

6A General Business Activity Area

6A 1 Issues, Objectives and Policies

6A 1.1 Local Area Issues

6A 1.1.1 Accommodation of a Mix of Activities

Issue

A mix of activities should be accommodated where the potential effects of non industrial activities are not dissimilar to those generated by industrial activities. In accommodating non industrial activities, it is necessary to avoid or mitigate any adverse effects on the amenity values of the area and the environment.

Objective

To accommodate those non industrial activities which are suitable in the General Business Activity Area and which do not cause adverse effects on amenity values of the area and the receiving environment.

Policies

- (a) Accommodate those commercial activities which provide a local service for the work force in the same area.
- (b) Accommodate commercial recreational activities which are appropriate within the General Business Activity Area and which are compatible with the surrounding area.
- (c) Accommodate certain retail activities which are compatible with other activities of the General Business Activity Area and do not undermine the strength, vitality and viability of commercial activity areas.
- (d) That the accommodation of non industrial activities avoids or mitigates adverse effects on the amenity values of the area and the environment.

Explanation and Reasons

A range of industrial and commercial activities are accommodated, based on controlling the adverse effects likely to be generated. The range of commercial activities accommodated should not, however, undermine the strength, vitality and viability of commercial centres. Therefore, certain retailing activities are permitted where they are not suitable in commercial centres due to their nature and character. For example, kit set garages, caravans, trailers and boats. Natural materials are included where they are sold in bulk, such as gravel, shingle, rock, concrete, coal, fire wood and timber.

The accommodation of commercial recreation activities includes indoor sports complexes, go-kart racing and tenpin bowling alleys.

Those commercial activities which provide a local service for the work force are also accommodated. These activities include restaurants, dairies, takeaway bars, day care centres and creches. Kokiri centres are also permitted as the likely generated effects will be similar to those generated by business activities.

The range of non industrial activities accommodated also includes training facilities, conference centres, places of assembly and places of worship. These activities are provided for where the potential generated effects do not have an adverse effect on the amenity values of the area and the environment.

6A 1.1.2 Main Entrance Routes

Issue

The main entrance routes of the City need to be attractive and clearly defined to reinforce the identity of the City and the sense of place that it offers. Some of the main transport routes pass through the General Business Activity Areas. These routes include Railway Avenue, Hutt Road, The Esplanade, Waione Street, and State Highway No.2. It is necessary to manage the effects of development along these routes to maintain and enhance the image of the City.

Objective

To enhance the image and visual appearance of main entrance routes of the City where they pass through the General Business Activity Area.

Policies

- (a) That the design, appearance and scale of structures or buildings fronting main transport routes be managed to emphasise the importance of the area as a major access to the City.
- (b) That all structures fronting main entrance routes are modulated and do not have continuous blank walls.
- (c) That the design and appearance of sites fronting main transport routes be maintained to avoid adverse effects on the visual quality of the routes and the surrounding area.
- (d) That the height, location and bulk of structures fronting The Esplanade be managed to avoid adverse effects on the adjoining foreshore.
- (e) That the location, design and appearance of structures be managed to reinforce the definition of the street edge and enclosure of the sites fronting Waione Street.
- (f) That the effects of activities fronting Railway Avenue, Hutt Road, The Esplanade, Waione Street, and State Highway No.2 be managed to enhance the image of these main entrance routes and avoid adverse effects on the amenity value and character of the surrounding areas.

Explanation and Reasons

The objective is to maintain and enhance the image and visual appearance of main entrance routes within the City. These routes can enhance the experience of entrance to and exit from the City, thereby creating a sense of approach, arrival and departure as people travel

through the City. This helps to reinforce the identity of the City and accentuates the sense of movement from one place to another when entering or leaving the City. This approach to the main entrance routes can assist peoples' sense of orientation and understanding of the physical structure, and the geography, of the City.

The main entrance routes include Railway Avenue, Hutt Road, The Esplanade, Waione Street, and State Highway No. 2 identified in Appendix General Business 1.

(a) Railway Avenue:

Railway Avenue is an important point of entry into Lower Hutt's Central Commercial Activity Area. The activities fronting Railway Avenue should reflect such locational importance and enhance the image of this main entrance route. This area accommodates industrial and commercial activities which provide a supporting role to the Central Commercial Activity Area. These activities should attain high levels of amenity and aesthetic standards to emphasise the importance of this entrance route.

