

WATERSIDE BUSINESS CENTRE
Walmsley and Favona Roads, Mangere
Proposed Private Plan Change No. 23

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1.0 EXPLANATION FOR THE PLAN CHANGE (NOT PART OF THE PLAN CHANGE)

The purpose of this private plan change is to rezone an area of approximately 33 hectares of land in the area between Walmsley and Favona Road and the Mangere Inlet for business purposes. The land subject to the plan change has been recognised as suitable for future urban development in the District Plan, and is appropriately located within the Metropolitan Urban Limits (MUL). Business zoning of this land will go some way towards addressing the recognised City and regional shortage of land suitably zoned for Group 1 business activities (including distribution, warehousing and light manufacturing). Such activities are seeking to locate in areas with good road and motorway access in order to minimise freight transport costs and the land subject to the plan change is appropriately located in this regard.

The plan change proposes a new structure plan for a total area of 43 hectares which extends from near Mahunga Drive in the west to near Norana Avenue in the east. The Structure Plan Area includes 10 hectares of land already occupied by the Progressive Enterprises Distribution Centre which has an existing Business 5 zoning in the District Plan. The remainder of the land is either vacant or is occupied by horticultural activities including the significant Status Produce Limited glasshouse/office facility. However, part of the plan change area does include the small group of shops in the existing Business 1 zone on Walmsley Road near the Mahunga Drive intersection (the Plan Change proposes to extend this existing Business 1 zone), and the service station premises immediately to the east of that zone.

The structure plan consists of a plan and text describing the opportunities and constraints within the area and the proposed development pattern. A particular feature of the structure plan is the completion of a coastal public open space connection between Mahunga Drive in the west and the Norana Avenue "Workers Memorial Park" in the east. This would realise the objective of creating a continuous open space connection along the southern side of the Manukau Harbour in this vicinity linking several existing but discontinuous areas of esplanade reserve.

The plan also shows a proposed road network to service the area including:

- A road near the coast giving frontage to the coastal reserve which has the potential to connect to Mahunga Drive in the west;
- A connection between Walmsley/Favona Road and the coastal road which connects with Walmsley/Favona at a new intersection opposite Robertson Road;

- A further connection between the coastal road and Favona Road east of Dewhurst Place;
- A possible mid-block internal road network which may be required depending on whether the land is developed for large distribution warehouses or for smaller business activities; and
- Road widening proposed along the northern side of Walmsley / Favona Road.

The plan change incorporates a proposal to use a Business 5 "Favona Special Policy Area" zone within most of the structure plan area, apart from the portion of the area currently zoned Business 5 (the Progressive Enterprises site at 76-90 Favona Road) and the extension to the existing Business 1 zoned land. Essentially, this approach removes most elements of retail and "stand alone" office activity and other activities, which have the potential to attract large numbers of people and to generate significant additional traffic, as well as potentially undermining the viability and vitality of existing centres, which are otherwise permitted in the Business 5 zone. Instead, the plan change focuses the zone on the "Group 1" activities of warehousing / distribution and light manufacturing for which there is an increasing shortage of land in the City and Region. The Plan Change also proposes enhanced performance standards in relation to building height, setbacks and landscape areas, which will mitigate the effect of having business activity adjacent to residential areas and the coastal edge.

Building location and design are also controlled by requiring a resource consent process to be followed for any new or altered building with assessment criteria focusing on the elements of design and external appearance of buildings, site layout, landscape and fencing and vehicular and pedestrian access. These controls and criteria recognise the sensitive coastal location of the land and the residential interfaces with Norana Avenue, Mahunga Drive and across Walmsley / Favona Road.

2.0 FORMAT OF PLAN CHANGE PROVISIONS (NOT PART OF THE PLAN CHANGE)

Section 3.0 (following) sets out the matters that comprise the Plan Change. The following sections are formatted as follows:

Instructions are in normal bold font, for example **"Insert new Section"**.

Existing District Plan provisions are in normal font, for example "the purpose of this control is to"...

New provisions to be inserted are in underlined red font, for example **The Favona Structure Plan**.

Existing District Plan text to be deleted is in strikethrough red font, for example "~~in the rural area~~".

Amendments made as a result of decisions on submissions are shown highlighted in yellow in the text which follows.

3.0 PLAN CHANGE PROVISIONS

3.1 AMENDMENTS TO THE ZONING MAPS

3.1.1 Amend Zoning Map 10 and 11 in accordance with the attached plan in Appendix 1 and show the location of the Mangere - Mount Roskill A high voltage transmission line within the Favona Special Policy Area on that plan as well as amending the legend to the planning maps to include a notation for high voltage transmission lines.

3.1.2 Amend Documentation for District Plan Map 10 and 11 by inserting the following under the title 'Proposed Road Widening'.

