



Ministry for Cities, Environment, Regions and Transport

Auckland Unitary Plan – Options for increasing development
capacity, economic growth and employment in the city centre

Report of Investigations

September 2026

Quality Control

Title	Report of Investigations: Auckland Unitary Plan – Options for increasing development capacity, economic growth and employment in the city centre
Client	Ministry for Cities, Environment, Regions and Transport
Version	Final
Date	16 September 2026
File Reference	MCERT.0009
Prepared by	Torrey McDonnell and Megan Rickerby
	
Approved for issue by	Lindsay Daysh
	

Limitations:

The report has been prepared for the Ministry for Cities, Environment, Regions and Transport, according to its instructions. This report is based on information provided by other parties. Incite has not independently verified the provided information and has relied upon it being accurate and sufficient for use by Incite in preparing the report. Incite accepts no responsibility for errors or omissions in the provided information.

Copyright:

This document and its contents remain the property of Incite and the Ministry for Cities, Environment, Regions and Transport. Any unauthorised use or reproduction, in full or in part, is forbidden.

Contents

Executive Summary	3
1 Introduction	4
1.1 Context of the investigation	4
1.2 Regulation-making power guidance	5
1.3 Investigation scope	6
1.4 Our approach	7
1.5 Limitations	7
2 Auckland City Centre – Urban Environment	9
2.1 Built form	9
2.2 City Rail Link	10
3 Planning History	11
3.1 Pre-Auckland Unitary Plan	11
3.2 Auckland Unitary Plan	12
3.3 Amendments to the AUP CCZ through PC78	13
4 Planning Context	15
4.1 Part 2 of the Resource Management Act	15
4.2 Māori rights and interests	15
4.3 National Policy Statement on Urban Development	15
4.4 Regional policy statement component of the AUP	16
4.5 Reform of the Resource Management Act	18
4.6 Amendments to the AUP through PC120	18
4.7 Wynyard Precinct Plan Change	19
5 Discussion of provisions in scope of this investigation	20
5.1 H8.6.2. General building height standard	20
5.2 H8.6.24 Maximum tower dimension and separation	24
5.3 H8.6.24A East west tower dimension	25
5.4 H8.6.25 / 25A maximum frontage height and setbacks	27
5.5 Site intensity standards (Floor Area Ratio) in City Centre Precincts	29
5.6 Karangahape Road Historic Heritage Area	32
6 Justification for removing or modifying provisions	35
6.1 Preferred options tested	35
6.2 Development capacity assessment	35
6.3 Economic assessment	37
7 Proposed Amendments to the AUP	38
7.1 H8 Business - City Centre Zone	38
7.2 Site intensity (floor area ratio) standards in City Centre Precincts	48
7.3 Karangahape Road Historic Heritage Area	50
8 Conclusion	51
9 References	52
APPENDIX A: DEVELOPMENT CAPACITY ASSESSMENT	
APPENDIX B: ECONOMIC ASSESSMENT	
APPENDIX C: RECOMMENDED AMENDMENTS TO THE AUCKLAND UNITARY PLAN	
APPENDIX D: EXAMPLES OF CONTRIBUTING AND NON-CONTRIBUTING SITES - KARANGAHAPE ROAD HISTORIC HERITAGE AREA	

Executive Summary

Auckland City Centre has a pivotal role at the top of the centres' hierarchy in the Auckland Unitary Plan (AUP). It is also critical to the national economy, contributing to 8% of the national gross domestic product and having the highest employment density in New Zealand. Given the city centre's important role and the significant public investment in the City Rail Link (CRL), development capacity and economic growth should be enabled to the highest degree possible where adverse effects can be managed through targeted controls and assessment through a consent process.

The Minister Responsible for RMA Reform has initiated an investigation under section 360J of the Resource Management Act (RMA) to assess identified provisions in the City Centre Zone (CCZ), site intensity standards (also referred to as floor area ratios) in four precincts, and non-contributing sites in the Karangahape Road Historic Heritage Area. This is to determine whether they negatively impact development capacity, economic growth or employment.

Detailed in this report is an assessment of the planning history in the city centre, including Plan Change 78 (PC78). The provisions under investigation have recently been reviewed through PC78, which made notable improvements to development capacity in the city centre.

The development capacity assessment in Appendix A and economic assessment in Appendix B indicate that the operative provisions still materially limit feasible development capacity and economic growth in parts of the CCZ.

This report recommends the following amendments to planning provisions that have been shown to impact development capacity, economic growth or employment:

- Amend H8.6.2 general building height standard so that building heights are unlimited in the majority of the CCZ (unless otherwise restricted);
- Remove H8.6.24 maximum tower dimension and separation standard;
- Remove H8.6.24A east-west tower dimension standard;
- Remove H8.6.25 / 25A maximum frontage height and setbacks standard;
- Remove I201.6.6 Britomart Precinct site intensity standard;
- Remove I202.6.1.8 Central Wharves Precinct site intensity standard;
- Remove I211.6.5. Viaduct Harbour Precinct site intensity standard;
- Remove I214.6.7. Wynyard Precinct maximum site intensity; and
- Remove all non-contributing sites from the Karangāhape Road Historic Heritage Area.

Should the recommended changes be made, all new buildings in the CCZ will still require resource consent. This is common in City Centre Zones across New Zealand. Auckland Council will also retain discretion to assess building design, effects on streets and public open spaces, emergency servicing and other relevant matters. The proposed changes therefore do not remove the requirement to manage adverse effects. Rather they remove prescriptive built-form controls which can pre-determine or constrain a development envelope before a proposal is assessed on its merits. The recommended changes would make consenting more enabling by allowing applicants to respond to site-specific circumstances through design, while still enabling Council to manage specific effects through the restricted discretionary resource consent process.

1 Introduction

The 2025 amendment to the Resource Management Act 1991 (RMA)¹ introduced a new power² for the Minister for the Environment (now delegated to the Minister Responsible for RMA Reform) to make regulations to remove or modify district plan, regional plan or policy statement provisions that are negatively impacting economic growth, development capacity or employment.

The Minister Responsible for RMA Reform has initiated an investigation into identified AUP provisions relating to the CCZ, site intensity standards (also referred to as floor area ratios or FAR) in four precincts, and non-contributing sites in the Karangahape Road Historic Heritage Area.

Incite has been engaged by the Ministry for Cities, Environment, Regions and Transport (MCERT) to prepare an investigation report that examines these restrictions and other underlying provisions. This report makes recommendations on how the AUP provisions could be modified to lessen negative impacts on economic growth and employment while still seeking to manage the potential adverse effects of development in the CCZ.

In respect to development capacity impacts, this was modelled by Eagle Technology with assistance from MCERT. A high-level summary of the results of this modelling is attached as **Appendix A**.

In respect of economic growth and employment under both existing planning provisions and alternatives, a separate report has been prepared by Lees Economics Ltd that has informed this Investigation Report. This is attached as **Appendix B**.

This investigation recommends that the Minister consider a set of proposed amendments to the AUP, attached as **Appendix C**.

1.1 Context of the investigation

On 19 February 2026, the Minister Responsible for RMA Reform issued a press release³ and gave a speech to the Committee for Auckland⁴ signalling the Government's intentions to review Auckland's City Centre planning rules. The speech sets out the following context for this review:

"While PC78 increased capacity in the city centre, the Government believes there remains significant unrealised potential.

Existing provisions, such as setback requirements, tower dimension controls, and height limits, constrain development and should be revisited.

Enabling more growth in the city centre will unlock productivity and increase the benefits of CRL even further.

¹ Resource Management (Consenting and Other System Changes) Amendment Act 2025

² RMA sections 360(I)-(J)

³ www.beehive.govt.nz/release/more-flexibility-auckland-housing-plan

⁴ www.beehive.govt.nz/speech/speech-committee-auckland-1

However, for largely unfathomable RMA legal reasons, the City Centre Zone is not included in PC120, and the Council does not have a simple mechanism to unlock this potential.

Therefore, Cabinet has agreed that I will start an investigation into these planning provisions that are holding back Auckland's city centre, with a view to making regulations under the RMA – similar to what we have just announced for Eden Park."

The provisions that the Minister Responsible for RMA Reform has specifically identified as in scope of the investigation are detailed in section 1.3 and cover building height, tower dimensions and separation, the east-west tower dimension, maximum frontage height and setbacks within the CCZ, site intensity (also referred to as floor area ratios or FAR) in four precincts, and non-contributing sites in the Karangahape Road Historic Heritage Area.

1.2 Regulation-making power guidance

The Ministry for the Environment⁵ guidance⁶ on the regulation-making power to alter local authority plans and policy statements, provides direction on the scope of the investigations and outlines the safeguards proposed to ensure regulations are made responsibly and only when needed.

These are:

- Evidence first – the Minister must investigate and produce a public report that supports their decision that the statutory criteria of a negative impact on economic growth, development capacity or employment is met.
- Consultation – affected councils and parties must be consulted.
- Treaty protections – the power cannot be used to change provisions in plans or policy statements that have been included in recognition of an obligation or right under a Treaty of Waitangi settlement, the Marine and Coastal (Takutai Moana) Act 2011, the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019, or a mana whakahono ā rohe or joint management agreement under the RMA.
- National direction – changes cannot be inconsistent with national direction under the RMA.
- All actions must comply with the purpose and principles in Part 2 of the RMA.

The guidance outlines that this approach ensures the Minister has sufficient discretion to make an informed judgement about whether the scale and significance of the impact on economic growth, development capacity or employment justifies intervention. There are statutory process steps⁷ that must be followed to make these regulations under the RMA. These are:

1. The Minister must investigate to determine if the plan/policy statement provisions are having a negative impact on economic growth, development capacity and employment,

⁵ The Ministry for the Environment was disestablished and is now integrated into MCERT

⁶ Ministry for the Environment (2025) [Regulation-making power to alter local authority plans and policy statements fact sheet](#)

⁷ RMA sections 360(k) and (l)

and that other statutory criteria are met. The Minister must produce a report detailing the investigation and making recommendations on whether provisions should be removed or modified by regulations.

2. This report must be provided to the council for response (the council has 20 working days to respond to the report) and made publicly available.
3. A consultation process for affected parties.
4. As a final step, the Minister considers the feedback from consultation and the council's response and takes the decision as to whether to make regulations to remove or modify the provisions in the plan/policy statement.

1.3 Investigation scope

Options considered in this report are limited to the following provisions as directed by the Minister Responsible for RMA Reform:

- H8.6.2 General building height;
- H8.6.24 Maximum tower dimension and separation;
- H8.6.24A East-west tower dimension;
- H8.6.25 / 25A Maximum frontage height and setbacks;
- Britomart Precinct I201.6.6 Site intensity;
- Central Wharves Precinct Site intensity;
- Viaduct Harbour Precinct Site intensity;
- Wynyard Precinct maximum Site intensity; and
- Non-contributing sites in the Karangahape Road Historic Heritage Area.

These provisions have been identified for the scope of the investigation to ensure that the investigation focuses on key parts of the AUP that influence the amount and intensity of development enabled in the city centre and therefore whether the planning framework is supporting growth and development.

There are other provisions in the AUP that may impact economic growth, development capacity and employment that are not in scope of this investigation. This includes the maunga viewshaft and height sensitivity areas which a recent report found imposed substantial economic costs by limiting development in the city centre.⁸ While these provisions are not in scope of this investigation they have been considered where relevant to determine the extent of any consequential impacts that amending any in-scope provisions would have.

⁸ Crow, C., Jones, J., and Greenaway-McGrevy, R (2026) Economic Effects of Maunga Viewshafts: A spatial equilibrium estimate of the economic costs of protected views. Wellington: Ministry of Housing and Urban Development

1.4 Our approach

In order to carry out an investigation into the AUP provisions and prepare a report for wider consultation, we have taken the following approach:

- Assemble and review the relevant background material including:
 - The AUP and specifically the provisions that apply to the CCZ;
 - Relevant documents relating to PC78, including the Auckland Council Evaluation Report under section 32 of the RMA and the Independent Hearings Report;
- Carry out targeted meetings with key individuals from Auckland Council. As a result of these meetings, we also received further information including a summary of recent resource consent applications in the CCZ; and technical feedback on proposed provisions changes including intra-plan alignment. This initial feedback has been incorporated into Section 6 and Section 7 of this report.
- Review the above material and develop options for targeted changes to the AUP in line with the Minister's direction to consider provisions that are negatively impacting economic growth or employment.
- Development capacity modelling has been carried out under both existing planning rules and alternative options for planning rules that might enable more development capacity within the CCZ in line with section 360I(2)(b)⁹ of the RMA.
- Economic analysis by Lees Economics Ltd of the options through an economic assessment to understand the potential economic growth and employment that could be unlocked in line with section 360I(2)(b)⁹ of the RMA.
- Prepare options for potential changes to CCZ provisions including relevant precinct(s):
 - Objectives and policies
 - Rules and standards
 - Matters of discretion
 - Assessment criteria
 - Maps
- Prepare this report as the basis for consultation.