(b) Hutt Road:

The role of Lower Hutt as a regional industrial and service centre is emphasised by the character of the buildings and type of activities along this route. There are significant features along this route that mark progress. These include the roundabout with Jackson Street, the residential area at Riddlers Crescent and the railway overbridge. This route provides a link between the Petone Off Ramp and the Central Commercial Activity Area. Activities along this route should enhance the amenity value and visual appearance of this main entrance route.

(c) The Esplanade:

This area forms one of the most important entrances to the City. Given the close association with the harbour and public open space along the Petone foreshore, it is important to maintain a high standard of design for buildings and structures fronting The Esplanade.

Activities along The Esplanade will be required to maintain and enhance the amenity value and visual appearance of this main entrance route. This will be achieved using specific guidelines for buildings and structures to maintain the contrast of townscape and seascape.

(d) Waione Street:

The Esplanade and Waione Street carry a significant volume of traffic along the Petone foreshore area. This route is at the edge of the City and is part of the connection with the harbour, which is one of the region's most significant natural features. There is a contrast between, on the one side of the road, a building dominated townscape, and on the other, a panoramic seascape.

There is a transition at Waione Street from a seaside cottage style residential area to an industrial area which has a built up nature. The distinct industrial character and diversity of form contributes to signaling progression along the route. This contrasts with the openness and long range views to both the central city, and the river and harbour that can be obtained from the Estuary Bridge.

The buildings located close to the street boundary provide a sense of enclosure which contrasts with the openness of The Esplanade and the Hutt River, and emphasises a sense of progression along this route.

The aim of the policies is to maintain the sense of enclosure and contrast with open panoramic sea views on other stretches of the entrance route. Buildings will be permitted up to the street boundary and there will be no requirement for front or side yards. Outdoor storage, parking and servicing will be accommodated in the rear yard.

The building design and appearance will be managed to enhance the amenity value of the area. Design features will be incorporated to prevent visual monotony and promote a strong visual connection with the street. There is no landscaping requirement, however, landscaping may be permitted where it enhances the character of the site.

(e) State Highway No.2:

The business areas at Cornish Street and Hebden Crescent are highly visible from State Highway No.2. The effects generated by the activities need to be managed to enhance the visual appearance, amenity value and contribution to the image of the City. This involves attention to building design and appearance, landscaping and screening, signage and traffic generation.

6A 1.1.3 Environmental Effects

Issue

Business activities (commercial and industrial activities) have the potential to generate adverse effects on the amenity values of the area and neighbouring areas at the interface. These adverse effects include noise, dust, odour, glare, light spill and traffic. These activities can also have an adverse effect on the receiving environment in terms of air, water, and soil contamination, or damage to ecosystems. It is, therefore, necessary to manage such adverse effects to maintain and enhance the quality of the environment.

Objective

To avoid or mitigate adverse effects on the amenity values of the area and neighbouring areas, and the receiving environment.

Policies

- (a)** That effects likely to be generated by each activity, such as noise, dust, odour and traffic, are managed to avoid or mitigate adverse effects on the amenity values and character of both the General Business Activity Area and interface areas.
- (b)** That effects likely to be generated by each activity are managed to avoid or mitigate any adverse effects causing harm or damage to the receiving environment.

Explanation and Reasons

The effects of activities in the General Business Activity Area on the environment may have an adverse impact on the character or amenity values of an area, or on the receiving environment.

These effects need to be managed to maintain and enhance the amenity values of the General Business Activity Area and their respective interface areas. Appropriate conditions are required at the interface areas to ensure that amenity values of neighbouring activity areas are not adversely affected.

The objective and policies promote protection of the receiving environment and enhancement of a good working environment that is attractive and healthy for present and future generations. The protection of the environment from harm or irreversible damage is important for the quality of land, air and water and the integrity of the ecological system.

6A 1.2 Site Development Issues

6A 1.2.1 Effects on the Amenity Values of the Area

Issue

The sites, structures and buildings used by business activities (commercial and industrial activities) have the potential to generate adverse effects on the amenity values of the area and neighbouring areas at the interface. These adverse effects include out of scale development, poor site maintenance, litter, dust, and visual detraction. It is necessary to manage such adverse effects to maintain and enhance the amenity values of the area.