<u>Also on Map</u>	<u>Road name</u>	<u>Description of Affected Properties</u>	<u>Depth of Land Required for Road Widening Purposes</u>
<u>11</u>	<u>Walmsley Road</u>	<u>North Side, between Mahunga Drive and Robertson Road</u>	<u>See Diagram 16 in Appendix 4B of the Planning maps</u>

<u>Also on Map</u>	<u>Road name</u>	<u>Description of Affected Properties</u>	<u>Depth of Land Required for Road Widening Purposes</u>
<u>10</u>	<u>Favona Road</u>	<u>North Side, between Robertson Road and the eastern boundary of Lot 1 DP 136497</u>	<u>See Diagram 16 in Appendix 4B of the Planning maps</u>

3.1.3 Insert new Diagram 16 in Appendix 4B of the Zoning Maps as attached in Appendix 2

3.2 AMENDMENTS TO SECTION 16 – FUTURE DEVELOPMENT ZONE

3.2.1 Amend Part 16.1 INTRODUCTION as follows:

16.1.3 Several areas within the City that have been identified for future urban expansion have not as yet been developed and are subject to the objectives and policies of this chapter. These areas are:

- Westney Road
- Massey Road
- Te U Kaipo
- Flat Bush
- Hill Road
- Waiouru Peninsula
- Oruarangi South
- East Tamaki
- Favona
- Kellys Cove

These areas total in excess of 2000 hectares. Much of it now has an operative urban zoning such as residential, business or public open space. Parts of some of the areas have now been urbanised. ~~Approximately 620 hectares have a zoning of Future Development.~~

3.2.2 Amend Part 16.6.1.2 Structure Plans as follows:

16.6.1.2.3 Following considerable public consultation since the last review of the district plan, ~~a structure plans~~ for the Waiouru Road ~~and Favona~~ areas ~~has have~~ been prepared and ~~is-are~~ included in this District Plan. The areas subject to ~~this these~~ structure plans will now be released for urban development with a zoning pattern to reflect this situation.

16.6.1.2.4 Areas that will in the future be released for urban development ~~(and-are currently zoned future development) such as the Favona Road area~~ will have structure plans prepared for them prior to having urban zones and being released for development.

16.6.1.2.8 The timing for the formulation and adoption of these structure plans will largely be determined by market demand as measured by vacant land uptake rates. ~~The Favona Road area does not appear to have development pressures that would indicate a need for structure planning in the near future. The area of Flat Bush immediately to the south of the Te U Kaipo structure plan area is also subject to a structure plan. The future development zone will be staged to reflect these various timings.~~

3.2.3 Amend Figure 16.1 Structure Plans Areas through the inclusion of the

area of the Favona Structure Plan on Figure 16.1

3.2.4 Amend Part 16.9.1 Future Development Zone as follows:

16.9.1 Future Development Zone

The purpose of the zone is to protect the rural areas in the East Tamaki Corridor ~~and Favona area~~ until such time as they are required for the future expansion of existing urban areas. The areas zoned for future development are staged as either Stage 1 or Stage 2 which largely reflect current urban growth demand and the provision of services, and provides for the progressive development of the City.

Amend Part 16.9.1.1 Stage One by deleting the entirety of part (b) Favona, as set out below:

~~(b) Favona~~

~~An area of 37 hectares to the north of Favona Road and south of the Mangere Inlet is zoned Future Development and is indicated as Stage 1. See Planning Map No. 10. The area is currently a small rural enclave primarily used for horticultural and grazing purposes. The area is already compromised by some urban uses, such as a distribution warehouse, adjacent heavy traffic routes and surrounding development.~~

~~The above factors and its relatively small size mean that in the longer-term its current rural use is seen as transitional. As yet a structure plan has not been prepared for this area. It is unlikely that the area will be zoned for urban use in the near future given the relatively low demand from either business or residential activities in the area and the large amount of vacant land available for such uses in Mangere.~~

~~A number of issues will need to be further investigated and resolved before a structure plan can be prepared for the area and urbanisation proceed. These issues include:~~

- ~~• servicing;~~
- ~~• roading;~~
- ~~• protection of the Manukau Harbour coastline;~~
- ~~• protection of neighbouring residential amenities;~~
- ~~• water quality;~~
- ~~• traffic effects following the completion of the Mangere Motorway.~~

3.2.5 Amend Part 16.15 Structure Plans by inserting a new section as follows:

16.15.10 Favona

16.15.10.1 Description of the Area

The Favona structure plan area is 43 hectares in extent and occupies a northern portion of the Favona peninsula. The land is immediately bordered by the coastline of the Mangere Inlet and Tararata Creek to the north; residential properties located on Mahunga Drive to the west; Walmsley and Favona Roads to the south; and, a Council reserve and residential properties to the east.

The land is generally flat, although it falls slightly towards the coastal boundary to the north. There is a scattering of trees across the area which are generally remnants of shelter belts for former rural activities. The structure plan area currently contains a mix of land uses, including horticulture and grazing activities and commercial uses, the most significant being a large warehouse and distribution centre. The land is also provided with good transport links to the southwestern motorway along the Walmsley/Favona Road corridor.