1.5 Limitations

This Investigation Report has the following limitations:

⁹ RMA section 360I(2)(b) requires that before the making of regulations the Minister must be satisfied that the provisions have a negative impact on economic growth, development capacity, or employment

- We recognise that we have not reviewed all documentation relating to the extensive planning history prior to PC78. We have primarily considered the most relevant evidence and commentary from PC78.
- There have only been targeted discussions with Auckland Council officers. In the time available from the Minister's announcement in February 2026, through to commencement of our contract for the investigation and a reporting deadline in September, it was not practical to consult further in the preparation of this report. The views of parties likely to be affected by changes to the provisions will be sought as part of a consultation process that will be run by the MCERT.
- The report is limited to the investigation scope set out above. As noted, there are other provisions that may impact development capacity, economic growth or employment within the city centre which have been considered in some instances to determine the overall impact that amending any in scope provisions would have.
- We have not received urban design, landscape advice or heritage advice in relation to the Investigation Report. Inputs are related to the scope of the regulation making power and the effect of the provisions on economic growth, development capacity, or employment.

2 Auckland City Centre – Urban Environment

The spatial extent of the Auckland City Centre is defined by the Waitematā Harbour to the north, State Highway 1 to the south and west, and State Highway 16 to the east (Figure 1).

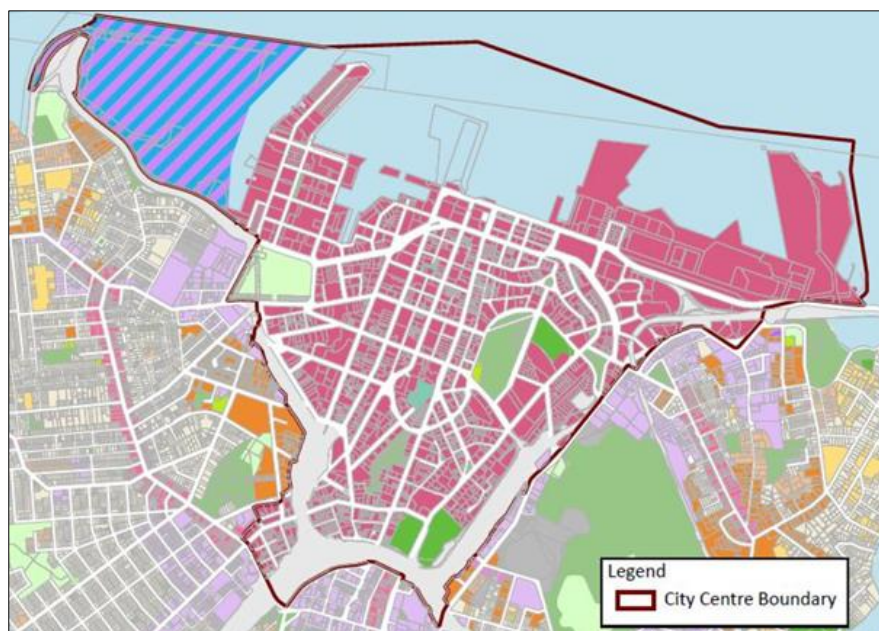


Figure 1: Auckland City Centre boundary

2.1 Built form

The first modern high-rise building in Auckland is generally considered to be the 11-storey FAI Building which was built in 1966. Since then, building heights and density have increased substantially across the city centre, with office towers, apartment buildings, hotels and mixed-use developments progressively replacing lower-intensity commercial, industrial, and parking-related land uses. Urban regeneration projects such as Viaduct Harbour and Wynyard Quarter have exemplified this, introducing higher-density mixed-use development and greater residential activity in the city centre.

Most of the tallest buildings in Auckland City Centre were constructed after 2000, with the exception of the Metropolis, ANZ Centre and Quay West being built in the 1990s (Table 1). While there was a high-rise construction boom in the late 2010s, there are only 6 buildings higher than 150m in city centre.¹⁰ This is low compared to other economic hubs such as Sydney City Centre, where there are approximately 42 buildings higher than 150m, and Melbourne City Centre which has approximately 66 buildings higher than 150m¹¹. This is likely due to several factors including significantly lower population, the comparable cost of construction and economic drivers. Planning

¹⁰ We have excluded the Sky Tower (328m) from this assessment as we consider this an outlier.

¹¹ These figures exclude the areas outside the immediate city centre area, such as Southbank in Melbourne which adjacent to the city centre and has approximately 13 additional buildings over 150m.

controls are also likely a factor in Auckland City Centre’s comparatively low number of tall buildings, with a summary of these controls set out in Section 3 and Section 4 of this Investigation Report.

Table 1: Inventory of the tallest buildings in Auckland City Centre

Building name / address	Use	Height (m)	Year of construction
PwC Tower	Commercial	180	2020
The Pacifica	Residential	178	2020
Vero Centre	Commercial	170	2000
51 Albert Street	Mixed use	160	2024
Metropolis	Residential	155	1999
ANZ Centre	Commercial	153	1991
13 Wyndham Street	Commercial	141	2021
HSBC Tower	Commercial	138	2002
Auckland Harbour Suites	Mixed use	130	2006
88 Shortland Street	Commercial	125	2005
Quay West	Commercial	120	1997

2.2 City Rail Link

The City Rail Link (CRL) is New Zealand’s largest transport infrastructure project and opened on 13 September 2026. It will provide Aucklanders easier access to the city centre and strengthen its role as a regional transport interchange. There are two new underground stations, Te Waihorotiu in midtown and Karanga-a-Hape with entrances at Mercury Lane and Beresford Square. The Waitematā Station has also been redeveloped into a two-way through station.

The City Centre Master Plan 2020¹² identified transit-oriented development as one of its ‘transformational moves’ and the CRL is anticipated to strongly impact future development to maximise the significant public investment and its benefits. The CRL is discussed in subsequent sections of this report as a key driver of growth.

¹² www.aucklandccmp.co.nz

3 Planning History

Before considering potential changes to the AUP, it is essential to review the most relevant parts of Auckland City Centre's extensive planning history, most notably the changes made through PC78. The planning context is set out in further detail in Section 4.

3.1 Pre-Auckland Unitary Plan

Prior to the AUP, the Auckland City District Plan Central Area Section (Central Area District Plan) regulated development in the city centre and became operative under the RMA in 2004. The Central Area Plan gave effect to the Auckland Regional Policy Statement (ARPS) which originally become operative in 1999.

Much like the AUP today, the policy framework in the Central Area District Plan supported a 'bell-shaped' urban form with unlimited height in the core city centre (except for those in special height controls) and lower heights ranging from 15m-50m surrounding this core central area (Figure 2).

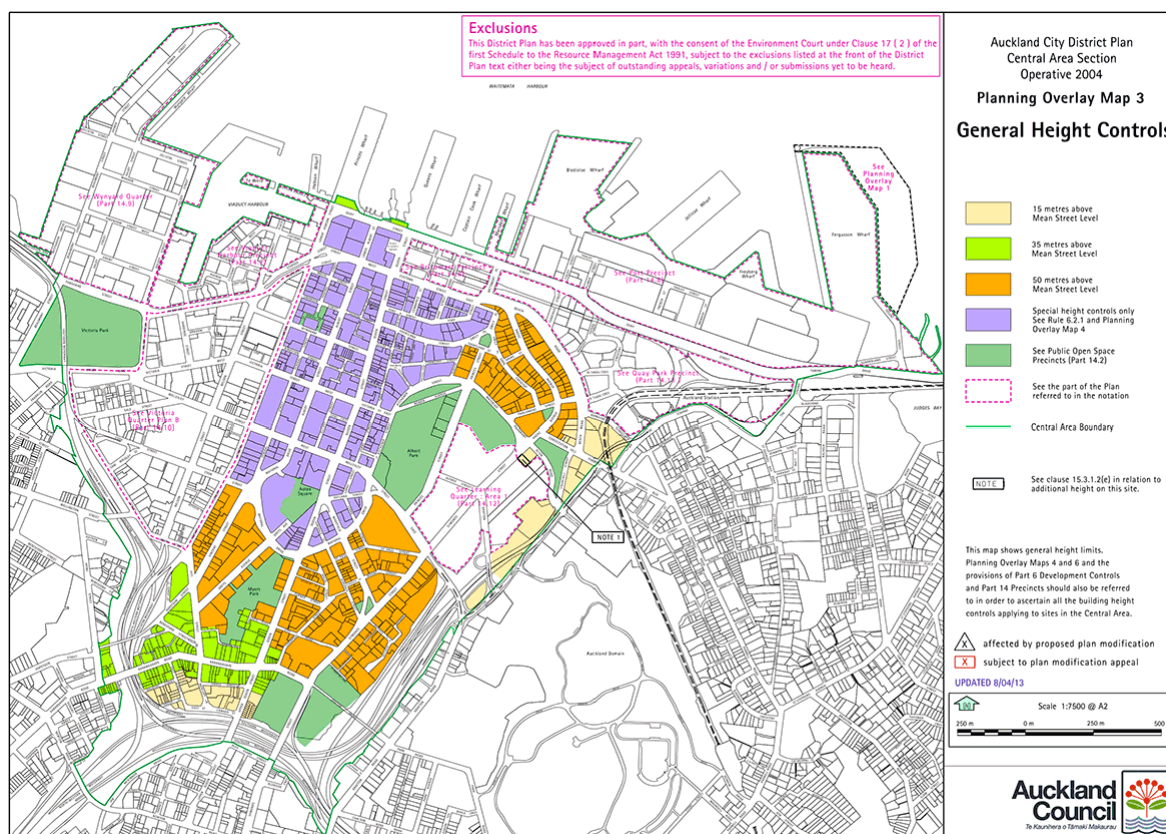


Figure 2: Auckland City District Plan Central Area Section Planning Overlay Map 3

Throughout the city centre core, building heights were also controlled through a complex combination of street edge controls, viewshaft protections, sunlight access requirements, wind management provisions and heritage overlays. There were also 10 precincts and quarters in the Central Area District Plan that set specific objectives, policies and rules for each. This meant there

was not a single height limit but a multitude of controls that could limit height, even in the city centre core.

A key control of height was Auckland's volcanic viewshafts. These protections can be traced back to a decision in 1973 by the Planning Appeal Board which found that the Mt Eden Borough Council had not fulfilled its duties under the Town and Country Planning Act by not protecting the visual integrity of Mt Eden.¹³ As a consequence of this decision, Auckland Regional Council imposed view protection over multiple volcanic cones throughout the region. Chapter 6 of the ARPS directed that views of volcanic cones and other features should be protected and obstructions by buildings should generally be avoided. This direction was given effect through the heritage provisions in the Central Area District Plan with rules restricting buildings from exceeding height limits within areas identified within view protection planes as shown in Figure 3.

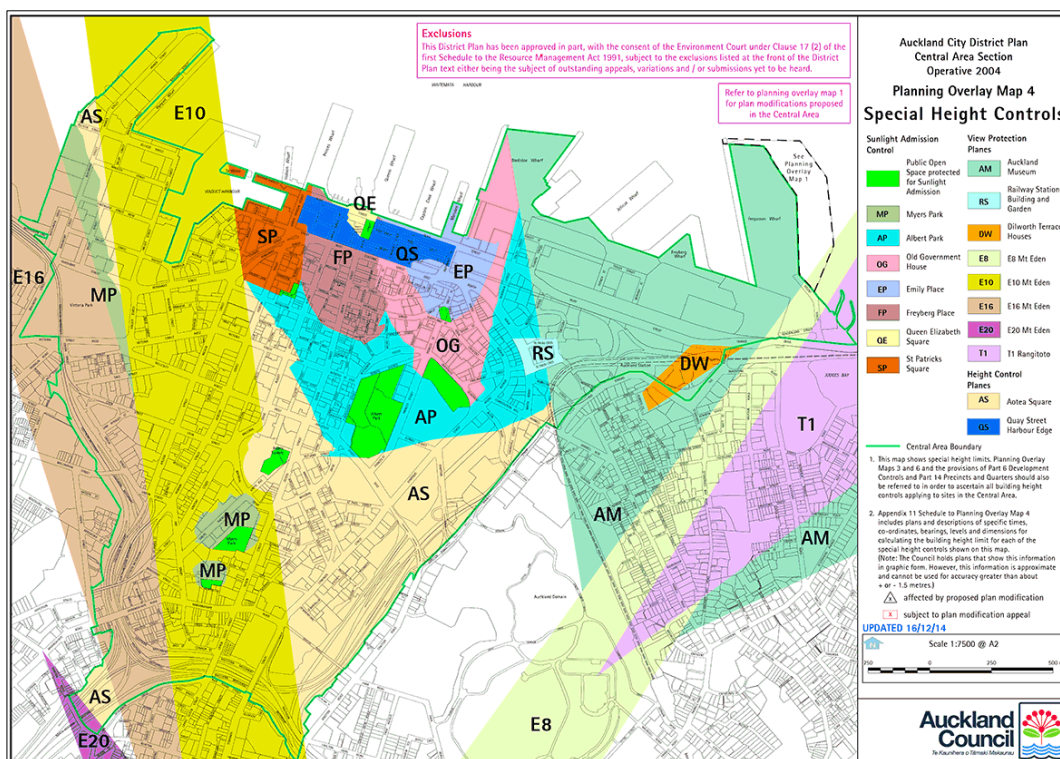


Figure 3: Auckland City District Plan Central Area Section Planning Overlay Map 4

3.2 Auckland Unitary Plan

Following the creation of Auckland Council in 2010, a single planning framework was developed to replace Auckland's various district plans, its regional plans and policy statement. The resulting AUP became operative in stages from 2016 onward.

