

Chapter 17.13 — Mangere Gateway Heritage Area

[AM109]

This chapter is introduced by Plan Change 14 – Mangere Gateway Heritage Area which is Operative in Part. Provisions which are subject to appeal are shown in grey and annotated with the appeal number.

17.13.1 Introduction

17.13.1.1 Area Description

The “Mangere Gateway Heritage Area” comprises land lying generally north of the northern runway of the Auckland International Airport and west of George Bolt Memorial Drive and Kirkbride Road (see Figure 17.1). It is currently mainly rural land, but it also contains important resources such as the Makaurau Marae and papakainga area, and the Otuataua Stonefields Historic Reserve.

The area has significance extending over hundreds of years as a centre of food gathering and production. Local iwi fished from the harbour, harvested shellfish, grew crops of kumara in the high quality volcanic soils, and lengthened the growing season using volcanic rock gardens to heat the soils and increase drainage.

As well as its important history as a food production resource, the area contains significant natural, cultural and building heritage resources, and public open space and social resources. They include the following:

- The Manukau Harbour and views to the Manukau Heads;
- Makaurau Marae and papakainga area;
- The Otuataua Stonefields Historic Reserve which is a waahi tapu site and includes archaeological remains of pre European Maori settlement and early European dry-stone walls. The reserve also contains remnants of mature coastal forest and a rare native cucumber species;
- The recently restored Oruarangi Creek with ablution block, carparking facilities and all tide boat ramp at the mouth of the creek;
- Three landing reserves (haupapa) along Oruarangi Creek;
- Location of early Mission site where Kingitanga movement originated from adjacent to coast south of Ihumatao Road;
- The remains of Maungataketake (Ellett’s Mountain) and Otuataua Mountain;
- The buried Kauri forest at the end of Renton Road;
- The newly restored Manukau Harbour coastline which includes seven new beaches adjacent to the Otuataua Stonefields,
- Bird hides introduced into the restored coastline for birdwatching of rare migratory birds;
- Public walkway along the restored coastline extending from Ambury Farm Park to the Otuataua Stonefields and along the southern coast of Puketutu Island;
- Te Araroa – the walkway that extends from Cape Reinga to Bluff enters Manukau City over the old Mangere Bridge and then follows the walking component of the Mangere Gateway Heritage Route along Kiwi Esplanade, through Ambury Regional Park, along Watercare’s

coastal walkway, then through Otuataua Stonefields Historic Reserve and Oruarangi and Ihumatao Roads before heading to Auckland International Airport and into Manukau City alongside the Puhinui Stream;

- The historic house on Oruarangi Road – scheduled item 92 in the Manukau Operative District Plan;
- Paul Homestead on Oruarangi Road – scheduled item 78 in Manukau Operative District Plan;
- Rennie Homestead on Oruarangi Road – scheduled item 73 in the Manukau Operative District Plan; and
- Puketutu Island, Ambury Farm Park, Mangere Mountain and visitor centre, and Mangere Esplanade reserve with its geological ‘aa’ lava feature nearby.

These resources create a unique character and identity for this area, and justify a specialised approach to its future sustainable management.

The Mangere Gateway Heritage Area comprises:-

- Approximately 216ha hectares of land zoned Mangere Gateway Business Zone, in two parts – one a strip of land running along the western side of Kirkbride Road north of Ascot Road, and the other on the southern side of Oruarangi Creek, extending westwards to Oruarangi Road;
- approximately 76 hectares of land zoned Mangere Puhinui Rural, to the south of Ihumatao Road west of its intersection with Oruarangi Road (Note: some of this area may be reconsidered in a later plan change);
- approximately 52 hectares of land zoned Mangere Puhinui Rural and designated for acquisition as Public Open Space, including and around the Otuataua Stonefields Historic Reserve and generally north and west of Ihumatao Road and Oruarangi Road; (ENV-2009-AKL-502/505, ENV-2010-AKL-031)
- land zoned Airport Zone that lies just south of the Mangere Gateway Business Zone, and that is within the northern part of the Auckland International Airport designation (Designation 231).

The Council has identified a “Mangere Gateway Heritage Route”, part of which runs through the Mangere Gateway Heritage Area (see Figures 17.1 and 17.2). The entire Route runs from Auckland International Airport north along George Bolt Memorial Drive, left into Ihumatao Road (which is to be realigned), runs alongside Oruarangi Creek, turns right into Oruarangi Road, through Ihumatao Papakainga, left into both Greenwood Road and Kirkbride Road, to Creamery Road and then further along Kirkbride Road towards Ambury Regional Park, Kiwi Esplanade, Mangere Bridge township and Mangere Mountain.

The Mangere Gateway Heritage Route is intended as a heritage-focused visitor experience designed to link and promote the natural and cultural heritage resources of the Mangere area. While it adjoins what will become a major business area, the Route is not intended to carry a significant amount of heavy vehicle traffic (except buses). Rather, the Route is designed to attract residents of the Auckland region, and to capitalise on the area’s proximity to Auckland International Airport for national and international visitors. It is also intended to provide enhanced recreational opportunities for residents of Mangere and Manukau City. For these reasons, the design of the Mangere Gateway Heritage Route and its immediate surroundings needs to achieve high standards of amenity for visitors.

17.13.2 RESOURCE MANAGEMENT ISSUES

The following issues are specific to the Mangere Gateway Heritage Area.

In respect of the Mangere Gateway Business Zone the Issues referred to in Chapter 14 also apply.

Issue

17.13.2.1 Past constraints, including regulatory constraints, are no longer sustainable in parts of the Mangere Gateway Heritage Area.

The Mangere Gateway Heritage Area adjoins developing business land to the north and the Auckland International Airport, including a second runway, to the south. The combination of pressure for urban development, and changes in agricultural activities mean that it is no longer appropriate to protect parts of the area from urban development. There is a city-wide shortage of available business zoned land, particularly suitable land for relatively large scale distribution activities and warehousing. Zoning of part of the land in the area for limited new development within the Mangere Gateway Business Zones provides an opportunity to contribute towards the creation of a distinctive 'gateway' that recognises the existing resources in the area and the already committed further development, specifically within the Auckland International Airport designation.

Issue

17.13.2.2 Urban development has the potential to adversely affect the significant existing cultural, natural and built heritage, public open space and social resources of the Mangere Gateway Heritage Area.

The Mangere Gateway Heritage Area contains significant existing heritage, cultural, public open space, social and natural resources (see the list in 17.13.1.1). This cultural history and these resources need to be recognised, and where appropriate protected and enhanced.

The Ihumatao Papakainga has a separate and distinct identity. Further development in the area surrounding the Papakainga Zone, and in particular any building development adjoining the Papakainga Zone may compromise that identity, and also amenity values within the Papakainga Zone.

The future establishment of urban development:-

- should be separated with an appropriate public open space or rural zoning from the Manukau Harbour coastal margins and the Otutaua Stonefields Historic Reserve;
- should provide a significantly sized public open space interface with the Papakainga Zone;
- should be controlled in respect of the location and scale of development in areas adjoining the Papakainga Zone;
- should be located, designed and managed to respect the natural qualities of the Oruarangi Creek and Waitomokia Creek, including the avoidance of adverse effects on water quality within the Creek ecosystem;
- should be located and designed to enhance the access to existing resources, including the creation of a high quality, consistent landscape, streetscape and building design theme within and alongside the Mangere Gateway Heritage Route;
- should be located to avoid areas of waahi tapu of significance to Maori,

A desk top archaeological review of the area has been undertaken and has found that there are no recorded archaeological sites in the parts of the area which are identified for urban development, although there are some significant sites in the area shown as proposed Public Open Space on the parts of the Manukau Harbour coastline between Renton Road and Ihumatao Road. The Rennie and Paul Homesteads and the Otutaua Stonefields which are within Mangere Gateway Heritage Area, are already protected pursuant to the provisions of the District Plan (reference Mangere Puhinui Rural Zone Review: archaeological appraisal – CFG Heritage Limited November 2005, Mangere Gateway Heritage Report Dr Paul Moon December 2008).

Water quality in the receiving environments of the Creeks and Manukau Harbour needs to be maintained or enhanced. This will need to be a matter carefully addressed through Integrated Catchment Management Planning and through Network Discharge Consent processes.

Issue

17.13.2.3 Urban development has the potential to adversely affect the high landscape and visual amenity values of the Mangere Gateway Heritage Area

Parts of the Mangere Gateway Heritage Area are of a high visual quality with significant landscape values and views. These parts include the Manukau Coast and Oruarangi Creek margins - areas that have undergone significant remediation in recent years. The Otutaua Stonefields Historic Reserve has outstanding remains of Maori agricultural systems and is the last remaining area in the Auckland region in which the record of continuity of settlement over the last 600 to 1000 years is clearly visible on the surface of the land. There are also a number of outstanding and significant volcanic landforms. Rural landscape values include lines of shelter belt planting and open vistas, particularly in the area west of Oruarangi Road.

Landscape assessments conducted within the Mangere Gateway Heritage Area recommended that the areas proposed to be identified for public open space purposes, or maintenance of a rural zoning, had high open space values and high sensitivity to change, whereas other areas, including those identified for urban zoning had low or moderate public open space value and sensitivity to change. The assessment also recommended a number of controls within areas to be zoned for urban purposes such as mechanisms to protect existing farm stone walls and heritage homesteads and controls on building design and minimum levels of site landscaping to maintain a sense of open space (reference Landscape and Visual Assessment of Draft Plan Change Options – Nick Robinson November 2006, Plan Change 14 Mangere Gateway Landscape Assessment Melean Absolum Limited, February 2009).

The existing landscape values need to be recognised through appropriate location and design of development so that landscape values are not compromised.

The visual, noise, odour and traffic effects of business activities in the Mangere Gateway Business Zones need to be carefully controlled and the adverse effects of such development mitigated by imposing strict performance standards coupled with extensive controls over landscaping, site layout and the design and external appearance of buildings. For instance, the existing residential development in Kirkbride Road needs to be recognised by managing the location, external appearance, and screening of buildings in the Mangere Gateway Business Zone (Kirkbride).

The quality of the landscape in the Mangere Gateway Heritage Area is a particular issue due to the location of Auckland International Airport as the main entry and exit point for visitors to the country. The interpretation of the landscape in the area may particularly affect the perceptions of the City and the country by visitors.

The Mangere Heritage Gateway Route is expected to become an important visitor and recreational route. The success of the Mangere Gateway Heritage Route depends in part on providing high amenity values and a high standard of urban design. Plan provisions and non regulatory methods such as agreed design guides are required to ensure that subdivision and land use activities do not affect the amenity, safety and efficiency of the route, and further, that those land use activities are designed in such a way as to ensure that the amenities of those living in and visiting the area are enhanced. The layout of sites, building and parking areas, along with landscaping needs to be managed so as to create a visually attractive and distinctive streetscape consistent with the strategic significance of the route.

Issue

17.13.2.4 17.13.2.4 Urban development has the potential to adversely affect social and cultural values of the Mangere Gateway Heritage Area.

The Mangere Gateway has been occupied for many generations by descendants of the Wai-o-Hua people (particularly Ngati te Ahiwaru and Ngati te Akitai) and to a lesser extent by Ngati te Ata. Over this time these iwi have developed strong ancestral and spiritual associations with the whole area including its

lands, waters and waahi tapu. Ngati te Ahiwaru are based at Makaurau Marae which is within the Mangere Gateway Heritage Area.

New development should recognise the cultural history of the Mangere Gateway Heritage Area by incorporating consideration of that history and the mana of the area in all planning and development processes.

Development may affect the relationship of tangata whenua with sites of ancestral and spiritual significance, particularly through the potential destruction of waahi tapu as a result of development. The Mangere Gateway Heritage Area contains recorded cultural and heritage features including waahi tapu sites, archaeological sites, dry-stone walls and protected buildings. Particular attention needs to be paid to these matters during the land subdivision and development process. Chapter 6 - Heritage also contains objectives, policies and methods, including rules, relating to these matters.

A Social and Cultural Impact Assessment conducted within the Mangere Gateway Heritage Area concluded that:-

- design controls need to be placed on buildings in business areas to reduce their visual impact and reflect local materials, flora and Maori vernacular architecture;
- the Council needed to work with the people of Makaurau Marae and the Ihumatao Papakainga to avoid increased heavy vehicle traffic through the Papakainga and to develop a concept plan for its future development;
- development should avoid roads being located where there are sites of historical cultural and spiritual importance;
- natural, cultural and building heritage sites should be protected as key identifying features; and
- a culturally sensitive method should be adopted to identify and protect waahi tapu.

Areas in close proximity to the Ihumatao Papakainga, the Oruarangi Creek, the Waitomokia Creek and the Otuataua Stonefields are not appropriate for buildings, and particularly industrial/ business development. These areas are best protected in public open space.

(reference Social and Cultural Impact Assessment Report on Mangere Puhinui Zone Review – Integrated Research Solutions Limited February 2006).

Issue

17.13.2.5 The operation of Auckland International Airport, the Mangere Wastewater Treatment Plant, and Ihumatao Quarry may be adversely affected by the development of activities on adjacent land that are sensitive to noise and other disturbances.

The Auckland International Airport and its flight paths are nationally significant infrastructure that could be adversely affected if sensitive uses are allowed to develop nearby and that restrictions on the establishment of sensitive land uses may be required. Parts of the Mangere Gateway Heritage Area are likely to be exposed to varying levels of aircraft noise in future. Parts of the area are also close to the Ihumatao Quarry. It is important that activities sensitive to noise and other disturbances do not establish within the area in a manner and to an extent that undermines the sustainable management of these valuable resources.

Further, the Mangere Wastewater Treatment Plant is located in this area. While protected by its Odour Buffer Designation (see Designation No. 144B, Schedule 5A6 Chapter 5), restrictions on the establishment of sensitive land uses may be required.

Issue**17.13.2.6 Development in the Mangere Gateway Heritage Area will create demands on infrastructure including roads and the transport network.**

People, communities and businesses in the Mangere Gateway Heritage Area will be dependant on access to an efficient and effective transport network for the movement of people and goods by trucks, cars and public transport. It is important that new urban development within the Mangere Gateway Heritage Area be highly accessible, safe and integrated with the transport network. This should include a network that provides for public transport and provision of attractive facilities and amenities for people walking and cycling. The roading pattern must also have regard to traffic, including heavy traffic, generated by existing activities such as the Ihumatao Quarry. Vehicle access (especially heavy vehicle access) through the Ihumatao Papakainga will need to be managed through the provision of physical traffic management techniques (e.g. traffic thresholds and chicanes) and signage.

The future management of public transport to and from the Airport and the capacity of the primary road network in the area has been set out in detail in two reports commissioned by Auckland International Airport Limited (reference "Auckland International Airport Limited - Road Network Access - December 2004 and "Improving Surface Access to New Zealand's Gateway-Summary Report"- July 2005).

The possibility of providing dedicated rail or bus corridors to the Airport will lie to the east of the Mangere Gateway Heritage Area in the vicinity the ultimate alignment of George Bolt Memorial Drive. This alignment will be established before the second runway is constructed. Access to and from the existing quarry is required by the resource consent for the quarry to be along Ihumatao Road to George Bolt Drive.

It is particularly important that the Mangere Gateway Heritage Route is developed to a high standard of amenity. This Route, together with Public Open Space provision where it adjoins the Route, provides a significant opportunity for access by visitors and recreational users, including those travelling by car, bus, cycle and on foot. Opportunities need to be provided for all of these users.

Urban development of the area will require the provision of infrastructure services. While bulk services are expected to be available, careful planning will be necessary to ensure the efficient and sustainable provision of services.

Issue**17.13.2.7 Development in the Mangere Gateway Heritage Area will affect existing drainage patterns, create greater rates of stormwater runoff and affect the quality of stormwater.**

The Ihumatao Catchments Integrated Catchment Management Plan 2007 (ICMP) complements the stormwater discharge consent held by Auckland International Airport Limited. The Mangere Gateway Heritage Area is a coastal location without issues relating to flooding or erosion. Therefore stormwater management emphasis in this area is on water quality control rather than on water quantity control. Water quality in the receiving environments of the Creeks and Manukau Harbour needs to be maintained or enhanced. This will need to be a matter carefully addressed through Integrated Catchment Management Planning and through Network Discharge Consent processes.

17.13.3 OBJECTIVES

The Mangere Gateway Heritage Area Objectives shall apply to all zones in the Mangere Gateway Heritage Area.

