

I329. Saint Heliers Precinct

I329.1. Precinct Description

The Saint Heliers Precinct covers the existing Saint Heliers commercial centre, including a small area at the south-western corner of St Heliers Bay Road and Polygon Road.

Saint Heliers is strongly defined by its relationship to the bay and beachfront of Saint Heliers Bay, the Hauraki Gulf, Rangitoto Island and Tāmaki Drive. The urban structure of Saint Heliers is based on the intersection of Tamaki Drive and St Heliers Bay Road, which forms the key axis of the centre and provides connections with the Village's hinterland and the waterfront. This has led to a structure of primary and secondary commercial frontages and the differentiation of character within Saint Heliers Village.

The grid street network and its amphitheatre setting, adjacent to a large open space and foreshore, defines the seaside village character of the local centre. The retail precinct has a suburban character and is a compact, mixed use, pedestrian-orientated centre. There is a wide variety of commercial, retail, restaurant/café premises as well as community facilities including the St Heliers Community Library and the War Memorial Hall. There is a generally integrated relationship between the village centre and the adjacent residential neighbourhood.

The village has a significant number of buildings from the 1920s and 1930s together with a very small number from 1860 to 1920, and a mix of more recent buildings. Its sense of place is derived from a combination of its beachfront setting, the pattern of subdivision and roads, the diverse range of building types and styles, predominantly one and two storeys in height, and how buildings relate to their street frontages and the wider Saint Heliers Bay waterfront.

The purpose of the precinct is to maintain and enhance the key characteristics of Saint Heliers Village and to protect and enhance its important amenity values. The development provisions applying within the precinct encourage sympathetic development of high quality, reinforcing the village's unique qualities but not so as to "freeze" the built environment. Change, whether by adaptive re-use of existing buildings, or through new development, is to be managed to protect the distinctive "sense of place" of the village. Innovative and congruent development intended to add to the qualities of Saint Heliers Village is encouraged.

The zoning of land within this precinct is Business – Local Centre Zone.

I329.2. Objective

- (1) Maintaining and enhancing the established character, beachside setting and amenity of Saint Heliers.
- (2) Enabling new development of high quality which reinforces the village's established character, beach side setting and amenity.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

I329.3. Policies

- (1) Manage building form so that adjacent streets retain the appearance of a predominant one to two storey streetscape.
- (2) Avoid new vehicle crossings, car parking and loading spaces on key streets within the precinct in order to retain and encourage the continuity of retail frontages.
- (3) Encourage new development that is compatible with the established built character of Saint Heliers, and contributes to its amenity and special qualities without requiring that development to mimic existing buildings, their lifestyle and materials.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I329.4. Activity table

The provisions in any relevant overlays, zone and the Auckland-wide provisions apply in this precinct unless otherwise specified below.

I329.5. Activity table

Table I329.4.1 Activity table specifies the activity status of land use and development activities in the Saint Heliers Precinct pursuant to section 9(3) of the Resource Management Act 1991

Table I329.4.1 Activity table

Activity	Activity status
Refer to H11.4.1 Activity table in H11 Business – Local Centre Zone	
Buildings that do not comply with Standard I329.7.1	RD
Access and car parking that does not comply with Standard I329.7.2	RD

I329.6. Notification

- (1) Any application for resource consent for an activity listed in Table I329.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I329.7. Standards

The overlay, zone and Auckland-wide standards apply in this precinct, except that Standard H11.6.1 Building height in H11 Business – Local Centre Zone is replaced by Standard I329.7.1 below.

I329.7.1. Frontage alignment, setback and maximum height

Purpose: To manage the frontage alignment, frontage height and building height of development to maintain a low-scale built form of generally one to two storeys at the street frontage.

- (1) Buildings must not exceed 8.5m in height within 2.5m of the site frontage as shown in Figure I329.7.1 Frontage set back control below, except where:
 - (a) the construction of a balcony or parapet penetrates the frontage setback control by no more than 1.5m; or
 - (b) the construction of a roof penetrates the frontage setback control, provided it is no more than 9.5m high.
- (2) Where buildings or parts of buildings are not within 2.5m of the street boundary, they must not exceed 12.5m in height. Figure I329.7.2 Frontage set back control – balcony exception and Figure I329.7.3 Frontage setback control – roof exception below provide an explanation of the exceptions to this standard.
- (3) Buildings must be built to the street frontage, except where providing vehicle access in accordance with the Standard I329.7.2 Access and car parking below.