The AUP established the CCZ at the top of the commercial centres hierarchy and stated that the greatest intensity of development was to occur in the city centre. The CCZ is intended to be an enabling zone in terms of providing for a diversity of activities, while relying on height, bulk and

¹³ Town and Country Planning Appeal Board decision ARA v Mt Eden Borough Council No.418/73

location controls to manage effects on public amenity, heritage, sunlight, views, wind and the relationship between the City and the Waitematā Harbour.

While the AUP was generally considered more permissive than earlier planning regimes, it retained a range of controls on building bulk and height. These included precinct-specific height provisions, floor area ratio (FAR) limits, tower design requirements, protected viewshafts to volcanic cones and the harbour, and controls intended to preserve access to sunlight and maintain an attractive urban form. Height limits varied across the city centre, retaining the intent of the bell-shaped urban form.

As a result, the CCZ is therefore not a single “one stop shop” zone, but an overarching framework layered with bespoke precincts, mapped controls and district-wide overlays. The cumulative effect is not only that plan users must identify multiple provisions for a single site, but that developers must often undertake modelling and design work before they can understand the practical development envelope.

3.3 Amendments to the AUP CCZ through PC78

Auckland Council notified Plan Change 78: Intensification (PC78) to the AUP, on 18 August 2022. Parts of PC78 related to residential intensification elsewhere in Auckland, which was later withdrawn or superseded through Plan Change 120. Auckland Council accepted the IHP recommendations for the CCZ in PC78 in May 2025 and the provisions became operative on 6 June 2025.

PC78’s proposed changes to the CCZ implemented the NPS-UD requirements and reassessed development capacity.

According to the Section 32 Evaluation Report, a principled approach was developed to guide options analysis which includes:

- Fewer, simpler, more targeted controls
- Protecting sunlight and daylight to open spaces
- Protecting amenity and retaining the “human scale” of streets
- Enabling tall slender towers with space between them to allow sunlight, daylight and views to permeate the city centre
- Protecting local and regionally significant views
- Protecting the outcomes achieved by the existing city centre precincts
- Protecting the relationship between the city centre and the Waitematā Harbour
- Protecting historic heritage in the city centre
- Promoting climate change resilience.¹⁴

¹⁴ Principles approved by Auckland Council Planning Committee on 30 March 2022 as the policy direction for implementing Policy 3(a) in the National Policy Statement on Urban Development relating to the city centre.

To support the review of operative provisions and the implementation of Policy 3(a) in the city centre, the following research was also undertaken by Auckland Council. According to the Section 32 Evaluation Report, this helped to understand the potential built form outcomes, both under the operative AUP and with increases to development capacity. Research included:

- Survey of site sizes in city centre
- International Precedents: Tall Buildings Australia
- ‘Pencil Towers’
- Review of built form controls on selected international cities: Sydney, Melbourne, Vancouver, Toronto, San Francisco, London
- Existing Tall Building Inventory: Auckland City Centre
- Existing Tall Building Inventory: Towers to ground (no setback) Auckland City Centre
- Tower Floorplates: Typical Commercial
- Tower Floorplates: Typical Residential
- Tower Floorplates: Small Floorplate
- 3D Modelling: including Existing buildings; Unlimited height; Special Height Controls (operative); General Height Controls (operative).¹⁵

Auckland Council noted that the provisions that have the most impact on development capacity are:

- H8.6.2. General building height
- H8.6.3. Admission of sunlight to public places
- H8.6.4. Aotea Square height control plane
- H8.6.10. Basic floor area ratio
- H8.6.21. Maximum total floor area ratio
- H8.6.22. Building in relation to boundary
- D14. Volcanic Viewshafts and Height Sensitive Areas Overlay.

Key changes made to the CCZ through PC78 include removing the site intensity/ floor area ratio provisions and changes to the general building height standard. These are set out in further detail in the context of the provisions in scope of this investigation in Section 5.

¹⁵ Auckland Council (2022) Proposed Plan Change 78 Section 32 Evaluation Report: page 29

4 Planning Context

The provisions in scope of this Investigation Report sit within the AUP and the overall planning system under the RMA. It is important to recognise this planning context to ensure any changes maintain overall plan and system coherence.

4.1 Part 2 of the Resource Management Act

Section 5 sets out the purpose of the RMA, which is to promote the sustainable management of natural and physical resources. It is defined as follows:

*(2) In this Act, **sustainable management** means managing the use, development, and protection of natural and physical resources to enable people and communities to provide for their social, economic and cultural wellbeing and for their health and safety, while -*

(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and

(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

In achieving this purpose, all persons shall recognise and provide for the matters of national importance identified in section 6, have particular regard to other matters referred to in section 7 and take into account the principles of the Treaty of Waitangi referred to in section 8.

Where relevant, matters of national importance and other matters are discussed in relation to the operative AUP provisions and any proposed amendments in Section 7.

4.2 Māori rights and interests

For each provision in scope of the investigation, on the evidence available, none were included to recognise an obligation or right under a Treaty settlement, the Marine and Coastal Area (Takutai Moana) Act 2011, the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019, or a Mana Whakahono ā Rohe or joint management agreement.

Confirmation will be sought during consultation.

4.3 National Policy Statement on Urban Development

The National Policy Statement on Urban Development 2020 (NPS-UD) is considered the key national policy statement to this Investigation Report. It sets out the objectives and policies for planning for well-functioning urban environments. The NPS-UD identifies Auckland as a Tier 1 urban environment.

Auckland Council is required to make amendments to their plan that are required to give effect to the NPS-UD.¹⁶ The responsible Minister must also ensure that any changes made through RMA section 360 cannot be inconsistent with national direction under the RMA.¹⁷

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 set out the process that councils must follow to give effect to the NPS-UD and incorporate medium density residential standards (MDRS) into relevant residential zones in their district plans through the use of an Intensification Planning Instrument (IPI).

NPS-UD Policy 3(a) and Policy 4 are of particular relevance to the Auckland City Centre:

Policy 3: *In relation to tier 1 urban environments, regional policy statements and district plans enable:*

(a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification

Policy 4: *Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.*

The Ministry for the Environment guidance on how to implement the NPS-UD¹⁸ states that enabling as much development capacity as possible under Policy 3(a) is intended to mean removing unnecessary or unreasonable barriers to accommodate the maximum amount of development capacity. This guidance also notes that city centres are a step up in the zoning hierarchy from metropolitan centres, so enabling as much development capacity as possible is expected to *mean greater than six storeys (because six storeys is the minimum for metropolitan centres)*. It directs Tier 1 local authorities to consider the level of demand and accessibility in determining what heights and densities can be enabled. In practice, this may mean:

- No maximum building heights or maximum gross floor area (GFA) standards in city centre zones or large parts of city centre zones
- Development standards that may limit building height and density, where there is evidence that doing so will contribute to a well-functioning urban environment and achieving the objectives of the NPS-UD as a whole.

4.4 Regional policy statement component of the AUP

The Regional Policy Statement (RPS) component of the AUP is set out in Chapter B. The District Plan component of the AUP must give effect to the RPS¹⁹ and contains objectives to help guide intensification in the city centre. Key objectives are in B2. Tāhuhu whakaruruhau ā-taone - Urban

¹⁶ RMA section 55: Local authority recognition of national policy statements

¹⁷ RMA section 360(2)(c)(ii)

¹⁸ Ministry for the Environment (2020) Understanding and implementing intensification provisions for the National Policy Statement on Urban Development

¹⁹ RMA section 73: Preparation and change of district plans

growth and form of the RPS are set out below. In summary the RPS directs a well-functioning and compact urban form and encouraging growth and development in the city centre.

B2.2. Urban growth and form: B2.2.1. Objectives

(1) A quality compact urban form that enables all of the following:

- (a) a higher-quality urban environment;*
- (b) greater productivity and economic growth;*
- (c) better use of existing infrastructure and efficient provision of new infrastructure;*
- (d) improved and more effective public transport;*
- (e) greater social and cultural vitality;*
- (f) better maintenance of rural character and rural productivity; and (g) reduced adverse environmental effects.*

B2.3. A quality built environment: B2.3.1. Objectives

(1) A quality built environment where subdivision, use and development do all of the following:

- (a) respond to the intrinsic qualities and physical characteristics of the site and area, including its setting;*
- (b) reinforce the hierarchy of centres and corridors;*
- (c) contribute to a diverse mix of choice and opportunity for people and communities;*
- (d) maximise resource and infrastructure efficiency;*
- (e) are capable of adapting to changing needs; and*
- (f) respond and adapt to the effects of climate change.*

B2.4. Residential growth: B2.4.1. Objectives

(3) Land within and adjacent to centres and corridors or in close proximity to public transport and social facilities (including open space) or employment opportunities is the primary focus for residential intensification.

B2.5. Commercial and industrial growth: B2.5.1. Objectives

(1) Employment and commercial and industrial opportunities meet current and future demands.

(2) Commercial growth and activities are primarily focussed within a hierarchy of centres and identified growth corridors that supports a compact urban form.

B2.7. Open space and recreation facilities: B2.7.1. Objectives

(1) Recreational needs of people and communities are met through the provision of a range of quality open spaces and recreation facilities.

(2) Public access to and along Auckland's coastline, coastal marine area, lakes, rivers, streams and wetlands is maintained and enhanced.

(3) Reverse sensitivity effects between open spaces and recreation facilities and neighbouring land uses are avoided, remedied or mitigated.

4.5 Reform of the Resource Management Act

At the time of drafting this Investigation Report, the Planning Bill (PB) and Natural Environment Bill (NEB) are going through the legislative process and expected to be enacted soon.

The PB and NEB are intended to replace the RMA. The AUP will continue to have legal effect until it is ultimately replaced by a new land use plan under the PB and new natural environment plan under the NEB.

We understand that a transitional consenting arrangement is intended to apply one month after the PB receives Royal Assent.²⁰ This is proposed to exclude some matters from being able to be considered in consent decision making, including unit size.²¹

While we note that this may impact the ability to consider some of the standards in the CCZ, notably H8.6.33. Minimum dwelling size, we have not assessed these in this Investigation Report. This is because the PB and NEB are still subject to final legislative decisions. Auckland Council will need to determine how these and similar provisions throughout the AUP are considered within the transitional consenting framework.

4.6 Amendments to the AUP through PC120

On October 2025, large parts of PC78 were withdrawn and replaced by Plan Change 120 (PC120). PC120 has not proposed changes to the City Centre or Metropolitan Centre zones, as changes have been made to these zones through PC78, but PC120 remains relevant to the broader AUP context.

PC120 was originally notified in November 2025, with submissions closing in December 2025. PC120 was then withdrawn in part following a change to the RMA through the Resource Management (Auckland Housing) Amendment Act 2026.²² This that set a minimum housing requirement of approximately 1.4 million homes.²³

The guiding principles for PC120 include downzoning in areas susceptible to natural hazards, enabling intensification in mandatory areas including around stations benefiting from the CRL, reducing housing capacity in areas more than ten kilometres from the city centre, and reassessing requirements in places that are less well-served by public transport.²⁴

²⁰ Planning Bill Clause 2(1A)

²¹ Planning Bill Schedule 11 Part 2 Section 104

²² Resource Management (Consenting and Other System Changes) Amendment Act 2025

²³ RMA Schedule 3C Alternative intensification provisions for Auckland and Christchurch, Clause 4

²⁴ www.beehive.govt.nz/release/legislation-gives-more-flex-auckland%E2%80%99s-pc120

Submissions on the proposed amendments to PC120 opened on 27 August and will close 24 September 2026.

Any additional housing capacity enabled by changes to the City Centre provision after 6 June 2025, including through this investigation, can be counted toward the requirement to provide at least 1.4 million dwellings in PC120²⁵.

4.7 Wynyard Precinct Plan Change

On 10 February 2026, the Auckland Council Policy, Planning and Development Committee endorsed the preparation of a plan change for the Wynyard Precinct.²⁶ The intent of this plan change is to undertake a building height and built form review, realign public open space and council-owned development sites and review other Wynyard Precinct provisions. Auckland Council is intending to seek an exception to the 'plan stop' to undertake this plan change.²⁷

We recognise that the Wynyard Precinct maximum site intensity/FAR standard is in scope of this Investigation Report, and is also likely in scope of the Council-led plan change process. While there is some overlap, these are separate processes with this report only proposing changes to the maximum site intensity/ FAR standard whereas it is understood that the Wynyard Precinct plan change will involve a more comprehensive review.

