

# Auckland City Operative District Plan (Isthmus 1999)

## Plan modification no. 145 : plan change incorporating variation 145A

under Section 73 of the Resource Management Act 1991

Operative date: 8th May 2009

File no.314/209145

### Part A: Amendment to planning map no. 2 sheet no. B15, C15

Add the notation  to the land shown

File No. 209145

Ward: Eastern Bays

Scale: 1:3000



**Part B: AMENDMENT TO APPENDIX A OF THE PLANNING MAPS**

Insert the following:

“B15-12 St Heliers Village Centre Plan (Refer to Appendix B)”

**Part C: AMENDMENT TO APPENDIX B OF THE PLANNING MAPS**

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

**B15-12 St Heliers Village Centre Plan****A. INTRODUCTION****1. Background**

St Heliers is strongly defined by its relationship to the bay and beachfront, the Hauraki Gulf, Rangitoto Island and Tamaki Drive. These features have influenced the development of the commercial and residential activities. The St Heliers village (the commercial centre) is focused around St Heliers Bay Road and the waterfront. It has a significant number of buildings from the 1920's and 30's period, together with a very small number from 1860 to 1920, as well as a mix of more recently developed buildings. The character of St Heliers village is derived from a combination of this natural setting, the pattern of subdivision and roads, and the role these buildings play in defining the character and scale of the village.

The centre plan focuses on the existing commercial centre and recognises the particular factors that give it and its immediate environs its unique character. The centre plan contains measures that are designed to maintain and enhance the character of the St Heliers village and to promote its amenity values. The provisions recognise that while parts of St Heliers village have historic importance, its other intrinsic or character qualities are also worthy of retention and enhancement.

**2. Character Definition**

The character of a place is determined by a complex interplay between a range of factors including: topography; geology; climatic conditions; natural vegetation patterns; urban structure; mix and distribution of activities; pattern of built development; social and cultural associations with a place. Understanding the relationship between these different factors is complex but important in understanding the character values of a place.

The centre plan identifies the various elements which come together at St Heliers to create a distinctive place. By understanding how these elements contribute to form the physical environment, future development can be guided in a way that responds to and enhances the collective character of the centre. A description of the various elements that contribute to St Heliers' character follows:

- History;
- Landscape;
- Urban structure;
- Streetscape; and
- Built environment.

*History*

Te Pani-o-Horoiwi (Achilles Point) and Karaka Bay are of historic significance to the Auckland Region. The headland around the present Glover Park was fortified and formed part of a network

of fortified pa that protected the navigable passages within the Hauraki Gulf. Karaka Bay was one of the locations around the country chosen for the signing of the Treaty of Waitangi.

The first auction of large blocks of land from the recently surveyed Ngati Paoa Tamaki Block took place in 1842 and St Heliers began as a number of settler farms. In the early 1880s farmland was subdivided in order to develop a 'model' seaside suburb of Auckland. With the completion of the wharf in 1882 St Heliers was initially popular as a holiday destination. Improved bus services affected the ferry services profitability and contributed to the wharf being demolished in 1930. With the opening of Tamaki Drive in 1931 the rate of growth accelerated further, and the village centre provided most services, supplies and entertainment for the surrounding community.

The urban structure and street pattern of St Heliers was based on a planned seaside settlement which has resulted in the existing grid with streets running perpendicular to Tamaki Drive and the waterfront and is a distinctive feature of this centre. The centre retains a range of building types from different periods which provide evidence of the historic development of the centre and how it has changed over time.

### *Landscape*

St Heliers Bay is the eastern-most bay of a repeated pattern of small beaches separated by headlands and cliffs, forming a scalloped profile along Tamaki Drive. The bay lies between the prominent Waitemata Sandstone cliffs at Ladies Bay to the east, and the headland to the west at Kohimarama. The town centre forms the seafront focus of St Heliers Bay and is orientated towards its coastal setting. It is located on flat land set at the base of a small topographic amphitheatre, surrounded by residential development on the land sloping upwards to the south. The surrounding residential development has views of the village, the Waitemata Harbour and beyond. The large expanse of Vellenoweth Green, two large Moreton Bay Fig trees and the beach reserve along Tamaki Drive define the western entrance to the centre. Beyond Turua the land rises towards Achilles Point marking the eastern end of the centre.