In addition, the area is traversed by the Mangere – Mt Roskill A high voltage transmission line, which runs in a generally north-west to south-east direction. The line, including the three pylons located on the site, forms part of the National Grid owned and operated by Transpower NZ.

As the area is located on the coast of the Mangere Inlet, it is considered archaeologically sensitive and likely to contain a number of archaeological sites. Some sites have been recorded within the structure plan area and there are likely to be further, as yet unrecorded, sites. Archaeological sites are most likely to be located on or near the coast of the Mangere Inlet.

16.15.10.2 Development Pattern

The existence of high voltage transmission lines, neighbouring residential uses, a coastal boundary to the Mangere Inlet, and the presence of soil contaminants all provide constraints on the type and pattern of development that can occur in the structure plan area.

The structure plan gives an indication of how the land within the structure plan area may be developed.

The principal roading elements are the extension northwards of Robertson Road into the structure plan area, and the coastal road. The Robertson Road extension is intended to be the main entry point into the structure plan area and will be aligned with One Tree Hill to allow views along the road towards the coast and One Tree Hill.

The coastal road will adjoin the proposed coastal reserve. There is potential in the future for the coastal road to be extended through the existing reserve on Mahunga Drive to connect to Mahunga Drive, although this is not necessary to service the area from a traffic perspective. There is also potential for the coastal road to be extended to the east although this is dependant on future subdivision and development of this land occurring to facilitate this. The establishment of the esplanade reserve will allow for future

pedestrian and cycle access along the coast through the reserve. It will also allow for the establishment of appropriate native vegetation (eco-sourced where practical), "story board" signage and/or a tohu (monument) or plaque to acknowledge archaeological sites, Maori past presence, use and traditional relationship to the site as well as detailing native flora and fauna.

There is to be no business development between the coastal road and the coast. All of this area is to ultimately be vested and zoned as public open space although in the interim, prior to the land being subdivided and the land vested as public open space, the planning maps will show the interim Business 5 (Favona Special Policy Area) zoning.

An additional access point into the structure plan area is also shown. This will involve an access point east of Dewhurst Place which will be located generally beneath the existing power lines. There is also the possibility of an east-west internal road with a connection to the new road opposite Robertson Road and the coastal road. It is recognised that the east-west internal road may not be required if part or all the land is developed for a few large end users.

Road widening along Walmsley Road and Favona Road is indicated on the structure plan, and the planning maps. A 10 metre wide landscaped buffer is proposed along the western and eastern boundary of the structure plan area in order to provide a transitional area that will protect amenity for residents of the existing residential properties which adjoin Mahunga Drive and Norana Avenue.

The road layout proposed within the structure plan area is intended to ensure that most, if not all, sites which have frontage to Walmsley Road and Favona Road will be able to be accessed by vehicles via an alternative public road. The intention of this is to reduce the potential for conflict between existing traffic using Walmsley and Favona Roads and vehicles entering and exiting these sites, by reducing the number of access points direct onto Walmsley and Favona Roads.

16.15.10.3 Subdivision and Development

A variety of business activity is anticipated within the structure plan area through the application of a modified Business 5 zone called the Favona Special Policy Area. The Progressive site (76-90 Favona Road) retains its operative Business 5 zoning.

The key urban design issues within the Favona Special Policy Area are:

- How the relationship of roads, sites and buildings to the proposed esplanade reserve, and the coast, will maintain and enhance coastal amenity.
- How the subdivision pattern, building design and location, and activities within buildings, relate to, and interact with, existing and proposed roads.
- How public access along, and public views to, the coast and One Tree Hill are maintained.
- How the proposed roads provide for accessibility and connectivity within the structure plan area and to the surrounding road network.
- How any business activity relates to neighbouring residential activity.
- How the subdivision pattern, buildings, structures and landscaping affect the maintenance and operation of the existing Mangere – Mt Roskill A high voltage transmission line.
- The built environment and its ability to provide a high standard of urban amenity where good design creates a sense of place, identity and community and with good transport options.

It is expected that the Favona Special Policy Area provisions will address these key urban design issues by:

- developing the road pattern and esplanade reserve in general accordance with the development pattern outlined in section 16.15.10.2 and the structure plan in Figure 16.12. In particular, any subdivision and development is to ensure that there is no business development on the land between the coastal road shown on the structure plan in Figure 16.12 and the coast.
- avoiding the creation of sites which only have direct vehicle access from Walmsley Road and Favona Road by ensuring the provisions of access from an alternate public road. Subdivision applications will also be considered against relevant roading and transportation assessment criteria contained within section 9.12 of Chapter 9: Land Modification, Development and Subdivision.
- allowing for a diverse range of business activity, whilst controlling, through a controlled activity resource consent process, the design, scale, location and orientation of buildings to ensure that development achieves a high amenity value, and that buildings relate well to the surrounding environment. Specific assessment criteria within section 14.12.10.3 will ensure that this occurs.
- altering the status of certain activities within the Business 5 zone (Section 14.10.2) from permitted to discretionary activities where they are considered to be generally inappropriate for the Favona Special Policy Area. These activities, which have the potential to attract or accommodate a large number of people, generate significant traffic volumes and undermine the viability and vitality of existing centres, include:
 - Retail sale activities in premises not exceeding 800m²
 - Bus depots
 - Carparking areas and buildings not ancillary to a permitted activity
 - Entertainment facilities and activities
 - Motor vehicle sales and services premises
 - Most offices
- Including the following new activities within the Business 5 zone (Section 14.10.2) where they are considered to be appropriate for the Favona Special Policy Area:
 - Offices – permitted if ancillary to another permitted activity on a site and no more than 20% of the Gross Floor Area of that permitted activity
- Applying the development controls provided for under the Business 5 zone, clause 14.11, with amendments to the following controls:
 - Height
 - Front yard for the coastal road, Walmsley and Favona Road and the road proposed to extend northwards into the structure plan area from the intersection T-junction of Walmsley Road, Favona Road and Robertson Road
 - Yard adjoining residential
 - Landscape design
- Altering the status of residential activities (except where employees or owners are required to live on the premises) within the Business 5 zone (section 14.10.2) from discretionary to non-complying activities to avoid the under utilisation of valuable business land suitable for land extensive business activities in the city and the region and to avoid the potential reverse sensitivity effects of allowing residential activities to establish in such areas.

In addition to these key urban design issues, it is recognised that the coastal location of the land, adjacent to the Mangere Inlet, means that it is potentially archaeologically sensitive.

It is considered important, therefore, that where proposed development may affect a known archaeological site, or where a previously unrecorded archaeological site is discovered, established protocols in respect of iwi consultation, investigation, recording, clearance and/or protection of any artefacts or other archaeological evidence of past

occupation are strictly followed upon development of the land. All development will also need to be carried out in accordance with the provisions of the Historic Places Act 1993.

The application of these above methods will achieve the expected outcomes of the Favona Special Policy Area, which are:

- To enable the development of a business park that provides a quality location for a range of business activities, and where the scale, form and location of buildings provides a high level of amenity.
- To ensure that any adverse environmental effect of business activity on adjoining residential zoned land, the esplanade reserve and / or the coastal marine area is avoided or appropriately mitigated.
- To ensure that the effects of development on any recorded or unrecorded archaeological sites are appropriately avoided, remedied or mitigated.

The Favona Special Policy Area has modified the operative Business 5 zone and applied these amended and proposed new methods in order to:

- Recognise the importance of having a road and subdivision pattern, lot layout and building form, which respects the area's coastal interface and location adjacent to existing residential areas
- Ensure appropriate development within the vicinity of the existing high voltage power lines
- Recognise the importance in this location of modified development controls and assessment criteria to give effect to a built form which has high amenity value
- Recognise that certain activities permitted within the operative Business 5 zone are potentially inappropriate in this location because they have the potential to attract large numbers of people, generate significant additional volumes of traffic and undermine the viability and vitality of existing centres.
- Ensure that future business centres do not have any detrimental impact on the flow of traffic using the road network in the surrounding area, in particular Walmsley and Favona Roads, or upon highway safety.
- Recognise the potential archaeological sensitivity of the land.

3.2.6 Amend Part 16.15 Structure Plans by adding the following Figure 16.12:

FIGURE 16.12 FAVONA STRUCTURE PLAN



Favona Structure Plan

3.3 AMENDMENTS TO SECTION 14 – BUSINESS ZONES

3.3.1 Add new paragraph to Section 14.9.5 Business 5 (Mixed) Zone as follows:

14.9.5 Business 5 (Mixed) Zone

The Business 5 zone applies to mixed areas of light and medium industry, offices, and a limited range of retailing activity. It is recognised that with increasing use of better technology and management practices the effects of industrial and manufacturing activities are compatible with or similar to a range of retailing and other activities.

Where the zone is at the interface with residential or other sensitive areas, a number of controls such as yards, traffic and parking and noise standards have been put in place to maintain or enhance the environmental and amenity values of these areas. A broad range of activities may be established subject to meeting performance standards and other criteria.

A wide range of activities are permitted in the Business 5 zone. The zone in some cases acts as a buffer between the potentially offensive activities in the Business 6 zone and residential zoned areas. Activities within the Business 5 zone and within 30m of residential zones are controlled activities to enable control of site layout to ensure that any potential adverse effects are minimised.

The rules of the zone require resource consent to be obtained for activities which cause major or moderate (Refer to Appendix 14B) adverse effects on air quality. Activities generating these effects are established within the zone. In order to avoid conflicts in amenity standards and reverse sensitivity effects, the Land Information Memoranda process will be used to identify the location of existing air discharge activities to those people seeking to establish other activities in their close proximity.

The Oruarangi Road Special Policy Area within the Business 5 zone has unique characteristics which are addressed by special provisions which apply to only that part of the Business 5 zone. These provisions largely relate to stormwater constraints, and visual amenity values requirements.