²⁵ See RMA Schedule 3C section 4(1)(a) and 5(8)-(9)

²⁶ Policy, Planning and Development Committee resolution: PPDC/2026/5(a)).

²⁷ RMA section 80V allows local authorities to seek an exception to 'plan stop' from the Minister Responsible for RMA Reform based on the criteria in section 80W.

5 Discussion of provisions in scope of this investigation

This section sets out the intent of each provision, relevant changes in PC78 and the options considered for retaining, amending or removing the provisions.

5.1 H8.6.2. General building height standard

5.1.1 Intent of existing provision

Standard H8.6.2 sets general building heights as shown in Figure 4 below, with the three main height limits being:

- Special Height Area – in the lower Queen Street area from Mayoral Drive down to Quay Street where there is no specified maximum building height (dark green);
- General Height Area - the bulk of the remaining CCZ has a 72.5m maximum height limit (yellow);
- Karangahape Road area - 35m maximum building height limit (light green); and
- There are also small areas of location specific height limits south of Victoria Park Market and Symonds Street (blue).

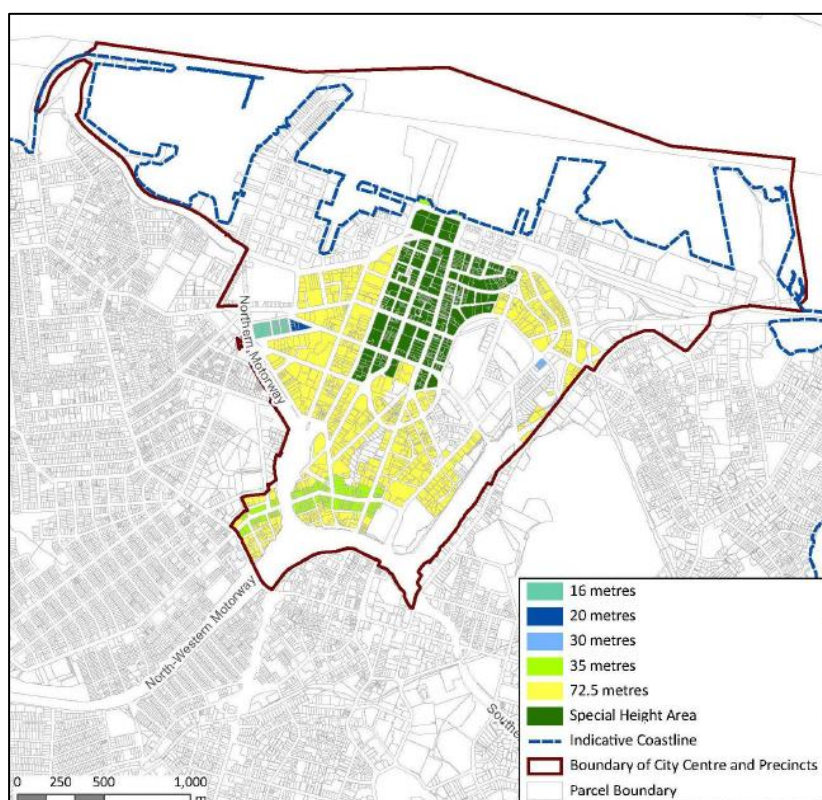


Figure 4: Map H8.11.3 General Height Controls

The purpose of the height control is to enable the tallest buildings within the core of the city centre and transition heights down to neighbourhoods adjoining the city centre and to the harbour edge.²⁸

While this standard sets the general height controls in the CCZ, there are numerous other standards that restrict the height of buildings. This includes the viewshaft and height-sensitive area controls, admission of sunlight standards, Aotea Square controls, harbour-edge controls, street sightline controls and precinct provisions. Where multiple restrictions apply to a site, the more restrictive provision applies. Therefore, while height may be unrestricted by standard H8.6.2 General building height standard, this may not mean that no height restrictions apply.

An example of this is the Karangahape Road area which has a height limit of 35m under standard H8.6.2 General building height. For this area there are multiple other provisions that apply that effectively limit height or redevelopment of sites including:

- Karangahape Road precinct which aligns with the spatial extent of the 35m general building height standard and includes standard I206.6.1 frontage height and setback. This effectively limits height, particularly on the northern side of Karangahape Road where the recession plane is 30 degrees and for sites that have a narrow depth from the road frontage;
- Karangahape Road Heritage area which has a larger spatial extent than the building height standard and precinct provisions (discussed in further detail in Section 5.6 of this Investigation Report);
- Category A and Category B Historic Heritage places; and
- The Maunga Viewshaft overlay which covers most of the spatial extent of the Karangahape Road precinct except the area west of Edinburgh Street.

5.1.2 Amendments through PC78

Significant changes were made to the standard H8.6.2 General building height standard through PC78. Prior to PC78 the general building height in the Special Height Area was unlimited (subject to additional controls) with restrictions on height outside this area ranging from 15m to 50m (Figure 5). PC78 consolidated most of the building heights outside the Special Height Area to 72.5m (Figure 4).

²⁸ Refer to H8.6.2 Purpose.

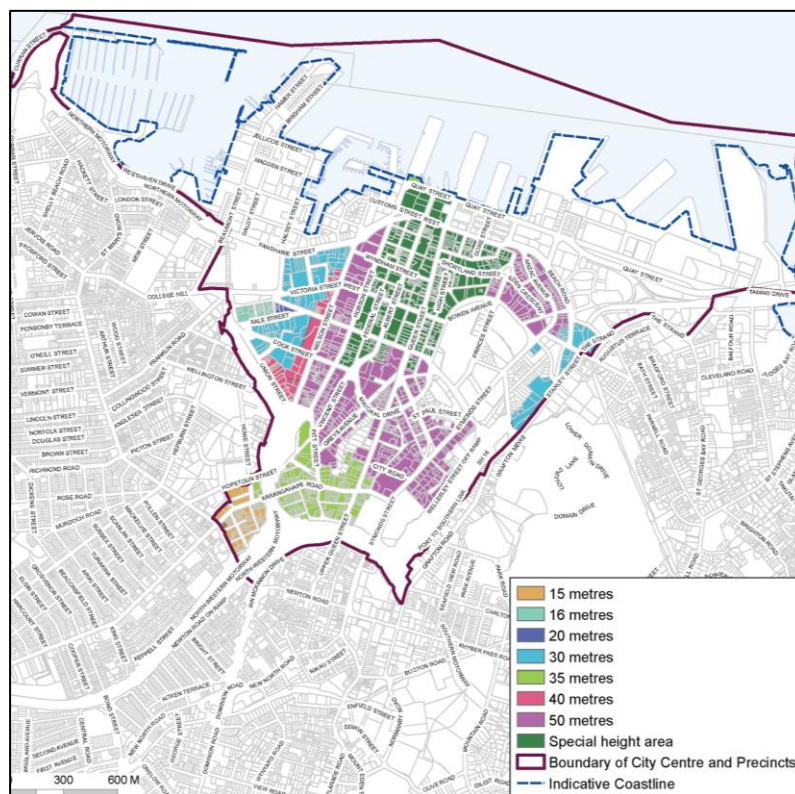


Figure 5: General Building Height prior to PC78

In PC78, Auckland Council did not recommend removing maximum height controls in the CCZ.²⁹ They considered that restricting building height was important to protect the current and future amenity of the city and to ensure a well-functioning urban environment (in line with Objective 1 of the NPS-UD) and the management of amenity values (in line with Objective 4 and Policy 6 of the NPS-UD).

Several submitters (Waka Kotahi NZ Transport Agency, 777 Investments Ltd, Willis Bond, Precinct Properties, Sky City Limited, Coalition for More Homes) sought either unlimited height across the entire CCZ or extensions to the Special Height Area. While planning evidence was provided by several parties, the Panel noted that no specialist urban design, landscape or heritage evidence was presented in support of broader extensions. As a result, the Panel accepted the Council urban design evidence and their view that unlimited height would be incompatible with the built form and landscape values of the city centre.

5.1.3 Options considered

The primary options considered in this investigation have been to retain standard H8.6.2 General building height as per the operative AUP (Option 1), and to extend the Special Height Area to the majority of the city centre (Option 2 – refer Figure 6 below).

²⁹ Auckland Council (2022) Proposed Plan Change 78 Section 32 Evaluation Report: Page 5.



Figure 6: Option 2 Amendments to Map H8.11.3

We have also considered additional options shown in the Development Capacity Assessment in Appendix A. These include a more targeted option of extending the Special Height Area to areas that avoid the Maunga Viewshaft (Option 3), an increase the height standard in the General Height Area (currently 72.5m) to 120m (Option 4) and increasing the height of the Karangahape Road area to 72.5m (Option 5).

We have not considered options for the height limits south of Victoria Park Market and Symonds Street. This is due to the site-specific nature of these standards which only effect a small number of sites. As such any change was considered to have a limited impact on development capacity, economic growth and employment.

5.2 H8.6.24 Maximum tower dimension and separation

5.2.1 Intent of existing provision

Standard H8.6.24 Maximum tower dimension and separation, require that above 28m the dimension³⁰ of a tower is no greater than 55m and it is set back from the site boundaries by 6m. Where there are multiple towers on the same site they must be set back from each other by 12m.

The intent of the maximum tower dimension standard is to ensure that buildings are slender to provide sunlight, outlook around buildings and through the city, as well as to mitigate wind effects.³¹ It is noted as a key control on development in the Special Height Area, in the core of the city centre.³²

In their initial feedback, Auckland Council staff highlighted that part of the purpose of this standard is to mitigate adverse wind effects. Standard H8.6.28. Wind specifically relates to the mitigation of wind effects and sets specific wind standards that a new building must not exceed. A new tower may require wind tunnel testing through the resource consent to confirm compliance with H8.6.28. Wind. Wind tunnel testing is a common requirement for large towers, and this existing standard ensures that adverse effects of wind can be managed through the consent process.

5.2.2 Amendments through PC78

Auckland Council recommended that this standard was amended through PC78 to manage effects of additional height and development capacity enabled through other changes. They recommended a proportional building height and tower separation, noting that this would place a medium to high costs on development capacity.³³

The IHP Report noted that submitters challenged the interpretation of Policy 3(a) and that parts of Auckland Council's views were premised on the controls being necessary to achieve a well-functioning urban environment and urban design outcomes rather than a qualifying matter. The Panel noted that none of the expert evidence they heard agreed that no controls were necessary, rather controls are required to 'the extent necessary' and considered whether the provisions achieve the greatest heights and densities.³⁴

The Panel did not recommend that the provisions on bulk and location were removed. However, on the basis of submitter evidence, they recommended a 55m maximum tower dimension to enable intensification while still appropriately limiting development and retaining building separation.³⁵

³⁰ The maximum plan dimension is the horizontal dimension between exterior faces of the two most separate points of the building.

³¹ Refer to H8.6.24 Purpose.

³² Independent Hearings Panel (2025) Recommendation Report Hearing Topics - City Centre, City Centre Precincts and relevant Qualifying Matters: Para 165

³³ Auckland Council (2022) Proposed Plan Change 78 Section 32 Evaluation Report: Pages 37-39

³⁴ Independent Hearings Panel (2025) Recommendation Report Hearing Topics - City Centre, City Centre Precincts and relevant Qualifying Matters: Para 160-162

³⁵ Independent Hearings Panel (2025) Recommendation Report Hearing Topics - City Centre, City Centre Precincts and relevant Qualifying Matters: Para 167(b)

This was more enabling than the notified provisions which has a 50m maximum dimension standard.

5.2.3 Options considered

In this Investigation Report we have considered options to retain standard H8.6.24 Maximum tower dimension and separation (option 1) or remove it in its entirety (option 2). Retaining this standard would continue to require tower dimension controls and setbacks from boundaries are retained in the Special Height Area.

We have not considered options of amending the specific dimensions within standard H8.6.24 Maximum tower dimension and separation. This is because the investigation is focused on whether these standards are necessary to retain at all and we consider alternative options for the dimensions have been assessed through PC78. We also consider that reviewing the particular numerical thresholds would require a more detailed urban design and streetscape assessment that has not been undertaken for this investigation.

5.3 H8.6.24A East west tower dimension

5.3.1 Intent of existing provision

The purpose of this standard is to ensure that high-rise buildings provide adequate physical, cultural and visual connections with, and visual permeability to, the Waitematā Harbour.³⁶

Standard H8.6.24A East west tower dimension only applies to the areas identified in Map H8.11.10 (Figure 6). For these sites, the maximum plan dimension of a building in the east-west direction must not exceed 45m for that part of the building above 28m for sites identified in the Special Height Area (Figure 5) and 32.5m for all other sites. In effect this controls a building's floorplate dimension above a certain height and encourages 'podium towers'. The dimension is measured between the two most separate points of a building from its external face (shown in Figure H8.6.24).

While the intent of H8.6.24A East west tower dimension is to provide for visual permeability through the city centre there are additional, more targeted controls on views and sightlines in the AUP. This includes standard H8.6.31 Street sightlines which protect views from public open space or along streets to the Harbour to Rangitoto Island and to the North Shore or to other natural

³⁶ Refer to H8.6.24A Purpose.

features and landmarks from within the city centre. The maunga viewshafts overlay also work in reverse, protecting views through the city towards identified maunga.