### *Urban Structure*

The urban structure of St Heliers is based on the intersection of Tamaki Drive and St Heliers Bay Road at the waterfront and the fact that only these two roads connect continuously with the centre's hinterland. This explains the existing structure of primary and secondary commercial frontages and differentiation of character within St Heliers.

The grid street network in its amphitheatre setting, adjacent to a large open space and foreshore, defines the seaside village character of the town centre. The grid is modified and distorted inland as the topography becomes more elevated. Tamaki Drive stretches along the coastline, and the open space, harbour views form an important component of the character of the scenic entrance to the centre from the west. The retail precinct has a suburban character and is a compact, mixed use, pedestrian orientated centre. There is a wide variety of commercial, retail, restaurant/café premises as well as community facilities such as the St Heliers Community Library, the War Memorial Hall and police station. There is generally an integrated relationship between the village centre and the residential neighbourhood and the village has developed as an integral feature of the area.

### *Streetscape*

The streetscape is the public realm from which we experience the character and amenity of a place. It is considered that there is generally a good relationship between the public and private realms on St Heliers Bay Road. With adequate sidewalks and continuous building frontages where windows, doors and verandahs are orientated towards the sidewalk forming a continuous street wall. The public realm on adjacent streets contrasts with the core area due to the lack of continuous frontage, set back of residential buildings and increased vehicle crossings for residential uses. The public realm along Tamaki Drive is defined by the relationship between the

urban and coastal edges of the street. The distinctive Moreton Bay fig trees, Vellenoweth Green and residential and commercial development on the southern side of Tamaki Drive complement the seaside character along the water's edge. The point at which St Heliers Bay Road and Tamaki Drive intersect creates a focal point for the village.

### *Built Environment*

St Heliers Bay road and Tamaki Drive are streets characterised by continuity of retail frontages, while others are characterised by a greater mix of use and building typology. Both these areas combine to establish the overall character of the centre, while each has different and distinctive character elements.

The built environment at St Heliers is characterised by a diverse range of building types and styles. The pattern of commercial development has been strongly influenced by the transport patterns to and from the bay. Early buildings were of small-scale domestic type construction. The 1920's and 1930's established the pattern of development and architectural form and it is this basic configuration that remains today, although some key buildings have been demolished and others altered. The scale of buildings is generally small, with one or two storeyed buildings on smaller lots. A few taller buildings exist, which are noticeably higher than the predominantly one and two storey buildings. Some of the single story buildings have feature parapets that strengthen the streets vertical element. Where larger development has occurred in the 1920's and 1930's the facades have been articulated to give the appearance of individual smaller scale buildings. The majority of older buildings have pitched roofs and this contributes to the character of the built environment, especially when viewed from the surrounding residential properties. The character and scale of the surviving early buildings establish a seaside character that is a primary asset of St Heliers.

The seaside location and lifestyle has resulted in an overall built pattern that connects the public and private realms. An important built feature is the way public streets and private development meet at the common boundary to create "in-between" spaces, such as porches, verandahs, terraces and courtyards that support the seaside lifestyle.

### **3. Centre Plan Approach**

The centre plan utilises controls that seek to retain and enhance the character of St Heliers. Based on an understanding of the historic development and analysis of the urban character of St Heliers village, the elements which contribute to character of the different street environments have been identified.

Surviving early buildings in the centre are an important asset. Sympathetic development will provide a high quality, authentic identity by reinforcing the village's unique qualities in each of the character dimensions. The intention is not to 'freeze' the built environment. It is proposed that having defined the elements that give particular character to the area that change can be managed to protect the distinctive character of the village. Innovative and congruent development likely to add to the attributes of St Heliers village will be encouraged under such a regime.

Although centre plans are usually applied to business centres zoned Business 2 or 3, the District Plan provides for the inclusion of land with other zoning's where such land forms part of the identified business centre. The area covered by the St Heliers centre plan is set out on the attached map and includes land zoned Business 2 and Residential 6b. The inclusion of the residential zoned sites acknowledges the important part in St Heliers village's commercial area these buildings play. The residential zoned sites contribute to the mixed-use environment of the village.

The Residential 6b zone is a medium intensity residential zone and has reasonable access to open space, leisure, transport and business areas. A wider range of activities is permitted than in lower density zones and greater height and bulk of building is envisaged. In St Heliers village there are

several sites zoned Residential 6b located on Polygon Road. Currently, these sites are principally used for non-residential purposes.