Objective

To maintain and enhance the amenity values of the activity area and neighbouring areas.

Policies

- (a) That each site, structure and building is designed and maintained to enhance the amenity values and character of both the General Business Activity Area and adjacent activity areas.
- (b) That identified urupa sites be protected from inappropriate development on neighbouring sites.
- (c) That buildings or structures in the Point Howard General Business Activity Area located on Eastern Bays Marine Drive adjacent to the Seaview Tanker Terminal be designed and maintained to maintain and enhance the amenity values and character of the coastal environment.

Explanation and Reasons

The objective and policies promote the enhancement of a good working environment that is attractive and healthy for present and future generations. The design and maintenance of sites, structures and buildings shall be managed to avoid or mitigate adverse effects on the character and amenity values of the area, and the respective interface areas. This involves attention being given to the design and external appearance of buildings and structures, and to the maintenance of the site. This also includes setback requirements for sites abutting urupa sites and standards and terms for development at the Point Howard General Business Activity Area to enhance the amenity values of the coastal environment.

6A 1.2.2 Amenity Values of the Esplanade West Area

Issue

Land fronting The Esplanade enjoys a close association with the Harbour and public open spaces along the foreshore. The design and scale of buildings must be managed to ensure there are no adverse effects on amenity values of the area and the adjoining foreshore, as well as emphasising that this is an important access to the City.

Objective

To ensure that buildings and structures in the Esplanade West Area are of high design standard and of an appropriate scale to avoid adverse effects on the amenity values of the area and the adjoining foreshore area.

Policies

- (a) That the design and external appearance of structures and buildings be managed to emphasise the importance of the Esplanade West Area as a major access to the City.
- (b) That the height, location and bulk of buildings and structures be managed to maintain and enhance the contrast between townscape and seascape, provided that there are no adverse effects in terms of shadow and wind effects.

Explanation and Reasons

The Esplanade West Area forms one of the most important entrances to the City. A study carried out in 1994, "Approaches to the Hutt City: A Strategy for Accentuating Main Entrance Routes" stated that:

"Nowhere in Lower Hutt is the identity of the city more distinct from the surroundings than along The Esplanade. This route is clearly the edge of the city, and is part of the connection with the harbour which is the region's most significant natural feature. The contrast here is clearly between, on the one side of the road, a firmly dominated townscape, and on the other a panoramic seascape."

The study proceeded to describe the business area at the western end of The Esplanade as "unique as a seaside commercial locality in the region." It recommended the identity of this area of The Esplanade be reinforced. Given the close association with the harbour and public open space along the Petone foreshore, it is important to maintain a high standard of building design for structures fronting The Esplanade.

The Esplanade West Area will have specific guidelines for buildings and structures to achieve the contrast of townscape and seascape, provided that there are no adverse effects in terms of shadow and wind effects. The Esplanade West Area identified in Appendix General Business 2. Activities along The Esplanade will be required to maintain and enhance the amenity value and visual appearance of this main entrance route.

6A 1.2.3 Effects of the Hutt River Flood Hazard

Issue

Buildings and structures within the Primary or Secondary River Corridor of the Hutt River are subject to flood hazard effects and can also have adverse effects on flood protection structures. The size, scale and location of buildings and structures need to be managed to avoid or mitigate these adverse effects.

Areas not protected by flood protection structures are at risk of flooding by the Hutt River. The site at 61 Connolly Street (Lot 1 DP 87322 C.T.WN 54D/764) has in place flood protection measures and these measures need to be recognised and maintained to ensure flood hazard effects are properly managed.

Objectives

- (a) To avoid or mitigate adverse flood hazard effects on buildings and structures.
- (b) To avoid or mitigate adverse flood hazard effects on flood protection structures.

Policies

- (a) To discourage the siting of buildings and structures in the Primary and Secondary River Corridors.
- (b) To ensure that buildings and structures in the Primary or Secondary River Corridor of the Hutt River have no more than minor adverse effects on flood protection structures.
- (c) To mitigate the effects of flood hazards on buildings and structures in the Primary and Secondary River Corridors by managing their location, size and scale.
- (d) Flood protection measures at 61 Connolly Street (Lot 1 DP 87322 C.T.WN 54D/764) need to be established and maintained to ensure buildings and structures on site are protected from adverse flood hazard effects of the Hutt River.