In respect of the Mangere Gateway Business Zone the Objectives referred to in Chapter 14 of the District Plan shall apply, together with the following additional objectives.

Objective

17.13.3.1 To recognise the unique cultural, natural and built heritage resources of the Mangere Gateway Heritage Area, including access to those resources.

(This objective relates to Issues 17.13.2.2. and 17.13.2.4)

Objective

17.13.3.2 To create a legible and coherent spatial structure.

(This objective relates to Issue 17.13.2.3)

Objective

17.13.3.3 To provide an environment suitable for a range of complementary developments.

(This objective relates to Issues 17.13.2.1 and 17.13.2.3)

Objective

17.13.3.4 To create a unique environment attractive to tourists.

(This objective relates to Issue 17.13.2.2, 17.13.2.3 and 17.13.2.4)

Objective

17.13.3.5 To protect and enhance the landscape features, areas of high visual amenity (including access to those areas), which contribute to the amenity values of the Mangere Gateway Heritage Area.

(This objective relates to Issue 17.13.2.3)

Objective

17.13.3.6 To create and maintain consistent and high quality urban design and amenity standards relating to streetscape and site design and appearance, including responding sensitively to cultural and landscape values along and adjacent to the Mangere Gateway Heritage Route and Oruarangi Road.

(This objective relates to Issues 17.13.2.2 and 17.13.2.3)

Objective

17.13.3.7 To recognise and provide for the relationship of tangata whenua and their culture and traditions with their ancestral lands, water sites, waahi tapu, and other taonga.

(This objective relates to Issues 17.13.2.2 and 17.13.2.4)

Objective

17.13.3.8 To protect Auckland International Airport, the Ihumatao Quarry and the Mangere Wastewater Treatment Plant from the reverse sensitivity and other adverse effects of the land use and subdivision activities that could compromise their future operations.

(This objective relates to Issue 17.13.2.5)

Objective

17.13.3.9 To ensure the efficient and effective provision of all infrastructure including road, cycle and pedestrian networks, public transport networks, stormwater and wastewater drainage networks and water, power, gas and telecommunication supply networks.

(This objective relates to Issue 17.13.2.6)

Objective

17.13.3.10 To provide for a limited range of business activities in the Mangere Gateway Business Zone (Ihumatao), recognising the zone's importance as part of the Mangere Gateway Heritage Area, and in particular to provide for Airport Activities and to promote large scale warehousing and distribution activities.

(This objective relates to Issue 17.13.2.1)

Objective

17.13.3.11 To provide for a limited range of business activities in the Mangere Gateway Business Zone (Oruarangi), recognising the zone's importance as part of the Mangere Gateway Heritage Area and the need to maintain an appearance that responds sensitively to cultural and landscape values as viewed from Mangere Puhinui Rural, Open Space and Papakainga Zones.

(This objective relates to Issue 17.13.2.1)

Objective

17.13.3.12 To provide for business activities in the Mangere Gateway Business Zone (Kirkbride) that allow for a range of low impact commercial, office and light industrial activities while also recognising the zone's importance as part of the Mangere Gateway Heritage Area.

(This objective relates to Issue 17.13.2.1)

Explanation/Reasons

The primary existing features of the Mangere Gateway Heritage Area – the Otuataua Stonefields Historic Reserve and public open space surrounds, the harbour and creek margins and the Ihumatao Papakainga and Makaurau Marae, are to be recognised and appropriately protected and enhanced. The cultural history and significance of the area should also be recognised and interpreted through planning and development processes and appropriate physical representation through development design, features and signage.

Existing features and possibilities for further development in the public open space, business, papakainga and marae areas present opportunities to showcase the area to tourists and visitors, including the provision of access to, within, and along those areas. Those opportunities need to be accompanied by high standards of development design and the creation of a unique urban form.

The presence and continuing operation and development of the Auckland International Airport, the Mangere Wastewater Treatment Plant and the Ihumatao Quarry needs to be recognised and provided for.

The potential therefore exists to sustainably manage this area in a way that will achieve a unique and integrated combination of recognising historical connections, existing resource protection and enhancement, and business development.

17.13.4 POLICIES AND METHODS

The Mangere Gateway Heritage Area Policies and Methods shall apply to all zones in the Mangere Gateway Heritage Area.

In respect of the Mangere Gateway Business Zone the Policies referred to in Chapter 14 of the District Plan shall apply, together with the following additional policies.

Policy

- 17.13.4.1** Subdivision and land use activities including the location and design of buildings, outdoor areas and signs shall be designed so that specific attention is given to recognising and avoiding or mitigating adverse effects on the natural, cultural and built heritage and landscape values of the Mangere Gateway Heritage Area listed in 17.13.1.1.

In satisfying this policy it is expected that particular attention will be given to the possibility of permanent protection of significant natural, cultural and built heritage through identification of those areas in public open space zones, maintaining and enhancing landscape features and viewshafts, and managing site layout, building bulk and location, the visual appearance of development (including provision for landscaping) and the nature of activity to be conducted (such as the potential for noise, odour and heavy traffic effects).

Explanation/Reasons

This policy seeks to achieve Objectives 17.13.3.1, 17.13.3.2, 17.13.3.3, 17.13.3.4, 17.13.3.5, 17.13.3.6, 17.13.3.7, 17.13.3.8, 17.13.3.11 and 17.13.3.12

The Mangere Gateway Heritage Area contains a range of important existing resources (see the full list in 17.13.1.1). The sustainable management of these resources needs to be recognised through the provision of appropriate identification and protection of significant areas of natural, cultural and built heritage, and suitable performance standards and resource consent assessment criteria.

Methods

- Comprehensive Development Plans
- Rules - Development and Performance Standards
- Rules – Assessment Criteria
- Agreed Voluntary Design Guides
- Acquisition of Public Open Space

Policy

- 17.13.4.2** 17.13.4.2 Suitable protocols are to be adopted, as part of the first stage of any consent process, to manage any finding of archaeological interest, including any waahi tapu, that may be identified through development works.

Explanation/ Reasons

It is possible that findings of archaeological interest, including waahi tapu not previously identified will be identified at the stage of site development. That possibility needs to be reflected by the adoption of an appropriate protocol that should be established, at the latest, as part of the first stage of any consent process.

Methods

- Rules - Development and Performance Standards
- Rules – Assessment Criteria
- Agreed Protocols with tangata whenua

Policy

- 17.13.4.3** Subdivision and land use activities shall be designed in such a way as specific attention is given to recognising and avoiding or mitigating any potential for significant adverse effects on the operations of the Auckland International Airport and the Mangere Wastewater Treatment Plant.

Explanation/Reasons

This policy seeks to achieve Objective 17.13.3.8

The Auckland International Airport and the Mangere Wastewater Treatment Plant need to be able to continue to function in a way that recognises their function as major national/ regional infrastructure resources.

Methods

- Rules - Activity Listings
- Rules - Development and Performance Standards
- Rules – Assessment Criteria

Policy

- 17.13.4.4** Subdivision and land use activities shall be designed in such a way as specific attention is given to the provision of an integrated transport system providing for good connectivity and safe, attractive and efficient networks for cars, trucks, public transport, cyclists and pedestrians, with particular regard to maintenance of residential amenities in the Papakainga Zone.

Explanation/Reasons

This policy seeks to achieve Objective 17.13.3.9

As a major business and visitor destination, it is important that the Mangere Gateway Heritage Area be well-served with provision for a range of transport modes. The design of roads and site access needs to provide for efficient movement of traffic, including heavy vehicle movements and buses, while also encouraging pedestrian and cycle traffic, including the provision of pedestrian and cycle links along or alongside the Mangere Gateway Heritage Route. In addition, there needs to be appropriate maintenance of the residential amenity values of the Papakainga Zone.

Methods

- Comprehensive Development Plans
- Rules - Development and Performance Standards
- Rules – Assessment Criteria
- Agreed Voluntary Design Guides
- Capital works programmes

Policy

- 17.13.4.5** Development of and adjoining the Mangere Gateway Heritage Route and Oruarangi Road shall be designed to ensure that users of those roads will perceive an environment where natural design elements are integrated with the built environment.

Explanation/Reasons

This policy seeks to achieve Objectives 17.13.3.7, 17.13.3.10, 17.13.3.11 and 17.13.3.12

It is important that the Mangere Gateway Heritage Route, Oruarangi Road and adjoining development maintain or enhance the character and amenity to the Mangere Gateway Heritage Area as a whole. "Spatial structure" consists of public spaces and private spaces. This policy is intended to encourage an urban design process that manages these places at a range of scales. The designs are informed by principles. These principles are based on human characteristics and relate to street patterns and hierarchy; building height, alignment, footprints, relationships and design and car parking.

Methods

- Comprehensive Development Plans
- Agreed Voluntary Design Guides
- Rules - Development and Performance Standards
- Rules – Assessment Criteria

Policy

- 17.13.4.6** Development shall include provision of safe, high amenity linkages, including straight links where possible, to waterways, public open space and esplanade reserves/ strips.

Explanation/Reasons

This policy seeks to achieve Objectives 17.13.3.5, 17.13.3.6 and 17.13.3.9

The Mangere Gateway Heritage Area contains large areas of public open space and a number of esplanade reserves or esplanade strips. It is expected that, as an integral component of all development, consideration will be given to the provision of attractive, safe linkages, in a way that will enhance the public's appreciation of the amenity values those areas provide.

Methods

- Comprehensive Development Plans
- Rules - Development and Performance Standards
- Rules – Assessment Criteria
- Provision of land as Public Open Space 5 Zoning

Policy

- 17.13.4.7** Development shall be designed in such a way as attention is given to the provision of an integrated transport system providing for good connectivity and safe and efficient

networks for cars, public transport, cyclists and pedestrians, with particular attention being given to avoiding adverse effects created by movements of heavy traffic.

Explanation/Reasons

This policy seeks to achieve Objective 17.13.3.8

An integrated transport system requires a well-connected roading pattern. It also requires consideration at road design stages of provision to be made not only for business-orientated traffic, but also visitor traffic, cyclists and pedestrians. Road design should be sufficiently flexible to allow provision for buses, including appropriately located bus stops. It is expected that these elements will be provided for at all relevant stages of subdivision development and road and development design. Movements of heavy traffic should be minimised through the Papakainga Zone, including through an appropriate street pattern that encourages traffic away from that area.

Methods

- Comprehensive Development Plans
- Rules - Development and Performance Standards
- Rules – Assessment Criteria
- Agreed Voluntary Design Guides
- Capital Works programmes

Policy

17.13.4.8 Land use activities in the Mangere Gateway Business Zone shall be managed to:

- (a) ensure that the predominant land use activities within the Zone are those involving warehousing and distribution, transport, storage, manufacturing, construction and wholesale trade;
- (b) ensure that retail activities are confined to activities required to provide the convenience shopping needs of residents and employees in the Mangere Gateway Business Zones, aviation activities and activities providing for visitors to the Mangere Gateway Heritage Area;
- (c) ensure the avoidance of non-business activity, including residential activity.

Explanation/Reasons

This policy seeks to achieve Objectives 17.13.3.2, 17.13.3.3 and 17.13.3.10

The Mangere Gateway Business Zone represents a finite physical resource, located in a position that is particularly favourable for warehousing, and distribution. It is important that this resource not be utilised for activities, including retail activities that are appropriately located in more central locations elsewhere.

Methods

- Rules - Activity Listings

Policy

17.13.4.9 Land use activities in Precinct G within the Mangere Gateway Business Zone (Oruarangi) shall be subject to strict limitations on building height and scale and

building setbacks, in such a way as will maintain open space outlooks from Oruarangi Road, the Papakainga Zone and the margins of the Waitomokia Creek.

Explanation/Reasons

This policy seeks to achieve Objectives 17.13.3.1, 17.13.3.2, 17.13.3.3 and 17.13.3.6, and 17.13.3.7.

Precinct G comprises land near the Ihumatao Papakainga. It is important that this land is developed in such a way as will maintain amenity values within the Papakainga Zone, as well as assisting in the maintenance of an identity for the Papakainga Zone that is not compromised by nearby intensive or large scale business development.

Policy

17.13.4.10 All activities in the Mangere Gateway Business Zone shall be subject to appropriate comprehensive site and/or development planning to ensure a high standard of urban design and amenity.

Explanation/Reasons

This policy seeks to achieve Objectives 17.13.3.1, 17.13.3.2, 17.13.3.3 and 17.13.3.4, 17.13.3.5, 17.13.3.6, 17.13.3.10 and 17.13.3.11

Appropriate measures will be required to ensure that the development of business activities reflects the unique nature of the Mangere Gateway Heritage Area including through managing building design and positioning, landscaping and consistent design such as utilising local volcanic stone as a design feature.

Methods

- Comprehensive Development Plans
- Rules - Activity Listings and Standards
- Agreed Voluntary Design Guides

Policy

17.13.4.11 The design of all subdivision should be carried out in accordance with a comprehensive development process including assessing the potential for future land use activities, and in particular to ensure:-

- opportunities are retained within the Mangere Gateway Business Zones for warehousing and distribution activities on sites of at least 4,000m² in area;
- subdivision enhances the achievement of a high and consistent standard of amenity, particularly along the Mangere Gateway Heritage Route and Oruarangi Road;
- new features are incorporated, such as coherent street planting, street lighting and vehicle crossing placement and design.

Explanation/Reasons

This policy seeks to achieve Objective 17.13.3.8

The act of subdividing land is important, as it often establishes the basic framework within which land use activities will establish. Generally, the larger the site, the greater the flexibility available for well-designed and located buildings and site layouts. A minimum site size of 4,000m² is considered to be generally

necessary to provide for this flexibility. Once land use activities are established, it may be appropriate to allow lesser site sizes, sensibly based on the location, nature and scale of the land use activity.

Methods

- Comprehensive Development Plans
- Rules - Development and Performance Standards
- Rules – Assessment Criteria
- Capital Works programmes

17.13.5 IMPLEMENTATION

17.13.5.1 Regulatory Methods

The Mangere Gateway Heritage Area has been developed in recognition of four main strategies.

The first strategy is to recognise the unique cultural history of the Ihumatao area as a very significant focal point of Maori settlement over many hundreds of years, an area of prolific food production, land development (stone walls, terraces, pits, middens and other waahi tapu) and trade. This history is not only physical. Through its human and spiritual elements it transcends geographical boundaries. Parts of this strategy will be recognised by protecting and enhancing natural, cultural and built heritage resources and generational knowledge. Others will be pursued through incorporating cultural features and values into development and development processes.

The second strategy is to recognise the presence in the Mangere Gateway Heritage Area of the existing resources listed in 17.13.1.1. It is the intention of this District Plan that these resources be protected and enhanced, including through encouraging their development as visitor/ tourist attractions.

The third strategy is to recognise the suitability of the proposed business areas as appropriate to meet the demand for more business land in this location, to increase local employment opportunities and to reduce work related trips out of the Mangere area. In addition, this strategy recognises that the Mangere Gateway Business Zone has significant potential to be developed for relatively large scale distribution activities and warehousing – an activity that is in increasing demand, particularly in this area close to the Auckland International Airport.

The fourth strategy involves promoting tourism. There is considerable potential to develop the existing visitor attractions in this area. As an expected visitor destination, high standards of visual amenity are expected. These will be demonstrated through the design of the Mangere Gateway Heritage Route and adjoining development, and the layout and design of development within each individual site.

A number of factors have influenced the development pattern proposed for the Mangere Gateway Heritage Area.

- (a) The coastline of the Manukau Harbour and the margins of Oruarangi Creek, need to be protected and enhanced. The upgrade of the Mangere Wastewater Treatment Plant has already resulted in the removal of the former oxidation ponds and restoration of the foreshore of the Manukau Harbour, as well as the restoration of Oruarangi and Waitomokia Creeks and its reopening to tidal influence. There are further opportunities to restore the currently degraded riparian areas surrounding the Creek and to re-create a high amenity and ecologically sustainable context for the Ihumatao Papakainga and Makaurau Marae.

