

5.11 TOWN CENTRE ZONE

5.11.1 ZONE PURPOSE

- (1) For the most part, town centre activities have developed within clear functional areas separate from, but alongside other urban activities such as residential and industrial. These areas have formed over time through both market forces and public controls (zoning). It can be expected that the vast majority of businesses will continue to locate in these areas. This Plan seeks to maintain that clear separation in order that the specific requirements and effects of town centre activities can be maintained and managed, but more importantly to provide a clear defined central heart to the principal towns.
- (2) The Town Centre Zone provides for a broad range of business activities whether these be retail, administration or light industry. This provides for a degree of flexibility (by removing arbitrary zoning boundaries) for the business community to react to changes occurring both in the New Zealand and global markets. The amenities within and at the edge of the town centres need to be recognised in the standards for managing the effects of business activities. Accordingly some bottom line standards are required to address potential adverse effects such as traffic, and on amenity values (for pedestrians and adjoining residential activities).
- (3) The pedestrian core environments of the Paeroa and Waihi town centres have a historic streetscape that communicates the towns' histories. It is important that these areas do not lose their character through inconsistent and poor development design. The Controlled Activity status has been used for these parts of the Town Centre Zone to ensure new development, alterations and additions to the street façades are sympathetic to the streetscape.
- (4) The state highway currently bisects the Paeroa, Waihi and Ngatea town centres. Although the state highway should not detract from the focal points of social, economic and cultural activities in these main towns, it is important that the efficient operation of the state highway and the visual amenity of the gateway route through the towns are maintained. The Controlled Activity status enables the design and appearance of buildings and site layout, and the design of vehicular access to minimise conflicts with traffic flows and pedestrian movement, to be addressed.
- (5) The Town Centre Zone has been provided in the following locations:
 - (a) **Ngatea** – Both sides of State Highway 2 from River Road to Darlington Street. No significant extension to the town centre area is planned or considered necessary at this time. The zoning recognises the long established business area of the town and due to the variety of building setbacks from the state highway street frontage the development standards recognise that enhancement of pedestrian amenities with verandah cover is not feasible.
 - (b) **Paeroa** – the established town centre area is on both sides of State Highway 2 extending from Victoria Street to Marshall Street, with a pedestrian shopping core between Arney and William Streets. The Town Centre Zone has been extended to add depth and encompass the mixture of established commercial and industrial

businesses adjacent to the central area at the northern and southern ends, and to the west to increase flexibility for redevelopment and changes in business opportunities by removing arbitrary zoning distinctions.

- (c) **Waihi** – the established town centre is on both sides of Seddon Street extending from Devon Street to Gilmour Street, with a pedestrian shopping core between State Highway 2 and Mueller Street. The existing town centre has substantial depth on the southern side of Seddon Street and to balance this, the Town Centre Zone has been extended on the northern side of Seddon Street, to encompass the industrial area in the Martha Street vicinity, and to include the former and new Mitre 10 sites at the western end.

5.11.2 OBJECTIVES AND POLICIES

(1) OBJECTIVE 1

To ensure the development of business, retail and community activities and associated transport networks do not create a detrimental effect on the amenities of adjoining areas or lead to wasteful use of resources (especially land and infrastructure).

(a) Policies

Objective 1 will be achieved by implementation of the following policies:

- (i) Consolidate business, retail and community facilities and activities within the areas presently used for and recognised as the "town centre".
- (ii) Allow for development of extensions to the town centres in areas which add "depth" to the town centre.
- (iii) Restrict the level of retailing and home occupation activities in the industrial and residential areas respectively.
- (iv) Ensure activities are sited, designed and operated to avoid, remedy or mitigate adverse amenity effects on adjacent residential and reserve areas, and on the efficient operation of main traffic routes.

(b) Reasons

- (i) Commercial areas have specific requirements that need to be provided for, such as access, parking, servicing and direct association with compatible activities.
- (ii) The viability of town centres can be undermined by allowing town centre activities to locate in other areas.
- (iii) The nature and scale of business activities can have an adverse impact on adjacent sensitive zones, and on the efficient and safe operation of the transport network.

(2) OBJECTIVE 2

To provide for a safe, convenient, pleasant and environmentally friendly environment for business, shopping and community activities.

(a) Policies

Objective 2 will be achieved by implementation of the following policies:

- (i) Segregate, wherever possible, pedestrian and vehicular traffic.
- (ii) Require the provision of verandahs over defined pedestrian areas, to protect pedestrians from the effects of the elements.
- (iii) Adopt parking and traffic management controls and practices that seek to avoid congestion and parking problems and enhance pedestrian and cyclist safety and amenity.
- (iv) Ensure the maintenance of sunlight and daylight into adjoining residential properties, and into areas of public open space (footpaths, reserves).
- (v) Ensure that a continuity of display window frontage is maintained in the main pedestrian areas.
- (vi) Ensure activities located on main traffic routes and/or that attract large numbers of vehicles are located and designed such that potential adverse effects on traffic movement, efficiency and safety, and adverse effects on pedestrians and cyclists, are avoided, remedied or mitigated.

(b) Reasons

- (i) Vehicular traffic can have a detrimental effect on the amenities of town centre areas, particularly for pedestrians and cyclists. However, most of the activities rely on the pedestrians being able to move around the centre in a pleasant atmosphere.
- (ii) Vehicles cannot and should not be excluded from the town centres, as ready access contributes to the economic viability of town centres.
- (iii) Other factors such as protection from the weather and provision of attractive public spaces contribute to the amenity of town centres.
- (iv) There are many actions outside the District Plan which will contribute to the economic viability of the town centres.

(3) OBJECTIVE 3

To enable a range of business activities, without generating adverse effects on the function of the town centres as community focal points.

(a) Policies

Objective 3 will be achieved by implementation of the following policies:

- (i) Require large format retail activities to be located outside of the defined pedestrian areas.
- (ii) Exclude activities which have the potential to cause objectionable or noxious effects from the Town Centre Zone.

(b) Reasons

- (i) Recognises Council's policy direction of continuing to provide for business activities without distinguishing between the traditional activity types of commercial and industrial, and focuses on managing the effects.

(4) OBJECTIVE 4

To maintain and enhance the historical style and scale of buildings which contribute to the attractive character of the town centres of Paeroa and Waihi.

(a) Policies

Objective 4 will be achieved by implementation of the following policies:

- (i) Ensure new development and alterations and additions to the street façade in the pedestrian areas of the Paeroa and Waihi town centres are sympathetic to the character of the streetscape.

(b) Reasons

- (i) Building development should respond to existing valued built features to help create vibrant pedestrian town centres with high amenity value.

5.11.3 ENVIRONMENTAL RESULTS

- (1) To maintain and enhance a resource and an environment that has had substantial finance and resources invested into it.
- (2) To create an environment that promotes business activity and user enjoyment, particularly for pedestrians.
- (3) The reduction in resource use, particularly of non-renewable resources, contributed to through promoting a compact commercial area, reducing traffic conflict and ensuring optimum use is made of existing services and infrastructure.
- (4) To maintain and enhance the visual street appeal and overall pleasantness of the pedestrian areas of Paeroa and Waihi for shoppers and visitors.
- (5) To preserve and enhance the historic character of the Paeroa and Waihi town centre core areas.
- (6) Potential adverse impacts on adjacent sensitive zones and the transport network are minimised.

5.11.4 ACTIVITY STATUS

Activities and their *accessory uses*, and *buildings* (unless otherwise stated) are *Permitted*, *Controlled*, *Restricted Discretionary*, *Discretionary*, *Non Complying* or *Prohibited* according to the Activity Status Table below:

5.11.4.1 PERMITTED ACTIVITIES

Those activities listed below are a *Permitted Activity* unless otherwise specified and subject to compliance with the:

- *Zone Development Standards* specified in Rule 5.11.5;
- Activity Specific Standards specified in Rule 5.11.6;
- Conservation and Heritage provisions in Section 6.0
- Specific and District Wide provisions in Section 7.0; and
- District Wide Performance Standards in Section 8.0.

P1	ANY ADMINISTRATIVE ACTIVITY, BUSINESS ACTIVITY, COMMUNITY ACTIVITY AND RETAIL ACTIVITY, EXCEPT WHERE SPECIFICALLY LISTED AS A CONTROLLED, RESTRICTED DISCRETIONARY, DISCRETIONARY, NON COMPLYING OR PROHIBITED ACTIVITY
P2	RESIDENTIAL ACTIVITIES LOCATED ABOVE GROUND FLOOR LEVEL (INCLUDING A PEDESTRIAN ENTRY LOBBY LOCATED AT GROUND FLOOR LEVEL) EXCEPT WHERE SPECIFICALLY LISTED AS A CONTROLLED, RESTRICTED DISCRETIONARY, DISCRETIONARY, NON COMPLYING OR PROHIBITED ACTIVITY.
P3	PROSPECTING
P4	EXPLORATION INVOLVING NOT MORE THAN 20M ³ OF EXCAVATION PER ALLOTMENT IN ANY ONE YEAR
P5	TEMPORARY USES AND BUILDINGS (INCLUDING TEMPORARY MILITARY TRAINING)
P6	DEMOLITION AND REMOVAL OF BUILDINGS
P7	EMERGENCY SERVICES AND TRAINING FACILITIES EXCEPT WHERE SPECIFICALLY LISTED AS A CONTROLLED, RESTRICTED DISCRETIONARY, DISCRETIONARY, NON COMPLYING OR PROHIBITED ACTIVITY.