Explanation and Reasons

Buildings and structures which are inappropriately located can have adverse effects on adjoining activities. Buildings and structures in the Primary or Secondary River Corridor of the Hutt River could adversely affect flood protection structures. Buildings and structures in the river corridor will also be subject to effects of fast flowing water, deep flooding and erosion. The outcomes identified in the Hutt River Floodplain Management Plan are relevant and should be taken into account in any assessment of effects. It is important that buildings and structures are discouraged in the Primary and Secondary River Corridors. It is therefore appropriate to control the location of buildings and structures.

The site at 61 Connolly Street (Lot 1 DP 87322 C.T.WN 54D/764) is within the Hutt River floodway as shown in the Hutt River Floodplain Management Plan. The site is currently well developed and has in place flood protection measures to avoid and mitigate the adverse flood hazard effects from the Hutt River. These measures need to be maintained so that the risk of flooding is minimal. Flood protection measures protecting the site to 10.1m above mean sea level (which is the 100-year flood level) will ensure that Hutt River flooding is mitigated.

In order to ensure that flood hazard effects are managed, minimum conditions are specified.

6A 2 Rules

6A 2.1 Permitted Activities

- (a) Activities which meet the conditions for Permitted Activities and are not included as a Controlled, Restricted Discretionary, Discretionary or Non-Complying Activity.

6A 2.1.1 Permitted Activities - Conditions

- (a) **Minimum Yard Requirements:**
 - (i) The side yard shall be a minimum depth of 3m where the site abuts a residential activity area. No side yard is required where a service lane is provided.

- (ii) The rear yard shall be a minimum depth of 8m where the site abuts a residential activity area. This may be reduced if there is a service lane to the rear of the site and sufficient provision has been made for loading and unloading operations.

(b) Setback Requirements:

Buildings and structures abutting an urupa shall have a minimum setback of 3m.

All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m² or less and with a setback of 20m or more from a flood protection structure.

(c) Maximum Height of Buildings and Structures:

- (i) Maximum height of all buildings and structures is 12m, except in the Esplanade West Area.
- (ii) Maximum height of all buildings and structures in the Esplanade West Area (see Appendix General Business 2) is 30m, provided that the following conditions are met:

All buildings and structures over 12m shall show that the proposed development complies with the following standards. A wind report must be supplied which includes the results of a wind tunnel test.

Existing Wind Speeds	Wind speed resulting from development proposal	Requirements on developer
	If exceeding 10m/sec in any public space	Reduce to 10m/sec in public space
Up to 15m/sec	If exceeding 15m/sec	1. Reduce to 15m/sec 2. Although other directional wind speeds may be increased towards 15m/sec, the overall impact is to be no worse than existing
15-18m/sec	If exceeding 15m/sec	Reduce to max 15m/sec
Above 18m/sec	If more than 18m/sec	Reduce to max 18m/sec

(d) Recession Planes:

All buildings or structures shall comply with the recession plane requirements of the abutting residential activity area.

(e) Maximum Site Coverage:

- (i) Maximum site coverage - 100% subject to compliance with yards and screening requirements and off street carparking, loading and unloading requirements.
- (ii) That portion of the site not covered shall be to the rear of the site, for servicing and parking provision.

(f) Dust:

- (i) All outside areas shall be sealed, surfaced, or managed appropriately so that there is no dust nuisance at or beyond the boundary of the site.

- (ii) All use, handling and storage of goods, raw materials and waste materials shall be undertaken in such a manner so that there is no dust nuisance at or beyond the boundary of the site.

(g) Odour:

All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour or fumes at or beyond the site boundary.

(h) Light Spill and Glare:

- (i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site.
- (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary.
- (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary.

(i) Vibration:

All activities that cause vibration shall be managed to ensure that no vibration is discernible beyond the site boundary.