Accordingly, the District Plan:-

- recognises the existing Otutata Stonefields Historic Reserve adjoining the Manukau Harbour, that has been zoned Public Open Space 1;
- shows the intended network of esplanade reserves adjoining the Oruarangi Creek;
- illustrates Council's proposal to add, by way of a Public Open Space designation and further public open space zoned land to protect landscape and heritage features and creek margins;
(ENV-2009-AKL-502/505, ENV-2010-AKL-031)
- is intended to integrate with the Ihumatao Catchments Integrated Catchment Management Plan;
- recognises and encourages initiatives involving the Council and the people of the Ihumatao Papakainga and the Makaurau Marae working together to make provision for harbour, waterway and riparian margin access, protection and enhancement;
- illustrates the proposed Mangere Gateway Heritage Route that is intended, in part, to provide attractive linkages, including for pedestrians and cyclists, through the area and to the coast and Oruarangi Creek margins.

- (b) The Ihumatao Papakainga and Makaurau Marae need to be recognised as an important cultural and social resource, as well as a potential visitor destination, and protected from potential adverse environmental effects that can result from business development. The relationship of Te Waiohau (Ngati te Ahiwaru) to their ancestral lands and waters and their role as kaitiaki also needs to be safeguarded.

Accordingly, the District Plan:-

- recognises that the Council, AIAL and land developers working together with Ngati te Ahiwaru to ensure that any waahi tapu are appropriately recognised and respected in the development of the area and that access is maintained to those waahi tapu;
- recognises the role that Ngati te Ahiwaru can perform in protecting and enhancing the amenity values and potential future development of the Papakainga and the Marae;
- identifies the proposed Mangere Gateway Heritage Route, that is intended, in part, to provide high amenity linkages to the papakainga and the marae land, while recognising that the potential adverse effects of traffic, and particularly heavy vehicle movements, will need to be mitigated through appropriate road design and traffic management;
- identifies a Public Open Space 2 zoning on land adjoining the Papakainga Zone;
- identifies a Public Open Space 5 zoning on land adjoining the Oruarangi Creek and the Waitomokia Creek;
- contains controls that are intended to manage development in the area of the Ihumatao Papakainga.

- (c) Planned development at Auckland International Airport needs to be recognised and appropriately integrated with development of land within the Mangere Gateway

Heritage Area. In particular, the northern part of the airport designation is the site of the proposed second (northern) runway and offers opportunities for airport developments including aircraft maintenance, distribution and warehousing activities.

Accordingly, the District Plan:-

- provides for the stopping and replacement of Ihumatao Road and Renton Road;
- recognises the consequent rezoning of some land north of the proposed realignment of Ihumatao Road, to Mangere Gateway Business Zone;
- recognises the desirability of providing for business activities associated with the airport in the Mangere Gateway Business Zone, including distribution warehousing;
- recognises the importance of complementing development of the airport land with the development of amenity values on the Mangere Gateway Heritage Route.

- (d) The upgrade of the Mangere Wastewater Treatment Plant has resulted in the establishment of a designated odour buffer in the Greenwood and Kirkbride Road area which has in turn allowed a reconsideration of the appropriate zoning of land in the Kirkbride area.

Accordingly, the District Plan:-

- recognises the opportunity that now exists for provision of a Mangere Gateway Business Zone in Kirkbride Road.

- (e) The Otuataua Stonefields Historic Reserve and associated existing and proposed public open space areas; the harbour and creek margins; Te Araroa (the walkway that extends from Cape Reinga to Bluff that runs through this area); potential future linkages via the Manukau Harbour coastline to link with the natural and cultural heritage resources associated with the remnants of Maungataketake (Ellett's Mountain) and the Ihumatao Buried Fossil Forest; and the potential provided by the Makaurau Marae are all resources and features that require recognition. They also combine to make this area a high value visitor/tourist destination.

Accordingly, the District Plan:-

- recognises the Otuataua Stonefields Historic Reserve, that has been zoned Public Open Space 1;
- illustrates Council's proposal to add, by way of Public Open Space designation, further land that will rationalise the boundaries of the Otuataua Stonefields Historic Reserve;
- identifies an indicative roading network that is intended not only to serve new development, but also to access important heritage and natural features, including by pedestrians and cyclists;
- recognises the need for the Mangere Gateway Heritage Area to be developed with a high standard of amenity, including a consistent design theme that will provide not only an attractive gateway, but a unique representation of the rich history and resources of this locality;

- (f) The part of the Mangere Gateway Heritage Area that lies outside the Metropolitan Urban Limits in the Auckland Regional Policy Statement contains rural and rural lifestyle activities together with significant cultural history and heritage values including those associated with the Otuataua Stonefields. The area also adjoins the Manukau Harbour and has significant landscape values. Parts of this area are currently in private ownership.

Accordingly, the District Plan:-

- Identifies the area that lies to the west of Oruarangi Road that is already in public ownership (the Otuataua Stonefields Historic Reserve) as Public Open Space;
- Identifies the balance of the area outside of the MUL as Mangere-Puhinui Rural Zone;
- Identifies those parts of the Mangere-Puhinui Rural Zone immediately adjoining the Otuataua Stonefields Historic Reserve and fronting Oruarangi Road and Ihumatao Road as Proposed Public Open Space.
(ENV-2009-AKL-502/505, ENV-2010-AKL-031)

17.13.5.1.2 Mangere Gateway Heritage Route

A unique feature running through part of the Mangere Gateway Business Zone is the Mangere Gateway Heritage Route. The entire Route runs from Auckland International Airport north along George Bolt Memorial Drive, left into Ihumatao Road runs alongside the Oruarangi Creek, turns right into Oruarangi Road, through Ihumatao Papakainga, left into both Greenwood Road and Kirkbride Road, to Creamery Road and then further along Kirkbride Road towards Ambury Regional Park, Kiwi Esplanade, Mangere Bridge township and Mangere Mountain. The Route will be designed to encourage access by visitors and recreational users – by car, bus, cycle and on foot. Design controls associated with front sites adjoining this Route require consistent and complementary building and site design and landscape themes. The provision of art, sculpture and other design features is encouraged. Overall, the intent is to ensure that the design and external appearance of buildings and other structures and site layout and landscaping on sites adjoining the Mangere Gateway Heritage Route will achieve a high quality physical and visual environment appropriate to the high profile and the cultural and landscape sensitivity of the area.

17.13.5.1.3 Urban Design

A critical component in achieving the above strategies is good urban design. Good urban design should be assisted at development processes by utilising appropriate urban design skills, and working with Council's own urban design professionals. The following principles will be utilised to inform the process through voluntary design guide, comprehensive development planning and other resource consent processes.

Urban Design is the process which shapes the 3 dimensional spatial structure of the city by the built form relative to the landform.

- the spatial structure consists of:
 - Public Space – streets and parks
 - Private Space – the space between buildings.

The Urban Design process is an interactive design process creating solutions for places at a range of scales. The designs are informed by principles. These principles are based on human characteristics and relate to street patterns and hierarchy; building height, alignment, footprints, relationships and design and car parking.

Components of good urban design will include:-

Building / Siting

It is important that the design and siting of the buildings reinforces the spatial characteristics of the street pattern and that the spatial structure is dominant.

Fronts of buildings are to face the street and the rear of buildings are to face the rear of buildings including those on the adjacent sites. All buildings are to have a street frontage.

The numbers of vehicle entries to the street should be minimised.

Alignment

Buildings should align with the street and create a clear spatial system along the street. They should also align with each other, so that there is a positive spatial relationship between them.

Where streets are curved the buildings should, where possible, align with the curve and align to the site boundaries and adjacent development. Where it is not possible to align with the curve, buildings should be stepped in plan in relation to the curve, and also align with the site boundaries and adjacent development

Streetscape Amenity

Having regard to the location and context of the building regard should be given to:

- Street and front yard lighting
- The pedestrian environment
- The open spaces fronting the street and their integration with the street
- The transition from public or open space to private property
- A street configuration that promotes people activity within the street, rather than a through street
- Use of vegetation and trees to add to the spatial structure and amenity of the street

Levels

Buildings should sit on benched platforms which extend to the boundaries and/or courtyard areas so that one building is not more dominant than its neighbour.

Buildings should not be sited so that the ground immediately slopes away from them and they sit on "hills". Benching the land may be used to achieve this.

Building Design

The aim should be to ensure the dominance of the spatial system so that the impact of density and / or high site coverage is minimized .and the impact of the natural characteristics of the land and vegetation is optimised.

Where it is likely that many buildings will be very similar to each other buildings should be designed in a contemporary style using materials and composition to create well proportioned designs.

Buildings on corners should be designed to respond to the spatial condition of corner sites .Where the two linear spaces of the streets intersect the space becomes "place" space. Buildings will have greater visual dominance in these locations and need to read as a composition around the space with the buildings on all corners relating to one another .and defining the space.

Elevations

The apparent size of a building depends both on its actual size and how it is designed. The way in which the elevation is organised in terms of materials, textures, modulation, articulation and organisation of the openings will create the proportions and determine the apparent scale. This combined with the mass and form will determine the apparent scale and the visual impact.

The external wall of a building can provide the scaling elements to proportion the building and can also be used to moderate climatic impacts.

Building elevations should be well proportioned with appropriate modulation and articulation which reflect their actual size, uses, orientation and addresses their relationship with the street and adjacent development.

Proportions

The proportions of a building are created by the combination of opening sizes and shapes; the solids, the articulation and modulation and use of materials in the elevations. Proportions are the result of how all the elements are organised.

Warehouse-type buildings are often a simple shed structure, however there are some elements which can assist in proportioning the buildings so that they relate to the street. These include:

- roof line / pitch
- entrances / canopies
- climatic response / louvres / horizontal projections
- "hole in wall" windows and panels of glazing
- shape of windows relative to area of wall and position in the wall.
- location of windows in the wall section so that the external wall has depth. When the windows are located on the external face of the wall so there is very little sill the building can appear flat.

Orientation

Elevation design should be manipulated to provide a range of responses to the climate. In "green" buildings many of the environmental benefits are gained through the design of the external wall. The external wall can be used as a shadowing element, or as a mass to retain cool and heat, or as an element where air passes over the external façade. It is therefore advantageous to have the external wall as climatically sensitive as possible to improve the environmental amenity of each building.

Consideration should be given to protection of loading docks and warehouse entrances from winds.

Materials

Buildings should use:

- Contemporary materials preferably those with low embodied energy
- Consistency of materials and colours between buildings
- Materials which are an appropriate scale. Materials which are too small or large in scale can distort the overall scale of the building
- Textures and colours which are compatible with each other and the materials
- Non-reflective glass so that it does not "flatten" the appearance of the building and does not impact negatively on neighbouring buildings

17.13.5.1.4 Zones

The Mangere Gateway Heritage Area contains three Mangere Gateway Heritage Area Zones - the Mangere Gateway Business Zone (Kirkbride), (Oruarangi) and (Ihumatao) – that are solely addressed in this chapter of the plan. The regulatory methods for other zones within the Mangere Gateway Heritage Area are addressed in other parts of the district plan.

(a) Mangere Gateway Business Zones

Three areas – Ihumatao, Oruarangi, and Kirkbride – are given a special area zoning of Mangere Gateway Business Zone. This zoning recognises the “gateway” position of these areas close to the Auckland International Airport, and also, to varying degrees, the cultural heritage and position of areas adjoining important natural, physical and heritage resources, as well as the potential for development as an important business area and visitor destination. The activities allowed for emphasise this area's particular potential for large scale business development including warehousing and distribution activities. Other business activities are also provided for, but should not develop in such a way that the prime focus of the zone is compromised. Accordingly, residential activities and most retail activities are discouraged in this area.

The district plan provisions relating to the Mangere Gateway Business Zone appear in this chapter.

(b) Mangere-Puhinui Rural Zone

The Mangere-Puhinui Rural zoning is intended to protect the area's landscape and significant natural, cultural and built heritage qualities. Part of the area is designated for Proposed Public Open Space.

(ENV-2009-AKL-502/505, ENV-2010-AKL-031)

The district plan provisions relating to the Mangere-Puhinui Rural Zone appear in Chapter 17.

(c) Airport Designations

Part of the Airport Zone lies within the Auckland International Airport Landuse Designation.

The designation appears in Chapter 5.

(d) Public Open Space Zoning and Designations

(ENV-2009-AKL-502/505, ENV-2010-AKL-031)

A Public Open Space 5 zoning is intended to recognise the important natural, landscape and heritage values of the areas adjoining the Oruarangi Creek and the Waitomokia Creek, and the opportunities within and along that area for public access and recreational linkages. The area identified for these zones is the minimum necessary to recognise these values.

A Public Open Space 2 zoning is intended to recognise the proximity of urban development (including the entire Mangere Gateway Business Zone (Oruarangi) to the Papakainga Zone, and the need to provide a minimum area necessary to enhance and maintain an identity for the Papakainga Zone.

The proposed public open space designation between Oruarangi Road and the Otutaua Stonefields Historic Reserve is located to provide for a passive area of public open space for protection of natural and cultural heritage and landscape values, and as a logical extension to the Otutaua Stonefields Historic Reserve.

(ENV-2009-AKL-502/505, ENV-2010-AKL-031)

The district plan provisions relating to the Public Open Space Zones appear in Chapter 15 and the provisions relating to Designations appear in Chapter 5.

(ENV-2009-AKL-502/505, ENV-2010-AKL-031)

17.13.5.1.5 Activity Types - Mangere Gateway Business Zones**17.13.5.1.5.1 Comprehensive Development Plans**

Comprehensive Development Plans (CDPs) are an important “layer” in promoting the sustainable management of the Mangere Gateway Heritage Area. The requirement for approval of a CDP prior to developing a defined Precinct avoids the need to incorporate a greater number of prescriptive standards in the rules, while still providing the opportunity, at CDP approval stage, for detailed conditions to be imposed to ensure a comprehensive approach is taken to the future development of the Precinct. It is expected that the applicant for the CDP will, by the time the CDP is prepared, have a reasonably detailed knowledge of how the Precinct is to be developed, for instance through master planning, and that detailed knowledge can be used to inform the preparation and ultimate management of the area in accordance with the CDP.

It is recognised that some defined Precincts involve more than one land ownership. This is a consequence of drawing up Precinct boundaries which cover the minimum area for appropriate comprehensive management. The rules allow for any party to be involved in preparing and submitting a CDP application. However any landowner not involved in that process will be considered an affected party. Encouragement is given for all landowners to be involved in preparing a CDP, or at least actively consulted on the CDP’s preparation.

17.13.5.1.5.2 Permitted Activities

Permitted activities are limited to farming and other existing activities that are unlikely to have any adverse effects on the environment. Limited business activities once physical development including that associated with subdivision, site development and buildings are established are also permitted activities.

17.13.5.1.5.3 Controlled Activities

Some specific activities are provided for as controlled activities. All buildings and structures (or alterations thereto) which have frontage to the Mangere Gateway Heritage Route or Oruarangi Road fall into this category. For these activities the Council has reserved its control to a limited number of amenity-related matters, involving aspects of streetscape, site layout, building development and landscaping.

17.13.5.1.5.4 Restricted Discretionary Activities

Restricted discretionary activities are those which, in some circumstances, could have significant adverse effects on the environment

17.13.5.1.5.5 Discretionary Activities

Business and other activities that have the potential to have major adverse effects on the environment or the objectives and policies are discretionary activities in the zone.

17.13.5.1.5.6 Development and Performance Standards - Mangere Gateway Business Zones

Development and performance standards are the rules which apply to the development of buildings and structures and establishment of activities in the business zones as permitted, controlled, or restricted discretionary activities. The Development and Performance Standards are intended to ensure that activities in business areas achieve a high level of amenity. Examples include the bulk and location of buildings, provision made for landscaping and noise and odour controls.

It is also intended that development in business areas adjacent to residential and public open space zones be compatible with the amenity values of those areas. Business buildings are often larger in scale than residential buildings and could visually dominate and overshadow them, thus adversely affecting amenity values. The Development and Performance Standards are also intended to protect the natural environment.

Special controls relate to development adjoining the Mangere Gateway Heritage Route and Oruarangi Road.

17.13.5.1.5.7 Non Regulatory Methods

Council will also use methods outside the Plan to assist in the achievement of the zone objectives. These methods will include:-

- Works Programmes and the Annual Plan, to assist in the achievement of the Public Open Space, road improvements and Mangere Gateway Heritage Route components of the Mangere Gateway Heritage Area in and around the Mangere Gateway Zones (see Chapter 16.5.6 of this Plan);
- Voluntary Agreed Design Guidelines on road design, site layout, landscaping and the design and external appearance of buildings;
- Land Information Memoranda;
- Information and Education.

