be set back at least 5 metres from the front boundary.
- c) Where it is not practicable to build right across the full front boundary of the site, the frontage shall be landscaped to a depth of not less than 1.2 metres along the front boundary except where vehicle or pedestrian access ways are provided.
- d) Any fencing along the road frontage shall not exceed 1.2 metres in height if solid or shall not exceed 2.0 metres in height if more than 50% transparent.
- e) The requirement to build to the boundary does not apply to access ways and service lanes. In such situations, any building shall be sited no more than 3 metres from the frontage (garage entrances 5 metres) and the site shall be landscaped to a minimum depth of 1.2 metres along the front boundary except where vehicle or pedestrian access ways are provided.
- f) Any landscaped area shall:
 - i) use species that will survive because they are suited to the growing conditions,
 - ii) enable informal surveillance to occur and avoid the creation of entrapment opportunities.

7.4 Vehicle Crossing Restrictions

Where the retail frontage or active frontage control applies, and vehicular access to a site for parking and loading is otherwise available by way of:

- rear service lanes,
- right of ways,
- from side roads not subject to this restriction,

then, except for a combined pedestrian and vehicle accessway specified on Diagram 2, no new vehicle access shall be allowed across the retail or active frontage.

7.5 Special Parking Standards

Council will apply the provisions of PART 12 TRANSPORTATION to all activities in the Structure Plan area with the exception that the following standards for retail premises, residential units and through site links shall apply in the place of the parking standards indicated in Clause 12.8.1.1:

TABLE 4

Activity	Parking Spaces Required
<u>Retail premises</u>	One for every 20m ² of gross floor area (gfa), plus one for every 20m ² of outdoor retail, one for every 40m ² of gfa specifically set aside and used exclusively for staff amenity activities (including staff cafeterias, staff rooms, staff recreation and ablution uses) and one for every 40m ² of office and storage space ancillary to the primary retail activity of the building.
<u>Residential units:</u> Studio/One bedroom <75m ² gfa Units of 75m ² or more, OR with two or more bedrooms Visitor Spaces Service Delivery Spaces	1 space per residential unit. Maximum 2 spaces per residential unit, minimum 1 space per residential unit. 1 space for every 5 residential units (to the nearest whole number). 1 space for every 10 residential units (to the nearest whole number).
<u>Through site links indicated on Diagram 2</u>	One reduction of up to 10 required parking spaces, subject to the link meeting the requirements set out in Clause 6.4.3 (b) of the Structure Plan for through site links.

Explanation**Frontage controls**

The purpose of the frontage control is to maintain a consolidated retail appearance at street level in the key retail area, while encouraging an interesting diversity of visible activities on the active frontage areas. Continuous retail and active frontages contribute to the coherence and the visual amenity of the centre, at the same time encouraging pedestrians to continue walking by maintaining interest and curiosity. This should increase or maintain pedestrian activity overall, which will support greater economic activity and safety.

Safety and amenity can be compromised when doorways in commercial areas can serve as hiding places after-hours. The doorway control should help prevent new amenity and safety risks while allowing the characteristic angled doorway entry styling in some parts of Queen's Road to be reproduced.

Streetscape Improvement

An attractive frontage to all streets is essential to creating a pleasant urban environment. The Business 2 zoned area of the Structure Plan needs to produce a more consistently urban form than in the past where yard activities were interspersed with buildings on the frontage. This will distinguish it from the more open and chaotic frontages of general industrial and commercial areas. The build to boundary rule will produce a more coherent urban edge, which spatially defines and contains the streets and public spaces, increasing their impact and sense of enclosure. It should also promote perimeter development of sites and the location of parking areas behind the uses to which they relate, which is an established principle of good urban design.

Where open frontages are unavoidable, landscaping should be used to define the boundary in a manner that is generous, practical, and attractive, avoids entrapment potential and permits surveillance. Where fences cannot be avoided, they should provide for safety by means of transparency to promote surveillance.

Garage and roller doors impact on a frontage by either presenting a blank face when closed or (in the case of private garaging) confusing the boundary between the public and private realm when open. They should be set back and behind buildings so this impact is reduced. The pedestrian environment is then emphasised over the vehicular environment as well as being made safer by providing for visibility.