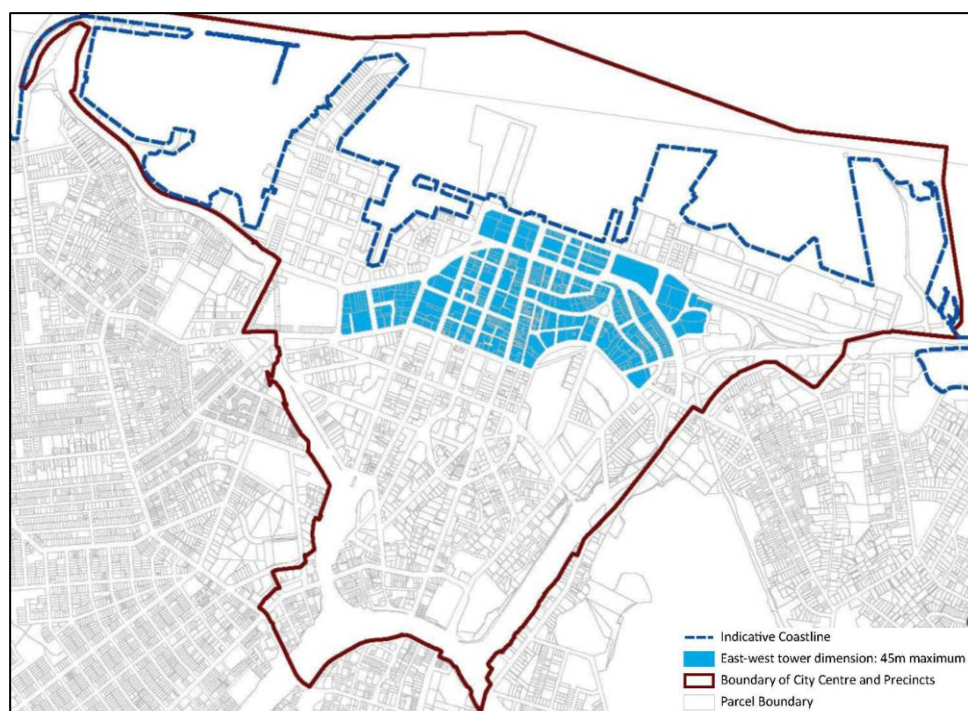


Figure 6: Map H8.11.10 East-west tower dimension

5.3.2 Amendments through PC78

This standard was introduced through PC78 to address the potential building bulk and scale effects from the removal of the floor area ratio (site intensity) controls and increases to general building height.

In its Evaluation Report, Auckland Council considered 30m and 20m control options for this standard.³⁷ They recommended a 30m dimension control which they noted would have a medium cost on development capacity but in the context of the existing tower dimension control this was considered be a relatively minor reduction. They also noted that this would primarily affect large sites or sites that are long in the east-west direction.

The IHP agreed with some submitters that protection of private views is not a relevant RMA consideration.³⁸ However the IHP accepted evidence from the Council's urban design and landscape experts, supported by site inspections, that maintaining visual connections through the urban form is a legitimate planning objective.

Based on submitter evidence, the IHP ultimately found that the proposed 30m maximum east-west tower dimension was more restrictive than necessary. They found that a 45m maximum east-west

³⁷ Auckland Council (2022) Proposed Plan Change 78 Section 32 Evaluation Report: Page 42-43

³⁸ Independent Hearings Panel (2025) Recommendation Report Hearing Topics - City Centre, City Centre Precincts and relevant Qualifying Matters: Para 216

tower dimension struck a better balance between accommodating growth and maintaining harbour connections, meeting the qualifying matter test of being imposed only ‘to the extent necessary’.³⁹

5.3.3 Options considered

In this Investigation Report we have considered two options. Option 1 is to retain standard H8.6.24A East west tower dimension as a baseline. This would continue to set specific standards for the east-west dimension of sites identified in Map H8.11.10 (Figure 6). Option 2 would remove standard H8.6.24A East west tower dimension in its entirety.

We have not considered options of amending the specific dimensions within the existing standard. This is because the investigation is focused on whether these standards are necessary to retain at all and we consider alternative options for the dimensions have been assessed through PC78. We consider that reviewing the particular numerical thresholds would require a more detailed urban design and streetscape assessment that has not been undertaken for this investigation.

5.4 H8.6.25 / 25A maximum frontage height and setbacks

5.4.1 Intent of existing provision

The intent of this standard is to ensure streets are well defined by human-scaled buildings and provide a sense of enclosure to enhance pedestrian amenity, while providing adequate sunlight and daylight access to streets.⁴⁰

Maximum frontage height is about stopping the whole building from rising straight up from the footpath as one large wall. It encourages taller parts of a building to step back above a certain height, so the street does not feel overly enclosed, overshadowed or dominated by very tall blank building edges. Depending on where they are located, the frontage of buildings must not exceed either 28m or 32.5m⁴¹, for a minimum depth of 6m from the frontage (refer H8.6.25(2)).

5.4.2 Amendments through PC78

Standard H8.6.25 for building frontage alignment and height was operative prior to PC78 which set minimum building frontage heights but did not limit height or density. This was amended through PC78 which impose a maximum building frontage height on specified frontages.

Standard H8.6.25A Building setback from boundaries, was a new standard proposed by PC78 which provides setbacks from boundaries, maximum plan dimensions and tower separation distances for all sites identified on Map H8.11.11 (Figure 7), which is a new map proposed by PC78.

Similar to Standard H8.6.24A East west tower dimension, this provision was introduced, in part, to address the potential building bulk and scale effects of recommendations to remove the floor area ratio (site intensity) controls and increase general building height that will enable significant

³⁹ Independent Hearings Panel (2025) Recommendation Report Hearing Topics - City Centre, City Centre Precincts and relevant Qualifying Matters: Para 219

⁴⁰ Refer to H8.6.24A and H8.6.25 Purpose

⁴¹ Or a 1:1 ratio to the width of the street whichever the lesser

additional height and development capacity in the city centre.⁴² Urban design advice also found that this would provide for amenity of the street, a sense of enclosure, sunlight and daylight to streets and mitigating wind effects (note that Standard H8.6.28 Wind has also been retained to support this outcome). It was noted that it would have a low-medium effect on development capacity but if building setback from boundary control is also being used then the additional impact of a maximum street frontage control is minimal.

At the IHP hearings, some submitter evidence supported removal of this standard to enable additional development capacity. The IHP preferred the Council's evidence that the proposed provisions are an appropriate means to ensure a human-scaled environment with reductions appropriately assessed by way of resource consents.⁴³

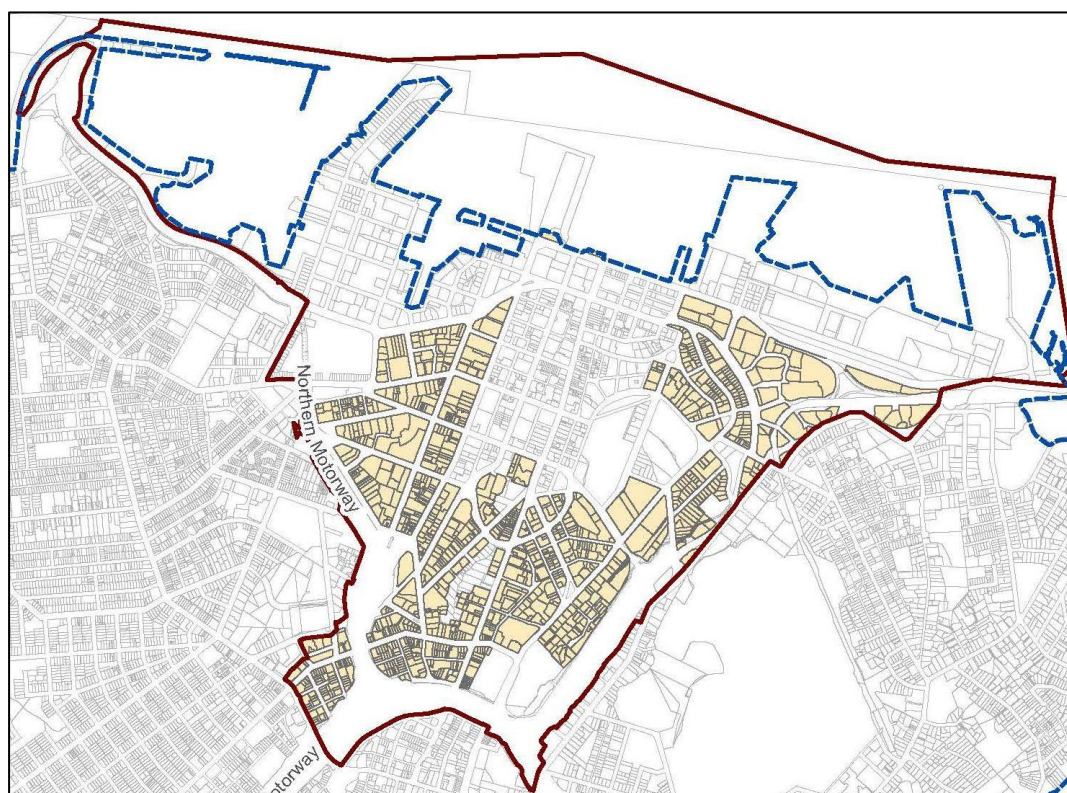


Figure 7: Map H8.11.11 Building setback from boundaries

5.4.3 Options considered

In this Investigation Report we have considered two options.

Option 1 is to retain the operative H8.6.25/ H8.6.25A Maximum frontage height and setbacks standards which require maximum frontage heights and setbacks above specified heights along identified streets and public open spaces. Retaining the standards would provide a clear and

⁴² Auckland Council (2022) Proposed Plan Change 78 Section 32 Evaluation Report: Page 41

⁴³ Independent Hearings Panel (2025) Recommendation Report Hearing Topics - City Centre, City Centre Precincts and relevant Qualifying Matters: Para 219

prescriptive built form framework for maintaining a defined street edge, managing building bulk at street level and supporting pedestrian amenity.

Option 2 is to remove H8.6.25/ H8.6.25A maximum frontage height and setbacks in their entirety. This would remove the fixed numerical requirements for frontage height and upper-level setbacks and allow the appropriate frontage response to be considered through the resource consent process. Under this option, Auckland Council would still be able to assess the effects of a proposal on streets, public open spaces, building design, external appearance, dominance, sunlight, daylight and pedestrian amenity through the existing restricted discretionary activity framework. The option therefore does not remove consideration of frontage and public realm effects; rather, it shifts those matters from mandatory compliance with prescriptive standards to a more flexible, site-specific assessment. This option would reinstate H8.6.25 as it was prior to PC78.

5.5 Site intensity standards (Floor Area Ratio) in City Centre Precincts

5.5.1 Intent of existing provisions

The intent of the site intensity standards, also referred to as floor area ratios (FARs), is to manage the scale, form and intensity of development. They effectively put a cap on the overall amount of building floor area that can be provided, relative to the size of the site. Even if a building could otherwise meet the height, setback or design rules, a site intensity standard can limit how large the development can be overall.

There are site intensity standards/ FARs in four precincts in the city centre which are:

1. I201.6.6 Britomart Precinct site intensity standard which requires that floor area ratios are consistent with those set out in I201.10.2 Britomart Precinct: Precinct plan 2 (Figure 8).
2. I202.6.1.8 Central Wharves Precinct site intensity standard which requires that the gross floor area of all buildings on Princes Wharf must not exceed 100,000m².
3. I211.6.5. Viaduct Harbour Precinct site intensity standard which requires floor area ratios are consistent with those shown in I211.10.4 Viaduct Harbour Precinct plan 4 (Figure 8).
4. I214.6.7. Wynyard Precinct maximum site intensity which requires that floor area ratios are consistent with those set out in I214.10.3 Wynyard: Precinct plan 3 (Figure 8).