17.13.6 ANTICIPATED ENVIRONMENTAL RESULTS

From the identification of resource management issues and the objectives, policies and methods, the expected environmental outcomes may be identified. These include:

- A legible spatial structure with an attractive built environment and street scene incorporating notable public amenity features.
- High levels of heritage and landscape protection, planting and visual amenity.
- Effective road layout and linkages to the Mangere Heritage Gateway Route and other transport facilities.
- Ihumatao - A high amenity business environment within which larger scale warehousing, distribution and other industrial/ employment activities are to be provided for.
- Oruarangi – Provision for business and visitor related activities, but only in a way that such activities avoid adverse effects on the heritage and landscape values surrounding Oruarangi Road, the Otutaua Stonefields and the Ihumatao Papakainga.
- Kirkbride – A business area with a mix of business types and high amenity values.

17.13.7 PROCEDURES FOR MONITORING

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results, the Council will develop a monitoring programme (see Chapter 1.7.3), which may include the following monitoring procedures:

- Monitoring of the effectiveness of achieving an integrated development form that enhances rather than compromises the area's existing natural, heritage, cultural and landscape resources.
- Monitoring of the effectiveness of policies and rules that seek to achieve well-designed development creating a consistent, high amenity character for the area along and adjoining the Mangere Gateway Heritage Route.
- Monitoring of complaints and enforcement actions regarding the nuisance aspects of activities.

- Surveys of local employees and local residents' satisfaction with amenity, safety, and public facilities in business areas.
- Undertaking surveys of the usability and quality of the public open space network, the level of amenity and environmental quality being achieved;
- Monitoring resource consents in the area, including the number of applications granted consent, compliance with consent conditions, and the effectiveness of those conditions;
- Undertaking safety audits of public spaces (e.g. parks and walkways) and analysing crime and traffic accident statistics to assess the impacts of design and planning on the sense of personal safety people might experience in this area;
- Undertaking streetscape assessments of the level of visual amenity being attained in this area.

17.13.8 DESCRIPTION AND EXPLANATION OF MANGERE GATEWAY BUSINESS ZONES

17.13.8.1 Mangere Gateway Business Zone (Ihumatao)

The Mangere Gateway Business Zone (Ihumatao) covers approximately 154 ha of land between the Auckland International Airport and the Oruarangi Creek.

This area forms part of the Mangere Gateway Heritage Area. It is very important that it be developed in a way that respects the natural, built and cultural values of the area.

Emphasis is given to encouraging larger scale warehousing and distribution activities. The associated development and performance standards, matters for discretion and assessment criteria, highlight the need for comprehensive site investigation and planning, high standards of streetscape, access, parking and site layout, attractive building design and appearance, along with complementary forms of landscaping. Height, yard and landscaping standards apply to all activities. Art, sculpture and public amenity features are encouraged to be established on key sites within the zone, particularly along the Mangere Gateway Heritage Route.

Figure 17.1 illustrates an indicative roading pattern that is expected to be put in place progressively, as subdivision and/ or land use development proceeds.

Subdivision within the Zone is restricted, particularly along the Mangere Gateway Heritage Route. The subdivision provisions are intended to ensure that relatively large lots (at least 4000m²) are created adjacent to the route with provision for smaller lots (of at least 2000m²) in other parts of the zone. Smaller lots will only be permitted where the objectives for the Zone are not compromised and where provision is made for features consistent with the vision for the Zone.

17.13.8.2 Mangere Gateway Business Zone (Oruarangi)

This zone covers approximately 29 ha of land to the east of Oruarangi Road. This area forms part of the Mangere Gateway Heritage Area and, of all the Mangere Gateway Business Zones, is the area closest to the most sensitive cultural, heritage and landscape areas around Oruarangi Road, the Otutara Stonefields and the Ihumatao Papakainga. While there is scope in this area for business activities, including visitor-related activities, careful control is required through the district plan rules and later development procedures, to ensure that the important cultural, heritage and landscape values of the area are respected.

A Public Open Space 5 zoning is intended to recognise the important natural, landscape and heritage values of the areas adjoining the Waitomokia Creek. The area identified for is the minimum necessary to recognise these values.

A Public Open Space 2 zoning is intended to recognise the proximity of urban development (including the entire Mangere Gateway Business Zone (Oruarangi)) to the Papakainga Zone, and the need to provide a minimum area necessary to provide an 18 metre wide Public Open Space 2 zoned buffer between the Papakainga Zone and business development. The Public Open Space 2 zone must be fully planted and vested by the developer of the existing site at the time of any subdivision or development within Precinct G. It is expected that the planting will be of a species capable of cultural harvesting and in that respect it is the intention of Council to allow the opportunity for Makaurau Marae and Te Kawerau Iwi Tribal Authority Incorporated to manage the area once it is planted out and vested.

Emphasis is given to encouraging larger scale warehousing and distribution activities, particularly in Precinct F (see Figure 17.2), but only in locations that are integrated with Oruarangi Road and which respond sensitively to cultural and landscape values. The associated development and performance standards, matters for discretion and assessment criteria, highlight the need for comprehensive site investigation and planning, high standards of streetscape, access, parking and site layout, attractive building design and appearance, along with complementary forms of landscaping. Height, yard and landscaping standards apply to all activities. Art, sculpture and public amenity features are encouraged to be established on key sites within the zone, particularly along the Mangere Gateway Heritage Route and Oruarangi Road.

Limited activities such as those encouraging visitors to the area may be appropriate in Precinct G, provided that they are of a scale and location that does not compromise existing heritage features including the Paul Homestead.

Figure 17.1 illustrates an indicative roading pattern that is expected to be put in place progressively, as subdivision and/ or land use development proceeds.

Subdivision within the Zone is restricted, particularly along the Mangere Gateway Heritage Route and Oruarangi Road. The subdivision provisions are intended to ensure that relatively large lots (at least 4000m²) are created adjacent to the route with provision for smaller lots (of at least 2000m²) in other parts of the zone. Smaller lots will only be permitted where the objectives for the Zone are not compromised and where provision is made for features consistent with the vision for the Zone.

17.13.8.3 Mangere Gateway Business Zone (Kirkbride)

This zone covers approximately 25.5 ha of land between Kirkbride, Creamery and Ascot Rd. The zone has an extensive frontage onto Kirkbride Rd. It provides for a range of business activities, restricted as appropriate to recognise this Zone's location near to residential areas to the east and the Watercare Services Ltd odour buffer designation to the west. The associated development and performance standards, matters for discretion and assessment criteria focus on the amenity values of adjacent properties access, parking and site layout, building design and appearance, and landscaping/streetscape. New road access from Kirkbride Rd is to be restricted.

17.13.9 RULES – ACTIVITIES

17.13.9.1 Mangere Gateway Business Zones

Activities in the Mangere Gateway Business Zones shall comply with the following:

- (a) All Permitted Activities, Controlled Activities and Restricted Discretionary Activities listed in Rule 17.13.9.2 Activity Table for the Mangere Gateway Business Zone (Ihumatao) and Mangere Gateway Business Zone (Oruarangi) have that activity status subject to compliance with the relevant standards and conditions of a Comprehensive Development Plan that has received prior approval in accordance with Rule 17.13.11 or a Concept Plan that has received approval in accordance with Rule 17.13.12.1.9. Any Permitted Activity, Controlled Activity or Restricted Discretionary Activities listed in Rule 17.13.9.2 Activity Table that is not in compliance with the relevant standards and conditions of a Comprehensive Development Plan shall be a Discretionary Activity.

- (b) All permitted, controlled and restricted discretionary activities in Rule 17.13.9.2 Activity Table shall comply with Rule 17.13.10.1 Development and Performance Standards. Council shall exercise control over those matters specified in Rule 17.13.11.1.1 (a) and will be assessed having regard to those matters (as relevant) specified in Rule 17.13.11.1.1 (b) – (e), together with the relevant matters set out in s.104 of the Act.
- (c) Note: for the avoidance of doubt, any activity not complying with Rules 17.13.10.1.2 (Activity Location Standards), 17.13.10.1.3 (Retail Limits), 17.13.10.1.5(a)(iii) (Front Yard standards – Oruarangi Road) and 17.13.10.1.10 (Public Open Space) shall be a non-complying activity.
- (d) All discretionary activities in Rule 17.13.9.2 Activity Table shall comply with Rule 17.13.10.1 Development and Performance Standards and will be assessed having regard to those matters, as relevant specified in Rule 17.13.12, together with the relevant matters set out in s.104 of the Act. Note: for the avoidance of doubt, any activity not complying with standards specified in Rule 17.13.12 shall be a non-complying activity.
- (e) Any activity not listed in 17.13.9.2 Activity Table is deemed to be a non-complying activity.
- (f) Notwithstanding the above, certain existing uses in relation to land which contravene a rule in the District Plan may be protected by virtue of Section 10 of the Resource Management Act 1991.
- (g) An application for resource consent in respect of:-
 - (i) any activity specified in Rule 17.13.9.2 Activity Table as a controlled activity or a restricted discretionary activity;
 - (ii) any activity that does not comply with any or all of the Development and Performance Standards in Rule 17.13.10,

and that otherwise complies with the height in relation to boundary, side yard and landscaping in side yard standards, and all standards relating to development within 30 metres of the Oruarangi Road front boundary, will not require public notification, service of notice of the application, or the consent of adversely affected parties under sections 93 and 94 of the Resource Management Act 1991, unless special circumstances exist.

In all other respects, for notification procedures under the Resource Management Act 1991 see Rules 5.2.3, 5.2.4 and 5.3.3.1, Chapter 5 - General Procedures and Rules.

17.13.9.2 Activity Table

In the Table below the terms used have the following meanings:

P	= Permitted Activity
C	= Controlled Activity
RD	= Restricted Discretionary Activity
D	= Discretionary Activity
NC	= Non Complying Activity
-	= Not applicable to Zone

ACTIVITIES Note 1: See Rule 17.13.9.1(a) above relating to requirements for a Comprehensive Development Plan. Note 2: Activities marked with an asterisk (*) in this table are subject to locational and/ or capacity standards – see Rules 17.13.10.1.2 and 17.13.10.1.3	MANGERE GATEWAY BUSINESS ZONE (IHUMATAO)	MANGERE GATEWAY BUSINESS ZONE (ORUARANGI)	MANGERE GATEWAY BUSINESS ZONE (KIRKBRIDE)
Any activity which is associated with the operation of the Airport (not including aircraft operations, runways and the testing of in situ aircraft engines) including but not limited to taxiways and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities, stormwater facilities, roads, monitoring activities, site investigation activities, landscaping, flags and signs*	P	NC	NC
The erection or relocation of any building or structure and/ or external alterations or additions to any building or structure, except on any site having frontage or access to the Mangere Gateway Heritage Route, Oruarangi Road, George Bolt Memorial Drive, or Kirkbride Road	P	P	P
The erection or relocation of any building or structure and/ or external alterations or additions to any building or structure on any site having frontage or access to the Mangere Gateway Heritage Route, Oruarangi Road, Ascot Road, George Bolt Memorial Drive, or Kirkbride Road	C	C	RD
Any activity specified in Rule 17.13.9.2 that does not comply with any or all of the Development and Performance Standards in Rule 17.13.10.1.1 and 17.13.10.1.4 -17.13.10.1.8	RD	RD	RD
Bus Depots	P	P	P

Cafes and restaurants	P	P in Precinct G, otherwise D	NC
Care Centres Note: ASANs in the HANA and the MANA are subject to Rule 5.21	P	P in Precinct G, otherwise D	NC
Car parking areas and buildings not ancillary to a permitted activity.	P	P	P
Cleanfill Activities involving less than 500m ³ of material per existing site.	P	P	P
Cleanfill activities involving between 500m ³ and 5,000m ³ of material per existing site	C	C	C
Cleanfill activities involving more than 5,000m ³ of material per existing site	D	D	D
Commercial Services (including repair and servicing of domestic goods and equipment, drycleaning, etc)	P	C in Precinct G, otherwise D	D
Conference facilities	P	RD in Precinct G, otherwise D	NC
Demolition/removal of existing buildings (except those buildings listed in Schedule 6A – see Heritage Chapter)	P	P	P
Educational Facilities Note: ASANs in the HANA and the MANA are subject to Rule 5.21	D	D	NC
Equipment hire premises	P	NC	D
Entertainment facilities and activities	D	D	NC
Environment Centre/ Information Centre/ Interpretation Facilities	P	P	NC
Farming, excluding farm forestry complying with additional standards in Rule 13.11.2.5.	P	P	P
Fire Stations	P	P	NC
Funeral Directors' Premises	NC	D	NC
Garden Centres	P	P	P
Greenhouses	P	P	P
Healthcare Services (including medical laboratories and veterinary clinics and all forms of human healthcare)	P	C in Precinct G, otherwise D	NC
Household Units – a single household unit needed for a person whose responsibilities require them to live on the site	RD	D	RD

Household Units	NC	NC	NC
Industry, except activities involving discharges to air categories listed in Appendix 14B	P	P	P
Hotels*	P	RD in Precinct G, otherwise D	NC
Industry involving discharges to air categories listed in Appendix 14B	RD in Precinct B as shown on Figure 17.2, otherwise NC	NC	NC
Markets and Stalls (other than temporary activities)	NC	C	NC
Motor vehicle sales and service premises	P	NC	P
Offices ancillary to a Permitted Activity	P	P	P
Offices not ancillary to a Permitted Activity*	P	NC	NC
Personal and other services	P	C in Precinct G, otherwise D	NC
Places of assembly	D	D	NC
Public open spaces	P	P	P
Public toilets	P	P	RD
Retail Sales of any goods manufactured on the site provided that the retail sale area does not exceed 25% of the gross floor area set aside for manufacturing, or 250m ² , whichever is the lesser	P	P	RD
Retail Sales - Convenience Shops not exceeding 200m ² in gross shopping floor area*	P	P	NC
Retail Sales for the sale of arts and crafts and souvenirs*	P	P	NC
Retail Sales of goods related to aviation*	P	NC	NC
Service stations	P	NC in Precinct G, otherwise P	P
Takeaway food premises	P	P in Precinct F, otherwise NC	NC
Taverns*	P	NC	NC
Transport Centres	P	P	P
Traveller's accommodation*	P	RD in Precinct G, otherwise D	NC
Truckstops	P	NC in Precinct G, otherwise P	P
Vehicle rental and valet activities	P	NC	P
Wine Bars	P	R(D)	NC

Activities which may have an adverse effect on any scheduled heritage resource	Refer to Chapter 6 - Heritage
Hazardous Facilities and Substances Refer To Chapter 10.1 Hazardous Facilities and Substances	Refer to Chapter 10.1- Hazardous Facilities and Substances
Land Modification, Development and Subdivision	Refer to Chapter 9 – Land Modification, Development and Subdivision.
Network Utility Services	Refer to Chapter 7 – Network Utility Services.
Parking, Loading and Access	Refer to Chapter 8 - Transportation
Relocated Buildings	Refer to Chapter 5 - General Procedures and Rules
Temporary Activities	Refer to Chapter 5 – General Procedures and Rules
Activities which may have an adverse effect on any scheduled heritage resource	Refer to Chapter 6 - Heritage

Note: For the purposes of these Rules (17.13) “Wine Bar” means an establishment that specialises in selling wine for consumption on the premises, predominantly by the glass.

Rule

17.13.10 RULES - DEVELOPMENT AND PERFORMANCE STANDARDS

Rule

17.13.10.1 Mangere Gateway Business Zone

The following development and performance standards apply in the Mangere Gateway Business Zones (Ihumatao, Oruarangi, and Kirkbride).

Rule

17.13.10.1.1 Standards Relating to Indicative Roads

Indicative Roads shall be constructed generally along the alignment shown in Figures 17.1 and 17.2.–

Rule

17.13.10.1.2 Activity Location Standards

- (a) Any activity which is associated with the operation of the Airport (not including aircraft operations, runways and the testing of in situ aircraft engines) including but not limited to taxiways and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities, stormwater facilities, roads, monitoring activities, site investigation activities, landscaping, flags and signs, shall be located within the “Airport Overlay” as shown on Figure 17.2 – Concept Plan.
- (b) Any Retail Sales of goods related to aviation shall be located within the “Airport Overlay” as shown on Figure 17.2 – Concept Plan.
- (c) Any Convenience Shops shall be located in Precincts B, C, F or G as shown on Figure 17.2 – Concept Plan or on those sites within Precincts D or E which front the Mangere Gateway Heritage Route shown on Figure 17.1 – Mangere Gateway Heritage Area.
- (d) Any taverns shall be located in Precincts B or C as shown on Figure 17.2 – Concept Plan.

