5 COMMERCIAL ENVIRONMENT

5.1 ISSUES

5.2 OBJECTIVES

5.3 POLICIES

5.4 RULES – Arts and Commerce Zone

5.5 PERFORMANCE STANDARDS

5.6 RULES - Riverfront Zone

5.7 PERFORMANCE STANDARDS

5.8 RULES – Central Commercial Zone

5.9 PERFORMANCE STANDARDS

5.10 RULES – Outer Commercial Zone

5.11 PERFORMANCE STANDARDS

5.12 RULES – Neighbourhood Commercial Zone

5.13 PERFORMANCE STANDARDS
5 COMMERCIAL ENVIRONMENT

The urban area of Whanganui straddles the lower reaches of the Whanganui River. The extent of urban development generally follows the sweep of the river plain and surrounding terraces. It is greater on the western side of the river, extending beyond the river estuary along the coast to the clifftops beyond Castlecliff.

The urban area takes up less than 1% of the total area of the District but is home to about 90% of the District's population.

Urban development is an important component of the District's economy. It provides homes, jobs, shopping facilities, professional and community services and recreation opportunities for people.

Whanganui’s commercial heart (the town centre) has a special character. Many of the buildings are historic heritage and exhibit high quality design elements, contributing significantly to the amenity and feel of the town. The Whanganui Town Centre Design Guidelines (Appendix G) seek to recognise, maintain and where practical enhance the special qualities of the town centre, while fostering a creative, high-quality development.

Appendix G accompanies this chapter and includes two distinct commercial areas as follows:

a) Town Centre Design Guidelines: For the purposes of the guidelines, the town centre includes the Arts and Commerce Zone, Riverfront Zone and Central Commercial Zone. The Guidelines provide design direction and assessment criteria for new buildings, and alterations and additions to buildings, in the town centre.

b) Outer Commercial Design Guidelines: Applies to new buildings and large additions and alterations in key streets in the Outer Commercial Zone. The Guidelines seek to raise the design quality of new development in these areas.

5.1 ISSUES

5.1.1 Adverse effects of development in the central city area

Commercial form - the physical form of commercial areas has developed as the city has grown. The central city area of Whanganui is relatively compact and is complemented by key visual landmarks, views and significant heritage. The most significant being the Whanganui River, Queens Park/Pukenuamu, Cooks Gardens/Papatuhou, and Moutoa Gardens/Pakaitore.

The central city area provides for the social, cultural and economic wellbeing of the community, by being both a place of commerce and of social interactions. The compact commercial form, the places within and
surrounding, and the connections between those places creates the setting for the community’s social, cultural, and economic transactions to take place. To remain successful it is important that the central city area retains its vibrancy and improves the visual and physical connections between the significant landmarks and heritage.

Activities that adversely affect the amenity of the central city area could reduce that amenity and therefore adversely affect the economic and social sustainability of the area. Activities, particularly small format retail activities, form the core of a successful central city area, meaning that if these activities relocate outside of the central city area, they could also adversely affect the sustainability of that area. The establishment of new commercial centres would lead to unnecessary duplication of physical resources that would not maximise the existing built form and supporting infrastructure in the central city area.

5.1.2 Under-utilized public space in the central city area

Public space is important to the success of the central city area.

Traditionally public space has been limited to parks. However public roads present an opportunity for use as a quality public space.

Public roads account for a significant proportion of the central city area. Traditionally they have been managed primarily as an infrastructure corridor for utilities and vehicle movement. By developing our public roads primarily for the movement of vehicles, opportunities for other forms of transport are diminished, resulting in some disconnect between places. Good urban design that provides transport choice and promotes the use of roads for activities will create a vibrant, connected central city area.

The riverfront area is underutilised as a public place. This area presents a significant opportunity for development that recognises the importance of the Whanganui River, and creates a premier public space.

5.1.3 Loss of central city characteristics

The Act defines amenity as: “...those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.”

Amenity values almost defy a specific definition, as they are subjective to each individual person, and may be influenced by their particular circumstances and traits.

While the Act does not define “character”, the Oxford Dictionary defines it as: “Collective qualities or peculiarities...."
Although there is also a subjective component to ‘character’, it can be more readily described than amenity. Particular qualities or peculiarities that comprise the character of an area can be identified.

Whanganui is made up of a number of different areas that all have their own specific character that defines them. They are defined by the form and layout of the buildings, the activities, the form and layout of the streets, and the public spaces.

If some of these characteristics are undermined or lost you could lose the very qualities that make these areas successful.

5.1.4 Improving connectivity in the central city area
A cohesive central city area requires clear connections between places. It is important to be able to move freely between places to enhance social and economic vitality. Moving freely between the distinct places relies on the built form being clearly readable.

5.1.5 Under-utilised neighbourhood commercial centres
Under-utilised neighbourhood commercial centres can impact on amenity values including a sense of safety in the surrounding residential environment.

5.1.6 Adverse effects from neighbourhood commercial centres
Neighbourhood commercial centres can adversely impact on surrounding residential neighbourhoods in terms of visual amenity, noise, traffic volumes, and pedestrian safety. This can conflict with the desire to have neighbourhood facilities close by in easy access of where people live.

5.1.7 Adverse environmental effects of urban development
Uncontrolled urban growth into rural and other less intensively developed areas can be characterised by:

a. A general intensification in residential activity leading to a loss of visual amenity and a reduction in the open character of the countryside.

b. Irreversible physical damage to the life supporting capacity of soils.

c. Groundwater pollution and contamination.

d. Higher loadings on existing infrastructure such as roads, sewerage and water supply services leading to such adverse effects as groundwater pollution from overloaded sewerage systems and a reduction in the safety and efficiency in the roading network.

e. An inappropriate interface between urban and rural activities leading to conflict between established rural activities and new residential (mainly) activities.
f. Ad hoc development which has little recognition for the long term form and efficiency of urban environments, its roading patterns, reserve and recreation facilities, sewer, stormwater and water utilities.

g. General uncertainty over the future form and direction of the urban (and indirectly rural) areas and the associated costs of this development.

In providing for urban development, the following concerns need to be addressed:

a. Land take - urban development is irreversible and takes up land which can be used for other purposes, now, and in the future. Present development patterns may unduly restrict future options for development.

b. Loss of the productive potential of land - the impact of restricting future development options is even more significant when considered in the context of the productive potential of land. Highly productive land and is a scarce resource, in the District and nationally.

c. Infrastructure needs - urban development relies on an efficient infrastructure system to support its activities. Infrastructure facilities are costly to provide and maintain. Matters concerning the timing of provision standards, who pays and who is responsible for the work shall also be clearly identified.

d. Commercial form - the physical form of commercial areas has developed as the city has grown. Commercial areas in Whanganui are relatively compact and often complemented by key visual landmarks, view vistas and significant heritage buildings and streetscapes. Specific car parking, pedestrian and vehicle access arrangements have been tailored to the needs of each commercial area. Some areas have also recently been upgraded with street improvements.