Figure I329.7.1 Frontage set back control

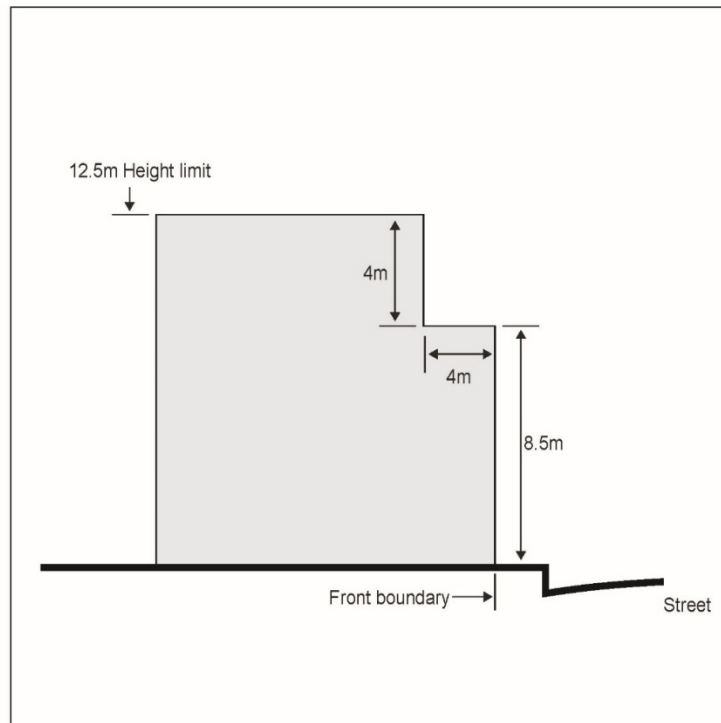


Figure I329.7.2 Frontage setback control – balcony exception

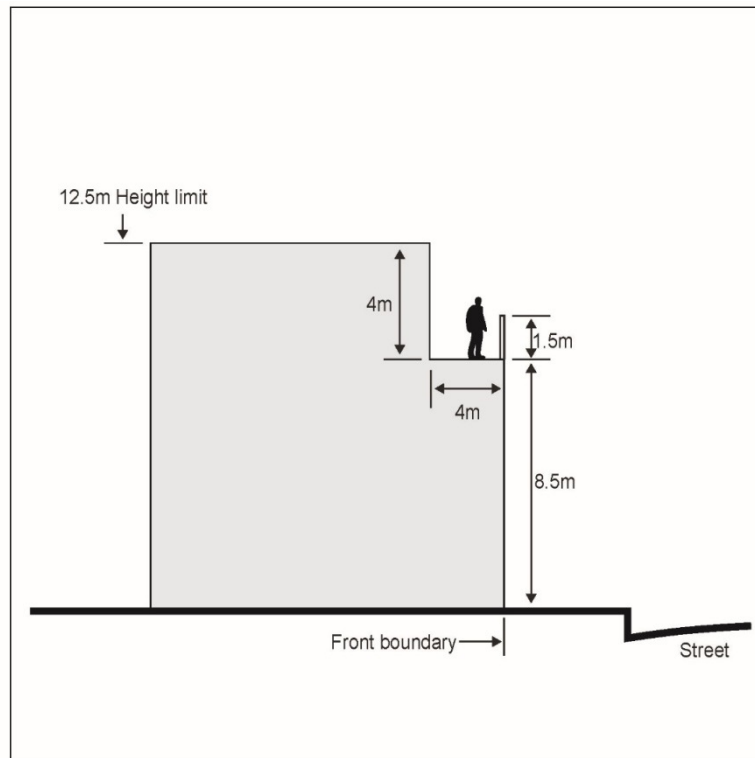
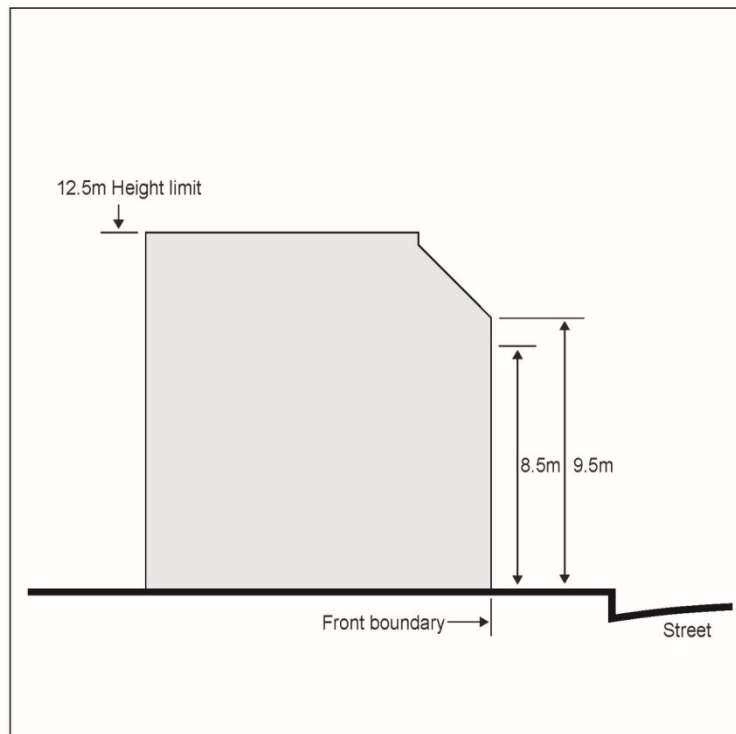


Figure I329.7.3 Frontage setback control – roof exception



I329.7.2. Access and car parking

Purpose: To manage the location of vehicle crossings, car parking and loading spaces in order to retain and encourage a continuity of retail frontages.