- (e) Any Retail Sales for the sale of arts and crafts and souvenirs shall be located in Precincts B, C, ~~F~~ or G as shown on Figure 17.2 – Concept Plan or on those sites within Precincts D or E which front the Mangere Gateway Heritage Route shown on Figure 17.1 – Mangere Gateway Heritage Area.
- (f) Any Offices not ancillary to a Permitted Activity shall be located in Precincts A, B or C as shown on Figure 17.2 – Concept Plan.
- (g) Any Hotels or Travellers Accommodation shall be located in Precincts A, B, C or G as shown on Figure 17.2 – Concept Plan.

Rule**17.13.10.1.3 Activity Capacity Standards – Retail Activity**

- (a) The total combined gross floor area for Convenience Shops and Retail Sales and for the sale of arts and crafts and souvenirs shall be 3,000m² in Precincts B and C combined 1,000m² in Precincts F and G combined, and 1,000m² in Precincts D and E combined, as shown on Figure 17.2 – Concept Plan.

Explanation/Reasons

In respect of business activity, the prime purpose of the Mangere Gateway Business Zones is to provide for land-extensive land uses such as distribution warehousing. Higher employment density land uses are therefore restricted to the extent necessary to recognise the needs of people working in the locality, and those activities necessary and desirable to support the airport. Locational constraints relate to the need to support public transport and high standards of amenity expected along the Mangere Gateway Heritage Route.

The special needs of the airport in relation to specific airport activities are also recognised.

Rule**17.13.10.1.4 Height**

- (a) Maximum Height
 - (i) In respect of any buildings erected within 60m of the Papakainga Zone the maximum height of buildings and structures shall be 9m.
 - (ii) In respect of any buildings located within 30m of the Mangere Gateway Heritage Route in the Mangere Gateway Business Zone (Ihumatao) and the Mangere Gateway Business Zone (Oruarangi) maximum height standards will be determined through the Comprehensive Development Plan process in accordance with Rule 17.13.11, or shall otherwise be a Discretionary Activity (see Rule 17.13.9.1(a)).
 - (iii) The maximum height of all other buildings and structures shall be 15m.
- (b) Building Height In Relation to Boundary

Rule 5.18.1, Chapter 5 General Procedures and Rules applies, provided that there shall be no height in relation to boundary requirement in respect of the Mangere Gateway Business Zone (Oruarangi) boundary adjoining the Public Open Space 2 Zone that lies between the Mangere Gateway Business Zone (Oruarangi) and the Papakainga Zone.
- (c) Antennae

Notwithstanding the height requirements set out in (a) above, antennas on existing or proposed buildings are permitted provided they do not project more than 2m above the maximum permitted height of the main structures for the zone in which they are located and do not exceed 2m in any horizontal direction.

Explanation/Reasons

The maximum height rules are intended to provide for distribution, warehouse and other similar forms of buildings consistent with the zone's objectives. Additional controls are placed on buildings on sites adjacent to residential areas and reserves and adjacent to the Mangere Gateway Heritage Route to protect heritage, landscape and amenity values.

The Council holds a Design Guide for the height of development on Oruarangi Road that will assist in respect of Rule 17.13.10.1.4(a)(ii).

Rule

17.13.10.1.5 Yards

(a) Front Yard

- (i) Standards for front yards shall apply to all public roads and Indicative Roads as shown in Figures 17.1 and 17.2, but do not apply to any other internal road or service lane.
- (ii) In respect of any building located on a site adjoining the Mangere Gateway Heritage Route (excluding Oruarangi Road) or George Bolt Memorial Drive in the Mangere Gateway Business Zone (Ihumatao), front yard standards will be determined by the Comprehensive Development Plan prepared in accordance with Rule 17.13.11 or shall otherwise be a Discretionary Activity (see Rule 17.13.9.1(a)).
- (iii) In respect of any building located on a site adjoining the Mangere Gateway Heritage Route (Oruarangi Road),
 - the required front yard setback shall be 10 metres, and
 - any building situated within 30 metres of the front boundary shall be confined to no more than 40% ground coverage of that area between 10 metres and 30 metres of the front boundary.
- (iv) For any other road the required front yard setback shall be 5m.

(b) Side Yards – Mangere Gateway Heritage Route

- (i) In respect of any building located on a site adjoining the Mangere Gateway Heritage Route or George Bolt Memorial Drive in the Mangere Gateway Business Zone (Ihumatao) or the Mangere Gateway Business Zone (Oruarangi) – Note: see additional standard in Rule 17.13.10.1.10(a) relating to Precinct G) and shown within a precinct in Figure 17.2, side yard standards will be determined by the Comprehensive Development Plan prepared in accordance with Rule 17.13.11 or shall otherwise be a Discretionary Activity (see Rule 17.13.9.1(a)).

(c) Yards Adjoining Public Open Space Zones

- (i) Where any part of a site abuts a site zoned Public Open Space a yard having a minimum width of 10m shall be provided, except that there shall be no minimum

yard requirement in respect of sites abutting the Public Open Space 2 Zone that is situated between the Papakainga Zone and the Mangere Gateway Business Zone (Oruarangi).

(d) Coastal and Water Protection Yards

- (i) Where any site abuts Mean High Water Springs, a Coastal Protection Yard with a width of 25 metres shall be provided.
- (ii) Where any site abuts a river whose bed has an average width of 3 metres or more a Water Protection yard of 25 metres back from the edge of the river shall be provided.
- (iii) All Coastal and Water Protection Yards shall be planted in grass, trees and shrubs and thereafter maintained in a manner that ensures grassed areas are mown, trees and shrubs survive and yards are kept free of any rubbish or stored materials.
- (iv) Earthworks involving more than a cumulative total of 200m³ in a Coastal Protection Yard shall be a restricted discretionary activity in terms of Rule 9.8.2.

Explanation/Reasons

Yards are intended to create attractive streetscapes, retain some of the 'open' landscape character of the area (in particular, adjoining the coastline, Oruarangi Road and the Mangere Gateway Heritage Route), and break the mass of buildings when viewed from roads, reserves and adjacent residential areas. The Council holds a Design Guide for frontage development on Oruarangi Road that will assist in respect of Rule 17.13.10.1.5(a)(iii).

Rule

17.13.10.1.6 Signs

- (a) In respect of all Sites in the Mangere Gateway Business Zone (Ihumatao), the Mangere Gateway Business Zone (Oruarangi) except sites having frontage to the Mangere Gateway Heritage Route, George Bolt Memorial Drive or Oruarangi Road within a precinct shown in Figure 17.2, and in respect of all sites in the Mangere Gateway Business Zone (Kirkbride) the signs rules in Rule 5.14. Chapter 5 - General Procedures and Rules shall apply as if the site was zoned Business, (excluding Rules 5.14.9.5.1(ii) and (iii)), provided that the following additional rules shall apply:-
 - (i) Permitted Activities
 - A single free-standing sign for each street frontage to a site, where the primary purpose of the sign is identification, with the total height of the support structure and sign not exceeding 7m and the area of the sign not exceeding 8m².
 - A sign or signs where the primary purpose of the sign is identification, fixed to the facade of a building or the fascia of a veranda or canopy provided that the sign does not project beyond the profile of the building, veranda or canopy fascia.
 - (ii) Any sign not being a Permitted Activity shall be a Restricted Discretionary Activity and will be assessed against those matters set out in 5.14.10 Assessment Criteria Chapter 5 - General Procedures and Rules.

- (b) For sites having frontage to Oruarangi Road no signs shall be permitted within the front yard setback.
- (c) In respect of sites having frontage to the Mangere Gateway Heritage Route (excluding Oruarangi Road) or George Bolt Memorial Drive in the Mangere Gateway Business Zone (Ihumatao) and the Mangere Gateway Business Zone (Oruarangi) and shown within a precinct in Figure 17.2, signage standards will be determined by the Comprehensive Development Plan prepared in accordance with Rule 17.13.11, or shall otherwise be a Discretionary Activity (see Rule 17.13.9.1(a)).

Explanation/Reasons

Signs are a necessary feature of the Mangere Gateway Business zones, however the visual amenity of this area is important due to its location on Oruarangi Road and the Mangere Gateway Heritage Route as a high profile area for visitors to New Zealand using Auckland International Airport. Rules have been imposed to ensure that there are no major adverse effects on the visual amenity of the area and encouragement will be given to signage that is developed in accordance with consistent signage guidelines.

Rule

17.13.10.1.7 Landscape Treatment

- (a) Minimum Landscaped Area – Sites
 - (i) For all sites, landscape treatment shall be provided in those yards adjoining land zoned public open space and land vested in Council as reserve and stormwater detention ponds vested in Council, as specified in Rule 14.11.14(v) and Coastal Protection Yards as specified in Rule 14.11.3.
 - (ii) In respect of the Public Open Space 2 Zone in Precinct G (see Figure 17.2), that zone is to be fully planted out in species approved by Council in consultation with Makaurau Marae and Te Kawerau Iwi Tribal Authority Incorporated.
 - (iii) In respect of front sites having frontage to the Mangere Gateway Heritage Route or George Bolt Memorial Drive in the Mangere Gateway Business Zone (Ihumatao) and the Mangere Gateway Business Zone (Oruarangi) and shown within a precinct in Figure 17.2, landscape treatment standards will be determined by the Comprehensive Development Plan prepared in accordance with Rule 17.13.11, provided that in respect of the Mangere Gateway Business Zone (Oruarangi) the required 10 metre front yard, apart from any approved access driveway, shall be developed in accordance with the following:-
 - (1) The landscape treatment is more vegetative than built and is dominated by large trees which are predominantly native, with other vegetation;
 - (2) The landscape treatment avoids the use of fencing and utilises a simple palette of plants throughout the precinct.
 - (iv) For all other Sites - a minimum of 20% of the area of each site shall be planted, provided that this requirement may be reduced to 10% of each site where the following conditions are met.
 - The Council has approved a landscape treatment plan as part of a resource consent and the landscape treatment shown on the approved plan has been implemented as part of the subdivision and/or is to be implemented as part of a land use consent application, or

- The reduction in landscape treatment is used for car parking purposes and the car parking is designed in such a way as to be substantially hidden from view from the road, areas of public open space and adjoining properties by either excavation, mounding or landscape planting (or a combination of one or more of the foregoing), so as to be visually integrated into the remaining landscaped area;

(b) Street Trees

On the construction of new roads, street trees shall be provided to achieve an “avenue” effect of trees on each side of the road adjoining any site other than a site zoned Public Open Space.

(Note: See the Guidelines for Trees in Appendix 17.13A)

Explanation/Reasons

Appropriate provision for landscaping is a key component in ensuring the desired high quality of amenity is to be achieved in the Mangere Gateway Heritage area. High proportions of sites are expected to be landscaped in the Mangere Gateway Business Zone (Ihumatao), particularly adjoining Oruarangi Road and the Mangere Gateway Heritage Route.

Detailed requirements for landscaping will be assessed in the required comprehensive development plan, but this rule sets out the minimum standards expected to be achieved.

The Council holds a Design Guide for frontage development on Oruarangi Road that will assist in respect of Rule 17.13.10.1.7(a)(ii).

Rule

17.13.10.1.8 Screening of Storage, Loading Docks and Servicing Areas

Any outdoor storage, loading docks or servicing areas shall be fully screened from all roads and other adjoining public places.

Explanation/Reasons

Part of the vision for the Mangere Gateway Heritage Area is the maintenance of a high standard of visual amenity, particularly as viewed from roads and other public places. This rule is intended to ensure that activities that have the potential to create adverse effects on visual amenity are adequately screened from view.

Rule

17.13.10.1.9 Odour, Dust, Fumes and Smoke

(a) Odour

Activities must not create offensive or objectionable odour able to be detected at or beyond the boundary of the site. In the event of an offensive or objectionable odour occurring to such an extent that it has, or is likely to have an adverse effect on people, places or resources, such action shall be taken as may be necessary by the owner and or occupier to remedy the situation to the satisfaction of the Council.

(b) Dust, Fumes and Smoke

Activities shall not create a dust, fume or smoke nuisance. A dust, fume or smoke nuisance will be deemed to have occurred if:

- there is visible evidence of suspended solids/ particulate matter in the air beyond the site boundary; and / or
- there is visible evidence of deposited particulate matter traceable from a dust source, settling on the ground, building or structure on an adjoining site or waterbody.

Explanation/Reasons

Dust, fume, smoke and odour controls provide a practicable means of controlling situations which are not satisfactorily regulated by controls on air discharges. In relation to odour the Council will be guided in its approach through use of the 'FIDO' factors included in the Ministry for the Environment Guide "Odour Management under The Resource Management Act 1991".

Flexibility is needed so that various alternatives can be used to avoid or reduce the problem. The control adopted recognises both the subjective nature of the task and the need to provide for flexibility to take whatever action is needed to solve the problem.

In determining what is considered offensive or objectionable, the Council will take into account the presence of long established activities which generate unavoidable odours.

Rule

17.13.10.1.10 Public Open Space Zones

Public Open Space Zones are to be developed to a minimum contoured and grassed standard and vested with the Manukau City Council as follows:-

- The entire area shown as Public Open Space 2 (adjoining the Papakainga Zone) is to be vested with Council prior to the establishment of any further development within Precinct G as shown on Figure 17.2, provided that this rule shall not apply to a rural activity not involving the erection of buildings, or any building and associated activity having frontage to the Mangere Gateway Heritage Route, subject to approval being given in accordance with Rule 17.13.11 (Comprehensive Development Plans) and, as required, Rule 17.13.9.2 (Activity Table). Note: this area is to be vested "free of charge" i.e. will not form part of any reserve contribution.
- In respect of the Mangere Gateway Business Zone (Oruarangi), the entire area shown as Public Open Space 5 (west of the Waitomokia Creek) is to be vested prior to the establishment of any further development within Precinct G as shown on Figure 17.2, provided that this rule shall not apply to a rural activity not involving the erection of buildings.
- In respect of the Mangere Gateway Business Zone (Ihumatao), the area shown as Public Open Space 5 adjoining the Oruarangi Creek in each of the Precincts as shown on Figure 17.2 is to be vested prior to buildings being developed within the relevant Precinct with a gross floor area equal to 25% of the land area within the relevant Precinct.
- Payment of the vesting of Public Open Space land within Precincts B – E on Figure 17.2 will be by way of credit granted by the Council against any financial contribution under the Resource Management Act 1991 or development contribution under the Local Government Act 2002 for public open space or reserve land required to be paid in respect of the subdivision or development of any land within the Mangere Gateway Business Zone (Ihumatao) or the Airport Zone. Reserve contributions are to be assessed in accordance with Rules 15.15.2.3.4 (Business Subdivisions) and / or Rule 15.15.2.3.5 (Business Development) or any amended or replacement policy or rules in substitution therefore.

Rule**17.13.10.1.11 Other Development and Performance Standards**

(a) Noise

Refer to Chapter 14.11.7 – Business Areas Noise, provided that for the purposes of that rule the Mangere Gateway Business Zone shall be regarded as being the equivalent of the Business Zone 5 Zone and the Mangere Gateway Residential Zone shall be considered as a Residential Zone.

(b) Hazardous Facilities and Substances

Refer to Chapter 10.1- Hazardous Facilities and Substances

(c) Vibration

Rule 5.18.4 Vibration, Chapter 5 - General Procedures and Rules applies.

(d) Lighting

Rule 5.18.2 Artificial Lighting, Chapter 5 - General Procedures and Rules applies.

(e) Traffic Generation, Parking, Loading and Access

Chapter 8 - Transportation applies.

(f) Effluent Disposal, Water Supply, Roading and Reserve Contributions

Chapter 9 - Land Modification, Development and Subdivision Activities and Chapter 15 Public Open Space apply.

(g) Payment of Business Development Reserve Contributions

Rule 14.11.17(c) applies.