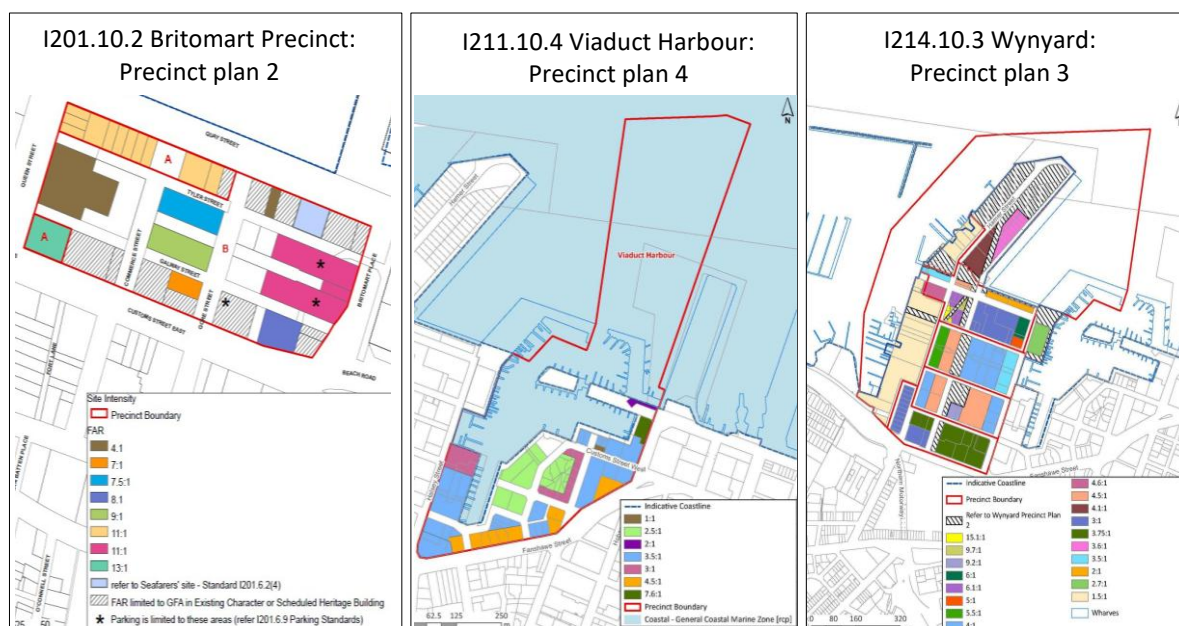


Figure 8: Site intensity standards/ FARs in Britomart, Viaduct Harbour and Wynyard Precincts

In addition to the site intensity/ FAR standards there are maximum height and other restrictions that also limit how the intensity of development capacity that can be achieved on a site. For example, in Britomart Precinct Precinct Plan 1 (Figure 9) sets out site specific height limits that likely correspond to the site intensity/ FAR standards in Precinct Plan 2.

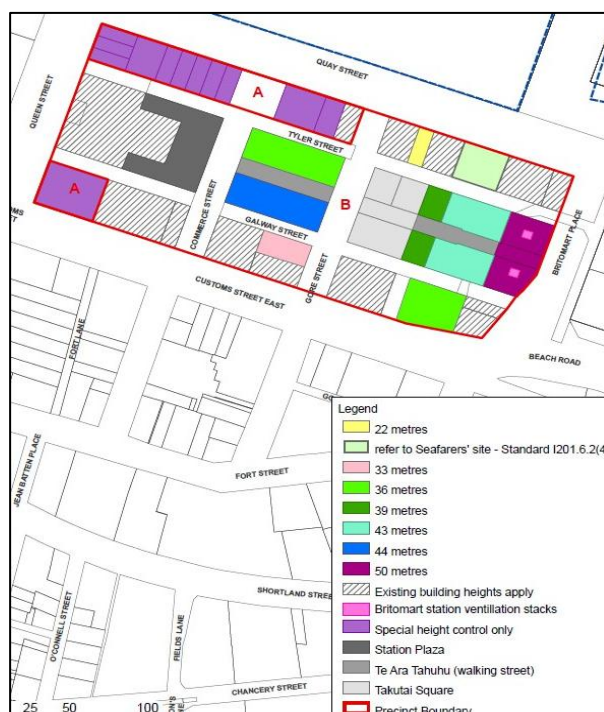


Figure 9: I201.10.1 Britomart Precinct: Precinct plan 1 - Building height

5.5.2 Amendments through PC78

As noted in Section 3, a key part of implementing the NPS-UD in PC78 was the removal of the basic, bonus and maximum floor area ratio standards in the CCZ.

Standard H8.6.10 basic floor area ratio required that the FAR of any site complied with in map H8.11.7 (Figure 10). Standard H8.6.11. Bonus floor area ratio provided additional floor area where specified features such as the use or transfer of historic heritage floor space, student accommodation, public open space, works of art were provided for.⁴⁴

The concept of the bonus FAR system was introduced in the City of Auckland District Scheme - Second Review, under the Town and Country Planning Act and rolled over into the AUP. It was noted that the standard did not sit well in the RMA context and the management of effects.⁴⁵

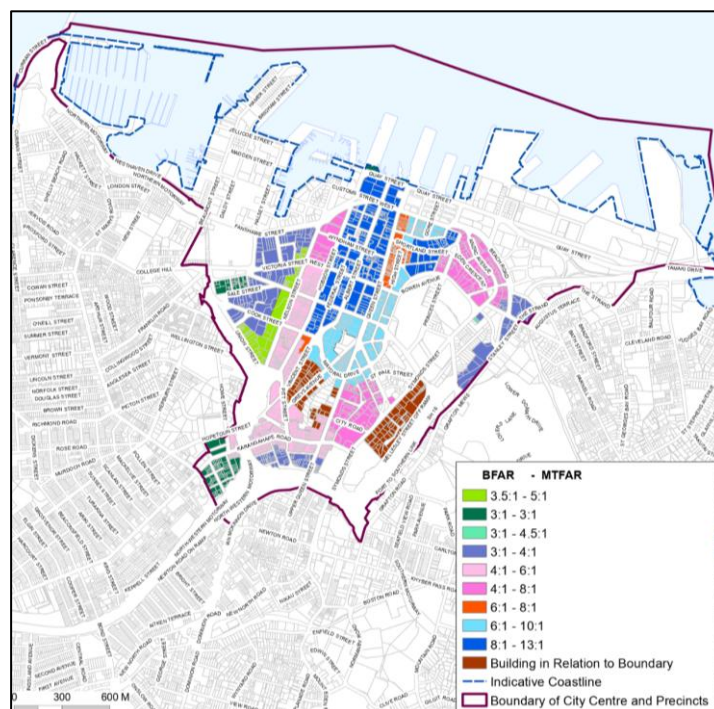


Figure 10: Map H8.11.7 Site Intensity (deleted through PC78)

Auckland Council considered that removing standard H8.6.10 basic floor area ratio would provide significant development capacity.⁴⁶ Generally, it was noted that floor area ratios were a blunt instrument which may not guarantee desirable design outcomes due to the variety of factors that can influence a development.⁴⁷

⁴⁴ Set out in Table H8.6.11.1 Bonus floor area (deleted through PC78)

⁴⁵ Auckland Council (2022) Proposed Plan Change 78 Section 32 Evaluation Report: Page 40/ BUN60341835: 74-80 Wellesley Street

⁴⁶ Auckland Council (2022) Proposed Plan Change 78 Section 32 Evaluation Report: Pages 30-31

⁴⁷ Independent Hearings Panel (2025) Recommendation Report Hearing Topics - City Centre, City Centre Precincts and relevant Qualifying Matters: Para 147

The standards appear to have been retained in precincts where a more tailored planning approach has been considered necessary and to achieve particular urban design outcomes within the precincts.⁴⁸ These precincts include areas with particular waterfront, heritage, public realm, transport or urban design considerations. The site intensity standards/ FAR therefore provide a broad mechanism for managing the amount of development that can occur in those locations, rather than relying solely on building height, bulk, design and consent assessment matters.

5.5.3 Options considered

In this Investigation Report we have considered options to retain these site intensity/ FAR standards (Option 1) or remove them in their entirety (Option 2).

5.6 Karangahape Road Historic Heritage Area

5.6.1 Intent of existing provisions

The Karangahape Road Historic Heritage Area includes both contributing and non-contributing sites (Figure 11).

The area is identified in Schedule 14.2.12 of the AUP and is recognised as one of Auckland's most significant historic commercial streets, reflecting successive phases of development associated with retail, entertainment, hospitality and commercial activity. The heritage values of the area derive from individual historic buildings, but also from the collective character created by buildings, streets, lanes, subdivision patterns and the relationship between sites throughout the precinct.

The purpose of Historic Heritage Area controls is broader than the protection of individual heritage buildings. While contributing buildings make a direct contribution to heritage values, non-contributing sites form part of the overall heritage context and streetscape within which those values are experienced. Controls on new buildings and structures on non-contributing sites are intended to ensure that redevelopment does not adversely affect the historic character, visual coherence and sense of place of the wider heritage area.

A 'contributing site' is a site that contains buildings, structures, or features that support and enhance the identified heritage values of the heritage area. It includes examples such as the former Bank of New South Wales building, St Kevins Arcade and Baptist Tabernacle (see Appendix D).

A 'non-contributing site' is a site within the heritage area that does not make a significant contribution to those heritage values, often because it has been substantially altered or redeveloped. However, non-contributing sites are still subject to controls intended to protect the overall heritage character and streetscape of the area. Examples of non-contributing sites include modern buildings, such as the Ironbank building and Samoa House, carparks and a petrol station (see Appendix D).

⁴⁸ Independent Hearings Panel (2025) Recommendation Report Hearing Topics - City Centre, City Centre Precincts and relevant Qualifying Matters: Para 730 – noted that for Wynyard Precinct Auckland Council consider that the FAR and site intensity provisions were necessary to successfully achieve the desired urban design outcomes and manage scale and intensity of development in the Precinct.

The relevant provisions are set out in D17 Historic Heritage Overlay. Rule D17.4.3 applies a restricted discretionary activity status to new buildings and structures on non-contributing sites within Historic Heritage Areas. The intent of this approach is not necessarily to prevent redevelopment, but to provide Council with the ability to assess building form, scale, design and the extent to which new development is compatible with the heritage values of the surrounding area.

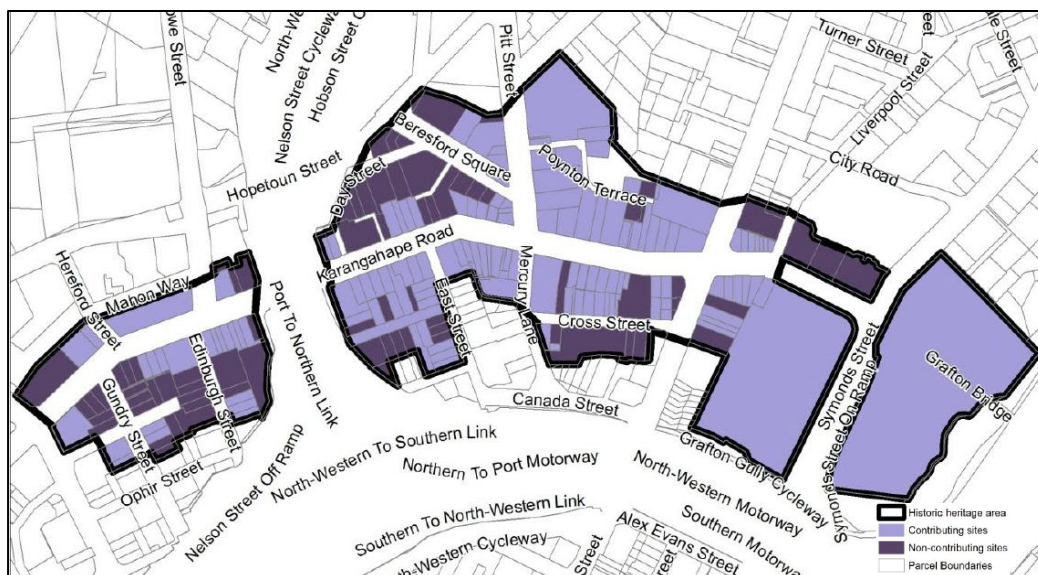


Figure 11: Schedule 14.2.12 Karangahape Road Historic Heritage Area (Schedule 14.1 ID 02739)

5.6.2 Amendments through PC78

No substantive amendments to the Karangāhape Road Historic Heritage Area provisions or the treatment of non-contributing sites within Historic Heritage Areas were made through PC78. The planning framework for non-contributing sites within the Historic Heritage Overlay remained largely unchanged. However, PC78 did make broader changes to development capacity in the city centre, including amendments to building height controls and the removal of general floor area ratio provisions, which influence the wider planning context in which the Karangahape Road Historic Heritage Area operates.

5.6.3 Options considered

Option 1 is to retain non-contributing sites within the Karangāhape Road Historic Heritage Area as a baseline. This would mean these sites continue to be subject to Rule D17.4.3. New buildings and structures on these sites would therefore continue to require resource consent as a restricted discretionary activity.

Option 2 is to remove all non-contributing sites from the mapped extent of the Historic Heritage Area while contributing site and scheduled Category A and Category B Historic Heritage Places would remain subject to existing heritage protections. This would remove the additional consent requirements currently applying to non-contributing sites and allow development proposals to be assessed principally through the City Centre Zone provisions, Karangāhape Road Precinct provisions, scheduled heritage protections and other applicable overlays.

6 Justification for removing or modifying provisions

The development capacity assessment in Appendix A and in economic assessment Appendix B provide the evidential basis for assessing whether the provisions under investigation negatively affect development capacity, economic growth or employment.

A summary of the findings from Appendix A and B are set out below.