The establishment of new commercial centres may lead to unnecessary duplication of physical resources. Such development may not maximise the existing built form and supporting infrastructure in existing commercial areas.

5.1.8 Loss of urban amenity (applies to the Outer Commercial Zone only)

There are a number of particular amenity 'sub-issues' that relate to how the effects of urban land use should be managed in the interests of sustaining a high level of amenity in the city. In order to establish what effects will be adverse to urban amenity, the individual components of urban amenity require identification. These would then form the basis of the 'sub issues'.
Components of urban amenities include:

a. Landscape and visual characteristics - the shape, size, landscape features, streetscape and landmarks of the urban area; bulk, location and height of buildings; openness or density of development.

b. Land use, environmental health and safety characteristics - the nature, scale, location and mix of activities; noise; smells; vibrations; traffic volumes and movements (pedestrian and vehicular); parking, loading and unloading.

c. Convenience and comfort - accessibility; roading standards; availability of footpaths, street lighting, water supply, network utilities, waste disposal and recreation and community facilities.

d. Character – the vibrancy, style intensity and uniqueness of the urban form, its structures, and recreation opportunities, monuments and infrastructure.

Adverse effects on amenity include:

a. Features and characteristics valued by the District community could come under threat from inappropriate development, unsympathetic modification, pollution and natural hazards. The landscape character of Whanganui is defined and enhanced by a number of landscape features, heritage buildings, landmarks and physical characteristics which give shape, cohesion, and identity to the urban area. Examples of such features include the Whanganui River and adjacent terraces, the estuary and coastal dune system, Bastia and Durie Hills, Queens Park, the Old Town and tree-lined streetscape etc.

b. New medium to low density residential developments are often characterised by open, featureless ‘suburbia’. Featureless housing estates may detract from the amenity standards set by the current urban form.

c. Environmental health problems where industrial activities with significant offensive or harmful emissions or heavy industrial traffic operate in close proximity to residential areas without adequate mitigation measures.

d. Redevelopment and infill development in the existing urban area increases the density of development. This may reduce on site and neighbourhood amenities like daylight, privacy, outlook and visual character.

e. New decentralised commercial development which may not contribute to the character and vibrancy of the town centre. In particular the atmosphere associated with a focussed commercial
heart may be eroded and then fail to maximise the cultural and recreational opportunities that are located here.

5.2 OBJECTIVES

5.2.1 To ensure that development and activities in the central city area contribute to the social, cultural, economic and environmental wellbeing of the Whanganui community

The central city area provides for the social, economic, environmental and cultural wellbeing. This means ensuring that activities and development in the central city area occur in a manner that helps Whanganui to be a place that is:

- socially inclusive;
- economically prosperous;
- encourages cultural expression; and
- environmentally responsible.

5.2.2 To ensure that any adverse effects on the environment arising from development or activities in the central city area are managed effectively

Development and activities have the potential to adversely affect the environment. Any development or activities in the central city area are therefore required to ensure that they avoid, remedy or mitigate any adverse effects on the following:

- ecosystems, including people and communities;
- natural and physical resources;
- amenity values;
- social, economic, aesthetic and cultural conditions which affect, or are affected by, those matters above.

5.2.3 To ensure that development and activities in the central city area, maintain or enhance the high quality amenity of the area

Development and activities have the potential to adversely affect the amenity of the central city area.

Amenity will be maintained if the characteristics that people value are maintained or enhanced.

There are characteristics common to all of the areas of the central city, and characteristics unique to the individual areas that make up the central city. There are also characteristics that, while they do not currently exist, are important to create the places that the community desire.
The characteristics, or distinguishing qualities, that contribute to the amenity of the central city area include:

- The presence of heritage sites and buildings;
- Natural and historic heritage features;
- Good urban design;
- Central city limits are defined by the Whanganui River and three Parks and Gardens;
- Low speed vehicle movement;
- Provision for noise associated with commercial activities are tolerated;
- Provision for commercial signs associated with onsite activities;
- Lively street activity;
- Pedestrian oriented street layout, design, and quality;
- High number of pedestrians in the streets;
- Consolidated on-street and mid-block car parks;
- A range of transport options.

In addition to the characteristics of the central city, the central commercial area has particular characteristics, or distinguishing qualities, that include:

- Buildings built to a high standard, up to the street frontage, with no gaps between them, reflecting the historic rhythm, and predominantly with verandahs over the footpath;
- Commercial activities reliant on pedestrian movement.

In addition to the characteristics of the central city, the old town area has characteristics, or distinguishing qualities, that include:

- A mix of boutique, commercial and arts activities reliant on pedestrian movement;
- Buildings built to a high standard, up to the street frontage, reflecting the historic rhythm and with no gaps between them.

In addition to the characteristics of the central city, the riverfront area has characteristics, or distinguishing qualities, that include:

- Visual and physical connections with the Whanganui River;
- Riverbank shared pathway connection;
- Connects to Moutoa Gardens/Pakaitore, Queens Park/Pukenamu, and the central city;
Commercial activities reliant on pedestrian movement;
- Public open space;
- Public open space is used for events and activities.

5.2.4 To ensure that development and activities in the central city area reflect the importance of the Whanganui River to Whanganui

The Whanganui River is perhaps the single most important feature of the District. Its historical significance is immense, to both colonial and Maori cultures. It is important that the significance of the Whanganui River is reflected in all development.

5.2.5 To ensure that development and activities in the central city area contribute to the overall safety of the area

Development can occur in a way that contributes to the overall safety of an area. The implementation of good urban design and Crime Prevention through Environmental Design (CPTED) principles can contribute to a safer central city area. It is important that development in the central city area occurs in a manner that contributes to the overall safety of that area.

5.2.6 To ensure that the road reserve is utilised as an active public space and for all modes of transport

Historically, the road reserve has been managed primarily as a corridor for vehicle movement and utilities. Roads serve a number of purposes and can enhance the quality of life in neighbourhoods, towns, cities and rural areas. It is important that development occurs in a manner that ensures that the road reserve is a multi-modal, active public space.

5.2.7 To ensure a well-connected town centre, where new development contributes to establishing and maintaining safe, accessible, and pleasant-to-use pedestrian linkages

The central city area is made up of a number of distinct places, including Victoria Avenue, the Old Town, the Riverfront, and is bounded by key adjoining places, including Queens Park/Pukenamu, Cooks Gardens/Papatuhou and Trafalgar Square. It is important that development contributes to improved connectivity between key places.

5.2.8 Neighbourhood Commercial Zone that complements the surrounding Residential Zone

Safe, convenient, vibrant and compact neighbourhood commercial centres designed and operated to complement the character and amenity of the surrounding Residential Zone and that encourage community interaction.
5.2.9 **To manage the effects of different urban activities to ensure that high quality urban amenities are sustained**

Amenity values include those matters that contribute to the visual character of the development and the quality of life of people living or working in, or visiting, the urban area of Whanganui. (refer to Issue 5.1.8 for discussion of amenity). The objective seeks to maintain the urban area as a pleasant place to live, where interrelationships between different uses, types of activities, natural environments and effects will as far as possible, be compatible.