Rule**17.13.11 RULES - COMPREHENSIVE DEVELOPMENT PLANS****17.13.11.1 Comprehensive Development Plans (Mangere Gateway Business Zone (Ihumatao) and Mangere Gateway Business Zone (Oruarangi))**

- (a) No activity shall be established within any Precinct as shown on the Concept Plan in Figure 17.2 without prior approval to a Comprehensive Development Plan for that Precinct under this Rule (see Rule 17.13.9.1(a)).
- (b) An application for a Comprehensive Development Plan shall be assessed as a Restricted Discretionary Activity.
- (c) An application for resource consent as a Restricted Discretionary Activity made under this rule need not be notified and the written approval of affected persons need not be obtained unless special circumstances exist, provided that any owner of land within the Precinct(s) covered by the proposed Comprehensive Development Plan who is not formally involved as an applicant for resource consent under this rule shall be considered an adversely affected person and their written approval to the activity will be required. In the event that the written approvals are not obtained, the relevant party shall be served with notice of the application.

- (d) In application for resource consent as a Restricted Discretionary Activity made under this rule shall include evidence of consultation in respect of
- (i) matters of urban design, structures and landscape treatment in Precincts F and G as shown on the Concept Plan in Figure 17.2; and
 - (ii) in respect of any potential waahi tapu in all Precincts.
 - (iii) The consultation shall be with appropriately delegated representatives of the Makaurau Marae and Te Kawerau a Maki Iwi Tribal Authority Incorporated. The evidence of consultation shall include confirmation that the delegated representative has been consulted on the preparation of the Comprehensive Development Plan and has sighted the final version of the Comprehensive Development Plan that is to be submitted to Council.
- (e) The Comprehensive Development Plan shall cover the whole of a Precinct shown on the Concept Plan in Figure 17.2, and shall include:-
- (i) The exact boundaries of the precinct (which shall be in general accordance with those shown on Figure 17.2);
 - (ii) The location and design of all roads, including Indicative Roads, that lie within or are required to access the Precinct;
 - (iii) An Integrated Transport Assessment;
 - (iv) Proposed pedestrian and cycle linkages, including service vehicles;
 - (v) Proposals for public amenity areas located in or adjoining the Precinct;
 - (vi) Design guidelines (including representative site layouts and sketches) for site shape, contour and orientation, and landscape treatment;
 - (vii) Design guidelines (including representative site layouts and sketches) for building platform location and design; the design of building height, materials and finish, and associated site access, carparking and landscape treatment;
 - (viii) Design guidelines (including representative site layouts and sketches) for sign location, size, design and height on the Mangere Gateway Heritage Route and George Bolt Memorial Drive;
 - (ix) A streetscape and landscape treatment plan, in sufficient detail to enable establishment of a coherent design throughout the Precinct. Such landscaping plan shall show and explain:
 - those trees and groups of trees that are proposed to be retained;
 - the form (including density, species, depth and height) of planting that is proposed to be undertaken within each Precinct;
 - (x) The likely staging of the development.

17.13.11.2 Matters of Discretion

Council reserves control over and may impose conditions in respect of any matter relating to the following:-

- (a) Any relevant matter contained within the Objectives and Policies relating to the Mangere Gateway Heritage Area and the Mangere Gateway Business Zones;

- (b) Relationship of buildings to each other, to the landform and to the street;
- (c) Design consistency with Figure 17.2 and between Precincts;
- (d) Coherent Design for the Mangere Gateway Heritage Route, George Bolt Memorial Drive and Surrounds;
- (e) Land Use and Transport Integration;
- (f) Provision and Design of Roads;
- (g) Traffic Generation, Safety and Efficiency;
- (h) Cycleway and Walkway Linkages and associated Facilities;
- (i) Landscape Treatment – Provision and Design;
- (j) Signage – Provision and Design (sites adjoining Mangere Gateway Heritage Route and George Bolt Memorial Drive only);
- (k) Precincts A – G – Provision of and Relationship with open space;
- (l) Precincts B and C – Comprehensive Development of the Commercial Centre;
- (m) Precincts F and G - Comprehensive Development of the Visitor Centre;
- (n) Oruarangi Road - Heritage and Traffic Issues
- (o) Precinct G – Relationship with the Papakainga Zone;
- (p) Precinct G – Public Pedestrian Linkage Between Oruarangi Road and Waitomokia Creek

Rule**17.13.11.3 Standards**

The portion of the Mangere Gateway Heritage Route covered by any Comprehensive Development Plan, except Precincts A and B on Figure 17.2, is to be constructed as part of the first stage of any development within the relevant Precinct and in addition a full walkway linkage shall be provided from that Precinct to the boundary between Precincts E and F.

Rule**17.13.11.4 Assessment Criteria**

When assessing an application under this Rule Council will have regard to the following assessment criteria and any relevant matters set out in Section 104 of the Act:

- (a) Design consistency with Figure 17.2 and between Precincts
 - (i) Whether all relevant features shown on the Concept Plan in Figure 17.2 have been incorporated into the Comprehensive Development Plan;
 - (ii) Whether the Comprehensive Development plan has been prepared having regard to the context of adjoining precincts and other surrounding land, natural features and development.
- (b) Coherent Design for the Mangere Gateway Heritage Route, George Bolt Memorial Drive and Surrounds;

- (i) Whether the Comprehensive Development Plan promotes a coherent design for the Mangere Gateway Heritage Route, George Bolt Memorial Drive and adjoining land, including:
 - ensuring a coherent spatial structure formed by the relationship of buildings to the street, and, one building to another, and to the street;
 - minimising the number of vehicle entries onto the street;
 - aligning buildings to the street;
 - aligning buildings to each other;
 - locating development and access points to sites so that heavy vehicle traffic (except buses) is discouraged on the Mangere Gateway Heritage Route;
 - managing the height and location of buildings relative to the street;
 - locating the office component of development at the front (street) part of the development;
 - using consistent materials on buildings;
 - using consistent planting, paving, lighting and fencing;
 - ensuring existing trees and shelter belts are retained where they may contribute to maintenance of amenity;
 - providing trees along road berms and/or within front yards, and that are capable of reaching a similar scale to nearby buildings;
 - avoiding security fencing further forward than the line of buildings adjoining the street;
 - enhancing the natural character of open space elements.
 - (ii) Whether po, art, sculpture or other public amenity feature(s) of an appropriate design to represent the Maori and European history of the area are proposed on land adjoining the Mangere Gateway Heritage Route in such a way as will promote a distinctiveness or sense of place appropriate for the wider Mangere Gateway Heritage Area. (Note: It is expected that po, art, sculpture and other public amenity features will generally be located only in open space areas or on sites that will attract tourists).
- (c) Land Use and Transport Integration
- (i) Whether a full Integrated Transport Assessment has been submitted with the application that includes consideration of:-
 - All modes of transport that would support the land uses proposed;
 - In Precincts A, B and C as shown in Figure 17.2, the possible location of, and linkages to, Rapid Transport Networks;
 - A location policy that ensures specified development takes place in locations within the Precinct that, where relevant, support sustainable transport mode share;

- Planning and development tools to facilitate sustainable transport;
 - Travel plans, as appropriate to encourage uptake of sustainable transport options by employers and visitors;
 - Parking standards in the relevant district plan with justification for the number of spaces proposed, so land is used efficiently and effectively;
 - Provision, where appropriate, to be made for cyclists (including cycle storage)
 - Any relevant funding matters.
- (ii) Whether sufficient roads are to be provided to create a connected roading pattern, avoiding, where possible the necessity for rear sites;
- (iii) Whether roads and frontage to those roads is to be provided in general accordance with the Indicative Road pattern as shown on Figure 17.2;
- (iv) Whether roads are designed to a consistent, high quality design standard (see Mangere Gateway Heritage Route Concept Plan in Appendix 17B for guidance in respect of that road);
- (v) Whether sufficient cycleway and/or walkway linkages and facilities are provided and are designed in such a way as will contribute to the employment, visitor and recreational user attractiveness of the Mangere Gateway Heritage Area;
- (vi) Whether the Comprehensive Development Plan appropriately discourages heavy vehicle traffic movements through the Papakainga Zone;
- (d) Precincts B – G - Provision of and Relationship with Public Open Space and Natural Resources
- (i) Whether development proposals for the open space areas identified on the Concept Plan (Figure 17.2) generally reflect an informal or passive design reflective of the historic rural character, cultural and heritage values of the area;
- (ii) Whether the Comprehensive Development Plan responds sensitively to cultural, natural and landscape values as viewed from the Mangere Gateway Heritage Route;
- (iii) Whether strong open space and visual connections to and around Waitomokia and Oruarangi Creeks have been created, including provision for pedestrian and cycle linkages and locations for cultural, landscape and historical interpretive features;
- (iv) Whether provision is made for public pedestrian linkages associated with all roads between Oruarangi Road and the Waitomokia Creek in Precinct G, and located and designed so that they are safe routes with a high standard of amenity, both within the linkages and in the context of surrounding development;
- (v) Whether ecological values associated with the Waitomokia and Oruarangi Creeks will be maintained and enhanced, including landforms, water quality, natural processes and habitats;
- (vi) Whether the development adopts any relevant recommendation in the Ihumatao Catchments Integrated Catchment Management Plan.

- (e) Adverse Effects on Heritage Resources
 - (i) Whether development adjoining that part of the Mangere Gateway Heritage Route within Precincts F and G is designed in such a way as incorporates historic trees and shelter belts and existing heritage buildings, including the provision of an appropriate area of domestic open space around the Paul Homestead (556 Oruarangi Road), and ensuring the location and scale of development complements rather than dominates that area;
 - (ii) Whether development adjoining Oruarangi Road within Precincts F and G is designed in such a way as incorporates existing heritage buildings and historic trees, and complements those elements as well as responding sensitively to the cultural and landscape values of the area;
 - (iii) Whether the Comprehensive Development Plan identifies and incorporates any cultural heritage resources, in a way that integrates with and enhances those resources;
 - (iv) Whether Precinct G is developed in such a way as ensures a separate identity is maintained for development within the Papakainga Zone;
 - (v) Whether Precinct G is developed in such a way as the outlook from the Papakainga Zone is dominated by landscaped open space rather than buildings, carparks and vehicle accessways;
- (f) Precincts B and C – Comprehensive Development of the Commercial Centre
 - (i) Whether there has been a comprehensive design, including building location, landscape and building design guidelines (including materials and colouring) for the commercial centre within Precincts B and C.
- (g) Precincts F and G – Comprehensive Development of Visitor Activities
 - (i) Whether there has been a comprehensive design, including building location, landscape and building design guidelines (including materials and colouring) for visitor activities adjoining the Mangere Gateway Heritage Route within Precincts F and G.
- (h) Landscape Treatment
 - (i) Whether consistent design will be established and maintained along the Mangere Gateway Heritage Route and George Bolt Memorial Drive;
 - (ii) Whether existing trees and shelterbelts that may enhance the amenity of development are to be retained;
 - (iii) Whether the form (including density, species, depth and height) of new planting that is proposed is capable of attaining a similar scale to proposed buildings and relates appropriately to existing trees and shelterbelts on and immediately adjacent to the site;
 - (iv) Whether a continuity of planting along road frontages is to be provided and maintained, wherever possible using species already present in the area;
 - (v) Whether the proposed landscaping is to be placed so that it does not obstruct views of landscape or landmark features;

- (vi) Whether the extent and form of landscaping will complement development on adjoining Precincts, contribute in a significant manner to the visual amenities of the site, and streetscape, and promote a distinctiveness or sense of place appropriate for the wider Mangere Gateway Heritage Area;
 - (vii) Whether the proposed landscaping is designed to create visual interest and contribute to the amenities of the area;
 - (viii) Whether the landscape and streetscape design elements of the Mangere Heritage Gateway Route have been extended within and across road and other reserves and required yards (from building face to building face);
 - (ix) Whether the design incorporates standard elements (street trees, other planting, lighting, furnishings, directional signs); and planting of a naturally occurring, irregular form along and parallel to the Mangere Heritage Gateway Route, contrasted with more geometric planting perpendicular to the Route;
 - (x) Whether front boundaries are delineated by the use of locally sourced volcanic stone walls, hedges or linear planting;
 - (xi) Whether specimen trees capable of attaining sufficient height are used to frame and define edges to road, park and storm-water reserves, and to emphasise key intersections.
- (i) Site Layout
 - (i) Whether the indicative site layout pattern, and possible development of sites (including contour, shape and orientation) is able to reinforce or enhance the street pattern;
 - (j) Road Design, Traffic Generation, Safety and Efficiency
 - (i) Whether provision is made for a street and site layout that avoids adverse effects on the safety and efficiency of the adjacent road network.
 - (ii) Whether the street layout and street design encourages heavy traffic movements (except buses) away from the Mangere Gateway Heritage Route except where there is no available alternative route for heavy traffic.
 - (iii) Whether the street layout and street design encourages heavy traffic movements (except buses) away from the Papakainga Zone.
 - (k) Signs (sites adjoining the Mangere Gateway Heritage Route, and George Bolt Memorial Drive only)
 - (i) Whether design guidelines contain a consistent signs design standard along the Mangere Gateway Heritage Route, which have been prepared recognising the need to avoid the appearance of a clutter of signage or a visual clash of signs number, size, location and design, including colour and lighting.

Explanation/Reasons

Comprehensive Development Plans (CDPs) are an important “layer” in promoting the sustainable management of the Mangere Gateway Heritage Area. The requirement for approval of a CDP prior to developing a defined Precinct avoids the need to incorporate a greater number of prescriptive standards in the rules, while still providing the opportunity, at CDP approval stage, for detailed conditions to be imposed to ensure a comprehensive approach is taken to the future development of the Precinct. It is expected that

the applicant for the CDP will, by the time the CDP is prepared, have a reasonably detailed knowledge of how the Precinct is likely to be developed, for instance through master planning, and that detailed knowledge can be used to inform the preparation and ultimate management of the area in accordance with the CDP.

It is recognised that some defined Precincts involve more than one land ownership. This is a consequence of drawing up Precinct boundaries which cover the minimum area for appropriate comprehensive management. The rules allow for any party to be involved in preparing and submitting a CDP application. However any landowner within the relevant precinct covered by the comprehensive development plan who is not involved in that process will be considered an affected party. Encouragement is given for all landowners to be involved in preparing a CDP, or at least actively consulted on the CDP's preparation.

It is expected that, in the development of design guidelines and other details required for submission as a Comprehensive Development Plan, an applicant will liaise as appropriate with Council's Urban Design Group.

Rule

17.13.12 RULES – STANDARDS AND MATTERS FOR CONTROL: CONTROLLED AND RESTRICTED DISCRETIONARY ACTIVITIES

Rule

17.13.12.1 Mangere Gateway Business Zones

The following matters of discretion and assessment criteria apply to all land use activities in the Mangere Gateway Business Zones – Ihumatao, Oruarangi, and Kirkbride, that are controlled or restricted discretionary activities, except those activities referred to in Rule 17.13.10.1.10 which are to be determined in respect of the matters of discretion and assessment criteria of the Plan specifically applying to departures from the rules specified.

Reference shall also be made to Rule 5.19 Chapter 5 General Procedures and Rules.

Rule

17.13.12.1.1 Standards for Controlled and Restricted Discretionary Activities

- (a) A comprehensive site layout and building design plan shall be submitted to and approved by the Council as part of each land use consent for any building or structure and/or external alterations or additions to any building or structure on sites adjoining the Mangere Gateway Heritage Route, George Bolt Memorial Drive and Ascot Road. The site layout and building design plan shall show and explain:
 - (i) compliance with any conditions of a Comprehensive Development Plan approved in accordance with Rule 17.13.11;
 - (ii) Full details of building siting and design, including building materials and colours;
 - (iii) through a contextual plan, how consideration has been given to complementing development on adjoining sites, and the streetscape;
 - (iv) the relationship between building entrances and the road;
 - (v) the relationship between building entrances and open space development on the site;
 - (vi) the relationship of access and carparking areas with the road;
 - (vii) the provision to be made for outdoor storage and rubbish collection areas;

- (b) A comprehensive landscape plan shall be submitted to and approved by the Council as part of each land use consent for any building or structure and/or external alterations or additions to any building or structure on sites adjoining the Mangere Gateway Heritage Route, George Bolt Memorial Drive and Ascot Road. The landscaping plan shall show and explain:
 - (i) compliance with any conditions of a Comprehensive Development Plan approved in accordance with Rule 17.13.11;
 - (ii) those trees and groups of trees that are proposed to be retained;
 - (iii) the form (including density, species, depth and height) of planting that is proposed to be undertaken within any Coastal Protection Yard;
 - (iv) the form (including density, species, depth and height) of proposed landscape planting that is intended to be undertaken within the front yard;
 - (v) details of all proposed fencing;
 - (vi) details of any art, sculpture or other amenity feature(s) proposed for the site;
 - (vii) The manner by which all landscaping is to be maintained.