- (1) New vehicle crossings must not be located on sites that front:
 - (a) Tamaki Drive, St Heliers Bay Road and the north side of Polygon Road between Maheke Street and St Heliers Bay Road; or
 - (b) Maheke Street, Turua Street and the north side of Polygon Road between St Heliers Bay Road and Lombard Street where vehicle access for car parking and loading is available by other means, such as rear service lanes, right-of-ways or from side roads.
- (2) Car parking and loading spaces, including car parking buildings, must not front Tamaki Drive, St Heliers Bay Road, Turua Street, Polygon Road, or Maheke Street.

I329.8. Assessment – controlled activities

There are no controlled activities within this precinct.

I329.9. Assessment – restricted discretionary activities

I329.9.1. Matters of discretion

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions.

- (1) Additional matters of discretion relating to activity H11.4.1(A49) Additions and alterations to existing buildings in the Business – Local Centre Zone:
 - (a) the effects of design, colour and materials with existing and surrounding buildings.
- (2) Additional matters of discretion relating to H11.4.1(A44) New buildings in the Business – Local Centre Zone:
 - (a) the effects of design, location and colour on the surrounding buildings;
 - (b) the effects of access and parking;
 - (c) traffic impact effects;
 - (d) stormwater effects; and
 - (e) the effects on residential amenity.
- (3) For frontage alignment, setback and maximum height:
 - (a) the effects of the buildings frontage alignment, setback and maximum height on the amenity values of the surrounding area.
- (4) For access and car parking:
 - (a) the effects on traffic movement and parking on the streets listed in Standard I329.7.2.

I329.9.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Additional assessment criteria relating to activity H11.4.1(A49) Additions and alterations to existing buildings in the Business – Local Centre Zone:
 - (a) whether the additions and alterations maintain the integrity of existing buildings on the site. In particular, consideration is to be given to the overall building footprint, form, mass, scale, proportions, its relationship to the street and its overall contribution to the character of Saint Heliers;
 - (b) whether the detailed design features are compatible with key architectural features of the existing building;
 - (c) whether the materials and colours are compatible with the existing building; and
 - (d) whether the design of verandahs are compatible with the architectural form of existing or surrounding buildings.
- (2) Additional assessment criteria relating to H11.4.1(A44) New buildings in the Business – Local Centre Zone:
 - (a) whether new buildings contribute to the character of Saint Heliers and respond to the features of the surrounding context including topography, streetscape character and the existing or original street subdivision pattern;
 - (b) whether the visual interest at street level is maintained in order to enhance the pedestrian amenity of the street environment;
 - (c) whether buildings are designed to front streets, concentrating main entrances and windows on frontages facing the street;
 - (d) whether the roof design maintains or contribute to the varied roofscape of the centre as viewed from the surrounding residential area;
 - (e) whether the rooftop projections including towers, chimneys, lift towers, machinery rooms, air conditioning equipment, ventilation ducts and equipment, or water towers are integrated in an architecturally attractive manner as part of the overall design of the building;
 - (f) whether in the case of Polygon Road and Turua Street, buildings address the topographical difference at the south-eastern end where these streets intersect. Buildings may sit higher at the Polygon Road level and follow a reducing height towards the north;
 - (g) whether on-site car parking and vehicle circulation areas visually dominate views of the site from the surrounding public realm;

- (h) for development across two or more sites, including amalgamated sites:
 - (i) whether clarity of the grid-like structure is maintained and enhanced;
 - (ii) whether the number, variety, scale and quality of public spaces, such as streets, lanes, alleys, squares and/or parks, are maintained or enhanced;
and
 - (iii) whether pedestrian permeability and comfort are maintained or enhanced.

(3) For frontage alignment, setback and maximum height:

- (a) whether the additions and alterations or new buildings are visually and physically differentiated from those parts of the building below the frontage height;
- (b) whether the additions and alterations or new buildings are of a visually 'light' appearance which may involve a change of building materials and colour; and
- (c) a recess in the street frontage of a building may be appropriate where this creates a well-proportioned outdoor seating or dining area.

(4) For car parking and access

- (a) the extent to which car parking for the area and access to any site are compromised.

I329.10. Special information requirements

There are no special information requirements in this precinct.

I329.11. Precinct plans

There is no precinct plan for this precinct.