(j) Retail Activities:

There shall be no retail activities except in the following circumstances:

- (i) Where the goods are manufactured on site; provided that the retailing shall be ancillary to such manufacturing. For the purposes of this Section, manufacturing excludes those activities which comprise only the packing, labelling, sorting, mixing or assembling of pre-made products.
- (ii) Where the retail activity involves the sale of: carports, kitset garages and sheds; trailers; caravans; boats; swimming pools, spa pools, new and used motor cars; heavy commercial and agricultural vehicles; machinery; and the accessory parts which are essential to the operation of those goods.
- (iii) Where the goods are natural materials which are sold in bulk: gravel, sand, shingle, rock, concrete, coal, fire wood and timber for construction purposes.
- (iv) Where the retail activity is a building improvement centre on Lots 536 and 555, SO 22903 - Vogel Street/Hollands Crescent, Naenae.
- (v) Where the goods are sold at an auction, or garden centre.
- (vi) Where the retail activity provides a food service, provided the gross floor area does not exceed 200m².
- (vii) Where the retail sale of goods is from a service station.
- (viii) Where the retail activity is a supermarket on Lot 2 DP 15329 and Sections 493, 537, 551 and 555 Hutt District - Cambridge Terrace/Vogel Street, Naenae.

(k) Residential Activities:

No residential activities are permitted except where it is necessary to provide living quarters for a caretaker on site.

(l) Visitor Accommodation:

No visitor accommodation is permitted, except in the Esplanade West Area, as shown in Appendix General Business 2.

(m) Storage Requirements:

- (i) All activities shall be provided with an outdoor area for storage of goods, materials and waste products. This area shall be clearly defined at the time

an application is made for development or change of use and occupancy and shall be clear of vehicle access, manoeuvring and parking areas.

- (ii) All outdoor storage areas shall be of such dimensions as to adequately provide for the storage requirements of the proposed use.
- (iii) Waste management: All storage and disposal of refuse will be carried out in such a manner so as to avoid causing adverse effects beyond the boundary of the site.

(n) Landscaping and Screening Requirements:

- (i) All outdoor storage and servicing areas must be screened so that they are not visible from a road or public space. Where this is not practicable such areas must be screened by a close-boarded fence or a fence made of solid material with a minimum height of 1.8m.
- (ii) Where a site abuts a residential or recreation activity area, all outdoor storage and servicing areas must be screened by a close-boarded fence or a fence made of solid material with a minimum height of 1.2m and a maximum height of 1.8m.
- (iii) Where there are 5 or more parking spaces on site, that area is to be screened from the street and adjoining properties by a fence or wall not less than 1.5m in height.

(o) Servicing Hours:

Where a site abuts or is opposite a residential activity area, servicing of activities must not occur between the hours of 10.00pm and 7.00am, however this shall not apply to any activity on Pt Lot 1 DP 10694, Sec 1 SO 31984 and Secs 70, 71 and 72 Blk XIV Belmont SD where the hours of servicing are not limited (land adjacent to the Seaview Tanker Terminal).

(p) 61 Connolly Street, Lot 1 DP 87322 C.T.WN 54D/764 (identified in Appendix General Business 4):

In addition to the other Permitted Activity Conditions, the following shall apply to the scheduled activities on this site:

- (i) The site must be protected from flooding by flood protection measures. The flood protection measures protecting the site from Hutt River flooding must be to a minimum level of 10.1m above mean sea level; and
- (ii) All buildings and structures must have a minimum floor level of 9.2m above mean sea level; and
- (iii) There must be at all times an operational mobile onsite water pump that will be used to manage surface water run-off.

(q) General Rules:

Compliance with all matters in the General Rules - see Chapter 14.

6A 2.2 Controlled Activities

- (a) Any Permitted Activity in the western and southern areas of Petone which does not comply with the Parking, Loading and Unloading Conditions for Permitted Activities in Chapter 14A. (The western and southern areas of Petone are identified in Appendix General Business 3.)
- (b) Any Permitted Activity on a site abutting or on the opposite side of a road from a residential activity area.

6A 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

- (a) **Any Permitted Activity in the western and southern areas of Petone which does not comply with the Parking, Loading and Unloading Conditions for Permitted Activities in Chapter 14A.**
- (i) The provision of adequate car parking. See section 14A(iii) 2.2.1 (Chapter 14A Transport) for car parking assessment matters.
 - (ii) The provision for loading and unloading facilities. See section 14A(iv) 2.2.1 (Chapter 14A Transport) for loading and unloading provisions.
- (b) **Any Permitted Activity on a site abutting or on the opposite side of a road from a residential activity area.**
- (i) External appearance and design of buildings and structures:
All buildings and structures erected shall be of such design and appearance to maintain and enhance the amenity values of the adjoining area.
 - (ii) Maintenance of structures, buildings and space about buildings:
All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.
 - (iii) Traffic generation:
The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

6A 2.2.2 Other Matters

All Controlled Activities must comply with the other relevant Permitted Activity Conditions.