#### **4. Traffic and Parking**

Tamaki Drive is part of the scenic route that extends eastwards from Auckland's central business district. It is a popular tourist route and is used extensively by cyclists, joggers, roller-bladers and other recreational users. The demand for parking generally falls into three broad categories: residential, commuter and visitor (comprising shoppers, tourists, visiting business people etc). Each group has unique parking requirements. Consequently, traffic and parking conditions vary considerably throughout the year depending on the season, the time of day and weather conditions.

As with other traditional commercial areas throughout Auckland, much of St Heliers was developed before cars were widely used, so many established commercial premises do not provide on-site car parking. This places pressure on the available on-street parking. Feedback from the community indicates that parking is considered a problem in St Heliers, because most of the available parking spaces in the commercial area are often occupied. This inconvenience may deter shoppers and others from visiting the area and prevent local businesses from achieving their full potential. At times there is difficulty when delivery vehicles double-park to deliver goods and prevent vehicles from travelling freely through the village area.

Pedestrian access to and around the village is currently functional with footpaths of reasonable width and condition. However, there is conflict between the location of pedestrian crossings on both Tamaki Drive and St Heliers Bay Road and vehicular traffic. Feedback from the community also raised concerns regarding the location of bus stops adjacent to café/restaurant establishments with outdoor dining.

To address these concerns a parking plan is being developed for St Heliers. This will develop short and long term strategies to address the traffic and carparking concerns for St Heliers.

The centre plan provides for an exemption from the required parking spaces in certain circumstances to retain and encourage the continuity of retail frontages.

#### **5. Open Space**

Open space is an important part of the fabric of St Heliers. It has many layers – parks, reserves, streets, beaches and trees. While these controls seek to maintain and enhance the character of St Heliers village, it is acknowledged that the design and appearance of works within open space will affect its character. Therefore, the Council will promote works within the open space, both adjacent to and within the centre plan area, that are sympathetic to the aim of the St Heliers centre plan.

#### **6. Activity Provisions and Development Controls**

Unless specifically stated the provisions of the St Heliers centre plan are in addition to the existing District Plan controls for the sites within the centre plan. However, some controls, such as parking exemptions, supersede standard controls.

For those properties zoned Residential 6b the activity provisions contained in this centre plan are in addition to those contained within section 7 of the District Plan.

Sites fronting parts of St Heliers Bay Road, Tamaki Drive, Turua and Maheke Streets and Polygon Road are affected by both the Retail Frontage and Verandah controls under 8.8.1.3 A and B of the District Plan. Parts of the centre plan are also subject to Tamaki Drive Scenic Way provisions in section 5C.7.7 and the coastal management area provisions in section 5B.7 of the District Plan.

The District Plan denotes Tamaki Drive west of St Heliers Bay Road as a district arterial road. East of St Heliers Bay Road, Tamaki Drive is a collector road. St Heliers Bay Road is also a district arterial road. Maheke and Turua Streets and Polygon Road are local roads.

## 7. Designations

Existing designations within the centre plan area are detailed in Appendix A and B to the District Plan Planning Maps. The area of the centre plan contains a designated site on Polygon Road. This item is indicated on the District Plan planning maps and is detailed in Appendix B to the District Plan.

- Council reference: C15-07 - Council Carpark, Polygon Road.

## 8. Scheduled Items

The centre plan area contains one scheduled building, the St Heliers Community Library located on the corner of Polygon and St Heliers Bay Roads. This item is indicated on the District Plan Planning Maps and is detailed in Appendix A to the District Plan.

- Council reference: C15-11 – Building Scheduled for Protection

These items are subject to the rules contained in Part 5C – Heritage of the District Plan that override the provisions contained in the centre plan.

## 9. Signs

All signs shall comply with the Auckland City Council Signs Bylaw 2007. The area covered by the St Heliers centre plan is a '*special character area*' for the purpose of administering the provisions relating to signs in the bylaw.

Signs should be at a scale and design that does not visually dominate or detract from the visual amenity of the Centre. The design and placement of signage, particularly above verandah level, should not conceal architectural detail and should sensibly relate to the proportions and architectural style of the building façade. Signage should not be painted directly onto building façades, unless there is precedent on individual buildings for this. Signs should also be to a human scale and orientated to pedestrians, being visible at street level.

For the purpose of this centre plan, the use of the word 'alterations' does not include signs.