5.11.4.2 CONTROLLED ACTIVITIES

Those activities listed below are a *Controlled Activity* unless otherwise specified and subject to compliance with the:

- *Zone Development Standards* specified in Rule 5.11.5;
- Activity Specific Standards specified in Rule 5.11.6;
- Conservation and Heritage provisions in Section 6.0
- Specific and District Wide provisions in Section 7.0; and
- District Wide Performance Standards in Section 8.0.

Conditions may be imposed in relation to the matters over which control has been reserved, as specified below.

C1	THE ERECTION OF NEW BUILDINGS AND ADDITIONS TO OR ALTERATION OF BUILDING FAÇADES (INCLUDING VERANDAHS) WHERE FRONTING A PEDESTRIAN FRONTAGE STREET IDENTIFIED ON THE PLANNING MAPS FOR PAEROA AND WAIHI, FOR PERMITTED ACTIVITIES P1, P2 AND P7
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C2	<i>PERMITTED ACTIVITIES P1 , P2 AND P7 ON A SITE WHICH HAS FRONTAGE AND/OR ACCESS TO A STATE HIGHWAY OR ARTERIAL ROAD, REFER PLANNING MAPS L1 TO L3</i>
C3	<i>PARKING LOTS AND PARKING BUILDINGS WHERE THE SITE DOES NOT ADJOIN A PEDESTRIAN FRONTAGE STREET IDENTIFIED ON THE PLANNING MAPS</i>
Matters over which the Council has reserved control for C1, C2 and C3 are:	
(1)	<p>Design and appearance of buildings</p> <p>(a) For sites (outside the Pedestrian Frontage Areas) fronting and/or having access to a state highway or arterial road:</p> <p>(i) The extent to which the <i>buildings</i> are designed to present an attractive façade to the street, including such features as the main public entrance, advertising and window display. In particular, features such as the service or loading entrance, extractor and air conditioning units should be located on side or rear walls.</p> <p>(b) For sites fronting a pedestrian frontage street in Paeroa and Waihi</p> <p>(i) To what extent the design and appearance of the <i>building</i> will maintain and/or enhance the heritage streetscape character.</p> <p>(ii) Whether the proposed new <i>development</i> is designed to be compatible in style or character, form, scale, detail, pattern of openings and materials to <i>buildings</i> in the streetscape.</p> <p>(iii) Whether the additions and alterations to the street frontage retain the style, form, and details of the existing <i>building</i>.</p> <p>(iv) Whether the additions or alterations reinstate details that have been covered over or that were previously removed.</p> <p>The Waihi and Paeroa Heritage Building Design Guidelines in 5.11.8 Appendix A and 5.11.9 Appendix B at the end of Section 5.11 are to be referred to for assistance on building features and details that will contribute to maintaining the scale and form of the heritage streetscape character.</p>
(2)	<p>Site layout</p> <p>(a) For sites (outside the Pedestrian Frontage areas) fronting and/or having access to a state highway or arterial road;</p> <p>(i) to what extent have <i>buildings</i> and outdoor activities been set back from front boundaries to allow room on the front of the property for <i>landscaping</i>, access and parking areas, and also to ensure that <i>buildings</i> do not visually dominate the streetscape as viewed from the <i>road</i>;</p> <p>(ii) whether on-site parking and loading areas have been located to be readily visible to drivers and conveniently accessible in order to minimise disruption to traffic flows on the street, or disrupt the activities on <i>site</i>;</p> <p>(iii) whether storage yards and servicing areas are sited away from the street or screened from the street to minimise visual impact.</p>
(3)	<p>Location and design of vehicle access</p> <p>(a) For sites (outside the Pedestrian Frontage areas) fronting and/or having access to a state highway or arterial road;</p> <p>(i) whether access to and from <i>sites</i> has been located and designed to minimise any detrimental effects on the safety and efficiency of the street system;</p> <p>(ii) whether the access points are located so as to be readily visible to drivers</p>

thereby enabling safe slowing and acceleration distances.

C4 *EXPLORATION INVOLVING MORE THAN 20M³ AND NO MORE THAN 50M³ OF EXCAVATION PER ALLOTMENT IN ANY ONE YEAR*

Matters over which Council has reserved control for C4 are:

(1) Location and Duration

- (a)** The location of the *exploration* activities to ensure the stability of adjacent land/*buildings* and *network utility* infrastructure is protected.
- (b)** The duration of the *exploration* activities to minimise disturbance on adjacent town centre activities, pedestrian, recreation and residential *amenities*.

(2) Management and rehabilitation

- (a)** The adequacy of management and rehabilitation plans to ensure the long term appearance and stability of any disturbed/excavated area including surplus earth disposal areas (including the possible use of performance bonds or other mechanisms) aimed to return the disturbed area to the same or similar state as existed prior to the *exploration* activity.

5.11.4.3 RESTRICTED DISCRETIONARY ACTIVITIES

Those activities listed below are a *Restricted Discretionary Activity* subject to compliance with the:

- Conservation and Heritage provisions in Section 6.0;
- Specific and District Wide provisions in Section 7.0; and
- District Wide Performance Standards in Section 8.0.

The matters over which the *Council* has restricted its discretion are specified for each *Restricted Discretionary Activity* listed below.

RD1 *ANY PERMITTED ACTIVITY OR CONTROLLED ACTIVITY THAT DOES NOT MEET THE ZONE DEVELOPMENT STANDARDS IN RULE 5.11.5 FOR A PERMITTED OR CONTROLLED ACTIVITY AND DOES NOT EXCEED THE ZONE DEVELOPMENT STANDARDS IN RULE 5.11.5 FOR A RESTRICTED DISCRETIONARY ACTIVITY*

Matters over which the Council has restricted its discretion are:

The *Council* will restrict the exercise of its discretion to the ability of the activity or development to achieve the particular environmental result of the *Zone Development Standards* in Rule 5.11.5 for which compliance is not met, and the relevant assessment criteria below.

(1) Height and Daylighting

- (a)** The extent that topographical and *site* conditions (including easements) restrict the area or shape of the *site* that is suitable and available for building.
- (b)** The desirability of maintaining consistency in design and appearance with existing *buildings* on the *site*.
- (c)** The need to preserve existing trees, vegetation or important physical

characteristics of the *site*.

- (d) Whether the boundary to which the standard relates is a common boundary with an area of permanent open space, the use of which will not be detrimentally affected by any increased shading or loss of visual *amenity*.
- (e) Whether the property adjoining the *site* is sufficiently higher and therefore the adjoining property will not be detrimentally affected.
- (f) Where the standard(s) is/are not met due to penetration by a dormer window, gable or similar roof feature, whether that will have a minor effect on the *amenities* of the neighbouring site.
- (g) The extent to which it is necessary to minimise the physical disturbance to the landscape and the landforms.
- (h) The degree to which *amenity value* and privacy of adjoining properties is affected by matters such as shading and loss of daylight.
- (i) The extent to which the *building* visually intrudes on any significant ridgeline or skyline or significant landscape, and what measures are proposed to reduce the visual effects of that intrusion.
- (j) Whether the *building* will detract from any view or vista which contributes to the aesthetic coherence of a locality, and if it does, what measures can and will be taken to reduce the detraction to an acceptable level or remove it completely.

(2) Yards

- (a) The extent that topographical and *site* conditions restrict the area or shape of the *site* that is available and suitable for building.
- (b) The degree to which the functioning of the *site* and/or the activity can be improved by not meeting the standard.
- (c) Whether there is a need to preserve existing trees, vegetation or important physical characteristics of the *site*.
- (d) The extent to which the provision of daylight and sunlight into the neighbouring properties and the visual and aural privacy of neighbouring sites will be affected.
- (e) The extent to which the safe and efficient functioning of the street or *road* will be significantly compromised.
- (f) Whether the detrimental effects of building in the *yard* can be reduced or avoided.
- (g) Whether the *yard* functions (including separation, *landscaping* and service provision) will be provided on the *site* by other means, or are they unnecessary.

(3) Outdoor Living Area

- (a) Whether the outdoor space (either above or at ground floor level) provides a reasonable useable private space.
- (b) Whether the design of the *building* provides an adequate useable internal living area which has access to sunlight and natural ventilation.
- (c) Whether not meeting the requirement for an *outdoor living area* can be appropriately compensated for by reasonable proximity to a public open space area suitable for *passive recreational* use.

(4) Pedestrian Frontage Streets in Paeroa and Waihi

	<p>(a) Whether the design of the <i>building</i> and layout of the activity incorporate special features which compensate or contribute to maintaining the pedestrian frontage streetscape ambience.</p> <p>(b) The extent to which the design ensures the area is open to the public, so that pedestrians or shoppers would feel safe.</p> <p>(c) Whether pedestrians or shoppers will be unnecessarily exposed to the weather as a result of the <i>building</i> design and layout.</p>
(5)	<p>Verandahs</p> <p>(a) Whether the pedestrian amenity of shelter can be provided in another way to the same or similar level that the standard seeks to achieve.</p> <p>(b) Whether there are factors such as the nature of the activity, the location of the <i>site</i> and the nature of surrounding activities, which mean that the volume of pedestrian traffic is so low that verandahs are not required.</p> <p>(c) Whether the façade of the existing <i>building</i> has architectural and/or historical features worthy of protection which will be covered or destroyed by the addition of the verandah, and there is no other practical way to provide the pedestrian shelter.</p> <p>(d) Whether or not there are verandahs on adjoining <i>buildings</i> or sites, and if not, it is unlikely that any verandahs will be built on these sites.</p> <p>(e) Whether non-compliance with the standards would enable a verandah to be constructed which would achieve a better harmony in design and character with an existing <i>building</i> which has architectural merit or historical significance.</p>
(6)	<p>Screening</p> <p>(a) The extent to which existing landscape features and/or <i>buildings</i> provide alternative suitable screening.</p> <p>(b) Whether a lower <i>height</i> of screening will still achieve the environmental outcome sought by the standard.</p> <p>(c) Whether compliance with the standard will have an adverse effect on vehicle or pedestrian safety.</p>
(7)	<p>Hours of use</p> <p>(a) The extent to which the siting and orientation of the <i>building</i> and/or activity provides a sufficient buffer to adjoining residential properties and/or the orientation of the <i>residential building</i> and <i>activities</i> on the adjoining property are such that residential <i>amenity values</i> on adjoining residential properties are not adversely affected.</p>

5.11.4.4 DISCRETIONARY ACTIVITIES

Those activities listed below are a *Discretionary Activity* and shall be assessed against the relevant criteria in Rule 5.11.7.