5.2.10 **Adverse environmental effects of urban development** *(applies to the Outer Commercial Zone only)*

Uncontrolled urban growth into rural and other less intensively developed areas can be characterised by

a. A general intensification in residential activity leading to a loss of visual amenity and a reduction in the open character of the countryside.

b. Irreversible physical damage to the life supporting capacity of soils.

c. Groundwater pollution and contamination.

d. Higher loadings on existing infrastructure such as roads, sewerage and water supply services leading to such adverse effects as groundwater pollution from overloaded sewerage systems and a reduction in the safety and efficiency in the roading network.

e. An inappropriate interface between urban and rural activities leading to conflict between established rural activities and new residential (mainly) activities.

f. Ad hoc development which has little recognition for the long term form and efficiency of urban environments, its roading patterns, reserve and recreation facilities, sewer, stormwater and water utilities.

g. General uncertainty over the future form and direction of the urban (and indirectly rural) areas and the associated costs of this development.

In providing for urban development, the following concerns need to be addressed:

a. Land take - urban development is irreversible and takes up land which can be used for other purposes, now, and in the future. Present development patterns may unduly restrict future options for development.

b. Loss of the productive potential of land - the impact of restricting future development options is even more significant when
considered in the context of the productive potential of land. Highly productive land and is a scarce resource, in the District and nationally.

c. Infrastructure needs - urban development relies on an efficient infrastructure system to support its activities. Infrastructure facilities are costly to provide and maintain. Matters concerning the timing of provision, standards, who pays and who is responsible for the work shall also be clearly identified.

d. Commercial form - the physical form of commercial areas has developed as the city has grown. Commercial areas in Whanganui are relatively compact and often complemented by key visual landmarks, view vistas and significant heritage buildings and streetscapes. Specific car parking, pedestrian and vehicle access arrangements have been tailored to the needs of each commercial area. Some areas have also recently been upgraded with street improvements.

The establishment of new commercial centres may lead to unnecessary duplication of physical resources. Such development may not maximise the existing built form and supporting infrastructure in existing commercial areas.

5.2.11 To ensure high quality building design in the town centre, which reflects those physical, cultural and heritage characteristics of the surrounding environment most valued by our community.

5.2.12 To ensure quality building design outcomes in the Outer Commercial Design Guide Overlay with buildings exhibiting active frontages and visual interest in street facades.

5.3 POLICIES

5.3.1 To define commercial areas where the following characteristics are maintained:

a. A predominance of pedestrian oriented retail and office activities, with continuous verandah and retail frontage at ground level, in a compact central commercial area;

b. A predominance of lower density and vehicle-oriented commercial activities, generally with off-street parking, in the outer commercial area which surrounds the central area;

c. Protection for the amenity values of neighbouring residential areas;

d. Safe urban design (including pedestrian and vehicle safety);

e. Retention of natural and cultural heritage features;

f. Vibrant commercial areas.
The Council

seeks to provide for pedestrian and motor vehicle access to the central core of the city while encouraging sites to be intensively built up. In the Central Commercial zone, Council will provide on and off-street parking to service the zone in a co-ordinated way that encourages stopping but maintains a high level of visual amenity. In the outer zones, developments require their own off-street parking.

5.3.2 Define a Central Commercial Zone with the following characteristics:

a. The presence of heritage sites and buildings;
b. Natural and historic heritage features;
c. Good urban design;
d. Central city limits are defined by the Whanganui River and three parks and gardens;
e. Low speed vehicle movement;
f. Provision for noise associated with commercial activities are tolerated;
g. Provision for commercial signs associated with onsite activities;
h. Lively street activity;
i. Pedestrian oriented street layout, design, and quality;
j. High number of pedestrians in the streets;
k. Consolidated on-street and mid-block car parks;
l. A range of transport options;
m. Buildings built to a high standard, up to the street frontage, with no gaps between them, reflecting the historic rhythm, and predominantly with verandahs over the footpath; and
n. Commercial activities reliant on pedestrian movement.

5.3.3 Define an Outer Commercial Zone with the following characteristics:

a. A predominance of lower density and vehicle-oriented commercial activities, generally with off-street parking, in the outer commercial area which surrounds the central area;
b. Protection of the amenity values of neighbouring residential areas;
c. Safe urban design (including pedestrian and vehicle safety); and
d. Vibrant commercial areas.

5.3.4 Define an Arts and Commerce Zone with the following characteristics:
a. The presence of heritage sites and buildings;
b. Natural and historic heritage features;
c. Good urban design;
d. Central city limits are defined by the Whanganui River and three Parks and Gardens;
e. Low speed vehicle movement;
f. Provision for noise associated with commercial activities are tolerated;
g. Provision for commercial signs associated with on-site activities;
h. Lively street activity;
i. Pedestrian oriented street layout, design, and quality;
j. High number of pedestrians in the streets;
k. Consolidated on-street and mid-block car parks;
l. A range of transport options.
m. A mix of boutique, commercial and arts activities reliant on pedestrian movement;
n. Buildings built to a high standard, up to the street frontage, reflecting the historic rhythm and with no gaps between them; and
o. Community activities, including UCOL.

5.3.5 Define a Riverfront Zone with the following characteristics:

a. Visual and physical connections with the Whanganui River;
b. Riverbank shared pathway connection;
c. Connects to Moutoa Gardens/Pakaitore, Queens Park/Pukenamu, and the central city;
d. Commercial activities reliant on pedestrian movement;
e. Public open space;
f. Public open space is used for events and activities;
g. The presence of heritage sites and buildings;
h. Natural and historic heritage features;
i. Good urban design;
j. Central city limits are defined by the Whanganui River and three Parks and Gardens;
k. Low speed vehicle movement;
l. Provision for noise associated with commercial activities are tolerated;
m. Provision for commercial signs associated with onsite activities;

n. Lively street activity;
o. Pedestrian oriented street layout, design, and quality;
p. High number of pedestrians in the streets;

q. Consolidated on-street and mid-block car parks;
r. A range of transport options.

5.3.6 To encourage pedestrian movement in the town centre by retaining and enhancing existing pedestrian access lanes, and promoting new thoroughfares in locations that enhance walkability for pedestrians, and strengthen connections, particularly between:

a) Victoria Avenue and:
   i. Parallel streets and other off-street parking areas;
   ii. Trafalgar Square;
   iii. Papatuhou / Cooks Gardens;
   iv. Pukenamu / Queens Park.

b) The Old Town and:
   i. Pukenamu / Queens Park;
   ii. Pakaitore / Moutoa Gardens; and
   iii. The Riverfront and the Whanganui River.

The presence of pedestrians in public spaces (including the road reserve and parks) creates energy that adds to the vibrancy of an area. By enabling activities in the central city area to utilise public spaces, pedestrians are encouraged to move within the area.

5.3.7 Encourage access to and along the Whanganui River and river banks

The Whanganui River is an important cultural and recreational feature of the district. It is important that development and activities provide for visual and physical access to and along the Whanganui River.