The Auckland City Council Billboards Bylaw 2007 currently does not provide for billboards in the Business 2, or Residential 6b zone.

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

## B. ACTIVITIES

### 1. Activities

The following table outlines the activities provided for in the centre plan area

Activities	Activity status
Demolition or removal of buildings where resource consent has been granted for a replacement building	C
Demolition or removal of buildings where resource consent for a replacement building has not been granted	D

Construction and/or relocation of new buildings	RD*
External alterations and additions to existing buildings (except for their redecoration, maintenance or repair)	RD*
Redecoration, maintenance, repair and internal alterations to existing buildings	P
Development of the site at Pt 24 & 25 BLK DP 410 CT NA623/103 (448m <sup>2</sup> ) and PT 24 & 25 BLK DP410 CT NA 624/111 (465m <sup>2</sup> ) which exceeds the Frontage Set Back Control C1 in the centre plan	RD*
External alterations and additions to existing buildings and new buildings zoned Business 2 which exceed the Frontage Set Back Control C1 in the centre plan.	RD**

- Those activities marked with a \* are restricted discretionary activities (refer to clause 4.3.2.6 RESTRICTED DISCRETIONARY ACTIVITIES for public notification and service requirements)
- Those activities marked with a \*\* are restricted discretionary activities but are subject to the normal requirements for notification in accordance with the relevant sections of the RMA.

## 2. Conditions for demolition of Buildings as Controlled Activities

Conditions will be imposed on resource consent for demolition of buildings:

- to link timing of demolition with commencement of replacement building on the site;
- to provide for the management of the condition of the site between demolition and commencement of the replacement building. This condition may include requirements with respect to prevention of dust nuisance, safety and visual amenity.

## 3. Criteria for assessing applications for resource consent and limits to discretion for restricted discretionary activities

In considering an application for a resource consent, the Council will have regard to Part 4 of the District Plan, General Provisions and Procedures, and assess the application against the following matters. The Council's discretion with respect to activities to which clauses 3.1, 3.3 and 3.4 refer is restricted in each case to the matters set out in those assessment criteria, and where development control modification is required the matters set out in clause 4.3.1.2B.

### 3.1 Assessment criteria for alterations and additions to existing buildings

- The extent to which the additions and alterations maintain the integrity of existing buildings on the site. In particular, consideration should be given to the overall building footprint, form, mass, scale, proportions, its relationship to the street and its overall contribution to the St Heliers centre character;
- The extent to which detailed design features are compatible with key architectural features of the existing building;
- The extent to which materials and colours are compatible with the existing building;
- The extent to which the design of verandahs is compatible with the architectural form of existing or surrounding buildings.

### 3.2 Assessment criteria for the demolition or removal of buildings as Discretionary Activities

- a) The extent to which the particular attributes of the building contributes to the character of the village. (Refer to the character definition under section A.2. Character definition).
- b) The building's structural or physical condition and whether rehabilitation of it is economically feasible.

### **3.3 Assessment criteria for new development**

- a) The extent to which the new building responds to the elements that contribute to the character of St Heliers having regard to:
  - The contribution any existing building on the site previously made to the character of St Heliers;
  - Where within the centre plan area the site is located.

In relation to the above, refer to the character definition (under section A.2. Character Definition).

- b) The extent to which site development responds to features of the surrounding context including: topography, streetscape character, scale and pattern of the public/private interface.
- c) On site parking and vehicle circulation areas should not visually dominate views of the site from the surrounding public realm;
- d) For development across two or more sites, whether the sites are amalgamated or not, the extent to which:
  - The clarity of the rectilinear grid structure is maintained or enhanced;
  - The number, variety, scale and quality of public spaces (streets, lanes, alleys, squares and/or parks) are maintained or enhanced;
  - Pedestrian permeability and comfort is maintained or enhanced;
  - The configuration of development and building design has regard to the existing or original street subdivision pattern and the extent to which buildings are articulated to avoid potential adverse effects of scale and bulk.
  - The visual interest at street level is maintained in order to enhance the pedestrian amenity of the street environment. Buildings should be designed to front streets, concentrating main entrances and windows on frontages facing the street.
- e) The extent to which the development incorporates any recessed street frontages to create transitional open spaces for outdoor dining, seating, planting or other uses where appropriate;
- f) The extent to which building elevations are modulated with vertical elements (such as structural bays and windows), and horizontal elements (such as verandahs, cornice and parapet lines). Blank walls visible from surrounding streets should be avoided where possible;
- g) The extent to which the scale of proposed building elements is compatible with that of existing buildings in the vicinity. In particular, where a proposed building is higher than an existing adjoining building to reduce the dominance of upper levels, consideration shall be given to differentiating upper storeys from lower storeys. For example, this can be achieved

by setback from the frontage, by change of building form, by change of building materials/colour or by other appropriate design variation.