6A 2.3 Restricted Discretionary Activities

- (a) Any activity which involves vehicle repairs, vehicle maintenance and servicing, engine and bodywork, spray painting and panel beating, or car wrecking and is located, either wholly or in part on a site abutting or on the opposite side of a road from a residential activity area.
- (b) Any building or structure on a site fronting Waione Street.
- (c) Any building or structure on a site fronting The Esplanade.
- (d) Any building or structure on a site fronting Railway Avenue.
- (e) Any building or structure on a site fronting Hebden Crescent.
- (f) Any building or structure on a site fronting State Highway No.2 and the Hutt Road.
(These main entrance routes are identified in Appendix General Business 1.)
- (g) Any building or structure on Pt 1 DP 10694, Sec 1 SO 31984 and Sec's 70, 71 and 72 Block XIV Belmont Survey District - land adjacent to Seaview Tanker Terminal.
- (h) All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m² or with a setback less than 20m from a flood protection structure.

6A 2.3.1 Matters in which Council has Restricted its Discretion and Standards and Terms

- (a) **Any activity which involves vehicle repairs, vehicle maintenance and servicing, engine and bodywork, spray painting and panel beating, or car wrecking and is located, either wholly or in part on a site abutting or on the opposite side of a road from a residential activity area.**
- (i) External appearance and design of buildings and structures:
All buildings and structures erected shall be of such design and appearance to maintain and enhance the amenity values of the adjoining area.
- (ii) Maintenance of structures, buildings and space about buildings:
- The site shall be managed to maintain and enhance the amenity values of the adjoining area.
 - All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.
 - No vehicles shall be repaired in the front yard; nor shall vehicles in various stages of repair be parked in the street.
- (iii) Traffic generation:
The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.
- (b) **Any building or structure on a site fronting Waione Street.**
- (i) Sense of enclosure along Waione Street:
Buildings are to be built up to the front boundary.
- (ii) External appearance and design of buildings and structures:
- All buildings and structures shall be of such design and appearance to maintain and enhance the amenity values of the adjoining area, and the image of the main entrance route.
 - All buildings and structures shall be designed and constructed such that the facade nearest to the street incorporates design features that prevent visual monotony and promote a strong visual connection with the street.
 - Provision for parking, servicing and outdoor storage to be made in the rear yard. No parking in front yards.
- (iii) Maintenance of structures, buildings and space about buildings:
All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.
- (iv) Traffic generation:
The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.
- (c) **Any building or structure on a site fronting The Esplanade**
- (i) Design and location of buildings and structures:

- The maximum width of a building or structure, or the primary forms of any multi-unit building at the road edge, when viewed from that road edge, shall be in keeping with the local characteristic building width. The appearance of a solid wedge of development must be prevented.
- All buildings and structures shall be designed and constructed such that their facades nearest to The Esplanade incorporate openings to the road which minimises the visually deadening effect of otherwise blank walls along the road edge.
- There should be no continuous blank walls, and facades should be modulated.
- There shall be no front yard or required setback of buildings from the front boundary and buildings should be located as close as practicable to the boundary with The Esplanade.

(ii) Maintenance of structures, buildings and space about buildings:

All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

(iii) Landscaping and screening:

- Soft landscape planting of the front yard adjacent to The Esplanade should be minimised and permitted only where it contributes to heightening the landscape contrasts between the built edge of the site and the harbour foreshore.
- Storage and servicing areas must be screened and not visible from The Esplanade or from any public space.
- Goods or products stored or placed outside buildings must not be visible from The Esplanade or from any public space.
- Goods or products stored or placed outside buildings must be screened from adjoining properties, be kept in a tidy condition and not detract from the amenity values of the surrounding area.

(iv) Car parking and servicing:

- Car parking areas shall not be provided in any yard area immediately between buildings and The Esplanade, but should be located in side and rear yard areas.
- Loading and unloading facilities should be provided in the rear or side yards of the site.