5.3.8 Incorporate urban design principles in all development

Good quality urban design not only creates attractive places, it can have many economic, social, environmental and cultural benefits. High-quality urban design is a key to creating sustainable cities and is proven to lead to economic, social, cultural and environmental wellbeing.

5.3.9 Incorporate crime prevention through environmental design principles in all development.
CPTED is a crime prevention tool that uses urban design and effective use of the urban environment to help prevent crime by reducing the opportunities for crime to occur.

5.3.10 **Protect existing visual linkages (including identified viewshafts) and establish new visual linkages, where practicable, between the town centre and the riverfront, Queens Park/Pukenamu, Cooks Gardens/Papatuhou, Moutoa Gardens/Pakaitore and Trafalgar Square**

The central city area and the central city parks and gardens are not well connected despite their close proximity. Physical and visual connection between these places is important in maintaining a coherent central city area.

5.3.11 **Maintain a compact central commercial area**

A compact form for a central commercial area is important to ensure economic and environmental sustainability and efficient infrastructure provision. A compact form also encourages people to walk therefore creating opportunities for social and commercial interaction.

5.3.12 **Encourage a range of transport modes to and from the central city area**

We have traditionally relied on private motor vehicles as the primary transport mode to and from the central city area. While it is accepted that this trend is likely to continue, it is important that a range of transport modes are encouraged. The provision of public transport, cycling routes and parking, and encouraging more walkable streets will encourage a range of transport modes to and from the central city area.

5.3.13 **Identify central city roads where the following characteristics are maintained:**

a. The primary use of the roading corridor is for access to central city activities;

b. Pedestrians are prioritised;

c. The road reserve is utilised as a high amenity public space;

d. Good urban design; and

e. Vehicles maintain low speeds.

5.3.14 **To define a Neighbourhood Commercial Zone where the following characteristics are maintained:**

a. A predominance of low-rise commercial activities which serve the local community in the surrounding area;

b. Design of neighbourhood commercial areas enhance safety by implementing CPTED principles;
c. Encourage compact built design of neighbourhood commercial centres that are conveniently located to the surrounding residential area;

d. Pedestrian safety and convenience predominates;

e. Adequate provision is made to accommodate vehicle access, safe and convenient traffic flow within the site and adequate shared onsite parking;

f. Vibrant commercial spaces that encourage community interaction;

g. Natural and cultural heritage features are valued and protected;

h. Recognise streetscape as having high public value; and

i. Address the effects at the zone boundaries from noise, light spill, vibration, visual amenity and advertising.

5.3.15 Promote a pattern of urban development that is cost-effective, efficient in the use of land and infrastructure services, and coordinated with a long term programme of infrastructure development (applies to the Outer Commercial Zone only)

Urban development is an on-going process of intensification and change in the existing urban area, and expansion into new areas. It uses up land and requires the timely provision of infrastructure facilities to support land use activities.

This policy recognises that urban development and infrastructure development should be co-ordinated. It also recognises that some areas are easier and cheaper to service than others.

Implementation of this policy relies on Council undertaking long term comprehensive planning to assess future development needs and the most cost-effective options for urban expansion.

This approach is considered appropriate as it provides input to Council's asset management and financial planning. It also provides certainty and a framework to guide private development.

5.3.16 Encourage a compact efficient and vibrant commercial form

Commercial activities have traditionally located in areas where there are complementary activities. Sprawling commercial environments does not encourage an efficient urban form that will maximise the potential of the existing infrastructure. Concentrating commercial activities enables people to combine visits to a range of shops and services, minimising vehicle trips and enhancing the vibrancy of the town centre.

5.3.17 To maintain and enhance amenity values in identified parts of the Central Commercial Zone by:
a. Re-enforcing the character of the existing built form with regard to height, proportion, mass, rhythm, building detail, scale, materials, and overall character;

b. Providing for new developments, alterations and additions that take account of the role the structure will play with respect to its overall form, street façade and detail; and

c. Encouraging new and innovative design where the design is sympathetic with and complementary to streetscape values.

5.3.18 Promote and enhance access to and along the central river margin area

The banks of the Whanganui River provide opportunities for passive and active recreation. Access to and along the river is a key to participating in recreation opportunities. Access includes visual and physical access like view corridors, viewpoints, walkways, parking and visitor facilities.

A walkway from Aramoho is being extended progressively towards the central city. There are opportunities for extending the walkway to the estuary and to link up with other pedestrian routes. An appropriate route for a river bank walkway needs to be identified and protected. Where it is not possible to have a continuous route over parts of the river bank, key access points need to be identified and preserved.

Viewpoints or view corridors complement physical access. They provide critical links where a continuous physical route cannot be provided. Identification and protection of viewpoints or view corridors form part of this policy.

This policy relies on Council’s operations functions for implementation. Council already has an on-going programme of works for walkways’ development. Consultation and co-operation with property owners is also necessary.

5.3.19 To require high quality design outcomes in the town centre which adhere to the Whanganui Town Centre Design Guidelines, in particular, new development and additions or alterations to existing buildings are expected to:

a. Acknowledge, and respond to, the context of the site and the surrounding environment;

b. Create visual interest and be in keeping with streetscape values;

c. Address cultural and built heritage values and design elements;

d. Create a vibrant, active pedestrian environment of human scale;

e. Incorporate new and innovative design; and
f. Take into account sustainable building design and Crime Prevention through Environmental Design (CPTED) principles.

5.3.20 To promote quality design outcomes in the Outer Commercial Design Guide Overlay by requiring adherence to the Outer Commercial Design Guidelines, in particular, new development is expected to:

a. Acknowledge, and respond to, the context of the site and the surrounding environment;

b. Ensure the bulk, form and siting of new buildings maintains and enhances the quality of the environment;

c. Provide a quality street frontage with visual interest and connection with the street; and

d. Ensure visual effects from car parking areas are avoided or mitigated.

5.3.21 To promote best practice urban design by requiring development proposals to be endorsed by an Urban Design Panel. The Panel will critique design elements and adherence to the Council’s design guidelines and make recommendations to Council, if required. Triggers for referral to the panel include:

a. New buildings and alterations/additions to buildings in the Town Centre Design Guide Overlay;

b. New buildings visible from a public space or the Residential Zone in the Outer Commercial Design Guide Overlay;

c. Alterations and additions to the façade of buildings in the Outer Commercial Design Guide Overlay; and

d. Additions to buildings in the Outer Commercial Design Guide Overlay visible from the Residential Zone where the addition is greater than 20% of the gross floor area of the existing building.

5.3.22 To require that new buildings or alterations/additions to the front façade of existing buildings on Display Frontage Streets be provided with a verandah appropriately designed and maintained to achieve pedestrian shelter.

5.3.23 To provide for and enable the inclusion of elements of Maori culture in the design of buildings and structures in the town centre, in particular, to recognise and reflect the importance of Te Awa/the Whanganui River.