Vehicle Crossing Improvements

Because of the potential for vehicle crossings to interfere with the movement of pedestrians along the main retail frontage of the centre, vehicle crossings are not encouraged where access is available via another means.

Special Parking Standards

A comparative study of parking standards has indicated that the normally applied parking standards for retail and residential are inappropriate for this centre and can be reduced without significant impact on amenity or environment. The reduction recognises that smaller one bedroom/studio residential units have the potential to generate demand for less than two car parks. It also provides a more appropriate parking requirement for retail premises.

Through site links make a valuable contribution to walking and in some cases cycling and so reduce the need for vehicle movements and parking generally. They will assist with the formal protection of key pedestrian routes that create links between key attractions and facilities, including the core retail area, the civic precinct, the supermarket, the recreation precinct, public transport and off-street parking areas, and will make access to them shorter and more direct. The relaxation of parking standards for affected sites is in recognition of the overall contribution they make to walkability in the centre and the setting aside of internal floorspace or external site area to facilitate this movement. It also recognises that the under-utilisation of off-

street carparks is partly due to inconvenient access. Council will consider realignment of these routes or the provision of alternative access, provided the destination points indicated by stars at each end are connected by a reasonably direct, safe and sheltered alternative route and it can be satisfied that the route will be practical and achieve the desired affect. It may be possible to achieve the links through a covered pedestrian way, mall, arcade or similar means that integrates well with the activities on the site. ”

Part D – Amendment to Part 4 GENERAL PROVISIONS AND PROCEDURES of the District Plan Text

Insert the following into Clause 4.3.1.2B Development Control Modification, after the words “including Centre Plans”:

“Growth Area Structure Plans”

Part E – Amendment to Part 8 BUSINESS ACTIVITY of the District Plan Text

1. Amend the first policy following Objective 8.3.3 by Inserting the words “or Growth Area Structure Plans” after the words “Centre Plans”.

2. Amend Section 8.4.4 Existing Centres as follows:

i) Amend the subheading ‘Centre Plans’ to read “Centre Plans and Growth Area Structure Plans”.

ii) After the words “as focal points for community activity” in the first paragraph under the subheading ‘Centre Plans’, to read as follows:

“The District Plan recognises that similar issues arise in areas identified as centres for growth, in response to the need to manage the future growth and change of such centres. In some cases competitiveness, attractiveness and growth pressures need to be managed”. Start the next paragraph at the end of that sentence.

iii) After the words “It is intended that Centre Plans will emerge over time in response to community initiatives and concerns” in the second paragraph under the subheading ‘Centre Plans’ insert the following:

“Growth Area Structure Plans for town centres and adjoining mixed use will be initiated by Council as a response to the outcomes of community consultation processes conducted as part of plans developed to implement Auckland’s growth strategy.”

iv) Start the next paragraph at the end of that sentence, amending the first word “They” to “Both Centre Plans and Growth Area Structure Plans”.

v) Following the sentence: “They may involve the implementation of economic instruments to achieve the specific aim of the Centre Plan”, insert the words “and Growth Area Structure Plans”. Start the next paragraph at the end of that sentence.

3. Amend Section 8.5.1.3. DEVELOPMENT CONTROLS by inserting a new paragraph before the last paragraph of the section as follows:

“Growth Area Structure Plans will be initiated by Council as a response to the outcomes of community consultation processes conducted as part of liveable community plans developed to implement Auckland’s growth strategy. The implementation of a structure plan draws on the extensive public and community consultation that is part of developing a liveable community plan, to identify community values and concerns. The latter are to be addressed in part through the District Plan, but also through other actions set out in the liveable community

plan and supporting documents.”

4. In the final paragraph of Section 8.5.1.3. insert the words “or a Growth Area Structure Plan” after “Once a Centre Plan” and add the words “or Growth Area Structure Plan” after every occurrence of the words “Centre Plans” throughout the paragraph.
5. Amend 8.6.2.2 Zone strategy by inserting an additional paragraph immediately before the subheading “Expected Outcomes” that reads:
 “Growth Area Structure Plans (see 8.5.1.3 DEVELOPMENT CONTROLS) are also provided for in the Plan for growth management in centres identified by Council's growth strategy. Growth Area Structure Plans are initiated by the Council rather than the local community in response to a liveable community plan.”