The Waiouru Peninsula Special Policy Area within the Business 5 zone has unique constraints and values which are addressed by special provisions which apply to only that part of the Business 5 zone. These provisions relate to the area's extensive coastline, the Waiouru Tuff Mound and its high visual amenity. These matters are discussed more fully in the structure plan for the area (see Chapter 16 - Future Development, 16.15.7).

The Favona Special Policy Area within the Business 5 zone has a set of unique characteristics, which are addressed by special provisions which apply to only that part of the Business 5 Zone. These provisions relate to protection of the neighbouring residential amenity, as well as visual amenity values adjacent to the Mangere Inlet, and acknowledge constraints to development arising from locational factors, integration with the road network, and the need to ensure that activities do not compromise the vitality and viability of existing centres or other nearby

business activities.

These matters are discussed more fully in the explanation for the structure plan area (see Chapter 16 Future Development 16.15.10).

3.3.2 Amend Rule 14.10.2 Activity Table by making amendments to the status of activities within the Favona Special Policy Area of the Business 5 zone, as follows:

ACTIVITY	BUSINESS LOCATIONS					
	1	2	3	4	5	6
The erection or relocation of any building or structure and/or external alterations or additions to any building or structure	C	C	C	C	P (except in Waiouru Peninsula Special Policy Area <u>and Favona Special Policy Area- Controlled</u>)	P
Retail sale activities excluding the following (defined by ANZSIC in Appendix 4A): 5210- Department Stores, 5221- Clothing Retailing, 5222- Footwear Retailing, 5234- Domestic Appliance Retailing, 5235-Recorded Music Retailing, 5242-Toy and Game Retailing, 5243-Newspaper, Book and Stationery Retailing, 5244-Photographic equipment retailing, 5251-Pharmaceutical, cosmetic and toiletry retailing, 5255-Watch and jewellery retailing Provided that the activity is undertaken in premises with a gross floor area not exceeding 800m²	P	P	P	P	P (<u>except Favona Special Policy Area - discretionary</u>)	D
Bus depots	D	D	D	C	P (<u>except Favona Special Policy Area - discretionary</u>)	P
Carparking areas and buildings not ancillary to a permitted activity	P	P	P	P	P (<u>except Favona Special Policy Area - discretionary</u>)	D
Educational Facilities Note: within the HANA and The MANA subject to Rule 5.21	P	P	P	P	P (<u>except within 12 metres of the centre line of the Mangere - Mount Roskill A high voltage transmission line</u>)	N/C

ACTIVITY	BUSINESS LOCATIONS					
	1	2	3	4	5	6
					within the Favona Special Policy Area - discretionary)	
Entertainment facilities and activities	P	P	P	P	P (except Favona Special Policy Area - discretionary)	N/C
Household units Note: within the HANA and the MANA subject to Rule 5.21	C	C	C	C	D (except in Favona Special Policy Area - Non-Complying)	N/C
Motor vehicle sales and service premises	P	P	P	P	P (except Favona Special Policy Area - discretionary)	D
Offices	P	P	P	P	P (except Favona Special Policy Area - Discretionary)	D
Offices within the Favona Special Policy Area which are ancillary to another permitted activity on a site and occupy no more than 20% of the Gross Floor Area of the building containing that permitted activity	N/A	N/A	N/A	N/A	P in the Favona Special Policy Area	N/A

3.3.3 Amend Rule 14.10.2 Activity Table by making amendments to the notes at the beginning of the activity table as follows:

N/A = activity not applicable in the zone

3.3.4 Amend Rule 14.11.1 Maximum Height as follows:

14.11.1 Height

(a) Maximum Height

Subject to (b) and (c) below the maximum height shall be:

Business 1 -9m

Business 2, 3, 4, 5 & 6 -No limit

Provided that in the Howick Special Character Business Area maximum height shall be as shown on Figure 14.1 and provided also that resource consent applications to exceed the maximum height limits shown on Figure 14.1 shall be considered as a restricted discretionary activity (pursuant to the matters for discretion and assessment criteria in Rule 14.13.1) in respect of applications to exceed maximum height

by up to and including 3 metres and as a non-complying activity in respect of applications to exceed maximum height by more than 3 metres. [AM 41]

Papatoetoe Special Character Business Area (as defined on Figure 14.2) the maximum height shall be 12m and in the Waiouru Peninsula Special Policy Area (as defined on Figure 16.9) and the Favona Special Policy Area (as defined on Figure 16.12) the maximum height shall be 15m.

3.3.5 Amend Rule 14.11.2 Yards by amending subsection (b)(i) Yards adjoining Residential, Public Open Space and Future Urban Development zones, as follows:

(b) Yards adjoining Residential, Public Open Space and Future Urban Development zones

- (i) Where any part of a site abuts a site zoned Residential, Public Open Space or Future Urban Development, a yard having a minimum width of 5m shall be required, except in the Favona Special Policy Area where the yard, as indicated in the structure plan (Figure 16.12), shall have a minimum width of 10 metres.
- (ii) All of the area of this yard shall be planted and maintained in grass, trees and shrubs.