Note: The Conservation and Heritage provisions in Section 6.0 and the Specific and District Wide provisions in Section 7.0 also apply and may alter the *Discretionary Activity* status for the activities specified below or require additional resource consents.

D1	ANY <i>PERMITTED</i> OR <i>CONTROLLED</i> ACTIVITY THAT DOES NOT MEET THE <i>ZONE DEVELOPMENT STANDARDS</i> IN RULE 5.11.5 FOR A <i>RESTRICTED DISCRETIONARY ACTIVITY</i>
D2	<i>SERVICE STATION</i>
D3	TRANSPORT DEPOTS (TAXI, BUS)
D4	CAR, CARAVAN AND BOAT SALES
D5	FARM MACHINERY SALES AND REPAIR
D6	TRADE DEPOTS (PLUMBING, ELECTRICAL, CABINET MAKING, BUILDING ETC) NOT ASSOCIATED WITH A <i>RETAIL ACTIVITY</i>
D7	<i>UNDERGROUND MINING</i>
D8	<i>EXPLORATION</i> NOT OTHERWISE PROVIDED FOR AS A <i>PERMITTED</i> OR <i>CONTROLLED ACTIVITY</i>

5.11.4.5 NON COMPLYING ACTIVITIES

Those activities listed below are a *Non Complying Activity*

NC1	<i>MINING OPERATIONS</i> NOT OTHERWISE PROVIDED FOR AS <i>ADMINISTRATIVE ACTIVITIES, COMMUNITY ACTIVITY</i> OR <i>BUSINESS ACTIVITY</i>
NC2	ANY OTHER ACTIVITY NOT PROVIDED AS A <i>PERMITTED, CONTROLLED, RESTRICTED DISCRETIONARY, DISCRETIONARY</i> OR <i>PROHIBITED ACTIVITY</i>

5.11.4.6 PROHIBITED ACTIVITIES

Those activities listed below are a *Prohibited Activity*.

PR1	<i>SURFACE MINING</i>
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5.11.5 ZONE DEVELOPMENT STANDARDS

- (1) The following relevant *Zone Development Standards* shall be met by all *Permitted* and *Controlled Activities* unless otherwise stated.
- (2) For *Controlled Activities*, where *Council* has reserved control over specified matters in Rule 5.11.4.2, and for *Restricted Discretionary Activities* in Rule 5.11.4.3, where *Council* has restricted its discretion to specific matters, more restrictive development standards than those specified in the table below, may be imposed as *conditions* of consent.
- (3) The following relevant *Zone Development Standards* shall be used as a guide in assessing any *Discretionary* and *Non Complying Activities*.

Development Standard *	Parameter		Environmental Result
	Permitted and Controlled	Restricted Discretionary	

Development Standard *	Parameter		Environmental Result
	Permitted and Controlled	Restricted Discretionary	
Maximum Height	10.0 metres	12.0 metres	To ensure that the <i>height</i> of <i>buildings</i> is compatible with the activities permitted in the <i>zone</i> as well as the landscape, <i>amenity</i> and character of both the <i>zone</i> that the <i>building</i> is located in and any adjoining <i>zone</i> .
<i>Daylight Control</i> (refer to definition for explanatory diagram)	No <i>building</i> shall project above 2.0 metres at any Residential or Reserve Zone boundaries and not project above a 45° plane into the <i>site</i> up to the maximum <i>height</i> .	No Restriction	To ensure no <i>building</i> unreasonably overshadows any neighbouring residential property or reserve, thereby restricting daylight and ventilation between <i>buildings</i> or into <i>outdoor living areas</i> or recreation open space.
Minimum Yards	Front Yard: Nil	Front Yard: Nil	To allow flexibility in <i>site</i> layout and to reinforce and enclose development to create a dominant central core and enhanced <i>environment</i> for pedestrians.
	Other Yards: Nil except where adjoining a Residential or Reserve Zone the <i>yard</i> shall be 3.0 metres.	Other Yards: Nil	
Net Floor Area	Each <i>household unit</i> shall have a minimum <i>net floor area</i> of 70m ² .	Each <i>household unit</i> shall have a minimum <i>net floor area</i> of 70m ² .	The minimum <i>net floor area</i> will ensure a reasonable <i>amenity</i> standard for the occupants of each <i>household unit</i> .
Gross Floor Area	For any <i>retail activity</i> the gross leasable area of the individual <i>building</i> tenancy or ownership it occupies where fronting onto a Pedestrian Frontage Street shall not exceed 400m ² .	For any <i>retail activity</i> the gross leasable area of the individual <i>building</i> tenancy or ownership it occupies where fronting onto a Pedestrian Frontage Street shall not exceed 400m ² .	To prevent large format retailing dominating the pedestrian areas of the town centres and detracting from the pedestrian ambience of these areas.
Outdoor Living Area	Each <i>household unit</i> shall provide an above ground floor level area of open space such as a balcony, deck, roof garden or terrace which shall: (a) be a minimum area of 6m ² and a minimum dimension of 2 metres.	Nil	An <i>outdoor living area</i> that will provide a reasonable useable outdoor space and level of <i>amenity</i> for the occupants of the <i>household unit</i> .
Pedestrian	On a <i>site</i> which adjoins a Pedestrian	On a <i>site</i> which adjoins a	Maintain pedestrian

Development Standard *	Parameter		Environmental Result
	Permitted and Controlled	Restricted Discretionary	
Frontage	<p>Frontage Street identified on the Planning Maps:</p> <p>(a) the activity shall be undertaken in a <i>building</i> (except a <i>building</i> existing at 15 September 2021) that:</p> <p>(i) is not set back from the <i>road frontage</i> at ground floor level and that extends across the full width of the <i>site</i>;</p> <p>(ii) has at least 75% of the façade of the ground floor wall facing the street comprising clear glass, capable of being used for the display of goods and services to passing pedestrians.</p> <p>(iii) has no vehicle access from the Pedestrian Frontage Street.</p> <p>(b) The activity undertaken in a <i>building</i> existing at 15 September 2021:</p> <p>(i) Shall not reduce the percentage of clear glass, in the façade of the ground floor wall facing the street, capable of being used for the display of goods and services to passing pedestrians to:</p> <p style="padding-left: 40px;">Less than existing (if already less than 75%) or</p> <p style="padding-left: 40px;">Less than 75% (if more than 75%).</p>	<p>Pedestrian Frontage Street identified on the Planning Maps:</p> <p>(a) the activity shall be undertaken in a <i>building</i> (except a <i>building</i> existing at 15 September 2021) that:</p> <p>(i) has up to 70% of the facade adjoining the street frontage and any <i>building</i> setback shall not be more than 5 metres;</p> <p>(ii) has at least 50% of the façade of the ground floor wall facing the street comprising clear glass, capable of being used for the display of goods and services to passing pedestrians.</p> <p>(iii) has no vehicle access from the Pedestrian Frontage Street.</p> <p>(b) The activity undertaken in a <i>building</i> existing at 15 September 2021:</p> <p>(i) Shall not reduce the percentage of clear glass, in the façade of the ground floor wall facing the street, capable of being used for the display of goods and services to passing pedestrians to:</p> <p style="padding-left: 40px;">Less than existing (if already less than 50%) or</p> <p style="padding-left: 40px;">Less than 50% (if more than 50%).</p>	<p>ambience through open and interesting building façades, contributing to the community focus of the town centre.</p>
Verandahs	<p>Every <i>building</i> which fronts a Pedestrian Frontage Street shall provide continuity of pedestrian shelter along the entire length of the</p>	<p>Alternative verandah design or none.</p>	<p>To maintain the <i>amenity</i> of the <i>zone</i> by protecting pedestrians from adverse climatic elements and ensure verandahs are</p>

Development Standard *	Parameter		Environmental Result
	Permitted and Controlled	Restricted Discretionary	
	<p>property <i>frontage</i>.</p> <p>The verandah shall have a minimum depth of 3 metres except it shall not overhang a carriageway.</p> <p>Where the distance from face of kerb to the face of the <i>building</i> is less than 3.5 metres the verandah shall terminate 0.5 metres behind face of kerb.</p> <p>The underside of verandahs shall be no less than 2.7 metres nor more than 3.6 metres above the average finished level of the footway and so related to its neighbour to provide continuity of height and cover.</p> <p>Verandah posts are permitted provided that:</p> <p>(a) They shall not be used for structural support of the verandah where the verandah posts are located on any part of a street; and</p> <p>(b) No verandah post is to be located within 0.5 metres of the kerb face.</p>		<p>designed and constructed so they are not a hazard to the public.</p> <p>Verandahs similar in profile along the streetscape to provide continuous pedestrian cover and maintain the street visual appeal.</p>
Screening	<p>(a) Any storage or service areas (including mechanical, electrical and utility equipment, refuse and recycling activities) not enclosed within a <i>building</i>, shall be fully enclosed or screened from public view from a street, by solid walls/fences not less than 1.8 metres in <i>height</i>.</p> <p>(b) On <i>sites</i> which adjoin a Residential Zone or an adjoining site used principally for a <i>residential activity</i> (existing prior to the date at which this District Plan became operative), a solid wall/fence with a minimum <i>height</i> of 1.8 metres shall be erected to screen adjoining residential properties except for that part where a <i>building</i> abuts the boundary.</p>	Nil	To maintain the visual <i>amenities</i> of adjacent <i>residential activities</i> and the streetscape.