6.1 Preferred options tested

The following potential options were provided for development capacity modelling as the most likely to enable more development capacity, economic growth and employment:

- Amend H8.6.2 general building height standard so that building heights are unlimited in the majority of the CCZ (unless otherwise restricted);
- Remove H8.6.24 maximum tower dimension and separation standard;
- Remove H8.6.24A east-west tower dimension standard;
- Remove H8.6.25 / 25A maximum frontage height and setbacks standard;
- Remove I201.6.6 Britomart Precinct site intensity standard;
- Remove I202.6.1.8 Central Wharves Precinct site intensity standard;
- Remove I211.6.5. Viaduct Harbour Precinct site intensity standard;
- Remove I214.6.7. Wynyard Precinct maximum site intensity; and
- Remove all non-contributing sites from the spatial extent of the Karangāhape Road Historic Heritage Area.

6.2 Development capacity assessment

The preferred options in section 6.1 have been assessed through GIS modelling to determine their effect on plan-enabled development capacity in the City Centre Zone. The modelling assesses theoretical capacity enabled by the planning provisions only; it does not assess commercial feasibility, market uptake, consent outcomes or likely construction (these considerations are addressed in section 6.3 below).

Appendix A identifies that the existing City Centre provisions in the AUP enable approximately 16.85 million m² of total GFA across the 984 modelled sites. The aggregate scenario, which combines the preferred amendments (section 6.1 above) increases plan-enabled GFA to approximately 37.13 million m². This represents an increase of approximately 20.28 million m², or 120.3%, above the baseline.

The modelling shows that the height standard is the strongest individual constraint. Extending the Special Height Area to all 72.5m General Height Areas adds approximately 3.38 million m² of GFA, while removing tower dimension and separation controls each add approximately 0.95 million m². Removing frontage height and setback requirements adds approximately 266,000m², largely through increased podium capacity. Increasing the Karangahape Road 35m height limit to 72.5m has negligible effect in isolation, indicating that other controls continue to constrain capacity in that area.

A key finding of the GIS modelling is that the amendments have a compounding effect when applied together. The sum of the individual preferred amendments is approximately 5.56 million m², whereas the aggregate scenario delivers approximately 20.28 million m² of additional capacity. This reflects the interaction between height, tower dimension, tower separation and frontage controls, which each constrain different aspects of the development envelope.

The legislation for Plan Change 120 (PC120) allows any additional housing capacity created in the city centre through section 360I regulations to be counted towards the total housing capacity that PC120 is required to provide⁴⁹.

Using the same approach Auckland Council has used to calculate housing capacity under PC120, the investigation report's recommendations would enable capacity for approximately 84,489 additional homes in the city centre. As outlined in Appendix B, this was calculated as follows:

- GIS modelling indicates the proposed changes to the city centre provisions would enable an additional 20.3 million m² of floor space.
- Assuming half of this space is developed for housing and half for commercial activities, this equates to 10.1 million m² of residential floor space.
- Applying the same dwelling size assumptions used by Auckland Council for PC120 (120 m² gross floor area per dwelling) results in capacity for 84,489 additional dwellings.

These assumptions differ from those used in the economic modelling, which was based on observed evidence and assumed a 51:49 residential-to-commercial split and an average dwelling size of 70.2 m².

Overall, the development capacity assessment indicates that the operative provisions materially constrain plan-enabled capacity in the City Centre Zone. While height is the most significant individual constraint, the greatest capacity benefit is achieved by amending the relevant provisions as an integrated package, while retaining the ability to assess site-specific adverse effects through the resource consent process.

⁴⁹ See RMA Schedule 3C section 4(1)(a) and 5(8)-(9)

6.3 Economic assessment

The preferred options in section 6.1 were assessed through economic modelling to determine how much of the additional plan-enabled capacity is commercially feasible, and what economic growth and employment effects could result if that capacity is delivered.

The economic assessment in Appendix B identifies that commercial feasibility is a material constraint. Of the approximately 20.3 million m² of GFA physically enabled across the assessable CCZ sites, approximately 2.75 million m² is commercially feasible, this equates to approximately 1.57 million m² for apartments and 1.18 million m² for offices.

This additional floorspace would support approximately 17,000 dwellings, 32,000 residents and 37,000 jobs located in the City Centre. The additional employment represents an increase of approximately 23% on existing City Centre employment.

The annual GDP effect at full development is estimated to be \$42.6 billion over 40 years.

The assessment also indicates that changes in the Karangahape Road area, including removing non-contributing sites from the spatial extent of the Karangahape Road Historic Heritage Area could add approximately 1,400 dwellings and 1,000 jobs, with an additional central-case GDP effect of approximately \$50 million per annum and a present value of approximately \$1.14 billion.

Overall, Appendix B indicates that the provisions under investigation materially affect commercially feasible development capacity, employment and economic growth. While feasibility constraints mean that not all plan-enabled capacity will be realised, the recommended amendments would enable substantial additional dwellings, residents and jobs in the City Centre, with associated productivity and GDP effects.

7 Proposed Amendments to the AUP

Based on the preferred options identified in Section 6, key changes to the AUP provisions are proposed below. Some changes to provisions are consequential to the amendments proposed to the in-scope provisions set out in Section 5. A number of technical and wording changes have been suggested by Auckland Council in their initial feedback which have been incorporated into the proposed amendments. These are summarised below with a tracked change version of proposed changes, as the basis for consultation, included in Appendix C.

7.1 H8 Business - City Centre Zone

7.1.1 H8.1. Zone description

The zone description sets out a high-level overview of the CCZ. We do not recommend any specific changes to this description. This is because the proposed changes set out below are not inconsistent with the current description.

We propose making no change to the zone description in H8.1.

7.1.2 H8.2. Objectives

Objectives set out the outcome a district plan is trying to achieve and form an important part of the consideration of a resource consent.⁵⁰

We do not recommend any changes to the general objectives that apply to all centres, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone. We do not consider that these objectives are inconsistent with any of the proposed changes and note that amendments would be required across other applicable zones or there would be a risk of inconsistency.

Proposed changes to Objective (8) are as follows:

- (8) Development in the city centre is ~~managed~~ provided for to accommodate growth and the greatest intensity of development in Auckland and New Zealand while considering ~~the respecting its~~ existing and planned built form and character and waterfront setting.

We consider that ‘provide for’ is more positive and enabling compared to ‘manage’, while still reflecting the restricted discretionary activity status. We also recommend ‘respecting’ is replaced with ‘considering’ as this anticipates changes while respecting is generally used when features require protection.

Proposed changes to Objective 9 are as follows:

- (9) ~~The distinctive built form,~~ Identified special character and functions of particular

⁵⁰ RMA section 104(1)(b)(vi)

areas within and adjoining the city centre are maintained and enhanced.

We consider that ‘distinctive built form’ is vague and encourages maintaining existing built form rather than anticipating future built form from more enabling standards.

We propose changes to the Business – City Centre Zone objectives (8) and (9) as set out in Appendix C.

7.1.3 H8.3. Policies

Policies set out how the objectives are to be achieved in the AUP. Overall, we note that there are 38 policies that apply to the CCZ. While not all policies are relevant to every proposal, applicable CCZ policies would also need to be considered in addition to any applicable precinct or overlay provisions that may apply. While we do not recommend this through this Investigation Report, we consider that Council consider streamlining these policies in the future to improve workability and reduce complexity.

Consistent with the recommended changes to outcomes, we do not recommend any changes to the general objectives that apply to all centres, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone. We do not consider that these objectives are inconsistent with any of the proposed changes and again note that amendments would be required across these additional centres and business zones to avoid inter-plan inconsistencies.

Proposed changes to Policy (29) are as follows:

- (29) Enable ~~the tallest~~ buildings and the greatest density of development to occur in the ~~core of the~~ city centre.

This is to reflect the intent of enabling tall buildings throughout the city centre, rather than only enabling them in the core of the city centre. This is set out in further detail under Section 5.1 of this Report in relation to H8.6.2 general building height standard.

Proposed changes to Policy (30) are as follows:

- (30) Manage adverse effects associated with building height and form by:
- (a) transitioning building height and development densities ~~down to neighbourhoods adjoining the city centre and~~ to the harbour edge;
 - (b) protecting sunlight to identified public open spaces and view shafts; and
 - ~~(c) requiring the height, form, and design of new buildings to be complementary to existing and planned built form and character of the zone and precincts; and~~
 - (d) managing the scale, form and design of buildings to:
 - a. ~~avoid manage~~ adverse dominance and/or amenity effects on streets and public open space; and

- b. encourage ~~well-designed, human-scale podiums with slender towers above with adequate separation between towers; or on sites where towers are not possible,~~ encourage well-designed buildings which complement the streetscape and skyline.

The H8.6.5. Harbour edge height control plane standard is out of scope of this Investigation Report. The proposed changes to Policy (30)(a) therefore reflect that this standard regulates the transition to the harbour edge while consequentially removing direction around the transition in building height outside the city centre core.

In relation to Policy (30)(c), we consider that this duplicated policy (30)(d) which also required that the scale (which is akin to height), form and design of buildings manage dominance and amenity effects as well as complementing the streetscape and skyline. We therefore recommend it is removed.

In relation to Policy (30)(d)(a), we consider that 'manage' is more appropriate than 'avoid'. Avoid has a particular meaning in the RMA and generally reflects a non-complying or prohibited activity status.⁵¹ We also consider that all buildings would have some level of dominance or amenity effect on streets, and as such avoidance is not possible for most large developments. A direction to 'manage' these effects is therefore considered more appropriate and consistent with the restricted discretionary activity status.

In relation to Policy (30)(d)(b), we consider that encouraging well-designed buildings which complement the streetscape and skyline is appropriate. We have proposed changes to reduce complexity within this policy and consequentially remove direction relating to tower dimensions and separation set out in Section 4.2.5.

Proposed changes to Policy (31A) are as follows:

- (31A) Ensure adequate separation between buildings to ~~avoid~~ manage adverse effects on the physical, cultural and visual connections between the city centre and the Waitematā Harbour and maunga

Like proposed changes to Policy (30), we consider that the direction to "avoid" adverse effects with no qualifiers is inappropriate. We consider that 'manage' is a more appropriate wording here and consistent with the restricted discretionary activity status.

Proposed changes to Policy (31A) are as follows:

- (33) ~~Require~~ Encourage building and development ~~of the highest quality~~ that contributes to the city centre's role as an international centre for business, learning, innovation, entertainment, culture and urban living.

⁵¹ Environmental Defence Society Inc v The New Zealand King Salmon Co Ltd [2014] NZSC 38, [2014] 1 NZLR 593 (King Salmon).

Consistent with other proposed changes we recommend that “require” is replaced with “encourage” as this is more enabling. We propose removing “of the highest quality” as policy (29A) already directs high quality building design and therefore this reference is considered duplicative.

Proposed changes to Policy (34) are as follows:

- (34) ~~Require~~ **Encourage** building frontages along identified public open spaces and streets to be designed in a way that provides a sense of intimacy, character, interest and variation, human scale and enclosure at street level.

We consider that “encourage” provides for flexibility for a design-based outcome than “require” and better reflects the activity status.

We propose targeted changes to the Business – City Centre Zone policies (29), (30), (31A), (33) and (34) as set out in Appendix C.

7.1.4 H8.4. Activity Table

All new buildings, alterations and additions not otherwise provided for in the CCZ require a restricted discretionary resource consent under rule A32 and A36, where standards in H8.6 are complied with. Where compliance with relevant standards is not achieved, the activity either becomes non-complying or remains a restricted discretionary activity (refer to rules A40 - A46). There are additional matters of discretion that the consent authority can consider in the context of the non-compliance with a standard.

Amending rule A32 and A36 to a controlled activity could provide greater certainty as controlled activities generally must be granted.⁵² However, we consider that this is unlikely to have any substantial impact to the costs and timeframes for applicants as a consent would still be required. A controlled activity status would also be inconsistent with rules in the AUP for similar zones. For example, new buildings in the Metropolitan Centre Zone requires a restricted discretionary consent (rule A33) and therefore a controlled status in the CCZ for the same activity would create inter-plan inconsistencies. There are also risks in significantly limiting Auckland Council’s ability to decline a consent for a new building in the city centre should it be inconsistent with the outcomes sought by the plan.⁵³ Consequently, more prescriptive standards may be required for a controlled activity which would add additional complexity and reduce the flexibility through a consent process. We do not recommend a controlled activity status for these reasons.

We do not consider a permitted activity status would be appropriate for new buildings in the CCZ. A consent requirement is considered commensurate with the activity overall and as consent would be required for other activities (e.g. earthworks, transport, infrastructure) the reduction in costs for the applicant would be hard to quantify.

⁵² RMA section 87A(2)(a)

⁵³ For land use activities, a controlled activity can only be declined on the basis of significant risk from natural hazards under RMA section 106A

We therefore recommend making no change to the restricted discretionary activity status of rules A32 and A36.

We propose making no change to the restricted discretionary activity status of rule A32 and A36.