Part F – Amendment to Part 5C HERITAGE of the District Plan Text

1. Insert a new bullet point at the end of the list of bullet points in Section 5C7.6.2 of Part 5C that reads:
 “ Views of Panmure Basin”
2. Insert the following after 5C7.6.17:

“F PANMURE VIEWS

5C 7.6.18 OBJECTIVE

To protect locally important views relating to the Panmure area.

Policy

By adopting measures which prevent defined significant views from the Panmure area from being compromised or lost by the erection of new buildings and man-made structures.

5C7.6.19 STRATEGY

Views of the Panmure Basin are important in their own right because the Basin is a unique and ancient geological feature of scientific and aesthetic interest. The views of the Basin provide a unique amenity for the Panmure shopping centre and are an important asset in maintaining the legibility and distinctiveness of the centre, which is a focus of community activity. The Basin is also of great significance to the local community of Panmure as a key feature of its sense of place and heritage.

The volcanic cone of Maungarei/Mt Wellington is one of the major landmarks in its area and has great significance for the local community as a key element of its sense of place and identity. It is part of the natural and cultural heritage of both Maori and Pakeha. For Maori the cone is sacred and waahi tapu. Visually and aesthetically, it creates a strong impact. However, the regional views of the mountain do not necessarily protect locally important views that come from a closer and more intimate vantage. These local views link the image of the mountain to the local place by framing it in the context of local buildings and streets that are vitally important to the local community and the preservation of its

particular heritage.

The protection of these local views is also important to the city in that it helps preserve the heritage of one of its earliest settlements.

5C7.6.20 RULES: PANMURE VIEWS

Height Limits


No person shall erect any building, structure, parapet, chimney, communication device, tank or building services component, ornamental tower, lift tower or advertising sign that exceeds the height limits within the areas identified on the Planning Maps to protect the identified views to Maungarei/Mt Wellington or Panmure Basin, without a resource consent. Any application for such a consent shall be considered as a noncomplying activity.

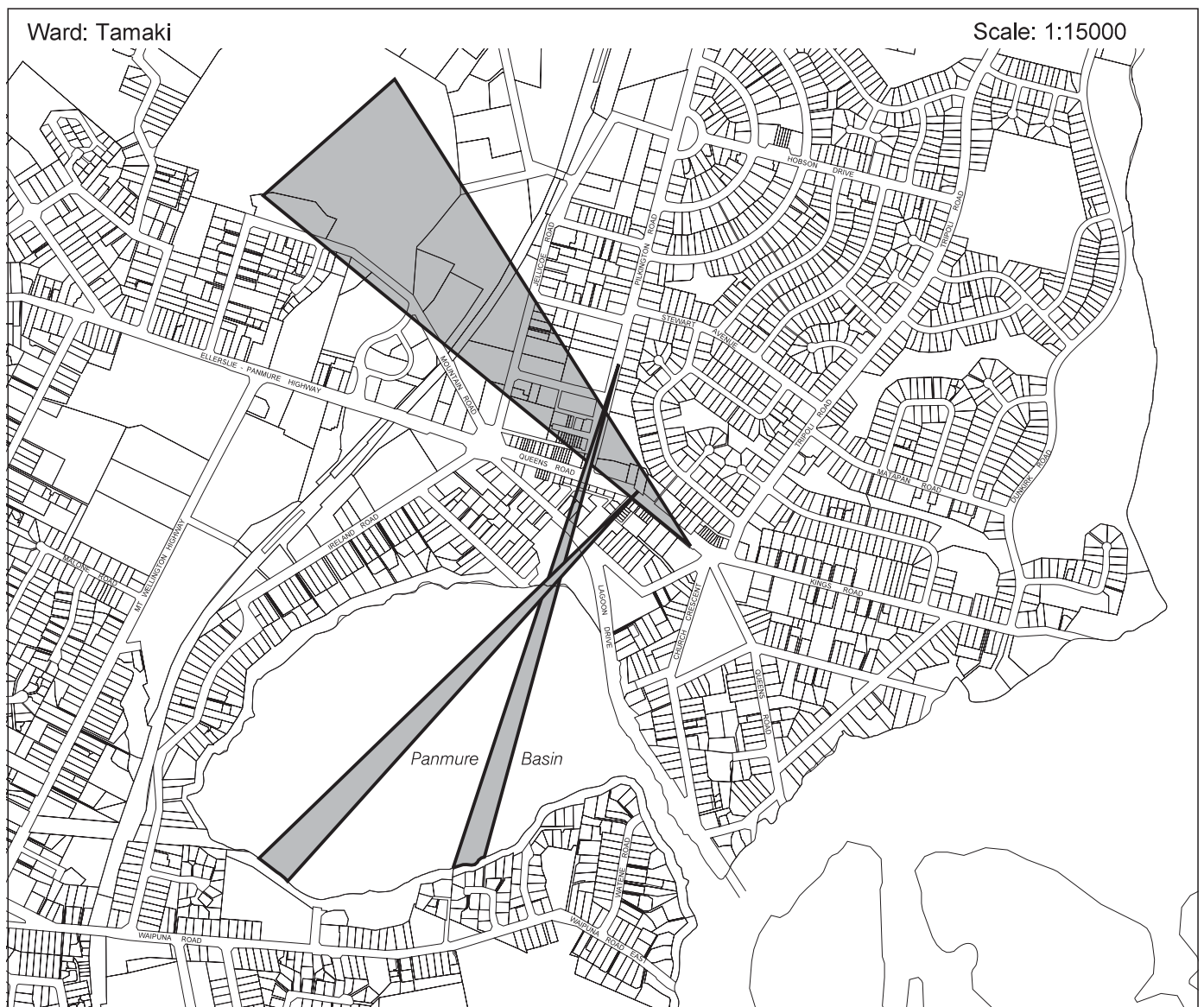
In assessing such an application the Council will consider:

- The nature, extent and form, including matters such as building mass, colour roofline and materials, of the proposed noncomplying element;
- The extent to which the proposed infringing element will obscure the protected view, or compromise its focal and contextual elements;
- The extent to which the proposed infringing element constitutes a visually competing intrusion into the foreground or background of the unencumbered view to the Panmure Basin or Maungarei/Mt Wellington;
- The extent to which the noncomplying element is required to achieve strategic public recreation and community outcomes.

Conditions may be imposed on any consent to a noncomplying activity to ensure that the integrity of the identified views are not jeopardised.”

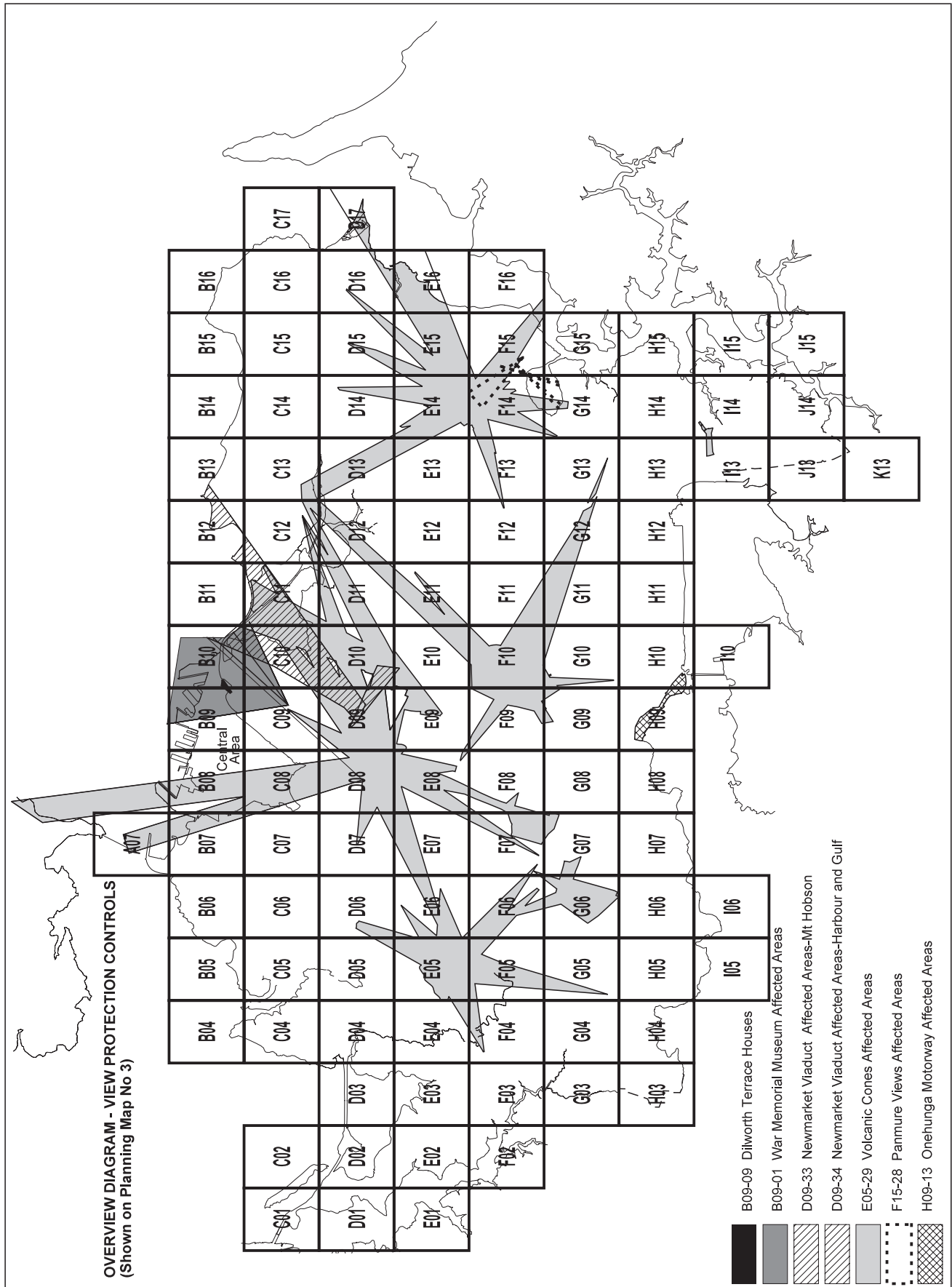
Part G: Amendment to planning map no. 3 sheet no. F14, F15 and G14