Development Standard *	Parameter		Environmental Result
	Permitted and Controlled	Restricted Discretionary	
Hours of Use	6.00 am to 11.00 pm on all days where the activity is located within 50 metres of a Residential Zone boundary, where more than 50 metres there is no hours of use restriction.	No restriction	To maintain the <i>amenity</i> values (particularly aural) of adjacent <i>residential activities</i> .

*These *Zone Development Standards* shall not apply to “*Temporary Uses and Buildings*” covered by clause (b) of the definition in Section 4 for “*Temporary Uses and Buildings*” and to “*Prospecting*” and “*Exploration*”.

5.11.6 ACTIVITY SPECIFIC STANDARDS

- (1) There are no Activity Specific Standards for this *zone*.

5.11.7 ASSESSMENT CRITERIA FOR DISCRETIONARY ACTIVITIES

When assessing any application for a *Discretionary Activity*, *Council* shall have regard to the relevant *development standards*, activity specific standards, environmental results and assessment criteria for *Permitted*, *Controlled* and *Restricted Discretionary Activities* in Rules 5.11.4 to 5.11.6 and the relevant General and Activity Specific assessment criteria below, and any other matters it considers appropriate.

5.11.7.1 GENERAL ASSESSMENT CRITERIA

- (1) Whether traffic movements resulting from the activity will have any significant impact on the safe and efficient operation of any public *road*. Pertinent matters for consideration in this regard are:
- (a) the carrying capacity, standard and status in the roading hierarchy of the *road* concerned;
 - (b) the ability of the *site* to accommodate the activity requirements for on-site parking, loading and *manoeuvring areas*;
 - (c) the means by which any likely adverse traffic effects can be avoided, remedied or mitigated;
 - (d) the access, parking and loading standards for *Permitted Activities* that shall be used as a guideline in assessing applications for *Discretionary Activities*;
 - (e) the comments of New Zealand Transport Agency on the possible adverse effects on the safe and efficient operation of the *state highway* network.

- (2) The degree to which the activity will cause demands for the uneconomic or premature upgrading or extension of public services, including roading, which are not in the interests of the District or locality.
- (3) Whether *buildings* are sufficiently set back from the boundaries of neighbouring residential properties/reserves to avoid causing a nuisance to neighbouring residential properties/reserves by way of overshadowing, obstruction of views, noise, glare and loss of privacy.
- (4) The degree to which the location of *buildings* is such as to retain clear visibility along *roads* and to provide space for vehicle access and loading on the *site* clear of the *road*.
- (5) Whether any *signs* proposed detract from the *amenities* of the area.
- (6) Whether the nature of the activity has the potential to create nuisance and health and safety effects, such as noise, vibration and dust, which cannot effectively or practically be controlled by mitigation measures.
- (7) The extent to which exterior storage areas are located or suitably screened from neighbouring properties and any public *road* to avoid, remedy or mitigate any detriment to *amenity*.
- (8) Whether the hours of operation are appropriate having regard to those persons likely to be affected by the activity.
- (9) Whether the activity and any *buildings* and *structures* are of a scale and intensity which are in keeping with the character and *amenity* values of the existing town centre *environment*.
- (10) Whether the location of the activity and the access arrangements will create a “dead” space in the building frontage, thereby interrupting pedestrian movement beyond this point.
- (11) Whether the *building* is designed to enhance pedestrian shopping *amenities* by maintaining continuity of display window frontage and pedestrian shelter along identified Pedestrian Frontage Streets.
- (12) Whether carparking is located so as to be readily visible to motorists, in order that the parking facilities are easy to find and use and in a manner that does not significantly detract from the pedestrian *amenity* of the street.
- (13) Whether the volume and type of traffic generated by the activity are such that the pedestrian shopping *amenities* of the area are detrimentally affected.

5.11.7.2 SERVICE STATION

- (1) The form and location of the activity, *buildings* and *structures* relative to neighbouring *buildings* and streetscape.
- (2) The extent to which the location of the *buildings* and forecourt enables pedestrian linkages within the Town Centre Zone.
- (3) The location and design of *signage*, storage arrangements and visible building services such as air conditioning and utility access points.
- (4) The extent to which continuous blank wall surfaces are avoided, in order that the external appearance of every *building* contributes to an interesting visual *environment*.

- (5) The extent to which the proposal is likely to have an adverse effect on the *amenity* of any nearby Residential Zone.
- (6) The extent to which it is possible to effectively screen the proposal from the adjacent activities by means of *landscaping* and/or fencing.
- (7) The extent to which it is possible to design, install or otherwise manage exterior lighting and noise effects so as to avoid nuisance to any nearby Residential Zone properties.
- (8) Whether the stormwater disposal system is designed so as to collect and channel potentially contaminated stormwater to an interceptor system.
- (9) Whether the proposal is designed to meet the *hazardous substances* standards. Underground tanks should be so designed and installed in such a manner as to comply with the Code of Practice for Petroleum Storage.

5.11.7.3 TRANSPORT DEPOTS

- (1) The form and location of the activity, *buildings* and *structures* relative to neighbouring *buildings* and streetscape.
- (2) The extent to which the location of the *buildings* enables pedestrian linkages within the Town Centre Zone.
- (3) The location and design of *signage*, storage arrangements and visible building services such as air conditioning and utility access points.
- (4) The extent to which continuous blank wall surfaces are avoided, in order that the external appearance of every *building* contributes to an interesting visual *environment*.
- (5) The extent to which the proposal is likely to have an adverse effect on the *amenity* of any nearby Residential Zone.
- (6) The extent to which it is possible to effectively screen the proposal from the adjacent activities by means of *landscaping* and/or fencing.
- (7) The extent to which it is possible to design, install or otherwise manage exterior lighting and noise effects so as to avoid nuisance to any nearby Residential Zone properties.
- (8) Whether the stormwater disposal system is designed so as to collect and channel potentially contaminated stormwater to an interceptor system.
- (9) Whether the proposal is designed to meet the *hazardous substances* standards.

5.11.7.4 UNDERGROUND MINING AND EXPLORATION

- (1) Whether public safety is adequately provided for and adverse effects of vibration in the ground can be adequately mitigated.
- (2) Whether acceptable plans for the rehabilitation of all disturbed areas have been provided, including implementation programmes.

5.11.8 APPENDIX A: WAIHI TOWN CENTRE HERITAGE BUILDING DESIGN GUIDELINES

(1) INTRODUCTION

The building design guidelines have been prepared to aid property owners in identifying and preserving the features and details that create the special character of the streetscape. The guidelines have been developed to provide recommendations that will preserve and manage the unique features of Waihi's commercial character.

The town centre of Waihi has a vibrant historic streetscape that communicates the town's history. The range of architectural styles and street landscape provide a sense of stepping back into Waihi's past as a gold mining centre.

The architectural style of a building and how that style is emphasised defines a building's character. A building's character is also affected by its visual relationship to adjacent buildings. The continuous street frontage of small to medium sized buildings creates the character of the commercial heritage area of the Waihi town centre. Along the streetscape scheduled heritage buildings are interspersed with buildings of the same sizes with similar features like verandahs - the sheltering roofs over the front walkways, and parapets - the walls above the verandahs. These later infill buildings support the visual and cohesive appeal of the street frontage in the main pedestrian precinct of the town centre.

(a) Streets of Waihi

The buildings in Waihi's town centre represent several periods of town development and change due to economic fluctuation. While the streetscape features buildings of one or two stories in height, most are one storey with a parapet above the roof level. The majority of the buildings in the precinct feature a roof over the front walkway (verandah). Verandahs shade the external walls of the building from the summer sun and provide a welcoming shelter from the elements for members of the public. The verandahs provide community space. This space has been enhanced by interpretive signs and displays designed to acknowledge the historic mining town character of the shop frontages. The general architectural styles of buildings evident in Waihi are described in the following text.

(b) Victorian

Victorian style architecture includes a range of architectural sub-styles and is sometimes referred to as romantic architecture because of the stylistic elements that reflect classical period architecture. Most of Waihi's 'Victorians' are easily identified because of the elaborate ornamentation on the face of the buildings (façades). The street façades of these buildings are elaborate and the back façades are plain.



(c) Waihi Boomtown

The early merchants followed the miners and provided necessary goods and services. Time, money and materials were limited and these limitations are reflected in the simple details of the boomtown façade.

Boomtown architecture is characterised by a false front fitted to a gable roofed building to create a commercial façade on the street frontage. The sides and rear of the buildings were often of corrugated iron. The lean-to verandahs that shelter the walkways are supported on posts. Metal stays that attach the verandah to the upper building have been added later.



(d) Interwar

The commercial architecture of this period circa 1915-1940 is restrained and plain like the boomtown architecture. The buildings constructed during this period are modest in size and scale. Many of the buildings feature a flat roof hidden by a low wall above the verandah called a parapet. The verandahs are flat and supported from the façade by metal stays. The points where the stays attach to the building's parapet can sometimes be elaborate.

**(e) Contemporary**

Many of the contemporary buildings in Waihi have been designed to complement adjacent historic buildings. New buildings should blend with local historic buildings but not be replicas of them. The size and design (massing) of some of the new buildings has been managed with attention to the scale of adjacent buildings. Architectural details like a parapet, verandah, verandah posts, pilasters (flat, low relief columns attached to the façade), etc. have been added to blend the new building with the historic streetscape.