5.3.24 To encourage use of energy efficient systems and products and other environmentally sustainable elements in new building and development.
5.4 RULES – ARTS AND COMMERCE ZONE

Important characteristics in the Arts and Commerce Zone are:

a. The presence of heritage sites and buildings;
b. Natural and historic heritage features;
c. Good urban design;
d. Central city limits are defined by the Whanganui River and three Parks and Gardens;
e. Low speed vehicle movement;
f. Provision for noise associated with commercial activities are tolerated;
g. Higher numbers of commercial signs;
h. Lively street activity;
i. Pedestrian oriented street layout, design, and quality;
j. High number of pedestrians in the streets;
k. Consolidated on-street and mid-block car parks;
l. A range of transport options;
m. A mix of boutique, commercial and arts activities reliant on pedestrian movement;
n. Buildings built to a high standard, up to the street frontage, reflecting the historic rhythm and with no gaps between them; and 
o. Community Activities, including UCOL.

Accordingly, the plan adopts rules for the Arts and Commerce Zone that attain or maintain the identified characteristics of the area.

5.4.1 Permitted Activities

The following are permitted activities provided they comply with the performance standards in the Arts and Commerce Zone as well as any other relevant chapters:

a. Boutique retail activities with a maximum gross floor area of 200m²;
b. Professional and administrative offices;
c. Food and beverage outlets;
d. Visitor accommodation;
e. Residential activities;
f. Community activities;
g. Manufacturing activities relating to the arts;
h. Artist's studios;
i. Vehicle and cycle parking areas developed and managed by, or on behalf of, the Whanganui District Council;
j. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;
k. Relocated buildings and temporary relocatable buildings that comply with Chapter 19; and
l. Temporary military training activities that comply with Chapter 19.

5.4.2 Controlled Activities
The following are controlled activities in the Arts and Commerce Zone:
a. Subdivision.

5.4.3 Restricted Discretionary Activities
The following are restricted discretionary activities in the Arts and Commerce Zone:
a. Any permitted or controlled activity which does not comply with an Arts and Commerce Zone performance standard.
   Council's discretion is restricted to:
   The effect of the particular non-compliance on the environment, including the cumulative or combined effect of non-compliance.
b. Construction of new buildings.
c. External alterations and additions to buildings.
   In relation to b and c above, Council restricts its discretion to the following matter:
   i. Whether the application is consistent with the intention of the Whanganui Town Centre Design Guidelines (Appendix G). A Design Assessment is required for each consent application proposing external works which demonstrates how the development responds to the guidelines.
d. Any activity or development in the Whanganui River View Shaft that modifies the view to the Whanganui River.
   Council restricts its discretion to:
   i. Whether any structure or landscaping may obstruct views to the Whanganui River.

5.4.4 Discretionary Activities
The following are discretionary activities in the Arts and Commerce Zone:
a. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.
5.4.5 Non-Complying Activities

The following are non-complying activities in the Arts and Commerce Zone:

a. Manufacturing activities, other than as provided for as a permitted activity;

b. Vehicle sales; and

c. Any other activity which is not provided for as a permitted, controlled or restricted discretionary activity.

5.5 PERFORMANCE STANDARDS – Arts and Commerce

5.5.1 Noise

All activities shall comply with the performance standards in Chapter 17. Note that Chapter 17 contains requirements for noise sensitive activities.

5.5.2 Structures

a. Street Boundary

The front wall of all buildings shall be built up to the street boundary.

b. All Other Site Boundaries

Buildings shall be built up to the side boundaries. No setback standards (maximum or minimum) apply to rear boundaries.

c. Building Height

Building height shall be a minimum of 7.5 metres and a maximum of 14 metres. Height shall be measured to the top of the eaves or parapet at every point.

c. Passive Surveillance

Buildings with one or more wall along or facing, a street, a service lane, a designated car park, or public open space, shall have, in each of those walls, glazing or a balcony from a habitable room, retail display area, office, bar, or restaurant sufficient to allow occupants to overlook public areas.

d. Flood Hazard

Refer to Chapter 11 – Natural Hazards.
5.5.3 Parking, Loading and Vehicle Crossings

1. Vehicle Parking
   a. The following Community Activities are required to comply with the parking, loading and vehicle crossing standards set out in Chapter 12:
      i. Places of assembly
      ii. Recreational facilities
      iii. Educational facilities
   b. Activities (other than those listed in (a) above) are not required to provide on-site vehicle parking, except that cycle and vehicle parking may be provided on a voluntary basis up to a maximum of one vehicle space per 100m² of site area.
   c. Parking areas, associated pedestrian routes and vehicle crossings shall comply with the performance standards in Chapter 12.

2. Loading and Vehicle Crossings
   Every commercial activity shall provide one loading bay and vehicle crossing which complies with the loading bay performance standards in Chapter 12.

5.5.4 Signage
   All activities shall comply with the performance standards in Chapter 16.

5.5.5 Earthworks
   All activities shall comply with the performance standards in Chapter 14.

5.6 RULES - RIVERFRONT ZONE
   Important characteristics in the Riverfront Zone are:
   a. Visual and physical connections with the Whanganui River;
   b. Riverbank shared pathway connection;
   c. Connections to Moutoa Gardens/Pakaitore, Queens Park/Pukenamu, and the central city;
   d. Commercial activities reliant on pedestrian movement;
   e. Public open space;
   f. Public open space is used for events and activities;
   g. The presence of heritage sites and buildings;
   h. Natural and historic heritage features;
i. Good urban design;

j. Central city limits are defined by the Whanganui River and three Parks and Gardens;

k. Low speed vehicle movement;

l. Provision for noise associated with commercial activities are tolerated;

m. Higher numbers of commercial signs;

n. Lively street activity;

o. Pedestrian oriented street layout, design, and quality;

p. High number of pedestrians in the streets;

q. Consolidated on-street and mid-block car parks; and

r. A range of transport options.

Accordingly, the plan adopts rules for the Riverfront Zone that attain or maintain the identified characteristics of the area.

5.6.1 Permitted Activities

The following are permitted activities provided they comply with the performance standards of the Riverfront Zone as well as any other relevant chapters:

a. Boutique retail activities with a maximum gross floor area of 200m²;

b. Professional and administrative offices;

c. Food and beverage outlets;

d. Community activities;

e. Manufacturing activities relating to the arts;

f. Artists’ studios;

g. Recreational activities and facilities;

h. Tourist facilities, excluding camping grounds and vehicle parking, other than vehicle parking provided by Whanganui District Council;

i. Vehicle and cycle parking areas developed and managed by, or on behalf of, the Whanganui District Council;

j. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;

k. Residential activities not located on the ground floor;

l. Visitor Accommodation;

m. Public open space;

n. Market activities;
o. Relocated buildings and temporary relocatable buildings that comply with Chapter 19; and

p. Temporary military training activities that comply with Chapter 19.

Which comply with the relevant zone rules and relevant permitted activity standards.

5.6.2 Controlled Activities

The following are controlled activities in the Riverfront Zone:

a. Subdivision.