The land shown  to have special View Protection Control applied as F15-28

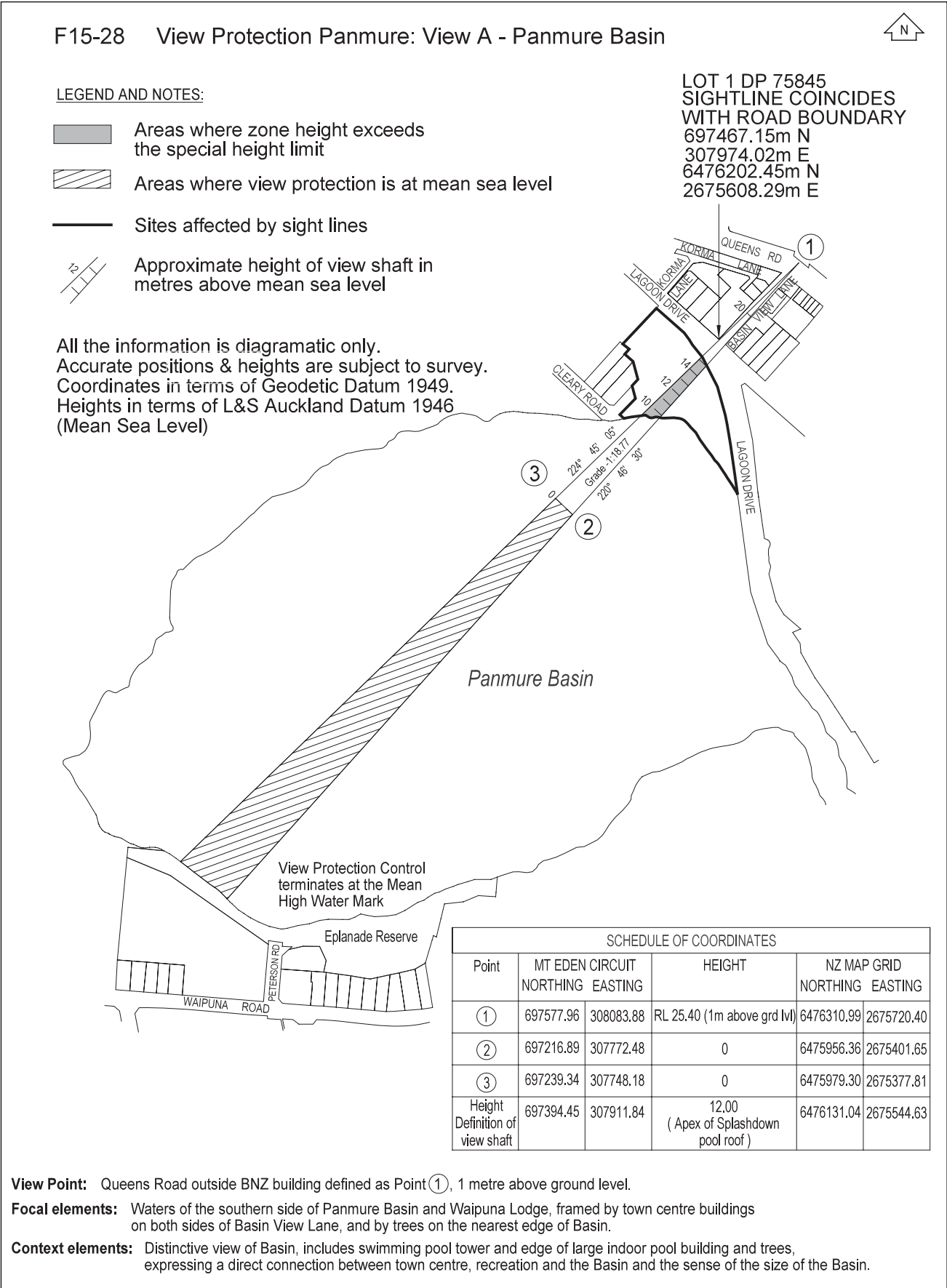


Part H: Amendment to appendix C of the planning maps

1. Insert the following into APPENDIX C - CONTENTS following "E05-29
Sightlines to Volcanic Cones"
"F15-28 View Protection - Panmure"
2. Amend Overview Diagram - View Protection Controls to show Panmure views as follows:







3. Insert the following three diagrams appropriately into Appendix C :



F15-28 View Protection Panmure: View B - Panmure Basin

LEGEND AND NOTES:

-  Areas where zone height exceeds the special height limit
-  Areas where view protection is at mean sea level
-  Sites affected by sight lines
-  Approximate height of view shaft in metres above mean sea level

SCHEDULE OF COORDINATES					
Point	MT EDEN CIRCUIT		HEIGHT	NZ MAP GRID	
	NORTHING	EASTING		NORTHING	EASTING
①	697868.33	308032.89	38.10 (1m above ground level)	6476602.36	2675675.37
②	696774.53	307758.83	0	6475514.34	2675378.93
③	696790.28	307702.75	0	6475531.24	2675323.18
Height Definition of view shaft	697591.88	307963.63	28.47 (Parapet of building)	6476327.37	2675600.45

All the information is diagrammatic only.
 Accurate positions & heights are subject to survey.
 Coordinates in terms of Geodetic Datum 1949.
 Heights in terms of L&S Auckland Datum 1946
 (Mean Sea Level)