(2) DISTRICT PLAN RULES

Hauraki District Plan rules specify that all new building development, alterations, or additions to the façades along the Pedestrian Frontage streets (Rosemont Road, part of Seddon, Haszard and Mueller Streets) are Controlled Activities.

Applicants are required to demonstrate a commitment to maintaining the present character of the streetscape in their design proposal. The developer is encouraged to discuss their proposal with Council during the preliminary stages of the design process. While there is no precise formula or required elements of design that will result in a design that is sympathetic to the architecture of the streetscape, there are general requirements that should be considered. Replicas of an existing street frontage are not encouraged. A design that complements and respects the streetscape while reading as a new building is encouraged.

The design criteria provide guidelines to assist in new developments or additions/alterations to the frontage of existing buildings.

(3) OBJECTIVES AND POLICIES

(a) Objectives:

The objectives of the design guidelines are:

- (i) To ensure continuation of the existing scale and form of the street frontage in the town centre along Rosemont Road, and parts of Seddon, Haszard and Mueller Streets.
- (ii) To assist and guide the design of new buildings or additions/alterations that complement but do not dominate the existing streetscape and historic architectural styles present.
- (iii) To ensure the community values as reflected by the quality of the streetscapes are maintained.
- (iv) To encourage new and innovative design that is sympathetic to the existing streetscape values and character of the central business district.
- (v) To encourage quality design that is well planned.

(b) Policies:

- (i) Community values should be maintained and enhanced in Waihi's town centre pedestrian core by encouraging innovative new design that respects the existing character of the streetscape, i.e. existing building height, proportions, mass, style, building detail, scale, and materials both individually and as a whole.
- (ii) New developments, alterations, and additions that are congruent with their context should be provided for, e.g. take into account the building use, form, street façade and materials.
- (iii) New development which avoids replication of historic structures, e.g. new work should be distinguished from the historic.

- (iv) New development should attempt, if possible, to complete, improve or enhance the heritage setting of adjacent buildings.
- (v) Large scale development should respect historic building scale and historic lot size and not present long undifferentiated facades, e.g. the new development should not dominate adjoining buildings and should create a similar streetscape of openings, doors, window design and placement (fenestration), and verandahs.
- (vi) The submission of a design statement with the resource consent application for new developments is encouraged. The statement should outline the design principles and polices guiding the proposed development. Alternative principles promoted in the design should be explained and discussed with Council.

(4) DESIGN GUIDELINES – BUILDINGS

- (a) The design guidelines are principles that are offered as guidance for new development, additions and alterations. The intent is to provide recommendations not prescriptive rules.

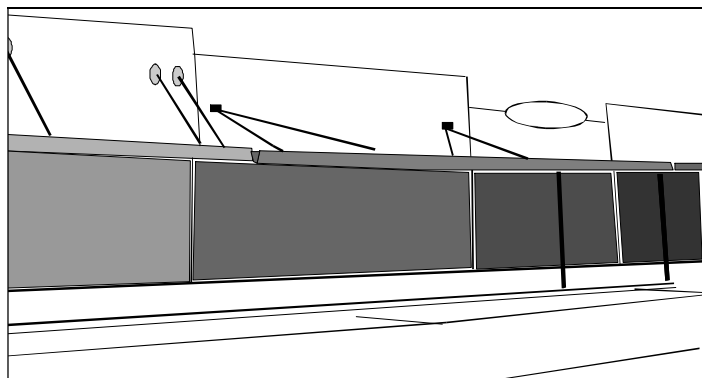
Key design elements and characteristics of the town centre pedestrian core that should be considered and that will be discussed in the guidelines are:

- (i) Building edge (Street Frontage)
- (ii) Building width and height (massing)
- (iii) Elevations
- (iv) Windows (fenestration), walls, and verandahs on the street façade
- (v) Roofline
- (vi) Material and Colour
- (vii) Signs.

(b) PRINCIPLE ONE - STREET FRONTAGE

(i) Continuous Building Façade

- (1) Maintain and encourage a continuous building façade along the streets where continuous façades are evident or were evident in the past.
- (2) Building line should be along the front boundary of the site, or if a corner section, along the side boundary and front boundary.
- (3) The building façade should define the edge of the public space.



Explanation: A key characteristic of the Waihi streetscape is continuous building facades, shop doors and display windows, verandahs supported by metal stays attached to the parapet, verandah posts, and front walls above the verandahs (parapets) of varying height.

(ii) Verandahs

Verandahs are required as part of the continuous building façade and are an important element of the heritage character of the Waihi town centre streetscape. A waiver of this requirement is a Restricted Discretionary Activity, although verandahs should be retained wherever possible.

Explanation: The provision of verandahs is a design feature of many of the building frontages in the town centre. Verandahs provide protection from rain and sun and create communal space.

(c) PRINCIPLE TWO - BUILDING HEIGHT AND WIDTH

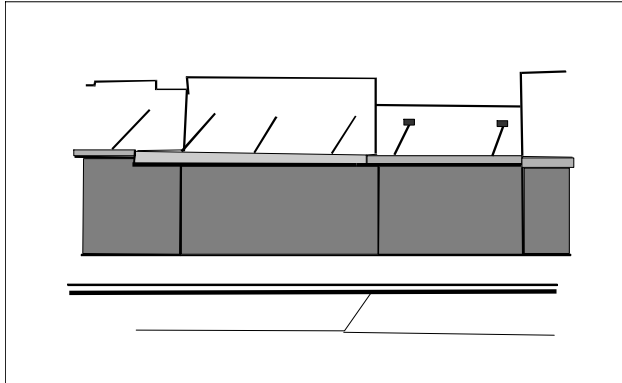
(i) Minimum and Maximum Height

- (1) The minimum and maximum height is dictated by the context of the building and will vary along the street frontage. The maximum height of buildings is two stories.
- (2) Minimum height of the building's front face (façade) is the height of the building being replaced or the height of the adjoining buildings. If the adjoining buildings are radically different heights, then the minimum height is the height of the shorter adjoining building.
- (3) Maximum height of the building's front face (façade) is dictated by the height of the building being replaced or by the adjoining buildings. If the adjoining buildings are radically different heights, then the maximum height is the height of the taller adjoining building.

(ii) Building Width

- (1) The building width should match or approximate the proportions of adjacent buildings or match the width and height of the building replaced.

- (2) Any upper floor areas visible in the façade are to be usable space and the full width of the site.



Explanation: Continuity in the character of the streetscape is affected by building height and width.

(d) **PRINCIPLE THREE - BUILDING DESIGN**

(i) **Proportions**

- (1) The buildings and their details should conform to the proportions and architectural styles of the historic heritage buildings in the streetscape.

(ii) **Pattern and Repetition of Façade Elements**

- (1) Building shape should reflect the context, i.e. conform to and reflect Waihi's historic heritage building shapes, and blend with the skyline silhouette along the streetscape where the new development is located.
- (2) Repeat windows at regular intervals with attention to the window design and placement (fenestration) evident on adjacent buildings.
- (3) Use of simple low relief surface decorations is encouraged, where appropriate.

(iii) **Details and Scale**

- (1) Use details drawn from one of the historic architectural styles represented in the streetscape, i.e. make reference to appropriate heritage details.
- (2) Avoid inserting elements or details that are obviously false based on their proportions, eg disproportionate stepped parapets.

Explanation: The character of the town centre is expressed in the scale of the buildings, their proportions and the distinctive elements and details that contribute to their architectural style. New work needs to be distinguished from old, but rules of proportion and scale apply. Waihi has a repetition of small shops along the streetscape; two or three separate businesses may be located in one building, thus creating an exciting pattern of business types, display windows, entry doors and signage.

(e) PRINCIPLE FOUR - MATERIALS AND COLOUR

Council encourages the use of heritage building colours that enhance the historic character of the town centre. Colours and materials should express the character of individual buildings. Complementary colour combinations highlight the elements that express the buildings' architectural character and enhance the details of buildings. Waihi contains a variety of architectural styles with individual painting requirements.

(i) Objective:

Use of heritage colours and materials that complement the form and style of the historic façades to enhance Waihi's streetscape.

(ii) Policy:

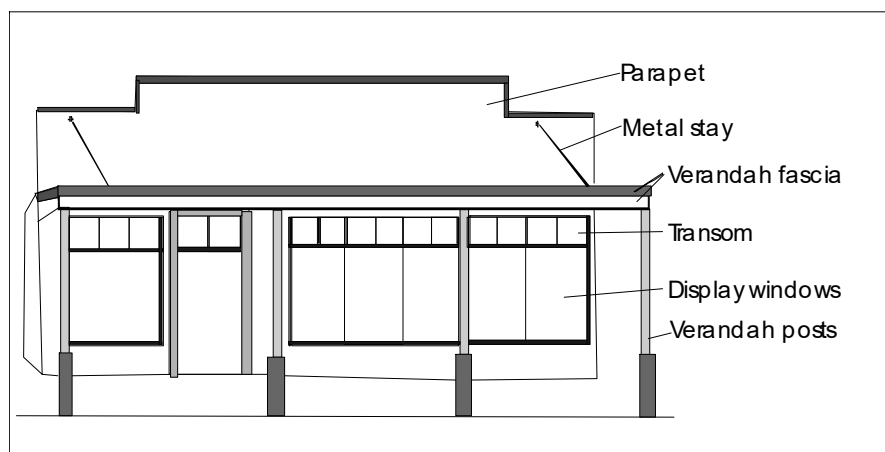
- (1) To encourage the use of paint colours that are reminiscent of the historic paint schemes common in Waihi from the late 1800s through to the 1950s. In Waihi the body and upper part of the building were usually painted in a pale colour. The details of the building were highlighted or 'picked out' with darker coloured paints or contrasting tones.