Refer to Section 13 for performance standards relating to subdivision in this zone.

5.6.3 Restricted Discretionary Activities

The following are restricted discretionary activities in the Riverfront Zone:

a. Any permitted or controlled activity which does not comply with a Riverfront Zone performance standard.

Council’s discretion is restricted to:

The effect of the particular non-compliance on the environment, including the cumulative or combined effect of non-compliance.

b. Market activities that do not comply with the permitted activity standards specified in Rule 5.7.5, or any other relevant zone rules.

c. Construction of new buildings.

d. External alterations and additions to buildings.

In relation to c and d above, Council restricts its discretion to:

i. Whether the application is consistent with the intention of the Whanganui Town Centre Design Guidelines (Appendix G). A Design Assessment is required for each consent application proposing external works which demonstrates how the development responds to the guidelines.

e. Any activity or development in the Whanganui River View Shaft that modifies the view to the Whanganui River.

Council restricts its discretion to:

i. Whether any structure or landscaping may obstruct views to the Whanganui River.
5.6.4 Discretionary Activities
The following are discretionary activities in the Riverfront Zone:

a. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.

5.6.5 Non-Complying Activities
The following are non-complying activities in the Riverfront Zone:

a. Manufacturing activities, other than as provided for as a permitted activity;

b. Vehicle sales;

c. On-site vehicle parking. Other than car parking that is required for a residential activity by Chapter 12, which is accessed from a service lane; and

5.7 Performance Standards - Riverfront

5.7.1 Noise
All activities shall comply with the performance standards in Chapter 17.
Note that Chapter 17 contains requirements for noise sensitive activities.

5.7.2 Structures

a. Street Frontage
The front wall of all buildings shall be built up to the street boundary and have an active frontage to the street.

b. Side Boundaries
Buildings shall be built up to the side boundaries.

c. River Frontage
Buildings shall be designed to have an active frontage to the riverfront area.

d. Building Height
   i. Buildings with direct frontage to Taupo Quay shall have a maximum height of 13 metres.
   ii. Buildings that do not have direct frontage to Taupo Quay shall have a maximum height of 7.5 metres.

   Height shall be measured to the top of the eaves or parapet.

e. Passive Surveillance
Buildings with one or more walls along or facing, a street, a service lane, a designated car park, or public open space, shall have, in each of those walls, glazing or a balcony from a habitable room, retail display area, office, bar, or restaurant sufficient to allow occupants to overlook public areas.

f. Flood Hazard Mitigation
Refer to Chapter 11 – Recognition and Reduction of Hazard Potential

5.7.3 Parking, Loading and Vehicle Crossings

1. Parking
   i. Car parking is required for a residential activity which complies with Chapter 12 and which is accessed from a service lane.

2. Loading and Vehicle Crossings
   i. Every activity that adjoins a service lane shall provide one loading bay that complies with the loading bay standards in Chapter 12. This rule does not apply to car parking that is required for a residential activity.

5.7.4 Market Activities
Market activities in the Riverfront Zone shall comply with the following performance standards:
   a. Operate only between 7.00am and 2.00pm on Saturdays; and
   b. Operate only in the land bounded by Moutoa Quay, Drews Avenue and Taupo Quay; and
   c. Comply with all other relevant performance standards in the Riverfront Zone.
   d. Market activities ancillary to temporary activities such as sporting recreational, entertainment, cultural or similar events and outdoor gatherings, with prior approval of the territorial authority, are not subject to standards (a) and (b) above.

5.7.5 Signage
All activities shall comply with the performance standards in Chapter 16.

5.7.6 Earthworks
All activities shall comply with the performance standards in Chapter 14.
5.8 RULES – CENTRAL COMMERCIAL ZONE

Important characteristics in the Central Commercial Zone are:

a. The presence of heritage sites and buildings;
b. Natural and cultural heritage features;
c. Good urban design;
d. Central city limits are defined by the Whanganui River and three parks and gardens;
e. Low speed vehicle movement;
f. Provision for noise associated with commercial activities are tolerated;
g. Higher numbers of commercial signs;
h. Lively street activity;
i. Pedestrian oriented street layout, design, and quality;
j. High number of pedestrians in the streets;
k. Consolidated on-street and mid-block car parks;
l. A range of transport options;
m. Buildings* built to a high standard, up to the street frontage, with no gaps between them, reflecting the historic rhythm, and predominantly with verandahs over the footpath; and

n. Commercial activities reliant on pedestrian movement.

Accordingly, the plan adopts rules for the Central Commercial Zone that attain or maintain the identified characteristics of the area.

5.8.1 Permitted Activities

The following are permitted activities provided they comply with the performance standards in the Central Commercial Zone as well as any other relevant chapters:

a. Commercial activities;
b. Retail activities;
c. Residential activities;
d. Community activities;
e. Reserves and open space;
f. Vehicle and cycle parking areas developed and managed by, or on behalf of, the Whanganui District Council;
g. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;
h. Relocated buildings and temporary relocatable buildings that comply with Chapter 19; and
i. Temporary military training activities that comply with Chapter 19.

5.8.2 Controlled Activities
The following are controlled activities in the Central Commercial Zone:

a. Subdivision.
   Refer to Section 13 for performance standards relating to subdivision in this zone.

b. Any verandah which does not comply with the relevant performance standards in the Central Commercial Zone.
   In exercising its control, the Council shall be limited to the performance standards with which the verandah fails to comply.

5.8.3 Restricted Discretionary Activities
The following are restricted discretionary activities in the Central Commercial Zone:

a. Any permitted or controlled activity which does not comply with a Central Commercial Zone performance standard.
   Council’s discretion is restricted to:
   The effect of the particular non-compliance on the environment, including the cumulative or combined effect of non-compliance.

b. Construction of new buildings.

c. External alterations and additions to buildings.
   In relation to b and c above, Council restricts its discretion to:
   i. Whether the application is consistent with the intention of the Town Centre Design Guidelines (Appendix G). A Design Assessment will be required which demonstrates how the proposed development responds to the guidelines.

d. Any activity or development in the Maria Place to Papatuhou/ Cooks Gardens View Shaft that modifies the view from any point along Maria Place to Papatuhou/Cooks Gardens.
   Council restricts its discretion to:
   i. The view to Papatuhou/Cooks Gardens from Maria Place.

5.8.4 Discretionary Activities
The following are discretionary activities in the Central Commercial Zone:

a. Manufacturing;
b. Commercial parking lots and parking buildings that are not developed and managed by, or on behalf of, the Whanganui District Council;

c. Vehicle sales;

d. Any building that, due to inadequate maintenance, has an external appearance detracting from amenity values or neighbourhood character;

e. Any site that, due to inadequate maintenance, has an external appearance detracting from amenity values of neighbourhood character;

f. Any other activity which is not provided for as a permitted, controlled or restricted discretionary activity;

g. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.

5.9 PERFORMANCE STANDARDS – Central Commercial

5.9.1 Noise
All activities shall comply with the performance standards in Chapter 17. Note that Chapter 17 contains requirements for noise sensitive activities.