Inset

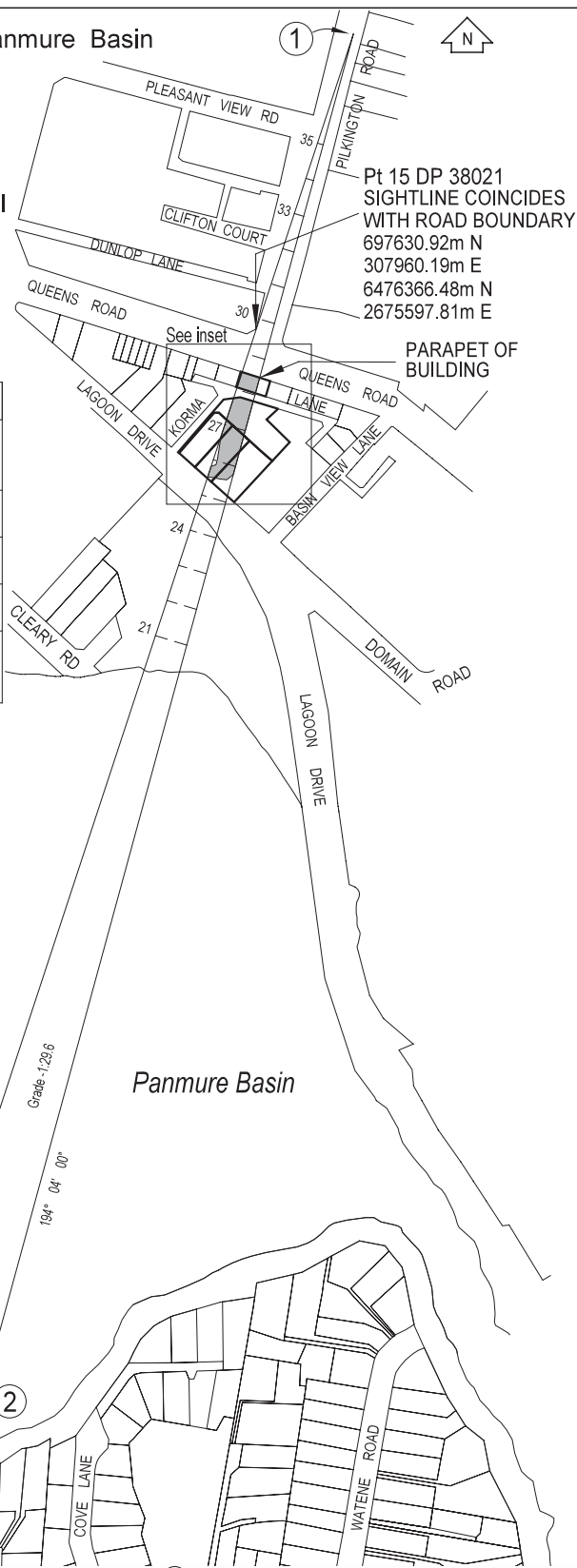


View Protection Control terminates at the Mean High Water Mark

View Point: At kerb in front of 27 Pilkington Road, 1 metre above ground level defined as Point 1

Focal elements: Waters of the Basin and its far side, from residential context, across town centre.

Context elements: Distinctive view of Basin, strongly directed by Pilkington Road and framed by street trees and commercial buildings, connecting residential area and town centre to the Basin as a key element of the area's sense of place.