(iii) Explanation:

- (1) The character of the central business district is expressed by the architectural style, materials, and colours of the buildings located there. Historically buildings were painted three or four colours. The body of the building was one colour. The building details were picked out in darker or contrasting colours. Paint colours can be used to exhibit a building's architectural qualities and express its character. Boom town shops might feature corrugated iron at the sides and rear but the frontage presented a formal appearance and were constructed of wood.
- (2) Materials used to construct buildings depend on the building style and the location of the materials. The street frontages should be made of wood, brick, stone or stucco. The profile of the material should be similar to adjacent buildings. Corrugated iron or similar is not appropriate for use on the street frontages.

(iv) Trim elements to pick out:

- (1) Parapet trim – the contrasting trim along the edge of upper walls above the verandah
- (2) Metal stays supporting the verandah
- (3) Verandah Fascia (the edge of the verandah)
- (4) Window frames
- (5) Architrave trim around door
- (6) Door
- (7) Verandah posts.



(v) Unify through use of appropriate materials, textures, and colours:

- (1) Use materials that are similar in appearance to those used in the historic heritage buildings in Waihi's central business district.
- (2) Be consistent in the range of materials and colours used in the building, i.e. provide a consistent well resolved whole.
- (3) Use appropriate materials:
 - a. Roofing on roof areas only, e.g. use of corrugated iron on the frontage is not encouraged.
 - b. Scale and texture that conforms to historic heritage finishes and details.
 - c. Visual structure and weight of architectural elements should be appropriate, i.e. location and proportions must be justifiable.
- (4) Use colours to complement the form of the shop front (façade); two or three colours were originally used on many of Waihi's buildings.

The Victorian Style buildings frequently featured more colours. Heritage colour charts, for example, Resene's Heritage Colour Palette (www.resene.co.nz/homeown/use_colr/heritage.htm) should be consulted and used to assist in selecting colour schemes. Original building paint colours can also be determined through paint sampling and analysis.

(vi) Recommendations:

- (1) If your building is due to be painted use a heritage paint scheme such as the colours suggested in charts like Resene's Heritage colour palette (www.resene.co.nz/homeown/use_colr/heritage.htm). The building's previous colours can also be researched and matched. This involves sampling the accumulated layers of paint found on the building, from most recent to earliest.

- (2) If your building has been recently painted then it is suggested that you consider picking out the trim elements with colours that are darker or lighter than the building body. The goal is to highlight the building's features.
- (3) If the upper part of your building and shop level are painted in different colours repaint to create a consistent whole.
- (4) If several businesses in one building have their own shop level paint schemes, it is recommended that the colours are reconciled through consensus to provide a unified paint scheme. Minimally the entire upper and lower body of the building should be the same colour. While not ideal, individual business owners could paint the trim elements at shop level in different, but complementary, colours.
- (5) Newer buildings should be painted in colours that support the historic streetscape and surrounding buildings.

(5) DESIGN PRINCIPLES - SIGNS**(a) Objective:**

- (i) To ensure that signs complement the character of the heritage streetscape.

(b) Policy:

- (i) To encourage the use of signs that establish business identity and integrate with the architectural design of the buildings in the streetscape along Rosemont Road, Seddon Street, Haszard Street, and Mueller Street.

(c) Explanation:

- (i) Historic photographs of Waihi show that building fronts above the verandah (the parapets) featured the name of the business or generic descriptions, like "Chemist". The edge (known as the 'fascia') at the side of the verandahs was also used for advertising and under the verandah the shop window featured the shop name. Signs were also located on the front fascia, or edge, of the verandah.

Council encourages the use of signs that complement the heritage character of the town centre, but has not sought at this stage to specifically control advertising signage to achieve the desired heritage design outcomes through the District Plan rules. Key locations for signs are:

- (1) Painted on the building wall above the verandah (parapets) or on a sign board that is attached to the wall (parapet) above the verandah.
- (2) Signs on the front edge of the verandah (fascia) that do not extend more than 10cm above or below the fascia board. Exceptions may be made for signs with a central panel, see example.
- (3) Hanging signs under the verandahs that are mounted at right angles to the building façade.
- (4) Small hanging signs between the verandah posts.
- (5) Signs painted on windows and doors.

- (ii) Council discourages the use of signs that distract from the heritage features of the building and character of the town centre, such as:
 - (1) Signs on the front edge of the verandah fascia that extend more than 10cm above and below the fascia board, except as noted in 2 above and shown in the example.
 - (2) Signs mounted on top of the verandah on frames.
 - (3) Signs attached between verandah posts.
 - (4) Signs mounted above the verandah at right angles to the building façade.
 - (5) Large signs that cover large segments of façade, obscuring features like windows and other architectural features.

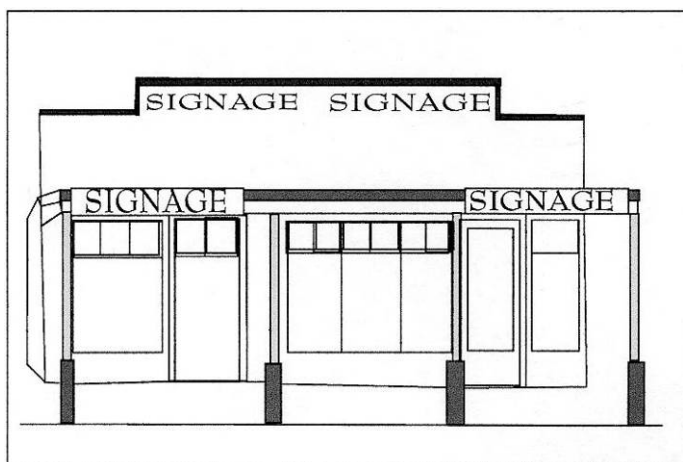
(d) Diagrams of Appropriate and Inappropriate Signage



YES



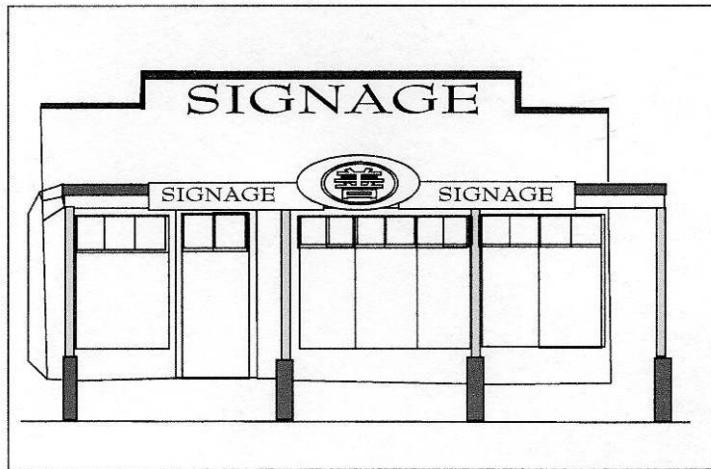
SIGN ON PARAPET, VERANDAH FASCIA, AND IN SHOP WINDOW



YES



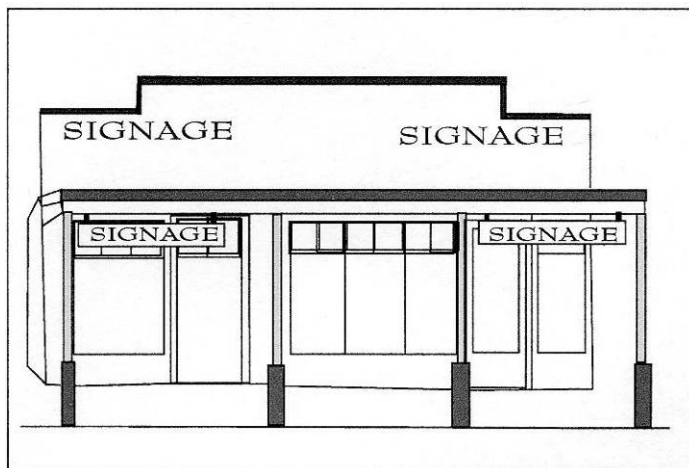
SIGNS ON PARAPET FOR TWO RETAILERS AND SIGNS ON VERANDAH FASCIA



YES



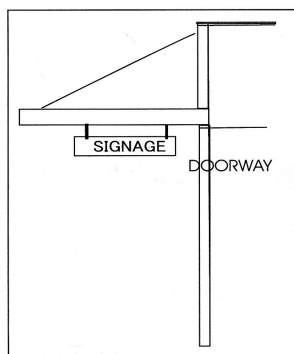
SIGNS ON VERANDAH FASCIA WITH LOGO OR EMBLEM, ETC
(EXCEPTION TO 5(c)(i)(2))