5.9.2 Light
Any particular artificial lighting system shall not result in increased luminance in excess of 8 lux in the measured ambient level in the vertical plane at the windows of any residential building outside the Commercial Zone. No light source shall cause glare which may adversely affect the vision of motorists on a road.

5.9.3 Hazardous Substances
Any new or expanded hazardous facility is subject to the provisions of Appendix F - Hazardous Facility Screening Procedure.

5.9.4 Residential Use
Where a building is located on a ‘display frontage street’, the ground floor of the building up to a depth of 6 metres from the street frontage shall not be used for residential purposes.

5.9.5 Structures
a. The front wall of all buildings shall be built up to the street boundary on all display frontage streets.

Display frontage streets in the Central Commercial Zone
Guyton Street Both sides – St Hill Street to Wicksteed Street
b. All Other Site Boundaries

Along ‘display frontage streets’, buildings shall be built up to the side boundaries. No setback standards (maximum or minimum) apply to rear boundaries.

c. Building Height

Building height (display frontage streets) shall be a minimum of 7.5 metres and a maximum of 14 metres except:

i. The maximum height on street corners shall be 20 metres within 30 metres of the intersection.

ii. Facades north-east of Victoria Avenue shall have a minimum height set by a horizontal plane at 7.5 metres measured at the corner of Victoria Avenue.

iii. Facades on the north-eastern side of Victoria Avenue shall comply with the sunlight plane in rule e) below.

Height shall be measured to the top of the eaves or parapet at every point.

d. Sunlight Plane

Any structure erected on any site specified on the following map shall not penetrate the sunlight plane pertaining to that site. This rule shall not apply to the exception contained in rule (d) (ii) above. Any addition to that part of an existing building which penetrates this plane shall not further restrict the sunlight admission to that part of Victoria Avenue protected by this rule.

Sunlight Plane Location
f. Provision of Verandahs (Display Frontage Streets)

All new buildings or alterations/additions to the front façade of existing buildings shall be provided with a verandah along the street frontage designed in compliance with the following:

i. Verandah Locations

Verandahs shall only be erected over public road or public space where:

- there is a formed footway;
- the public road or public space is a minimum of 12 metres in width.

ii. Consistency of Verandahs

- The design and appearance of verandahs (including materials used) shall be consistent with adjoining verandahs;
- The dimensions of verandahs shall be consistent with adjoining verandahs with regard to height and width of verandah and depth of fascia; and
- The roof covering of the verandah must be of weather resistant material and be provided with gutters and downpipes that connect to a reticulated stormwater system.

iii. Verandah Dimensions

- Fascias shall be not less than 300mm, nor more than 450mm, in depth, except that this shall not apply to concrete fascias;
o No part of a verandah shall be less than 3 metres above the kerb level of the footway, nor closer than a horizontal distance of 450mm from the kerb;
o Verandah posts shall not be closer than 450mm to the kerb line;
o Verandah posts shall be no more than 200mm in diameter
o Verandah posts shall be set back no more than 200mm from the verandah fascia; and
o Verandah posts for any one verandah shall be spaced at least 3 metres apart.

iv. Heritage Verandahs
o Verandah posts for buildings listed in the Heritage Inventory shall be in keeping with the character of the building.

g. Passive Surveillance
Buildings with one or more walls along or facing a street, a service lane, a designated car park or public open space, shall have, in each of those walls, glazing or a balcony from a room such as a habitable room, retail display area, office, bar or restaurant sufficient to allow occupants to overlook the public areas.

5.9.6 Parking, Loading and Vehicle Crossings

1. Parking
   a. Nil, except that parking may be provided on a voluntary basis up to a maximum of one space per 100m² of site zone provided that carpark access from Victoria Avenue shall not be permitted.
   b. Parking areas, associated pedestrian routes and vehicle crossings shall comply with the performance standards in Chapter 12.

2. Loading and Vehicle Crossings
   Every commercial activity shall provide one loading bay which complies with the loading bay performance standards in Chapter 12, except that in relation to developments on ‘display frontage streets’, a loading bay shall only be required where the property has access via a service lane or other street.

5.9.7 Signage
All activities shall comply with the performance standards in Chapter 16.
5.9.8 **Earthworks**

All activities shall comply with the performance standards in Chapter 14.

5.10 **RULES – OUTER COMMERCIAL ZONE**

The Council seeks to maintain outer commercial areas with the following characteristics:

a. A predominance of lower density and vehicle-oriented commercial activities, generally with off-street parking, in the outer commercial area which surrounds the central area oriented to pedestrians;

b. Protection for the amenity values of neighbouring residential areas;

c. Safe urban design (including pedestrian and vehicle safety);

d. Retention of natural and cultural heritage features;

e. Vibrancy of commercial zones.

The Outer Commercial Zone rules in this section aim to:

a. Maintain the scale, character and function of the outer commercial area;

b. Recognise streetscape as having high public value;

c. Address nuisance at residential zone boundaries from noise, light spill, vibration, visual amenity and advertising; and

d. Avoid street congestion.

5.10.1 **Permitted Activities**

The following are permitted activities provided they comply with the performance standards of the Outer Commercial Zone as well as any other relevant chapters:

a. Retail activities with integrated gross floor areas over 500 square metres provided that there shall be no more than two tenancies in a building on any one site. The restriction to two tenancies does not apply to the land bounded by Taupo Quay, St Hill Street, Ridgway Street and Wilson Street, Whanganui;

b. Commercial activities other than retail activities;

c. Community activities;

d. Residential activities;

e. Manufacturing activities;

f. Reserves and open spaces;

g. Network utilities as provided by Chapter 22 which contains some exemptions from the zone rules for network utilities;
h. Relocated buildings and temporary relocatable buildings that comply with Chapter 19; and
i. Temporary military training activities that comply with Chapter 19.

5.10.2 Controlled Activities

The following are controlled activities in the Outer Commercial Zone:

a. Subdivision.

Refer to Section 13 for performance standards relating to subdivision in this Zone.

5.10.3 Restricted Discretionary Activities

The following are restricted discretionary activities in the Outer Commercial Zone:

a. Any permitted or controlled activity which does not comply with an Outer Commercial Zone performance standard.

Council’s discretion is restricted to:

The effect of the particular non-compliance on the environment, including the cumulative or combined effect of non-compliance.


c. Alterations and additions to buildings in the Outer Commercial Design Guide Overlay area visible from a public space or the Residential Zone where the addition is greater than 20% of the gross floor area of the existing building.

Council restricts its discretion to:

i. Whether the application is consistent with the intention of the Outer Commercial Design Guidelines (Appendix G). A Design Assessment will be required which demonstrates how the proposed development responds to the guidelines.

5.10.4 Discretionary Activities

The following are discretionary activities in the Outer Commercial Zone:

a. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22; and

b. Any activity which is not provided for as a permitted, controlled or restricted discretionary activity.
5.11 PERFORMANCE STANDARDS – Outer Commercial

5.11.1 Noise
All activities shall comply with the performance standards in Chapter 17. Note that Chapter 17 contains requirements for noise sensitive activities.