3.3.6 Amend Rule 14.11.2 Yards by adding a new subsection (d), as follows:

(d) Front Yards in Business 5 Favona Special Policy Area

- Front yards shall be as defined in Rule 14.11.2(a) except that a 5 metre front yard shall apply to all sites within the Favona Special Policy area which:
 - adjoin the coastal road, and/or
 - adjoin Walmsley / Favona Road, and/or
 - adjoin the road proposed to extend northwards into the Favona Special Policy Area from the T-junction intersection of Walmsley Road, Favona Road and Robertson Road.

The full area of the front yard, excluding required vehicle crossings, shall be landscape designed and in accordance with the comprehensive landscape plan required to be submitted with the subdivision consent application under Rule 14.11.14A(i). The landscaping is to be at a scale to relate to the size of the buildings and must include regularly spaced trees which define the street alignment, entranceways, courtyards and the like planted in grass, trees and shrubs, subject to maintaining sight lines as required by Chapter 8 (Transportation). Fences, walls and other structures higher than 1.8 m shall not be located in the required front yard area.

Explanation/Reasons

The intent of this rule is to provide for a high degree of on site amenity where land faces residential zones across Walmsley / Favona roads and to facilitate, in association with any proposed road reserve planting, landscaping to frame any public views of the coast and One Tree Hill.

3.3.7 Insert new Rule 14.11.14A Favona Special Policy Area – Landscape Design as follows:

14.11.14.A Favona Special Policy Area – Subdivision and Development Landscape Design

- (i) Rule 14.11.14.(ii), (iii), (iv) and (v) which apply to the Waiouru Peninsula Special Policy Area shall apply within the Favona Special Policy Area
- (ii) Within the Favona Special Policy Area security fencing shall be restricted to:
 - The rear of the any office component of any building which has frontage with a public road;
 - Behind the front façade or road elevation of any part of any other building; and
Where additional security is required, electrified wires shall be used rather than razor or barbed wire.
- (iii) Within the Favona Special Policy Area there shall be no business development between the coastal road and the coast. All of this area is to ultimately be vested and zoned as public open space although in the interim, prior to the land being subdivided and the land vested as public open space, the planning maps will show the interim Business 5 (Favona Special Policy Area) zoning.

Explanation/Reasons

A comprehensive landscaping plan subject to Council approval is required as part of any application for subdivision consent, as a means of ensuring a high quality business environment is created. The fundamental purpose of a comprehensive landscaping plan is to ensure that a comprehensive approach is taken to landscaping throughout the Waiouru Peninsula and the Favona Special Policy Areas and also to provide a basis for any subsequent controls and approvals.

3.3.8 Amend the title of Rule 14.12.10 Buildings or Structures in the Waiouru Peninsula Business 5 Special Policy Area, as follows:

14.12.10 Buildings or Structures in the Waiouru Peninsula and Favona Business 5 Special Policy Areas

3.3.9 Amend Rule 14.12.10.1, as follows:

Rule

14.12.10.1 Council reserves control over the following matters for controlled activity resource consent applications for the erection or relocation of any building or structure and/or

external alterations or additions to any building or structure in the Waiouru Peninsula and Favona Special Policy Areas and may impose conditions in respect of each:

- (i) Design and external appearance
- (ii) Site layout
- (iii) Landscape and Fencing elements
- (iv) Vehicle and pedestrian access
- (v) Carparking
- (vi) Archaeology (in the case of the Favona Special Policy Area)

3.3.10 Amend Rule 14.12.10 by adding a new subsection 14.12.10.3, as follows:

14.12.10.3 When assessing an application for a controlled activity resource consent for the erection or relocation of any building or structure and/or external alterations or additions to any building or structure in the Favona Special Policy Area the Council will have regard to the following assessment criteria and any relevant matters set out in Section 104 of the Act:

(a) Design and External Appearance

Whether the scale, form, appearance, and location of buildings enhance address the character and amenity and address the scale of adjoining residential areas, and the coastal environment, in such a manner to avoid or mitigate potential adverse effects and enhance the visual amenity of the Special Policy Area. Consideration is to be given to the design of buildings when viewed from the public domain of the harbour and the esplanade reserve that adjoins the harbour.

Whether buildings face the road and concentrate main entries, offices, primary glazed facades and active frontages along the road frontages. In particular, the main pedestrian entrance to each building shall be covered and lit and clearly visible from the road.