YES



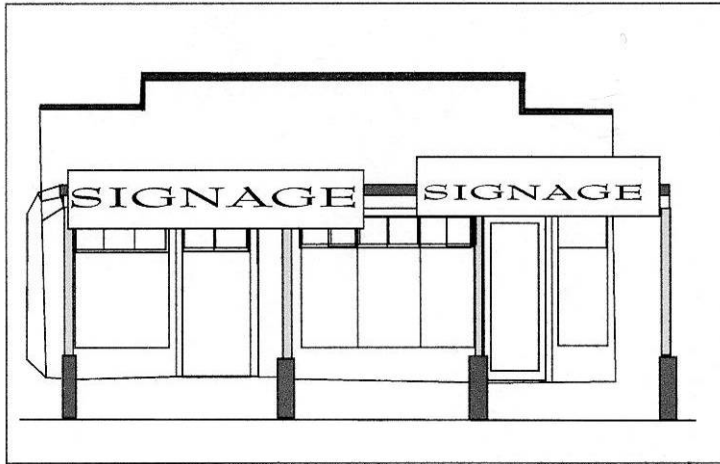
YES - SIGNS ON PARAPET FOR TWO RETAILERS AND SIGNS
HUNG UNDER VERANDAH



YES



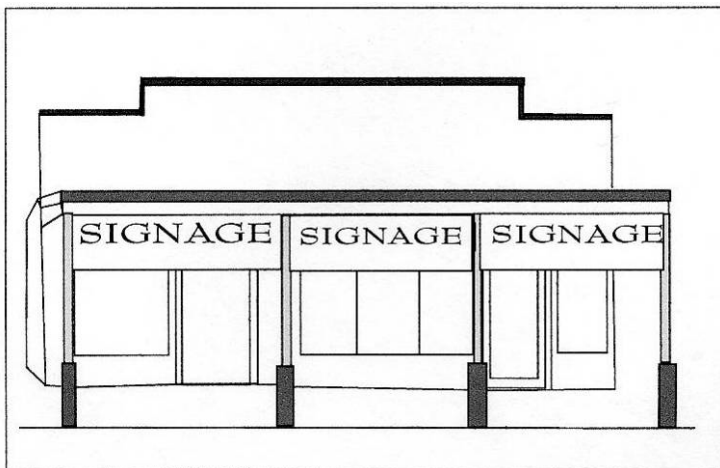
SIGNS HUNG UNDER THE VERANDAH



NO



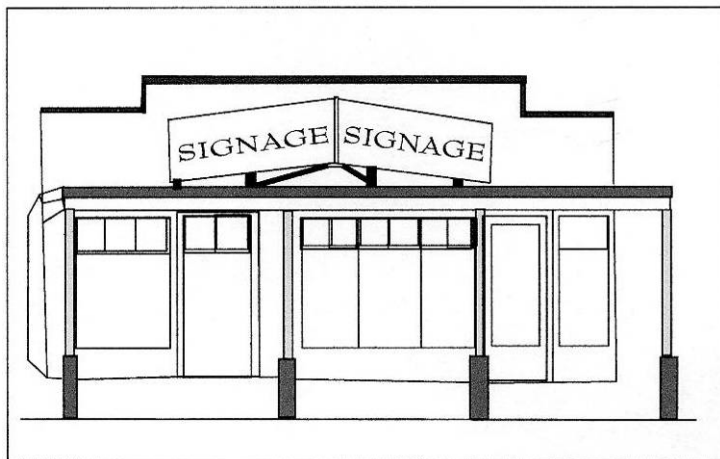
SIGNS THAT ARE TOO WIDE FOR THE VERANDAH FASCIA



NO



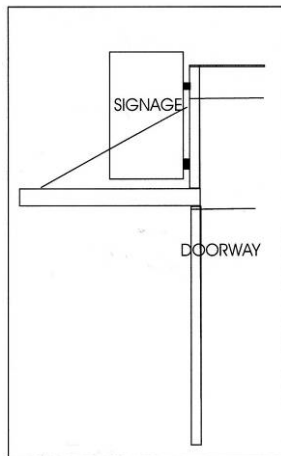
SIGNS ATTACHED TO THE VERANDAH POSTS, BLOCKING VIEW OF THE SHOP



NO



SIGNS ON THE VERANDAH ROOF



NO



SIGNS ABOVE THE VERANDAH AT RIGHT ANGLES TO THE BUILDING FACADE

5.11.9 APPENDIX B: PAEROA TOWN CENTRE HERITAGE BUILDING DESIGN GUIDELINES

(1) INTRODUCTION

The building design guidelines have been prepared to aid developers in understanding the qualities that influence the character of the streetscapes and buildings found in the main pedestrian streets of Paeroa's commercial town centre. The intent of the guidelines is to provide recommendations that will preserve the unique features of Paeroa's commercial heritage character.

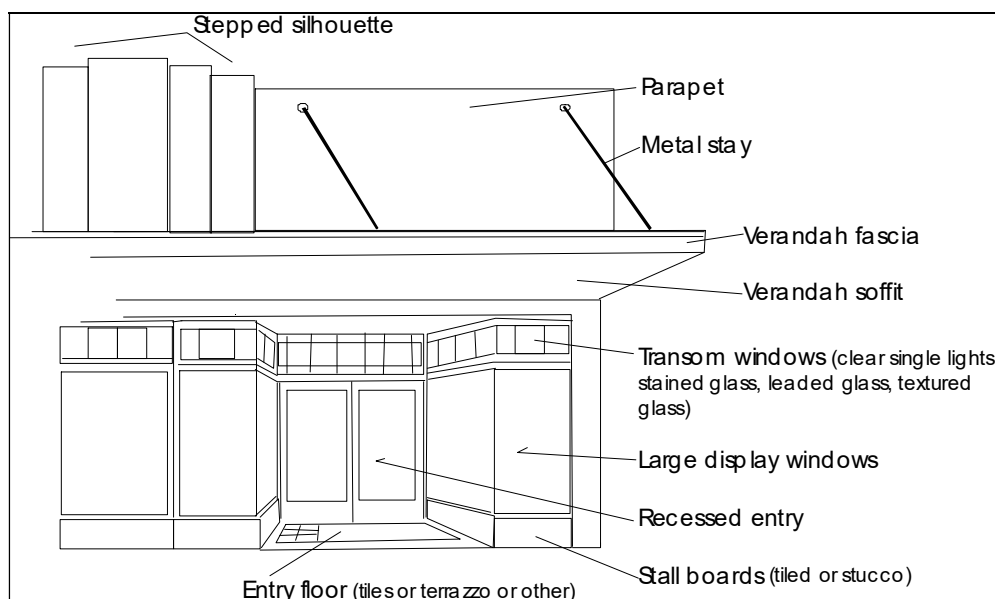
Paeroa's town centre has a distinctive and identifiable character. The Art Deco architectural style of many of Paeroa's buildings supports the town's identity as a 'historic' centre. The building frontages along Normanby Road, Belmont Road, Princes, Queen and Wharf Streets are lively and interesting examples of heritage architecture. The architectural styles and building scale provide a harmonious streetscape.

(2) HISTORIC DEVELOPMENT AND ARCHITECTURAL STYLES

The buildings in Paeroa's commercial town centre represent several periods of town development and change due to fires, floods and economic fluctuation. There are a few buildings from the Victorian period (1870-1914), but there are a substantial number of art deco style buildings from the inter-war period (1914-1945). The earlier buildings are generally small in scale and support the later art deco style buildings which are small to medium sized.

Paeroa's commercial art deco buildings are generally one storey high with a distinctive silhouette above the veranda (parapet) and low relief surface decoration (see diagram). The art deco architecture creates a stepped skyline silhouette above continuous verandahs along parts of the main streetscapes. The art deco verandahs are supported by metal stays from the wall (the parapet) above the verandah and a few feature raised relief panels lining the underside (soffit) of the verandahs. Earlier buildings have posts supporting the verandahs and are unlined. At the street level the art deco buildings feature transom windows, often with stained glass or lead light, directly above the shop display windows. Many of the buildings have tiled stall boards, which are the panels below the display windows. Tiled or terrazzo entryway floors are also evident on some buildings.





(3) DISTRICT PLAN RULES

Hauraki District Plan rules specify that all new building development, additions, or alterations to the façade along the Pedestrian Frontage streets (parts of Normanby Road, Belmont Road, Hall, Mackay and Hughenden Streets) are Controlled Activities.

Applicants are required to demonstrate a commitment to maintaining the present character of the streetscape in their design proposal. The developer is encouraged to discuss their proposal with Council during the preliminary stages of the design process. While there is no precise formula or required elements of design that will result in a design that is sympathetic to the architecture of the streetscape, there are general requirements that should be considered. Replicas of an existing street frontage are not encouraged. A design that complements and respects the streetscape while reading as a new building is encouraged.

The design criteria provide guidelines to assist in new developments or additions/alterations to the frontage of existing buildings.

(4) OBJECTIVES AND POLICIES

(a) Objectives

The objectives of the design guidelines are:

- (i) To ensure continuation of the existing scale and form of the street frontages along Normanby Road, Belmont Road, Hall, Mackay and Hughenden Streets.
- (ii) To assist and guide the design of new buildings, or additions/alterations, that respect the existing streetscape and historic architectural styles present.
- (iii) To ensure the community values engendered by the quality of the streetscapes are maintained.
- (iv) To encourage new and innovative design that is complementary to the existing streetscape values and character of the commercial town centre.

- (v) To encourage quality design that is well planned and innovative.

(b) Policies

- (i) Amenity values should be maintained and enhanced in Paeroa's town centre pedestrian core by encouraging innovative new design that respects the existing character of the streetscape, and by having regard to existing building height, proportions, mass, style, building detail, scale, and materials both individually and as a whole.
- (ii) New developments, alterations, and additions that are congruent with their context should be provided for, e.g. take into account the building use, form, street façade and materials.
- (iii) New development which avoids replication of historic structures, e.g. new work should be distinguished from old fabric and avoid false elements and faux styles.
- (iv) New development should attempt, if possible, to complete, improve or enhance the heritage setting of adjacent buildings by respecting the historic urban grain of the streetscape, e.g. scale, materials, setback and rhythm of buildings.
- (v) Large scale development should respect historic building scale and historic lot size and not present long undifferentiated façades, e.g. the new development should not dominate adjoining buildings and should create a similar streetscape of openings, doors, window design and placement (fenestration), and verandahs.
- (vi) The submission of a design statement with the resource consent application for new developments is encouraged. The statement should outline the design principles and policies guiding the development. Alternative principles promoted in the design should be explained and discussed with Council.