(v) Layout and location of activities and facilities not enclosed within a building or structure:

The site shall be designed and maintained in such a manner so as to enhance the amenity value of the area and the image of The Esplanade as a main entrance route of the city.

(vi) Traffic generation:

The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

(d) Any building or structure on a site fronting Railway Avenue

(i) Design and location of buildings and structures:

- All buildings and structures erected shall be of such design and appearance to maintain and enhance the amenity value of the area and the image of Railway Avenue as a main entrance route.
- All buildings and structures shall be designed and constructed such that the facade nearest to the street incorporates design features that prevent visual monotony and promote a strong visual connection with the street.
- The maximum building facade width of a building, structure or the primary forms of any multi-unit building at the street edge shall not be out of keeping with the local characteristic building width.
- The publicly relevant activities such as entrance areas, windows, display areas, and offices within all buildings shall be located immediately adjacent to the street edge.
- All sites, structures and buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity value of the area.
- There shall be no front yard or required setback of buildings from the front boundary and buildings should be located as close as is practicable to the boundary with Railway Avenue.
- Where it is proposed to have the building set back from Railway Avenue, the assessment will consider the following factors:
 - Building design and appearance;
 - The location of landscape planting. Soft landscaping of the front yard adjacent to Railway Avenue, where the design contributes to the urban landscape of the area.
 - The location of publicly relevant activities (entrance areas, windows, display areas, offices) as close as practicable to the street edge; and
 - The location and finished appearance of carparking and access areas. Carparking areas and hard-paved storage areas should not be located in front yards in such a way as to separate buildings from the street edge.
- (ii) Landscaping requirements:
 - Soft landscaping of the front yard adjacent to Railway Avenue should be minimised and permitted only where it contributes to the sense of enclosure along Railway Avenue.
- (iii) Car parking and servicing:
 - Car parking areas shall not be provided in any yard area immediately between buildings and Railway Avenue, but should be located in side and rear yard areas.
 - Loading and unloading facilities should be provided in the rear or side yards of the site.
- (iv) Layout and location of activities and facilities not enclosed within a building or structure:
 - The site shall be designed and maintained in such a manner so as to enhance the amenity values of the area and the image of Railway Avenue as a main entrance route of the City.
- (v) Traffic generation:
 - The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

(e) Any building or structure on a site fronting Hebden Crescent.

(i) Design and appearance of buildings and structures:

Any building or structure erected shall be of such design and appearance to maintain and enhance the amenity values of the area and the image of State Highway No.2 as a main entrance route.

(ii) Maintenance of structures, buildings and space about buildings:

All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

(iii) Maximum height of buildings and structures: 8 metres.

(iv) Landscaping requirements:

A comprehensive landscaping plan shall be prepared, showing not less than 15% of the site area to be landscaped. Landscaping shall be carried out in terms of the approved plan before any activity commences on the site.

(v) Maximum site coverage:

Maximum site coverage 60% provided that the portion of the site not covered shall be nearest to Hebden Crescent, for parking, servicing and outdoor storage facilities.

(vi) Yard requirements:

The rear yard shall be 1.5 metres to allow for the provision and protection of bulk services.

(vii) Layout and location of activities and facilities not enclosed within a building or structure:

The site shall be designed and maintained in such a manner so as to enhance the amenity value of the area and the image of State Highway No.2 as a main entrance route of the City.

(viii) Vehicular access:

All vehicular access shall be from Hebden Crescent.

(ix) Traffic generation:

The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

(f) Any building or structure on a site fronting State Highway No.2 and the Hutt Road

(i) Design and appearance of buildings and structures:

Any building or structure erected shall be of such design and appearance to maintain and enhance the amenity value of the area and the image of the route as a main entrance route. This shall be assessed in terms of design, shape, bulk, height and location of all buildings and structures.

(ii) Maintenance of structures, buildings and space about buildings:

All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

(iii) Layout and location of activities and facilities not enclosed within a building or structure:

The site shall be designed and maintained in such a manner so as to enhance the amenity value of the area and the image of the route as a main entrance route of the City.

(iv) Traffic generation:

The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

(g) Any building or structure on Pt 1 DP 10694, Sec 1 SO 31984 and Sec's 70, 71 and 72 Block XIV Belmont Survey District - land adjacent to Seaview Tanker Terminal.