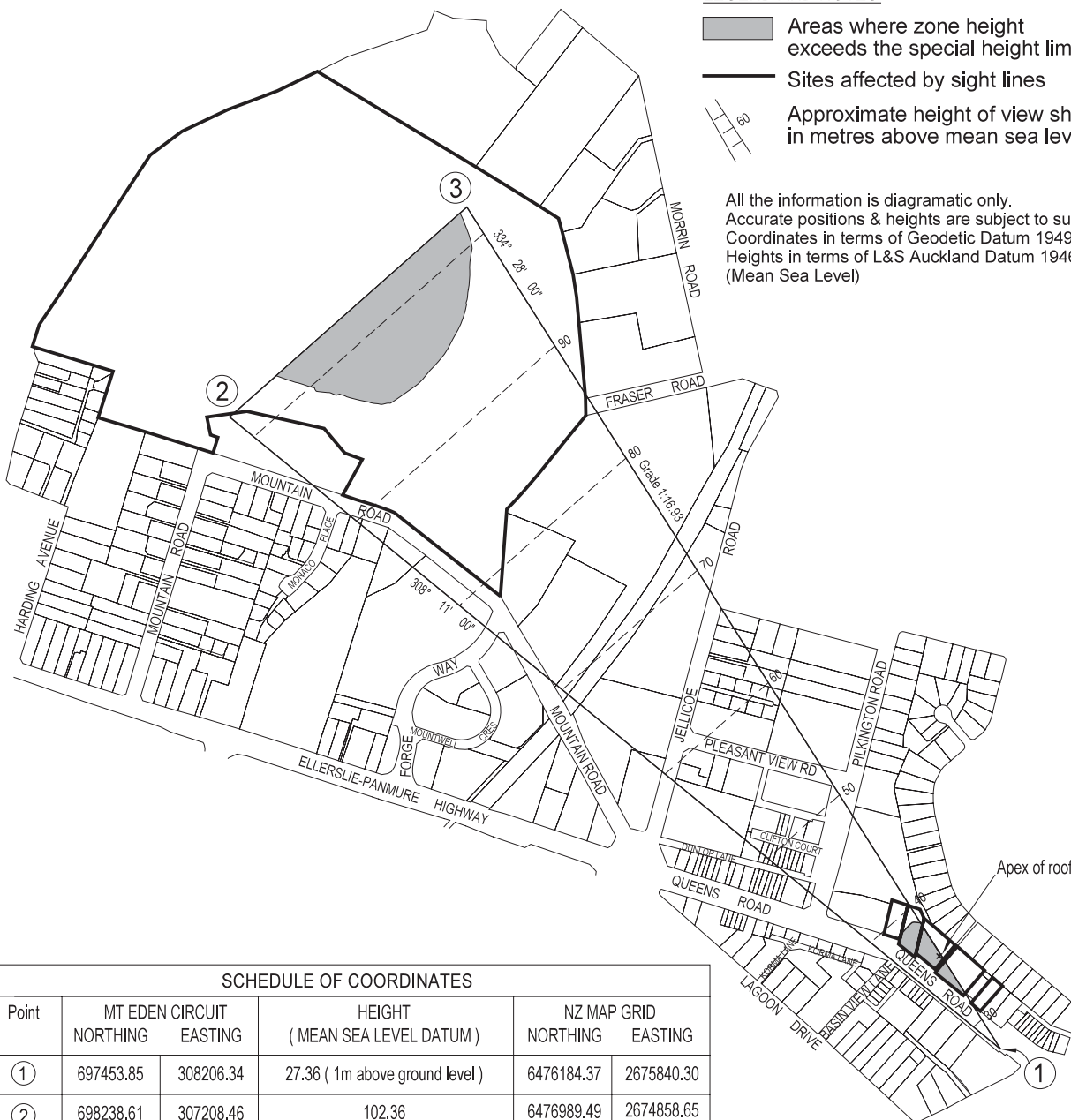
F15-28 View Protection Panmure: View C - Maungarei, Mt Wellington



LEGEND AND NOTES:

- Areas where zone height exceeds the special height limit
- Sites affected by sight lines
- Approximate height of view shaft in metres above mean sea level

All the information is diagrammatic only.
 Accurate positions & heights are subject to survey.
 Coordinates in terms of Geodetic Datum 1949.
 Heights in terms of L&S Auckland Datum 1946
 (Mean Sea Level)



SCHEDULE OF COORDINATES

Point	MT EDEN CIRCUIT		HEIGHT (MEAN SEA LEVEL DATUM)	NZ MAP GRID	
	NORTHING	EASTING		NORTHING	EASTING
①	697453.85	308206.34	27.36 (1m above ground level)	6476184.37	2675840.30
②	698238.61	307208.46	102.36	6476989.49	2674858.65
③	698512.05	307505.03	102.36	6477256.81	2675160.78
Height Definition of view shaft	697570.60	308125.80	35.74 (Apex of roof)	6476302.77	2675762.17

View Point: Queens Road footpath outside Panmure Hotel approximately 55 metres from corner of Domain Road defined as Point 1

Focal elements: Eastern side of Maungarei / Mt Wellington and profile including pine trees on south side, viewed along Queens Road and above town centre buildings.

Context elements: Shows complete form of cone with a clear profile against the sky. Reinforces urban identity of the centre by contrasting town centre and major natural feature of the area. Reinforces the heritage link between the early settlement of Panmure and the mountain.