- h) The extent to which the roof design maintains or contributes to the varied roofscape of the centre as viewed from the surrounding residential area.
- i) The extent to which rooftop projections including towers, chimneys, lift towers, machinery rooms, air conditioning equipment, ventilation ducts and equipment, or water towers are integrated in an architecturally attractive manner as part of the overall design of the building.
- j) In addition to the above, the extent to which the building addresses the topographical difference between Polygon Street and Turua Street at the south eastern end where these streets intersect and Polygon Street sits at a higher level than the lower generally flat plane facing St Heliers Bay. The building could sit higher at the Polygon Street level and follow a reducing height towards the north.

### **3.4 Assessment criteria for new development (including additions and alterations to existing buildings) where the centre plan frontage setback control is exceeded**

- a) Where the proposed development exceeds the frontage setback control the extent to which the upper levels of the proposed building are differentiated from the lower levels generally at the 8.5m frontage.
- b) The extent to which the building addresses the spatial relationship of the built form to the street and the location and context of the site and building within the centre plan.
- c) The extent to which the upper levels of the building are set back from the street frontage and articulated so as to avoid dominance of the upper levels and to maintain the characteristic open aspect ratio of built form to the street.
- d) The extent to which the building design offers a visually 'light' upper level structure.

#### **Explanation**

*The various attributes of the buildings, their settings and respective land uses of St Heliers village are features that create lively, people-friendly streets. Buildings that have a human scale due to appropriate building bulk, mass, and scale enhance this attribute. Some buildings contribute to the Centre's character through their historical associations. It is important that developments respond to key features that contribute to the character of St Heliers (as described in Section A.2.) in a sympathetic manner and foster the existing sense of human, resulting in a cohesive and attractive streetscape and overall village character.*

*New buildings should be designed and finished in a way that contributes to the specifically identified character of the Centre while still allowing for innovation in design. It is acknowledged that innovative design can add to the uniqueness of 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.*

*It is recognised that there is the possibility of amalgamation and comprehensive redevelopment of multiple sites within the centre plan area. Development of such larger sites requires wider urban design considerations, such as the provisions of open space and pedestrian permeability.*

#### **4. Installation, operation and maintenance of antennas, aerials, mechanical and electrical devices on buildings within the centre plan area/town centre area**

**Note:** These provisions do not apply to the installation of any radio or television antenna for residential purposes.

A. The installation, operation and maintenance of any antenna, aerial, mechanical or electrical device on an existing building is a permitted activity, provided that:

- i) The antenna, aerial, mechanical or electrical device is not visible when viewed from street level from any part of any road which is located within the centre plan or character overlay, for example, 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; or
- ii) The antenna, aerial, mechanical or electrical device meets the following standards:
  - There shall be a maximum of three such devices on any one building; and
  - The antenna, aerial, mechanical or electrical device shall have a maximum height (including mounts and supporting structures) of 1.95m; and
  - The maximum area of any face of the antenna, aerial, mechanical or electrical device shall not exceed 0.5m<sup>2</sup>; and
  - The antenna, aerial, mechanical or electrical device shall be attached to the building in such a way that it is no higher than that part of the building directly behind the device as observed from street level within the centre plan; and
  - The antenna, aerial, mechanical or electrical device shall be colour matched to that part of the building to which it is attached; or
- iii) Where an antenna, aerial, mechanical or electrical device is attached to the front facade of a building the following standards shall apply in addition to the requirements of 4.A(ii):
  - the antenna, aerial, mechanical or electrical device shall have a maximum horizontal projection out from the front facade of the building of 450mm; and
  - Notwithstanding the maximum area and height provisions of 4.A(ii), the maximum width and height of any antenna, aerial, mechanical or electrical device shall be 350mm; and
  - The antenna, aerial, mechanical or electrical device shall be located above verandah height, or where there is no verandah, above the height of the main windows facing the street; and
  - There shall be a maximum of three such devices on a building.