(i) Design, appearance and location of buildings and structures:

Any building or structure erected shall be of such design and appearance to maintain and enhance the amenity values of the area. This shall be assessed in terms of design, shape, bulk, height and location of all buildings and structures.

(ii) Maintenance of structures, buildings and space about buildings:

All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

(iii) Maximum height of buildings and structures: 8 metres.

(iv) Landscaping:

A comprehensive landscaping plan shall be prepared, showing not less than 15% of the site area to be landscaped. Landscaping shall be carried out in terms of the approved plan before any activity commences on the site.

(v) Maximum site coverage: 60%.

(vi) Layout and location of activities and facilities not enclosed within a building or structure:

The site shall be designed and maintained in such a manner so as to enhance the amenity values of the area.

(h) All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m² or with a setback less than 20m from a flood protection structure.

- Proximity of buildings and structures to flood protection structures; and
- Adverse effects of the flood hazard on buildings and structures and on flood protection structures.

6A 2.3.2 Other Matters

All Restricted Discretionary Activities must comply with the other relevant Permitted Activity Conditions.

6A 2.4 Discretionary Activities

- (a) Except where stated in the General Rules, any Permitted, Controlled or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.
- (b) Any permitted retail activity identified in 6A 2.1.1 (j) from a site fronting or abutting State Highway No.2.
- (c) Residential activities, except where it is necessary to provide living quarters for a caretaker on site.
- (d) Visitor accommodation except in the Esplanade West Area as shown in Appendix General Business 2.
- (e) Waste transfer stations.
- (f) Any offensive trade specified in the Third Schedule to the Health Act 1956 and amendments.
- (g) Any activity which involves the use of radiation processes emitting up to 1,000,000 curies. This does not include x-ray machines and low level laboratory chemicals licensed by the National Radiation Laboratory, under the Radiation Protection Act 1965.
- (h) Trading warehouses.
- (i) Brothels and commercial sexual services on a site abutting or directly across the road from schools, pre-school facilities, churches and other similar religious establishments or a residential activity area.

6A 2.4.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity Conditions.
- (c) In addition to the above the following matters will be taken into account:
 - (i) In the case of any proposed retail activity fronting or abutting State Highway No. 2, the following matters will be assessed:
 - Whether access is provided from a service road;
 - Whether the activity is a low trip generating activity;
 - Whether the activity will cause an adverse effect on safety and efficiency of the through route. These adverse effects include an increase in traffic generation, parking demand and turning movements at each property entrance. Such adverse effects could create a conflict with Transit New Zealand's strategy for state highway networks; and
 - Whether there is an adverse effect on the amenity values of the area, the strength of commercial activity areas, and the quality of the environment.
 - (ii) For activities involved with radiation processes the assessment shall consider the level of protection for workers, the general public and adjacent premises from exposure above certain acceptable criteria, under the Radiation Protection Act 1965.

6A 2.5 Non-Complying Activities

- (a) Any retail activity which is not identified as a Permitted Activity.
- (b) Any activity involving the use of radiation in excess of 1,000,000 curies or acceptable limits as defined in the Radiation Protection Act 1965 and subsequent amendments.
- (c) Service stations along The Esplanade.
- (d) Any abattoir, slaughterhouse or packing house required to be licensed pursuant to the Meat Act 1981 and amendments.

6A 2.6 Other Provisions

- (a) Subdivisions - See Chapter 11.
- (b) Financial Contributions - See Chapter 12.
- (c) Utilities - See Chapter 13.
- (d) General Rules - See Chapter 14.

6A 3 Anticipated Environmental Results

- (a) Protection of other activity areas from the intrusion of industrial development, which has the potential to generate adverse effects on the community and environment.
- (b) Mitigation and containment within the site of adverse effects to maintain and enhance compatibility with adjacent sites, amenity values of the area, and the receiving environment.
- (c) Safeguarding of the life supporting capacity of air, water, soil and ecosystems of the area from harm or irreversible damage.
- (d) Protection of the community and the environment from potential adverse effects associated with the use, storage, transportation and disposal of hazardous substances.
- (e) Accommodation of a mix of both industrial and non industrial activities.
- (f) The scale, size and location of buildings and structures will have adverse effects which are no more than minor on flood protection structures.
- (g) The adverse effects on buildings and structures in the Primary and Secondary River Corridors will be avoided or mitigated.