17.13.12.1.2 All Listed Controlled Activities and Restricted Discretionary Activities in the Mangere Gateway Business Zones - Matters of Discretion

Council reserves control over and may impose conditions in respect of the following matters under this Rule:-

- (a) Any relevant matter contained within the Objectives and Policies relating to the Mangere Gateway Heritage Area and the Mangere Gateway Business Zones.
- (b) Potential Adverse Effects Arising from the Activity in relation to natural, cultural and built heritage resources, including Protection and Enhancement of Significant Heritage or Natural Features;
- (c) Potential Adverse Effects Arising from the Activity in relation to the Mangere Gateway Heritage Route;
- (d) Potential Adverse Effects Arising from the Activity in relation to the Papakainga Zone.
- (e) Potential Adverse Effects Arising from the Activity in relation to areas of Open Space.
- (f) Location, scale, form, height, design and colour of building platforms, buildings and structures (including signs);
- (g) Landscaping;
- (h) Carparking;
- (i) Traffic Generation, Safety and Efficiency;
- (j) Land Use and Transport Integration (areas outside Precincts A – G only)
- (k) Access to Daylight, Shading and Related Effects;
- (l) Implementation Timeframes, Monitoring and Maintenance;

- (m) Any relevant matter relating to the Ihumatao Catchments Integrated Catchment Management Plan.

Rule

17.13.12.1.3 Assessment Criteria Relating to Buildings and Structures - Mangere Gateway Heritage Route, George Bolt Memorial Drive, Ascot Road

When assessing an application for the erection or relocation of any building or structure and /or external alterations or additions to any building or structure the Council will have regard to the following assessment criteria:

- (a) Site Layout
 - (i) Whether the site layout reinforces or enhances the street pattern;
 - (ii) Whether the site layout is compatible with the site development (existing or potential) of adjoining sites and the streetscape;
 - (iii) Whether the building aligns with the street, to create a clear spatial system along the street. Where streets are curved, whether the building aligns with that curve, or alternatively is stepped in plan in relation to the curve;
 - (iv) Whether buildings align with other buildings on the site or (existing or potential) on adjoining sites;
 - (v) Whether buildings on corner sites are designed in such a way that responds to the site's prominence in the roading network and the adjoining roads intersection.
- (b) Traffic Generation, car and cycle parking
 - (i) Whether carpark numbers for the site are sufficient to cater for employees and visitors whilst recognising the availability of other transport modes, such as public transport and cycling;
 - (ii) Whether carparking areas are designed and located to ensure an attractive site layout, particularly as viewed from the road or areas of open space;
 - (iii) Whether provision has been made for secure cycle parking where appropriate on site;
 - (iv) Whether traffic generated by sites having frontage to Kirkbride Road will create more than minor adverse effects on the amenity on residential activities located east of Kirkbride Road.
 - (v) Assessment criteria in 8.25 Chapter 8 Transportation may also be considered.
- (c) Design and External Appearance of Buildings and Structures
 - (i) Whether the scale, form, design, height, and colour of the proposed building or structures (including fencing) is sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area. Particular consideration will be given to whether site levels, colour and texture are used to reduce the apparent height and size of large buildings when viewed from main vantage points, including roads, residential areas and areas of public open space, and whether buildings blend into the surrounding landscape;

- (ii) Whether buildings are used to frame and define edges to road, park and stormwater reserves, and to emphasise key intersections;
- (iii) Whether the design, materials and colouring of buildings avoids abrupt contrasts in building scale or form;
- (iv) Whether site levels, building scale, development intensity, building form, colour and texture are used to reduce the apparent height and size of large buildings where viewed from the Mangere Gateway Heritage Route, Papakainga Zone and areas of public open space;
- (v) Whether strong open space connections from the building or structure to Oruarangi and Waitomokia Creeks have been created, including pedestrian and cycle linkages;
- (vi) Whether building platforms are designed in such a way that one building is not more dominant than neighbouring buildings;
- (vii) Whether buildings are designed in such a way as to maximise benefits from sunlight, to retain cool and heat, and to avoid adverse effects of wind on people;
- (viii) Whether the main pedestrian entry to buildings is clearly recognisable from the street;
- (ix) In the case of any building that will contain an activity that will attract tourists, whether the building is designed with features such as artwork reflecting the heritage of the Mangere Gateway Heritage Area, and features including generous areas of glazing, verandahs over entrance areas and a high quality of landscape planting around those parts of the building that are accessible to visitors;
- (x) In the case of any building visible from the Papakainga Zone or a Public Open Space Zone (existing or proposed), whether the building design and external appearance or measures such as building setback and landscape planting respond sensitively to cultural and landscape values
- (xi) Whether 'Front' activities (i.e. the more active office, showroom or similar activities) are located fronting adjacent streets and reserves; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) are in less visible locations;
- (xii) Whether rooftop mechanical equipment is integrated into roof forms or otherwise concealed from adjacent streets and reserves;
- (xiii) Whether building form, architectural and landscape architectural elements are used to emphasize and frame corner sites;
- (xiv) Whether there will be a consistency of building materials and colours between buildings (including buildings on adjoining sites);
- (xv) Whether passive surveillance of reserves and open spaces from adjacent buildings has been provided for in the form of windows, balconies, indoor and outdoor activities;
- (xvi) Whether service areas and loading docks, car parks, loading docks are separated from and not facing the front yard;

- (xvii) Whether any security fencing is integrated with planting and buildings so as to avoid any adverse visual effect on adjacent road, park and stormwater management areas;
- (xviii) Whether low glare, high cut-off exterior lighting is used, and integrated with the architectural and landscape design;
- (xix) Whether signage is integrated with the architectural and landscape design;

17.13.12.1.4 Assessment Criteria Relating to Landscape Treatment - Mangere Gateway Heritage Route, George Bolt Memorial Drive and Ascot Road

When assessing an application for a restricted discretionary activity for a departure from the standards relating to landscaping the Council will have regard to the following assessment criteria:

- (i) Whether the proposed landscaping is integrated with the type, quality, character and standard of landscape design developed for the relevant Precinct, in accordance with an approved Comprehensive Development Plan.
- (ii) Whether a continuity of planting along road frontages is to be achieved to enhance the streetscape and character of the locality;
- (iii) Whether the proposed landscape design enables the site as a whole to relate positively to development on adjoining sites and the street, and any neighbouring areas of open space;
- (iv) Whether the landscape treatment is in scale with the proposed development, providing for the visual softening of large buildings and the screening of parking, loading and storage areas;
- (v) Whether the form (including density, species, depth and height) of planting that is proposed to be undertaken within the site provides coherent design with existing trees and shelterbelts on and immediately adjacent to the site, including that provided at the time of subdivision;
- (vi) Whether the proposed plantings are to be placed so that they do not obstruct views of landscape or landmark features.
- (vii) In respect of the Mangere Gateway Business Zone (Kirkbride):-
 - whether the Creamery Drain is incorporated as a feature of the development layout, retained as an open, permanent watercourse and landscaped to provide an ecological and amenity feature;
 - Whether the tuff ring of Tapuwae o Mataaho is retained and incorporated as a landscape feature

(For Guidelines relating to Street Planting see Appendix 17A)

Rule

17.13.12.1.5 Assessment Criteria Relating to:-

- **Buildings and Structures Exceeding Height Standards**
- **Yards**
- **Screening of Activities and Storage**

When assessing an application for a restricted discretionary activity under this rule Council will have regard to the following assessment criteria:

- (i) Whether the proposed building(s) and structure(s) and/or storage or outdoor areas are compatible with the built form, landscape character and amenity values of the street and adjoining sites;
- (ii) Whether the proposed building(s) and structure(s) and/or storage or outdoor areas are of a design and scale that complements and enhances rather than dominates or is visually inappropriate to the amenity values associated with the Mangere Gateway Heritage Route, the Otutataua Stonefields, the Papakainga Zone, any Public Open Space Zone (existing or proposed), or the Oruarangi and Waitomokia Creeks;
- (iii) Whether the proposed building(s) and structure(s) will result in loss of daylight to adjoining properties or create shading or similar effects of an adverse nature;
- (iv) Whether any building to be located within the front yard has an active interface with the street, and is designed so that it complements the streetscape or adjoining open space areas, and development on adjoining sites;
- (v) Whether any proposed storage, packaging or decanting areas are adequately screened from the street and adjoining sites;
- (vi) Whether any proposed storage, packaging and decanting areas compromise the areas that would otherwise be available for landscaping and/ or mitigation of adverse visual effects of buildings or other structures;

Rule

17.13.12.1.6 Assessment Criteria Relating to Signs

When assessing an application for a restricted discretionary activity under this rule Council will have regard to the following assessment criteria:

- (i) Whether the proposed sign is compatible with the landscape character and amenity values of the street and adjoining sites;
- (ii) Whether the proposed sign is of a design and scale that complements and enhances rather than dominates or is visually inappropriate to the amenity values associated with the Mangere Gateway Heritage Route, George Bolt Memorial Drive, the Otutataua Stonefields, the Papakainga Zone, any Public Open Space Zone (existing or proposed), or the Oruarangi and Waitomokia Creeks;
- (iii) Whether any proposed sign to be located within the front yard is designed and positioned in a way that complements the design and positioning of other signs in the street, for instance by conforming to a signage guideline that has been prepared for that street.

Explanation/Reasons

Activities in the Mangere Gateway Business Zones have the potential to adversely affect the amenities of adjacent business, residential and rural properties, along with the natural, cultural and built heritage, landscape, streetscape and visual amenity values of the wider area. This rule is intended to help ensure that any adverse effects of development on the values of the area are avoided, remedied or mitigated.

This rule is also intended to provide incentives for innovative site and building layouts, especially those that incorporate landscape and public amenity features and significantly enhance the street frontage and wider visual amenities of the zone and surrounding areas.

Rule

17.13.12.1.7 Assessment Criteria Relating to Roads

When assessing an application for a controlled activity under this rule Council will have regard to the following assessment criteria:

- (i) Whether sufficient roads are to be provided to create a connected roading pattern, avoiding – where possible – the necessity for rear sites;
- (ii) Whether the proposed road is designed to provide for expected traffic movements in a safe and efficient manner;
- (iii) Whether sufficient provision has been made for public transport (including bus stops), pedestrians and cyclists;
- (iv) Whether the proposed road is of a design that complements and enhances the amenity values associated with the Mangere Gateway Heritage Route, the Otutaua Stonefields, the Papakainga Zone, any Public Open Space Zone (existing or proposed), or the Oruarangi and Waitomokia Creeks.

Rule

17.13.12.1.8 Assessment Criteria Relating Land Use and Transport Integration (areas outside Precincts A – G only)

- (i) Whether a full Integrated Transport Assessment has been submitted with the application that includes consideration of:-
 - All modes of transport that would support the land uses proposed;
 - A location policy that ensures specified development takes place in locations that, where relevant, support sustainable transport mode share;
 - Planning and development tools to facilitate sustainable transport;
 - Planning agreements to encourage uptake of sustainable transport options by employers and visitors;
 - Parking standards in the relevant district plan with justification for the number of spaces proposed, so land is used efficiently and effectively;
 - Provision to be made for cyclists (including cycle storage)
 - Any relevant funding matters.

Rule

17.13.13 Land Use Activities - Discretionary Activities

17.13.13.1 Mangere Gateway Business Zones

This rule applies to all land use activities in the Mangere Gateway Business Zones that are discretionary activities.

The following criteria shall apply:-

- (i) The general criteria relating to discretionary activities in the Business Chapter 14.14.1 and 14.14.2
- (ii) The following additional criteria:
 - (a) Whether the proposed activities will be compatible with the special character of and any relevant natural, cultural and built heritage values of the Mangere Gateway Heritage Area;
 - (b) Whether the proposed activities will be compatible with the primary focus of the zone in providing for business activities associated with distribution and/ or warehousing;
 - (c) Whether the proposed activities support, or will be supported by, public transport;
 - (d) In respect of Precinct G, whether buildings and activities are of a scale and location that avoids adverse effects on amenity values enjoyed by residents of the Papakainga Zone, and maintains a separate identity for the Papakainga Zone;
 - (e) Any other matter that may be considered relevant under s104 of the Act.

Rule

17.13.14 SUBDIVISION

Rule

17.13.14.1 Mangere Gateway Business Zones

The following subdivision standards apply all subdivisions in the Mangere Gateway Business Zones (Ihumatao, Oruarangi, and Kirkbride).

All subdivision meeting the standards in Rules 17.13.13.1.1 - 17.13.13.2.9 shall be a controlled activity. Subdivisions not meeting any standard shall be a discretionary activity.

Rule

17.13.14.1.1 General

Rules in Chapter 9 - Land Modification, Development and Subdivision shall apply, except as specified in the following rules.

Rule**17.13.14.1.2 Minimum Site Areas***

	MINIMUM AREA*	MINIMUM FRONTAGE— FRONT/ CORNER SITE	MINIMUM FRONTAGE— REAR SITE
Sites in the Mangere Gateway Business Zone (Ihumatao) and Mangere Gateway Business Zone (Oruarangi) except in Precinct G as shown on Figure 17.2	4,000m ² a	32m c	9m
Other Sites in the Mangere Gateway Business Zone	2,000m ² b	23m d	9m
Any site created in accordance with a site pattern prescribed and approved as part of a Comprehensive Development Plan approval under Rule 17.13.13 or a land use consent for development of an existing site that allows for the future subdivision of sites.	As specified in the Comprehensive Development Plan or land use consent, provided that the subdivision may not contain any area that has not already been developed in accordance with the land use consent	As specified in the Comprehensive Development Plan or land use consent	As specified in the Comprehensive Development Plan or land use consent

* in the case of rear sites the minimum area specified shall be the net site area

- (a) reducible to 2,000m² as a discretionary activity
 - (b) reducible to 1,000m² as a discretionary activity
 - (c) reducible to 23m as a discretionary activity
 - (d) reducible to 15m as a discretionary activity
- (the criteria in Rule 17.13.12.1 will apply to discretionary activities)

Rule**17.13.14.1.3 Rear Sites**

The length of the entrance strip shall be provided with a carriageway with a minimum width of 6 metres and constructed in conformity with Rules in Chapter 9 - Land Modification, Development and Subdivision. A paved strip of not less than 1 metre in width shall be provided for pedestrian access. The remainder of the entrance strip not utilised for pedestrian or vehicular access shall be in grass or some other suitable ground cover and maintained to the satisfaction of the Council.

Rule**17.13.14.1.4 Shape Factor**

Front, corner and rear sites in the Mangere Gateway Business zones shall be of such a shape as to contain a rectangle having an area equal to half the area of the site (or in the case of a rear site, half the net site area) and having the longer side not greater than twice the length of the shorter side.

Rule**17.13.14.1.5 Protection & Enhancement of Heritage and Landscape Features**

Lots, roads, private ways and services, particularly stormwater systems, are to be planned so as to protect any identified or significant natural, cultural and built heritage and landscape features. Consideration is

also to be given at the time of subdivision to the enhancement of these features, by restoration, landscaping and/or provision of complementary features, including those of a public amenity nature.

Rule

17.13.14.1.6 Roads

The Indicative Roads shown in Figures 17.1 and 17.2 shall be provided where they are within the site of the subdivision. The Indicative Road shall be constructed generally along the alignment shown in Figures 17.1 and 17.2.

Rule

17.13.14.1.7 Financial Contributions for Public Utility Services

Refer Chapter 9 Land Modification, Development and Subdivision

Rule

17.13.14.1.8 Reserve Contributions and Esplanade Reserves

Refer Chapter 15 Public Open Space

Explanation/Reasons

The minimum site area standards are intended to ensure large lots with room for landscaped front yards are created along the Mangere Gateway Heritage Route. Smaller lots are provided for as restricted discretionary or discretionary activities in the two zones in order to provide for some 'incubator' and small start up businesses, along with ancillary café, childcare retail and other appropriate activities that do not require such large areas of land.

A comprehensive landscaping plan subject to Council approval is required as part of any application for subdivision consent or land use consent for the erection of buildings, as a means of ensuring a high quality landscaped environment is created. The fundamental purpose of a comprehensive landscaping plan is to ensure that a comprehensive approach is taken to landscaping throughout the Mangere Gateway Business zones, and also to provide a basis for any subsequent controls and approvals.