5.11.2 Light
Any particular artificial lighting system shall not result in increased luminance in excess of 8 lux in the measured ambient level in the vertical plane at the windows of any residential building outside the Commercial zone. No light source shall cause glare which may adversely affect the vision of motorists on a road.

5.11.3 Air Discharge
Note: There are no District Plan standards for air discharges. Discharges to air are controlled by regional councils. The Whanganui District Council has been authorised by the Manawatu-Wanganui Regional Council to exercise all powers and functions of Enforcement Officers for the purpose of investigating complaints about the discharge of contaminants to air within the boundary of the Whanganui urban area. Persons responsible for causing discharges to air should consult Whanganui District Council or Manawatu-Wanganui Regional Council staff about provisions in the Regional Air Plan for Manawatu-Wanganui. Furthermore, it should be noted that Section 17 of the Act imposes a duty on all persons to avoid, remedy or mitigate adverse effects, including those relating to odour, dust and smoke, regardless of any rules in plans or standards of resource consents.

5.11.4 Hazardous Substances
Any new or expanded hazardous facility is subject to the provisions of Appendix F - Hazardous Facility Screening Procedure.

5.11.5 Outside Storage and Working Areas
All outside storage and working areas shall be screened from the street and any adjoining residential properties by a solid fence and/or vegetation to a minimum height of 1.8 metres. Except that, this standard shall not apply to outside areas which are used for sales displays or traffic access.

5.11.6 Structures
a. Height recession plane
All new buildings and structures, and additions to buildings and structures shall fit within a recession plane (or height-to-boundary plane) which commences at 2 metres above the existing ground level at any site boundary which adjoins the Residential Zone, and then projects from this line inwards at a 45 degree angle.
This standard also applies to all front boundaries.

b. Exemptions from height recession plane standard
   The following structures are exempt from the above height recession plane standard:
   i. Network utility masts, poles and antennas;
   ii. Flagpoles;
   iii. Signs;
   iv. Chimneys;
   v. Wires;
   vi. Television and radio antennas and support structures;
   viii. Vertical ventilation shafts;
   ix. Solar heating devices;
   x. Photovoltaic panels fixed no more than 200mm from the main bulk of the dwelling.

c. Yards
   The height recession plane standard ensures that buildings are set back in proportion to their height from Residential Zone boundaries and street boundaries.

d. Building Height
   Building height shall not exceed 13 metres.
e. View Protection Plane

Any building erected on any site specified on the following map shall not penetrate the view plane pertaining to that site.

View Plane Location

Section through View Plane

Note: Levels are for heights above sea level

Any addition to that part of an existing building which penetrates this plane shall not further restrict the view protected by this clause.

f. Antenna dishes shall not exceed 2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).
5.11.7 Parking, Loading and Vehicle Crossings
All activities shall comply with the performance standards in Chapter 12.

5.11.8 Signage
All activities shall comply with the performance standards in Chapter 16.

5.11.9 Landscaping
Where any new commercial activity or car parking area is located on a site which is opposite a Residential Zone, a 2 metre wide landscape strip shall be provided along the entire street frontage (except for any gaps necessary to provide access). This landscape strip may be planted in grass, groundcover or shrubs and, for every 10 metres of site frontage, shall contain at least one specimen tree capable of growing to 5 metres in height within 10 years.

5.11.10 Earthworks
All activities shall comply with the performance standards in Chapter 14.

5.12 RULES – NEIGHBOURHOOD COMMERCIAL ZONE

5.12.1 Permitted Activities
The following are permitted activities provided they comply with the performance standards in the Neighbourhood Commercial Zone as well as any other relevant chapters:

a. Commercial activities;
b. Residential activities;
c. Community activities;
d. Reserves and open space;
e. Network utilities as provided by Chapter 22;
f. Relocated buildings and temporary relocatable buildings that comply with Chapter 19; and
g. Temporary military training activities that comply with Chapter 19.

Advice Note: Works in close proximity to any electricity line can be dangerous. Compliance with the New Zealand Electrical Code of Proactive 34:2001 is mandatory for all buildings, earthworks and mobile plant within close proximity to all electric lines.

Vegetation to be planted near electricity lines should be selected and/or managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003. To discuss works, including tree planting, near any electrical line, contact the line operator.
5.12.2 Restricted Discretionary Activities

The following are restricted discretionary activities in the Neighbourhood Commercial Zone:

a. Any permitted activity which does not comply with a Neighbourhood Commercial Zone performance standard.

Council’s discretion is restricted to:

The effect of the particular non-compliance on the environment, including the cumulative or combined effect of non-compliances.

5.12.3 Discretionary Activities

The following are discretionary activities in the Neighbourhood Commercial Zone:

a. Manufacturing:

b. Commercial parking lots and parking buildings;

c. Vehicle sales;

d. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22; and

e. Any other activity which is not provided for as a permitted or restricted discretionary activity.

5.13 PERFORMANCE STANDARDS – Neighbourhood Commercial

5.13.1 Noise

All activities shall comply with the performance standards in Chapter 17.

Note that Chapter 17 contains requirements for noise sensitive activities.

5.13.2 Light and Glare

a. Artificial lighting systems shall not result in increased luminance in excess of 8 lux in the measured ambient level in the vertical plane at the windows of any residential building in the Residential and Coastal Residential Zones.

b. No light source shall cause glare which may adversely affect the vision of motorists on a road.
5.13.3 Residential Use

a. The street frontage of the ground floor of a building to a depth of 6m shall not be used for residential purposes.

5.13.4 Structures

a. Building height shall not exceed 10 metres. Except that the standard shall not apply to supporting structures such as masts and poles providing that, above 10 metres in height, they have a maximum horizontal dimension of 0.7 metres (excluding aerials and antennas).

b. All new buildings and structures, and additions to buildings and structures shall be designed and constructed to fit within a recession plane (or height-to-boundary plane) which commences at 2 metres above the existing ground level at any site boundary which adjoins a Residential zone, and then projects from this line inwards at a 45 degree angle.

i. The following structures are exempt from the above height recession plane standard:
   - Network utility masts, poles and antennas;
   - Flagpoles;
   - Signs;
   - Chimneys;
   - Wires;
   - Television and radio antennas and support structures.
• Vertical ventilation shafts;
• Solar heating devices; and
• Photovoltaic panels fixed no more than 200mm from the main bulk of the dwelling.

c. Antenna dishes shall not exceed 1.2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

5.13.5 Parking, Loading and Vehicle Crossings
All activities shall comply with the performance standards in Chapter 12.

5.13.6 Signage
All activities shall comply with the performance standards in Chapter 16.

5.13.7 Hazardous Substances
Any new or expanded hazardous facility is subject to the provisions of Appendix F Hazardous Facility Screening Procedure.

5.13.8 Earthworks
All activities shall comply with the performance standards in Chapter 14.