Whether buildings relate to neighbouring sites, in terms of alignment and location of active frontages, in such a manner as to strengthen the street edge. In particular, whether buildings on the road proposed to extend northwards into the Special Policy Area from the intersection ~~T~~ junction of Walmsley Road, Favona Road and Robertson Road, are to relate to buildings on neighbouring sites in terms of alignment and the location of active frontages and are to be located and designed to enhance the sight lines to the Coastal edge and One Tree Hill. More generally, buildings throughout the Favona Structure Plan area should be regular in form and follow the alignment of the street and boundaries in plan and should be vertical in section. Buildings should not be overly stepped, in section or in plan, or have large protruding and/or curvilinear elements. Buildings should be well proportioned with appropriate modulation and

articulation which reflects their actual size, uses and orientation and optimizes their relationship with the public domain. There should be a consistency of materials and colours between buildings on adjoining sites to create a cohesive urban form and reflective glass is not to be used. All rooftop mechanical and communications equipment shall be incorporated within the roof envelope, behind a parapet wall or otherwise screened from adjacent street frontages.

Whether buildings are designed in a manner that their relationships mitigate the impact of abrupt scale changes, both between buildings on the site, and with buildings on adjoining sites. Buildings are to be designed to minimise the visual impact of large warehouse forms particularly at the residential interfaces including the Favona and Walmsley Road frontage. This can be achieved by locating elements such as offices, canopies and other lower scale building elements along the street elevation and by ensuring that the elevations are well proportioned. This can occur through articulation and / or modulation.

Whether the location and design of buildings encourage passive surveillance of internal roads, the coastal road and the esplanade reserve.

Whether sustainable design principles are incorporated into building design. Rooftop water should be captured and stored for irrigation of landscaped areas and architecture should reflect modern sustainable design technologies (including incorporating low embodied energy materials in the design) and New Zealand's pacific setting.

(b) Site Layout

Whether the site layout will avoid or mitigate potential adverse effects on public areas, including noise, odours, parking, vehicle access and storage areas.

Whether public views along internal or coastal roads toward the coast and One Tree Hill are protected and not compromised by any building.

Whether buildings, structures and landscaping located within the vicinity of the existing Mangere – Mt Roskill A high voltage transmission line are located a sufficient distance away from these lines, or are of a size, so that they don't interfere with or adversely affect the maintenance and operation of these lines. In order to meet this criterion it is expected that these developments will be carried out:

- in accordance with Transpower's Corridor Management Policy and the New Zealand Electrical Code of Practice (or subsequent requirements). Guidance is provided by the Transpower document titled 'Development guide for development near high voltage transmission lines'; and
- that applicant's consult with Transpower New Zealand

Limited prior to a resource consent being lodged with Council.

Generally, site layouts are to be designed so that:

- The impact of abrupt scale changes with adjoining sites especially at the residential interface are minimised;
- The buildings face the road frontages with offices and active uses and warehouse structures. Outdoor storage, loading and service yards and staff carparking will be located to the rear of the site or otherwise away from public view;
- Buildings align (i.e. are parallel to) with street frontages and in the case of the slightly curved Esplanade Road approximately align with that street frontage in order to minimise the impact of buildings;
- Buildings also align with side boundaries so that ultimately one building will align with another.
- They incorporate sustainable design principles including solar access and on site stormwater retention and re-use;
- Site access points are shared between adjoining sites to strengthen the street edge by creating larger blocks of built form and provide a continuity between sites.

(c) Landscape and Fencing Elements

The extent to which the design and location of buildings and landscaping encourage a safe environment by incorporating the principles of Crime Prevention Through Environmental Design (refer to the National Guidelines for Crime Prevention through Environmental Design).

The degree to which on-site landscaping adjoining the road enhances the character of the streetscape and coast and links with the existing landscaping within road reserves and the esplanade reserve.

Whether public views along internal or coastal roads toward the coast and One Tree Hill are protected and not compromised by any building or landscaping.

Whether the development is landscaped in a manner which minimises or reduces conflicts of scale and contributes to the visual screening of unattractive building facades as viewed from adjacent residential or public areas.

Whether landscaping provides an appropriate visual screening of carparking from the road frontage and whether the landscaping and fencing maintains an open character and continuity of planting along the street frontage. In particular, solid masonry (concrete or stone) walls or vertical metal picket fences painted a dark colour and supplemented with hedge planting or ivy are to be used where walls or fences face street frontages.

Whether the landscaping spatially structures the whole development and reinforces the alignment of buildings and streets.

(d) Vehicular and Pedestrian Access

Whether vehicular access to the site provides for safe and convenient access, including regard to the effect on the safe and efficient operation of the adjoining road network. In particular, it is essential to keep access or egress points to and from Walmsey and Favona Roads to a minimum.

Whether the access has a minimal adverse effect on pedestrian access and safety. Assessment Criteria in 8.25, Chapter 8 Transportation may also be considered.

The extent to which pedestrian entrances to buildings and vehicle entrances to sites are clearly identifiable and defined while being integrated with the surrounding character of the area.

(e) Car and bicycle parking

Whether the location and design of the carparking areas provides for convenience of use, a safe and efficient internal circulation pattern, and the avoidance of the detrimental visual effect of large areas of sealed parking unrelieved by landscaping. In particular, it is expected that a detailed site landscaping plan will provide landscaped areas with hedges and trees to visually break up extensive car parking areas and integrate them with surrounding site and street landscape design.