Rule

17.13.14.2 Matters for Control: Controlled Activities

Rule

17.13.14.2.1 Mangere Gateway Business Zones – Ihumatao, Oruarangi, and Kirkbride.

The following matters of discretion and assessment criteria apply to all subdivision activities in the Mangere Gateway Business Zones – Ihumatao, Oruarangi, and Kirkbride.

(a) Matters of Discretion

Council reserves control over and may impose conditions in respect of the following matters for a controlled activity for subdivision in the Mangere Gateway Business Zones:

- (i) Any relevant matter contained within the Objectives and Policies relating to the Mangere Gateway Heritage Area and the Mangere Gateway Business Zones.
- (ii) Urban Design
- (iii) Potential Adverse Effects Arising from the Activity in relation to natural, cultural and built heritage resources and residential activities;

- (iv) Any relevant matter relating to the Ihumatao Catchments Integrated Catchment Management Plan.
- (v) Potential Adverse Effects Arising from the Activity in relation to the Mangere Gateway Heritage Route;
- (vi) Site Layout;
- (vii) Access to Daylight, Shading and Related Effects;
- (viii) Ecological and Amenity values of the coastal environment and margins of the Orurarangi and Waitomokia Creeks;
- (ix) Provision of Art, Sculpture and Other Public Amenity Features;
- (x) Provision of Landscaping and Enhancement of Significant Heritage or Natural Features;
- (xi) Provision of Cycleway and Walkway Linkages and Facilities

(b) Assessment Criteria

Refer to the assessment criteria in Rule 17.13.11.1.1 (b) and, in relation to any subdivision adjoining the Mangere Gateway Heritage Route, Rule 17.13.11.1.1 (c).

Rule

17.13.14.3 Matters for Assessment - Discretionary Activities

Subdivision consent applications involving discretionary activities will be considered by the Council in terms of the following assessment criteria:

(a) Mangere Gateway Business Zone Objectives

Whether the form and layout of the subdivision, including the mix of lot sizes and shapes and resultant built development, will support the achievement of the Mangere Gateway Business Zone Objectives.

(b) Vehicle Access, Parking and Traffic

Whether the form and layout of the subdivision, will have an adverse effect on the safety and efficiency of the adjacent street network.

(c) Other Matters

Any other matter that is relevant pursuant to section 104 of the Resource Management Act 1991.

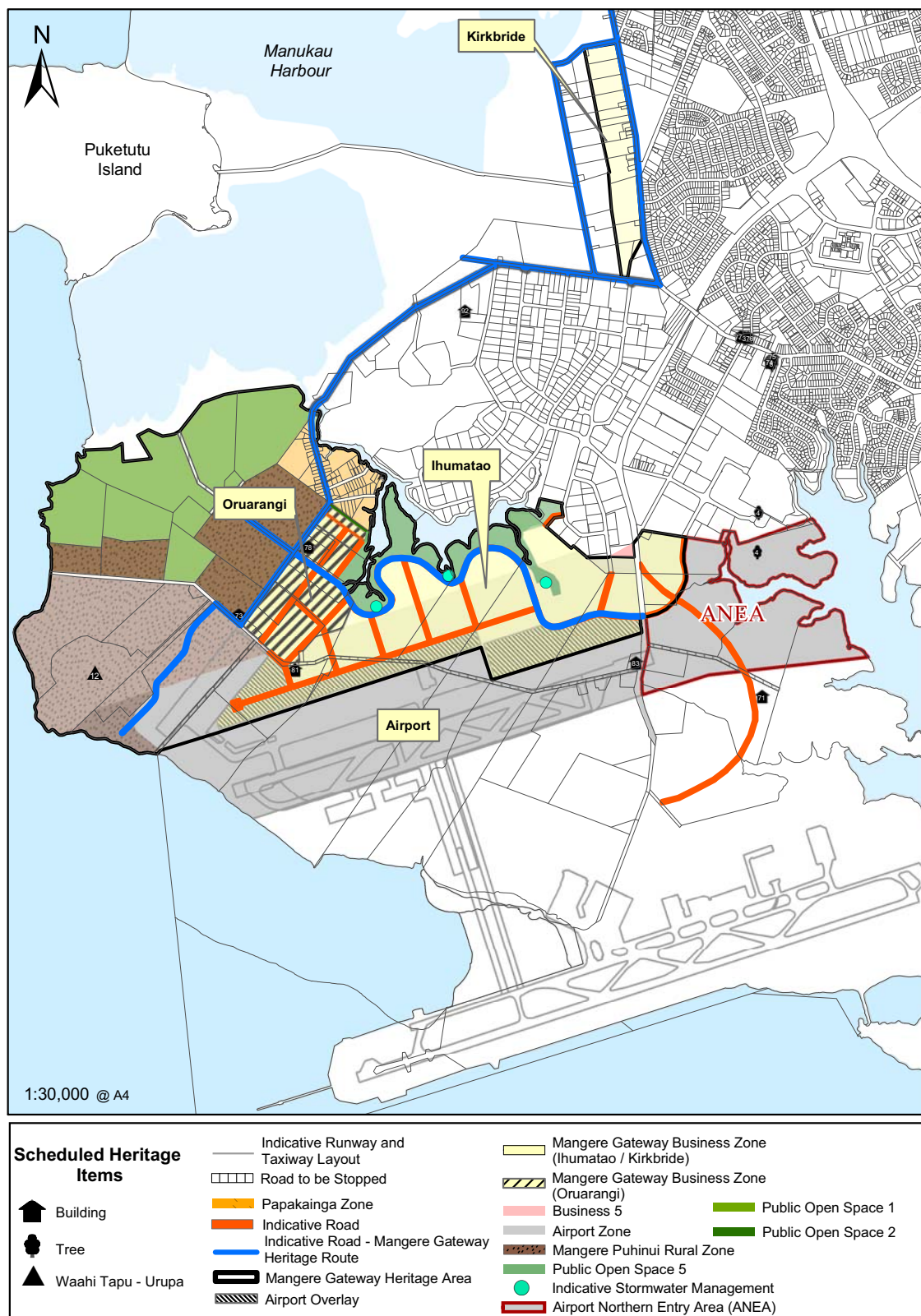
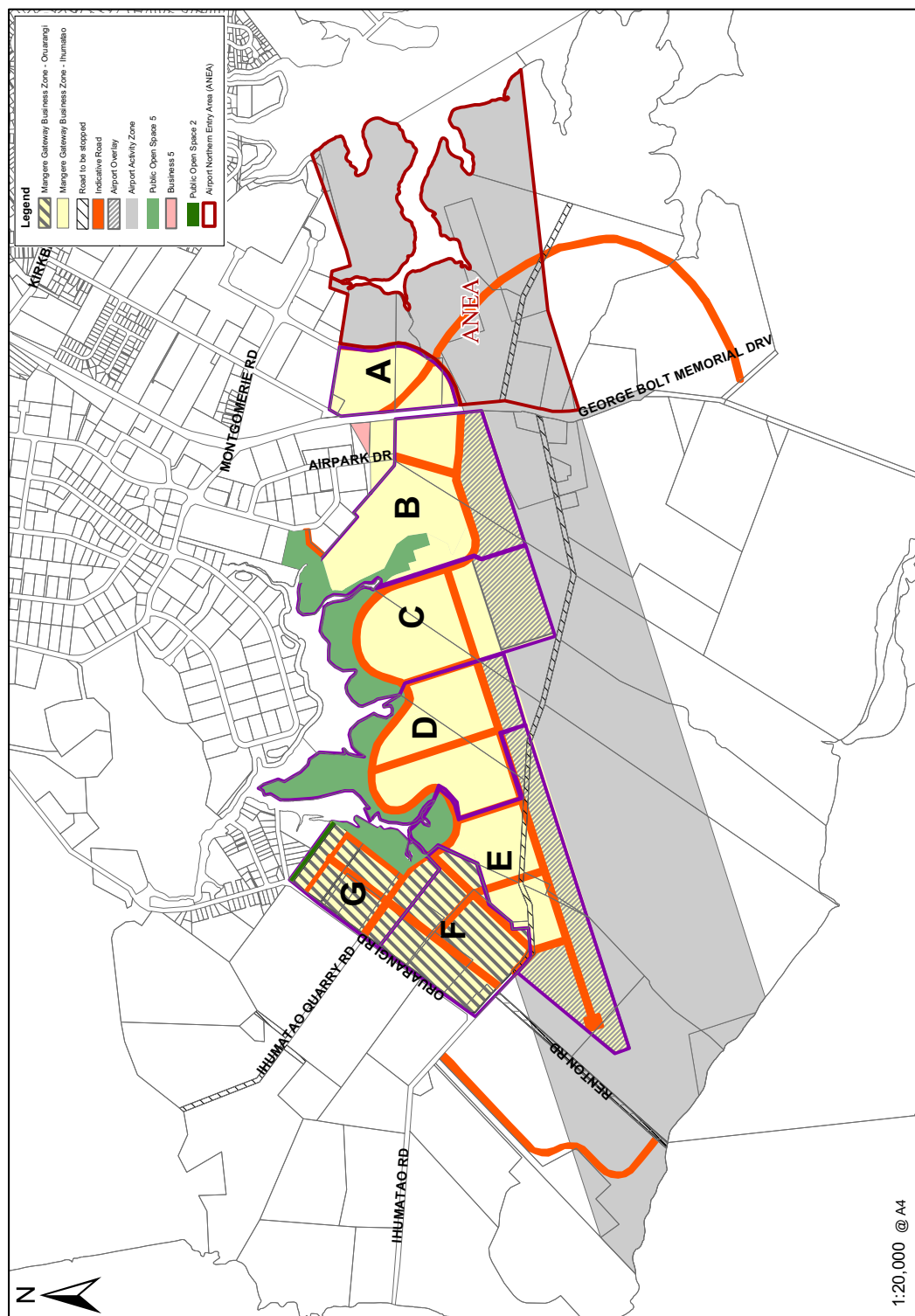


FIGURE 17.1 MANGERE GATEWAY HERITAGE AREA



**FIGURE 17.2 MANGERE GATEWAY HERITAGE AREA
AREA SUBJECT TO COMPREHENSIVE DEVELOPMENT PLANNING**

APPENDIX 17A

GUIDELINES FOR LANDSCAPING

Primary Road

SCIENTIFIC NAME	COMMON NAME	LOCATIONS	NOTES
<i>Metrosideros excelsa</i>	Pohutukawa	Primary avenue tree - throughout	suitable local cultivars
<i>Vitex lucens</i>	puriri	Primary avenue tree – throughout	
<i>Corynocarpus laevigatus</i>	karaka	Grouped at nodes	
<i>Rhopalostylis sapida</i>	nikau	Boulevard section of realigned Ihumatao Rd only	Chatham Island nikau may be required to cope with exposed establishment conditions
<i>Melicactus ramiflorus</i>	Mahoe	Mass native shrub planting and revegetation	Tall
<i>Myoporum laetum</i>	Ngaio		
<i>Leptospermum scoparium</i>	Manuka		
<i>Pittosporum crassifolium</i>	Karo		
<i>Pseudopanax lessonii</i>	Houpara		
<i>Coprosma macrocarpa</i>			
<i>Cortaderia splendens</i>	Toetoe		
<i>Hebe stricta</i>	Koromiko		
<i>Olearia solandri</i>	Coastal tree daisy		
<i>Cordyline australis</i>	Ti kouka		
<i>Plagianthus divaricatus</i>	Marsh ribbonwood		Low
<i>Meuhlenbeckia complexa</i>	Pohuehue		

Mangere Gateway Heritage Route and Oruarangi Road

SCIENTIFIC NAME	COMMON NAME	LOCATIONS	NOTES
<i>Meryta sinclairii</i>	Puka	Streets and building curtilage	
<i>Alectryon excelsus</i>	Titoki	Streets	
<i>Corynocarpus laevigatus</i>	Karaka	Streets	
<i>Cordyline australis</i>	Ti kouka	Building curtilage	
<i>Podocarpus totara</i>	Totara	Street frontages where plenty of space to spread	
<i>Olea europaea</i>	Olive	Street frontages on built side only	
<i>Citrus x aurantium 'Seville'</i>	Seville orange	Street frontages on built side only	

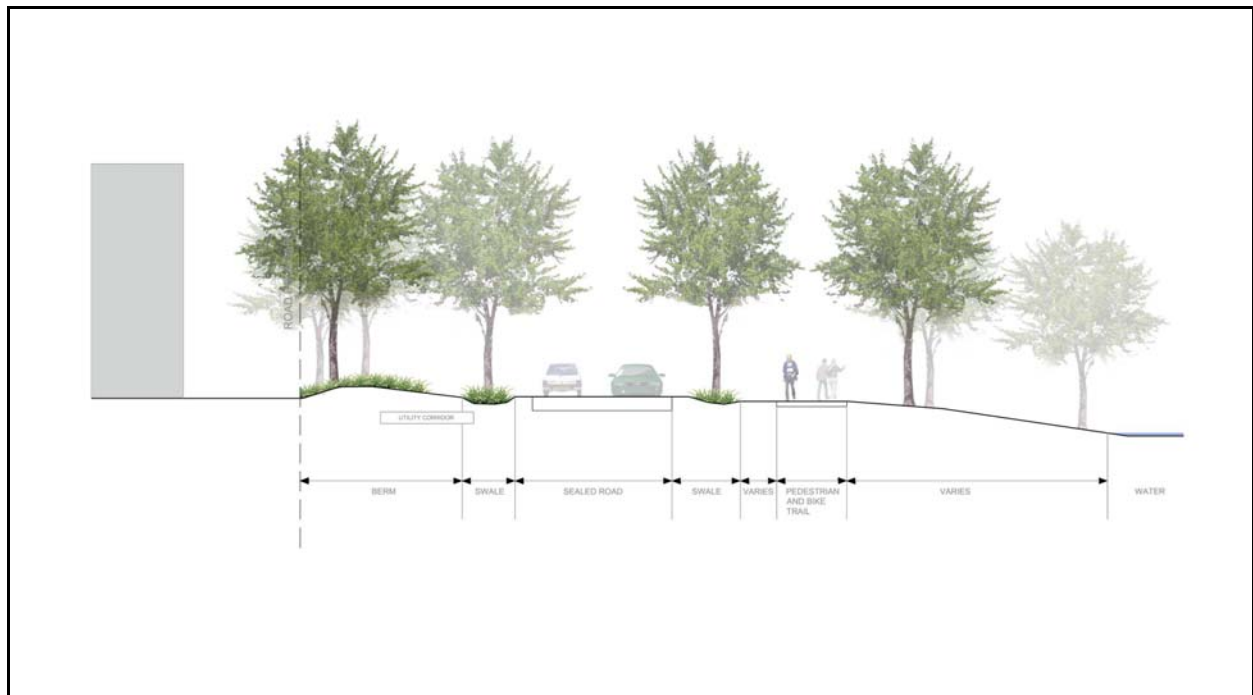
Melicytus ramiflorus	Mahoe	Mass native shrub planting and revegetation	Tall
Myoporum laetum	Ngaio		
Leptospermum scoparium	Manuka		
Pittosporum crassifolium	Karo		
Pseudopanax lessonii	Houpara		
Coprosma macrocarpa			
Cortaderia splendens	Toetoe		
Hebe stricta	Koromiko		
Olearia solandri	Coastal tree daisy		
Cordyline australis	Ti kouka		
Plagianthus divaricatus	Marsh ribbonwood		Low
Meuhlenbeckia complexa	Pohuehue		

Other Roads

SCIENTIFIC NAME	COMMON NAME	LOCATIONS	NOTES
Meryta sinclairii	puka	Streets and building curtilage	
Alectryon excelsus	titoki	Streets	
Corynocarpus laevigatus	karaka	Streets	
Casuarina cunninghamiana	She oak	Structure planting between industrial lots	
Casuarina torulosa	She oak	Structure planting between industrial lots	
Populus	Hybrid Italian poplars	Structure planting between industrial lots	

APPENDIX 17B

MANGERE GATEWAY HERITAGE ROUTE – INDICATIVE DESIGN



Note: This is an indicative plan only of that part of the Mangere Gateway Heritage route adjoining the Oruarangi Creek – final design is to be determined at Comprehensive Development Plan stage.