**Notes:**

- Electrical devices do not include lighting.
- For the avoidance of doubt, devices which fall within clause 4.A(i) are not subject to the requirements of clause 4.A(ii) and (iii).
- Where any antenna, aerial, mechanical or electrical device is covered for the purpose of complying with clause 4.A, the covers are not an external alteration or addition for the purposes of clause Rule 5C.7.10.3(2.0)(A).

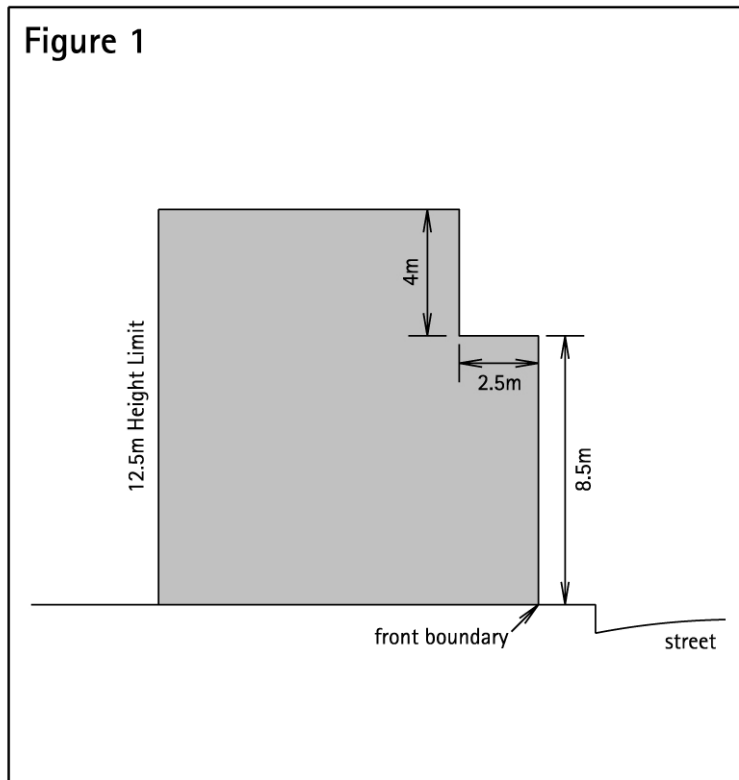
B. The installation operation and maintenance of any antenna, aerial, mechanical or electrical device on an existing building and that which does not meet the permitted standards set out in clauses 4. A(i), (ii) and (iii) above is a restricted discretionary activity.

In considering an application for a restricted discretionary activity under clause 4.B, the Council will have regard to the extent to which the application meets the permitted activity standards set out in clause 4.A(i), (ii), and (iii) above and the Telecommunications Design Guidelines (contained within Appendix 11 to the Plan).

## **C. DEVELOPMENT CONTROLS**

### **1. Frontage setback control**

No building shall exceed a height of 8.5m above ground level (measured at the front boundary of the site) for a distance of 2.5m in depth (measured from the front boundary of the site). Refer to Figure 1.