(5) DESIGN GUIDELINES - BUILDINGS

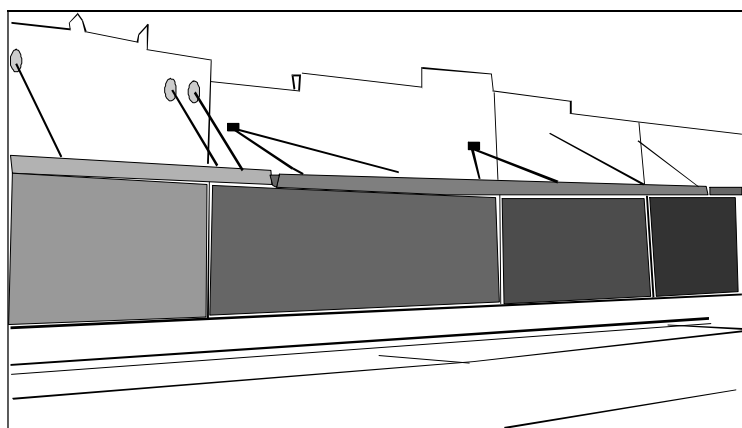
- (a) The design guidelines are principles that are offered as guidance for new development. The intent is to provide recommendations not prescriptive rules.

Key design elements and characteristics of the town centre pedestrian core that should be considered and that will be discussed in the guidelines are:

- (i) Building edge (street frontage)
- (ii) Building width and height (massing)
- (iii) Elevations
- (iv) Windows, walls, and verandahs on the street façade
- (v) Roofline
- (vi) Materials and Colour
- (vii) Signs.

(b) PRINCIPLE ONE – STREET FRONTAGE**(i) Continuous Building Façade**

- (1) Maintain and encourage a continuous building façade along the streets where continuous façades are evident or were evident in the past.
- (2) Building line should be along the front boundary of the site, or if a corner section, along the side boundary and front boundary.
- (3) The building façade should define the edge of the public space.



Explanation: A key characteristic of the Paeroa streetscape is continuous building façades, verandahs supported by metal stays attached to the wall above the verandah (parapet), verandah posts supporting the verandah's outer edge, and stepped and flat walls above the verandahs (parapets).

(ii) Verandahs

- (1) Verandahs are required as part of the continuous building façade and are an important element of the heritage character of the Paeroa town centre streetscape. A waiver of this requirement is a Restricted Discretionary Activity, although verandahs should be retained wherever possible.

Explanation: The provision of verandahs is a design feature of many of the building frontages in the town centre. Verandahs provide protection from rain and sun and create community space.

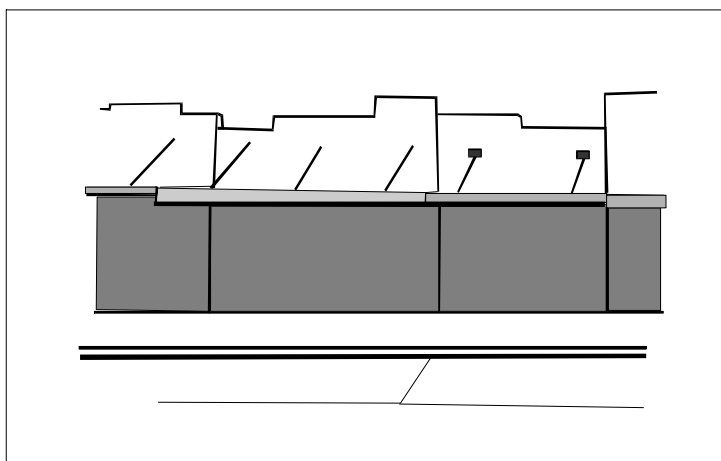
(c) PRINCIPLE TWO - BUILDING HEIGHT AND WIDTH**(i) Minimum and Maximum Height**

- (1) The minimum and maximum height is dictated by the context of the building and will vary along the street frontage. The maximum height of buildings is two stories.

- (2) Minimum height of the façade is the height of the building being replaced or the height of the adjoining buildings. If the adjoining buildings are radically different heights, then the minimum height is the height of the shorter adjoining building.
- (3) Maximum height of the façade is dictated by the height of the building being replaced or the height of the adjoining buildings. If the adjoining buildings are radically different heights, then the maximum height is the height of the taller adjoining building.

(ii) Building Width

- (1) The building width should match the proportions of adjacent buildings or the width of the building replaced.
- (2) Any upper floor areas visible in the façade are to be usable space and the full width of the site.



Explanation: Continuity in the character of the streetscape is affected by building height and width.

(d) PRINCIPLE THREE - BUILDING DESIGN

(i) Proportions

- (1) The buildings and their elements should conform to the proportions of the historic heritage buildings in the streetscape.

(ii) Patterns and Repetition of Façade Elements

- (1) Building shape should reflect the context, i.e. conform to and reflect Paeroa's historic heritage building shapes, and blend with the skyline silhouette along the streetscape where the new development is located.
- (2) Repeat windows at regular intervals with attention given to the design and placement of the windows (fenestration) evident on adjacent buildings.
- (3) Use of low relief surface decorations is encouraged, where appropriate.

(iii) Details and Scale

- (1) Use details drawn from one of the historic architectural styles represented in the streetscape, i.e. make reference to appropriate heritage details.
- (2) Avoid inserting elements or details that are obviously false based on their proportions, eg disproportionate stepped parapets or over-sized chevron motifs.

Explanation: The character of the town centre is expressed in the scale of the buildings, their proportions and the distinctive elements and details that contribute to their architectural style. New work needs to be distinguished from old, but rules of proportion and scale apply.

(e) PRINCIPLE FOUR - MATERIALS AND COLOUR**(i) Unify through use of appropriate materials, textures, and colours.**

- (1) Use materials that are similar in appearance to those used in the historic heritage buildings in Paeroa's town centre.
- (2) Be consistent in the range of materials and colours used in the building, i.e. provide a harmonious well resolved whole.
- (3) Use appropriate materials:
 - a. Roofing on roof areas only, e.g. use of corrugated iron on the front face of the building is strongly discouraged.
 - b. Retain if possible existing stained glass or lead light windows (transoms) above the display windows of existing buildings or consider the use of transom windows in new buildings
 - c. Scale and texture that conforms to historic heritage finishes and architectural details.
 - d. Visual structure and weight of architectural elements should be appropriate, i.e. location and proportions must be justifiable.

(ii) Use colours to complement the form of the façade; three or four colours were originally used on many of Paeroa's buildings. Heritage colour charts, for example Resene's Heritage Colour Palette (www.resene.co.nz/homeown/use_colr/heritage.htm) should be consulted and used to inform colour schemes. Original building paint colours can also be determined through paint sampling and analysis.

Note: Art Deco buildings were commonly clad in stucco tinted with oxides. Colours used on the body of the art deco buildings included pale colours - pink, green, blue and a range of biscuit and ochre shades. Details were picked out in several darker or contrasting colours. The contrasting colours highlighted the low relief surface decorations. Colour schemes used on the art deco buildings in Napier and Ranfurly provide examples of best practice.

Explanation: Colours and materials express the character of individual buildings. Painting in complementary colour combinations enhances the low relief details of art

deco buildings. Buildings in the town centre feature many minor low relief elements and details. These elements express the specific character of the individual buildings, eg parallel line motifs, chevron designs, verandah stays and stay anchors, stained glass or lead light windows above the display windows (transoms), tiled stall boards below the display windows, and doors.

(6) DESIGN PRINCIPLES - SIGNS

(a) Objective:

- (i) To ensure that signs complement the character of the heritage streetscape.

(b) Policy:

- (i) To encourage the use of signs that establish business identity and integrate with the architectural design of the buildings in the streetscape along Normanby Road, Princes, Queen and Wharf Streets.

(c) Explanation:

- (i) Historic photographs of Paeroa show that building fronts above the verandah (the parapets) featured the name of the business or generic descriptions, like "Chemist". The edge (known as the 'fascia') at the side of the verandahs was also used for advertising and under the verandah the shop window featured the shop name. Signs were also located on the front fascia, or edge, of the verandah.

Council encourages the use of signs that complement the heritage character of the town centre, but has not sought at this stage to specifically control advertising signage to achieve the desired heritage design outcomes through the District Plan rules. Key locations for signs are:

- (1) Painted on the building wall above the verandah (parapets) or on a sign board that is attached to the wall (parapet) above the verandah.
- (2) Signs on the front edge of the verandah (fascia) that do not extend more than 10cm above or below the fascia board. Exceptions may be made for signs with a central panel, see example.
- (3) Hanging signs under the verandahs that are mounted at right angles to the building façade.
- (4) Small hanging signs between the verandah posts.
- (5) Signs painted on windows and doors.

- (ii) Council discourages the use of signs that distract from the heritage features of the building and character of the town centre, such as:

- (1) Signs on the front edge of the verandah fascia that extend more than 10cm above and below the fascia board, except as noted in 2 above and shown in the example.
- (2) Signs mounted on top of the verandah on frames.
- (3) Signs attached between verandah posts.
- (4) Signs mounted above the verandah at right angles to the building façade.

- (5) Large signs that cover large segments of façade, obscuring features like windows and other architectural features.

For examples of appropriate signage placements refer to the diagrams at the end of the Waihi Town Centre Heritage Building Design Guidelines in 5.11.8 Appendix A.