Bicycle racks or enclosed bicycle parking shall be provided.

(f) Archaeology (in the case of the Favona Special Policy Area)

Where development is likely to impact upon an archaeological site, whether an archaeological assessment has been undertaken and whether the recommendations of that assessment have been implemented.

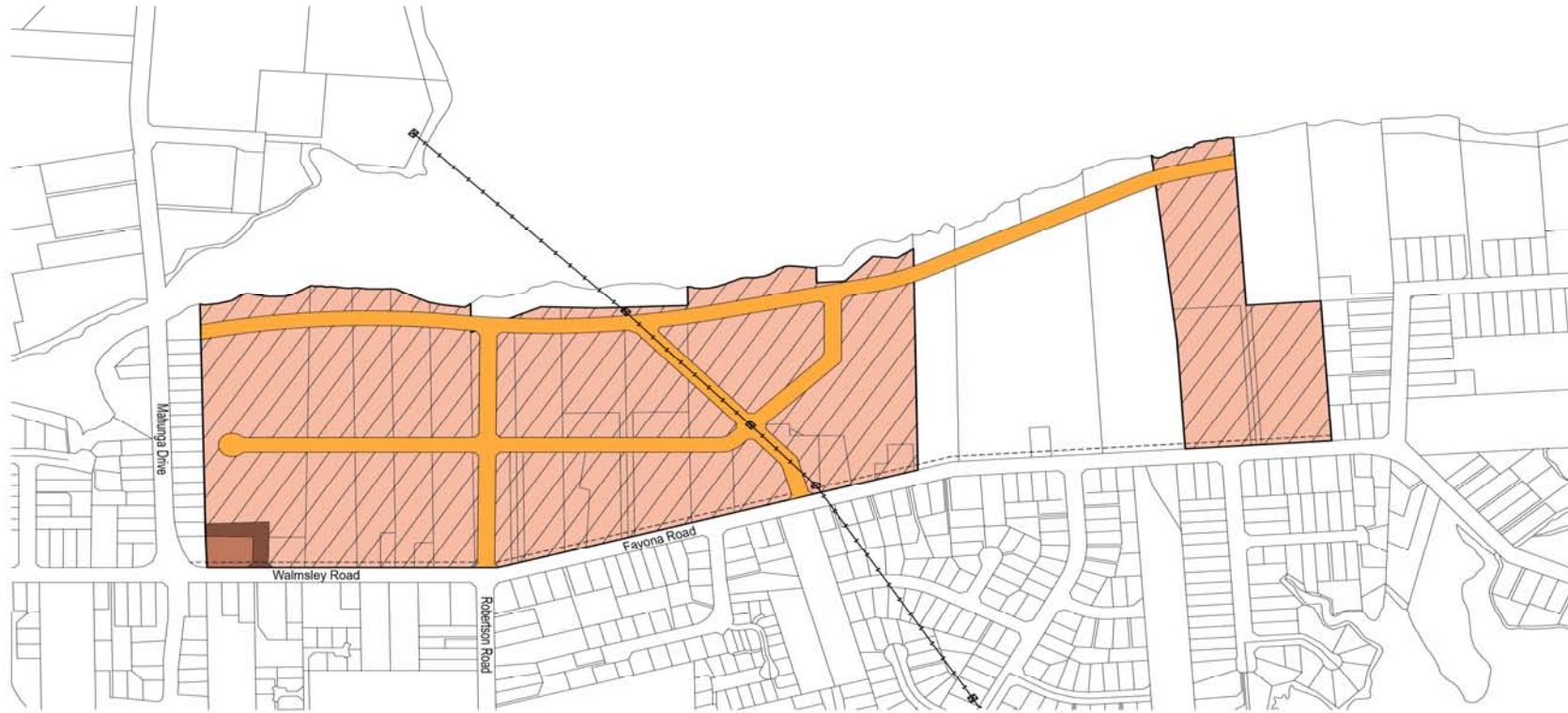
Note: all archaeological sites, whether recorded or unrecorded, are protected under the provisions of the Historic Places Act 1993. An authority from the New Zealand Historic Places Trust is required prior to damaging, destroying or modifying an archaeological site.

Explanation/Reasons

Some buildings and structures have the potential to adversely affect the ecological and amenity values of the Waiouru Peninsula and Favona areas. Application of the above criteria will help ensure that the effects of development on the Waiouru Peninsula and Favona will be minimised. In particular, the criteria will help to maintain features which contribute to the Waiouru Peninsula and Favona being a Special Policy Area.

APPENDIX 1

Amended Zoning Map



Key			
	Indicative Proposed Roads		Business 5 (Favona Special Policy Area)
	Road Widening		Business 1 (Proposed)
			Business 1 (Operative)



June 2009

Favona Business Centre Proposed Zoning Plan

APPENDIX 2
Diagram 16 to Appendix 4B of Zoning Map – Proposed Road Widening