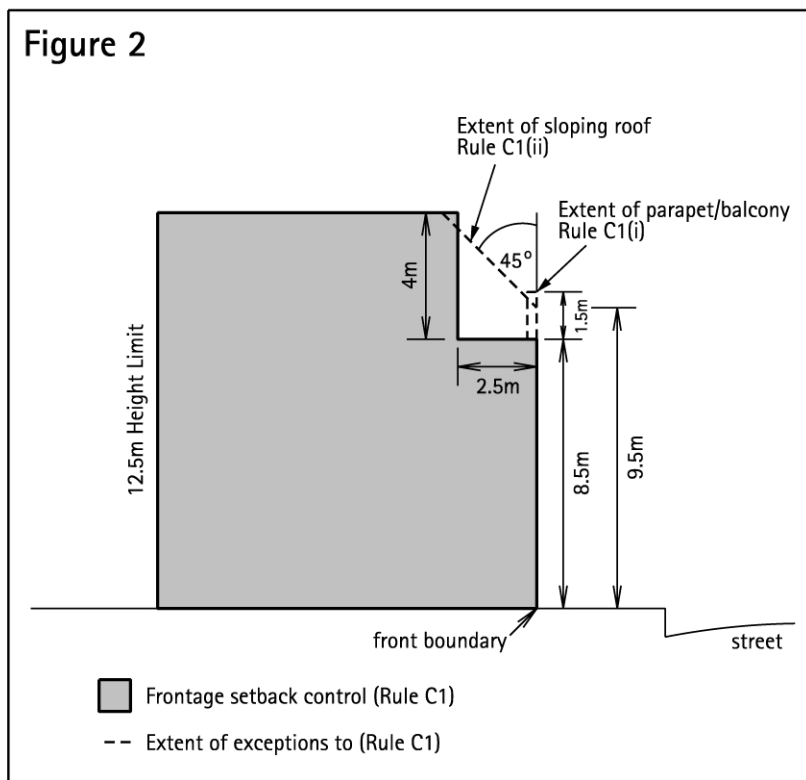


Exceptions to development control C.1.

The following are permitted activities:

- (i) The construction of a balcony or parapet that penetrates the frontage setback control by no more than 1.5 metres.
- (ii) The construction of a sloping roof that penetrates the frontage setback control at an angle no greater than 45 degrees commencing no higher than 9.5m on the frontage.

Refer to Figure 2 for an explanation of the exceptions to development control C.1.



Provided that:

- a) In the case of the development of the sites at Pt 24 & 25 BLK DP410 CT NA623/103 (448m<sup>2</sup>) and PT 24 & 25 BLK DP 410 CT NA 624/111 (465m<sup>2</sup>), development which exceeds the above frontage setback control is provided for as a restricted discretionary activity (activity table B) and will be assessed against the assessment criteria for new buildings and particularly criterion 3.3(j).
- b) Discretion is provided in certain circumstances to exceed the setback control as a restricted discretionary activity provided for in activity table B and the relevant assessment criteria.

## **2. Access and parking**

### **2.1 Vehicle crossings**

No new vehicle crossing shall be permitted to sites within the centre plan area zoned business 2 that front Tamaki Drive, St Heliers Bay Road and the north side of Polygon Road between Maheke Street and St Heliers Bay Road.

No new vehicle crossing shall be permitted to sites within the centre plan area zoned Business 2 that front Maheke Street, Turua Street and the north side of Polygon Road between St Heliers Bay Road and Lombard Street where vehicular access to such a site for parking and loading is available by other means, such as rear service lanes, right of ways or from side roads.

#### **Explanation**

*Vehicle crossings may interfere with the movement of pedestrians and detract from the continuity of retail frontage. For sites zoned Business 2 that front Tamaki Drive, St Heliers bay Road and the north side of Polygon Road between Maheke Street and St Heliers Bay Road new vehicle crossings are not encouraged regardless of whether access is available by other means. For other sites new vehicle crossing are discouraged where vehicle access is available by other means.*

### **2.2 Location of parking and loading areas/spaces**

On all sites included in the Centre Plan, parking and loading spaces (including surface parking lots and carparking buildings) shall not front Tamaki Drive, St Heliers Bay Road, Turua Street, Polygon Road, or Maheke Street.

#### **Explanation**

*On-site carparking that fronts the streets that form part of the centre plan area should be avoided so that it does not dominate views of the site from the public realm.*

### **2.3 Parking exemption**

All sites having frontage to Tamaki Drive, St Heliers Bay Road or the north side of Polygon Road between Maheke Street and St Heliers Bay Road, with an overall site area of less than 900m<sup>2</sup> are exempt from on-site parking requirements of the District Plan. This exemption does not apply to any residential component of the development.

For the avoidance of doubt this exemption does not apply to sites which have frontage to Polygon Road other than between Maheke Street and St Heliers Bay Road, and between St Heliers Bay Road and Turua Street. It does apply to sites located on the corner of Tamaki Drive and St Heliers Bay Road.

When assessing the car parking requirements for the residential component of the development the following assessment criteria will apply in addition to those in Part 12:

a) In lieu of providing the required parking on the subject site, consideration will be given to the ability of the applicant to provide the required car parks on another site within the vicinity of the subject site.

**Explanation**

*Continuity of retail frontage to Tamaki Drive, St Heliers Bay Road and the north side of Polygon Road between Maheke Street and St Heliers Bay Road, is an important outcome that should not be compromised by the requirement to provide parking and access thereto on every site fronting these primary activity streets. However, it is acknowledged that there is potential for a comprehensive development to occur which may generate considerable parking demand. The benefits of providing an exemption for on-site parking, such as continuity of retail frontage, should be carefully considered against the impact of greater demand for off-site parking.*