7.1.5 H8.6. Standards

There is a purpose statement for each standard in H8.6. It is not clear what legal effect these purpose statements have, and it seems as if they are intended as explanatory notes for plan users. Good planning practice is for objectives and policies to set out desired outcomes rather than explanatory notes. We also note that in some instances, outcomes expressed in objectives and policies are also repeated in the purpose statements. The purpose statements therefore contribute to the overall length and complexity of the CCZ and AUP as a whole. The additional length of the plan, and duplication of policy direction makes it more difficult for the plan user to navigate and creates risk of regulatory uncertainty where there are inconsistencies.

In this Investigation Report we recommend purpose statements are retained to maintain intra-plan consistency. We consider there are significant opportunities to streamline these provisions by deleting the purpose statements throughout the CCZ and AUP overall that Council may wish to consider in the future.

H8.6.2. General building height

As noted above, there is economic and development capacity justification for expanding the Special Height Area to most of the City Centre Zone (unless other restrictions apply) with site-specific height controls of 16m, 20m and 30m retained. On this basis we recommend amending this standard to the following and replacing Map H8.11.3 with Figure 12 below.

Purpose: manage the height of buildings within the city centre to:

- enable ~~the tallest~~ buildings within the ~~core of the~~ city centre;
- ~~transition heights down to neighbourhoods adjoining the city centre and to the harbour edge;~~
- ~~consolidate the~~ recognise the city centre as the top of the centres hierarchy in Auckland;
- ~~respect~~ consider the existing and planned built form and character of the zone and precincts; and
- ~~avoid~~ manage adverse dominance, shading and/or visual amenity effects of building height on streets and public open spaces.
- provide for variations to building height to recognise the character and amenity of particular areas, including heritage places.

- (1) The height of a building must not exceed the limits shown on Map H8.11.3.

(2)(1A) Where a site is within the Special Height Area, no height limit applies unless otherwise restricted by an overlay or precinct, or by Standard H8.6.2(2) below.

- (2) Where height limits shown on Map H8.11.3 and Map H8.11.4 overlap, the lowest height limit applies as the first level of control.
- (3) The measurement of height for the purposes of Standards H8.6.2(1), H8.6.2(1A) and H8.6.2(2) above shall be undertaken in accordance with Standard H8.6.8 below.

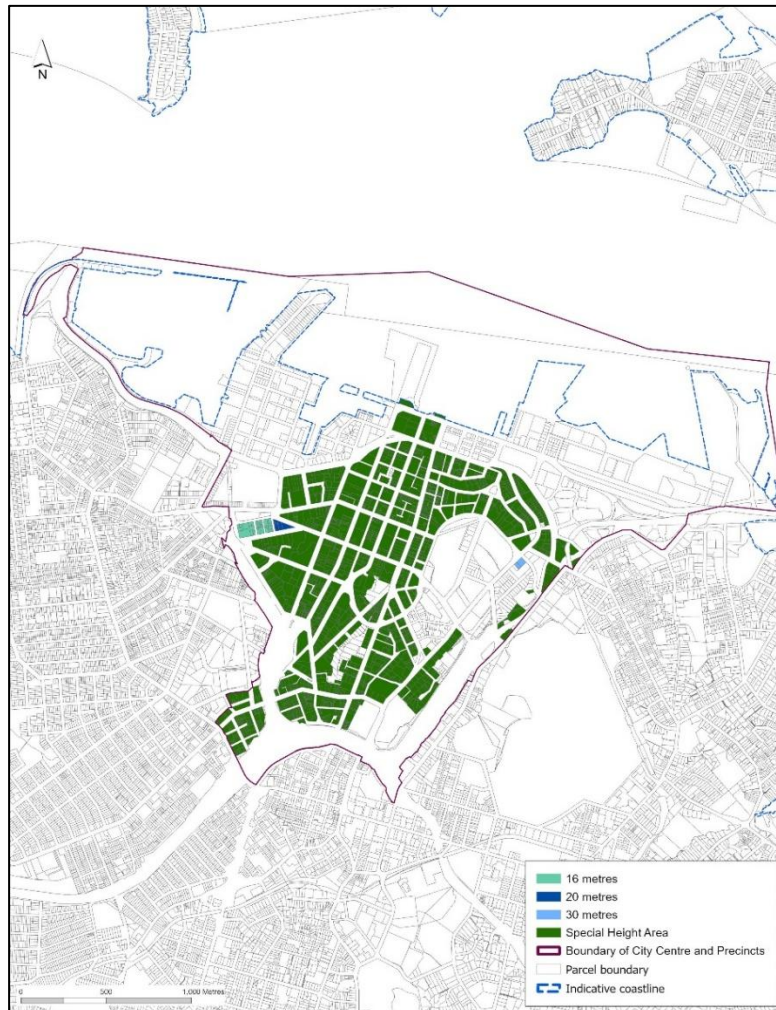


Figure 12: Amendments proposed to Map H8.11.3

We propose amending H8.6.2. General building height standard by expanding the Special Height Area to most of the City Centre Zone (unless other restrictions apply) with site-specific height controls of 16m, 20m and 30m retained.

H8.6.24 Maximum tower dimension and separation

As noted in section 6, there is economic and development capacity justification for removing this standard. On this basis we propose removing standard H8.6.24. Maximum tower dimension and

separation in its entirety. Map H8.11.3 and Figure H8.6.24.1 is therefore no longer required, and we therefore consequentially proposed that these are removed.

We also consider that the intent of this standard can still be achieved through the assessment of a resource consent. In particular the assessment criteria in H8.8.2 retains some discretion to consider design and silhouette of buildings in the context of the existing and planned built form and skyline through the resource consent process (H8.8.2(1)(a)(i)-(iic)).

We propose removing standard H8.6.24. Maximum tower dimension, setback from the street and tower separation in special height area, as well as Map H8.11.3 and Figure H8.6.24.1.

H8.6.24A East west tower dimension

There is economic and development capacity justification for removing this standard and we consider that the intent of this standard can still be achieved through the assessment of a resource consent. On this basis we recommend removing standard H8.6.24A Maximum tower dimension and separation and Map H8.11.10 in its entirety.

We note that the assessment criteria in H8.8.2 retains some discretion to consider the relationship between the city centre and its surrounds including the Waitematā Harbour through site views (H8.8.2(1)(a)(iic)).

We propose removing standard H8.6.24. Maximum east-west tower dimension and Map H8.11.10.

H8.6.25 / 25A Maximum frontage height and setbacks

As noted in Section 6, Auckland Council staff consider that the standard H8.6.25 should reinstated as it was prior to PC78 (which would remove subclause (2)). Based on the justification set out in Section 6 we recommend this standard is amended as follows:

H8.6.25. Building frontage alignment and height

Purpose: ensure streets are well defined by ~~human-scaled~~ buildings and provide a sense of enclosure to enhance pedestrian amenity, ~~while still providing adequate sunlight and daylight access to streets.~~

- (1) On every frontage identified on Map H8.11.5, a new building or addition to an existing building must comply with the following:
 - (a) the building must adjoin the entire length of the frontage excluding vehicle and pedestrian access and public open spaces for the minimum frontage height specified in H8.6.25(1)(a)(i) and (ii) below:
 - (i) for frontages identified as '19m', the building must have minimum contiguous height of 19m for a minimum depth of 6m from the frontage; and
 - (ii) for frontages identified as '13m', the building must have minimum

contiguous height of 13m for a minimum depth of 6m from the frontage.

~~(2) On every frontage identified on Map H8.11.5A, a new building or addition to an existing building must comply with the following:~~

- ~~(a) for frontages identified as “28m”, the maximum frontage height must not exceed 28m for a minimum depth of 6m from the frontage;~~
- ~~(b) for frontages identified as “1:1 to street width” the maximum frontage height must not exceed the lesser of:

 - ~~(i) a 1:1 ratio to the width of the street which that frontage is on, for a minimum depth of 6m from the frontage, or~~
 - ~~(ii) 32.5m, for a minimum depth of 6m from the frontage.~~~~
- ~~(c) where the street width referenced in H8.6.25(2)(b)(i) is less than the minimum frontage height requirement on Map H8.11.5, then the maximum frontage height is equal to the minimum frontage height.~~

We propose reinstating standard H8.6.25.(1) Building frontage alignment and height prior to PC78 and remove H8.6.25.(2) and H8.6.25A Building setback from boundaries.

7.1.6 H8.8. Assessment – restricted discretionary activities

Where an activity is classed as restricted discretionary, a consent authority’s ability to decline or impose conditions is restricted to the matters over which discretion is reserved.⁵⁴ As new buildings, alterations and additions are a restricted discretionary activity in the CCZ, this section sets out what Auckland Council can consider in their decision.

In Auckland Council’s initial feedback, they noted general concern that the removal of specific standards would mean there is a lack of specificity on how the plan is trying to achieve the matters set out in its policy framework (e.g. “well-designed building which complement the streetscape and skyline”). While we recognise that the removal of specific standards could reduce specificity, we still consider that these matters are still within scope of Council’s discretion under the AUP.

Proposed changes to matter of discretion (6) are as follows:

- (6) infringement of general building height, streetscape improvement and landscaping, ~~maximum tower dimension, setback from the street and tower separation in special height area, and building setback from boundaries standards:~~
 - (a) effects of additional building bulk and scale on neighbouring sites, streets and public open spaces (sunlight and daylight access, dominance, visual amenity, and landscape character);

⁵⁴ RMA section 87A(3)

- (b) consistency with the existing and planned built form and character of the zone; including enabling well-designed buildings ~~which have a human-scale podium and slender towers above~~ to provide adequate ~~maximise~~ sunlight, daylight and outlook, or where towers are not possible, buildings should be well-designed and complement the streetscape and skyline;
- (c) site specific characteristics; and
- (d) the provision of effective and efficient emergency responder servicing

We have proposed consequential amendments in relation to changes to the standards set out in Section 7.1.5 of this Investigation Report. While we propose changes to the general building height standard to extend the Special Height Area to most of the city centre, there are still site-specific areas where these height limits are retained. We therefore consider it appropriate to retain infringement of general building height for these instances. We note that there is still the broad ability for Auckland Council to consider building design and external appearance (matter of discretion (1)).

We also consider that providing “adequate” sunlight, daylight and outlook in (6)(b) is more appropriate than a requirement to “maximise” these. We also note that this wording aligns with Policy (31) which also seeks to ensure *adequate* sunlight, daylight, and outlook around buildings (rather than “maximise”).

Proposed changes to matter of discretion (8B) are as follows:

~~(8B) infringement of maximum east-west tower dimension standard:~~

~~(a) The effects of building form, scale and bulk on providing adequate visual permeability between the city centre and the Waitematā Harbour.~~

This is a consequential amendment based on the proposal to remove standard H8.6.24A.

Proposed changes to matter of discretion (9) are as follows:

- (9) infringement of minimum floor to floor height, building frontage alignment and height and verandahs standards:
 - (a) effects on the vitality and amenity of streets and public open spaces;
 - (b) effects on historic heritage and special character buildings; and
 - (c) effects on the potential of the building to accommodate other uses over time;
 - ~~(d) for infringements of maximum frontage height (H8.6.25(2)):~~
 - ~~(i) building bulk and scale;~~
 - ~~(ii) consistency with the existing and planned built form and character of the~~

~~zone; including enabling well-designed buildings which have a human scale podium and slender towers above to maximise sunlight, daylight and outlook;~~

This is a consequential amendment based on the proposal to retain H8.6.25(1) but remove H8.6.25(2) and H8.6.25A. We again note that Auckland Council has the broad ability to consider design and building appearance which can be assessed in a flexible, case-by-case basis for each proposal in the city centre.

We propose changes to matter of discretion (6), (8B) and (9) set out in Appendix C.

7.1.7 H8.8.2. Assessment criteria

Assessment criteria are intended to guide users towards considering specified environmental effects or issues.⁵⁵ Most district plans no longer use assessment criteria as they often repeat direction that should be set in objectives, policies or matters of discretion, and design guides are more commonly used to address urban design matters.

Overall, we consider that the assessment criteria repeat a lot of direction set out elsewhere in the CCZ. They also add unnecessary length and include over 13 pages of additional material that an applicant must consider for a proposal. We propose retaining these for intra-plan consistency but consider that Auckland Council should be reviewing and streamline this part of the AUP in the future.

Proposed changes include consequential amendments based on changes to standards set out in recommended in section 7.1.5 of this Investigation Report. We consider these changes still provide sufficient criterion to control the bulk of a building (eg, the profile of a building in relation to other towers) while removing unnecessary prescription.

An example is the proposed amendment to assessment criteria (xixb) set out below. It is not clear if this criterion is related to separation between buildings within the same site (noting that the 12m separation standard in H8.6.24. (3) is proposed to be removed) or separation between buildings on different sites. Regardless, this is somewhat duplicated in assessment (iic) which provides some consideration on sunlight and outlook around buildings.

~~(xixb) the extent to which adequate separation between buildings is provided:~~

- ~~• to ensure sunlight and/or daylight reaches the street~~
- ~~• to ensure streetscape amenity~~
- ~~• to avoid a sense of dominance to the street and neighbouring sites~~

⁵⁵ <https://www.qualityplanning.org.nz/node/612>

- ~~to ensure gaps are created between buildings which allow physical, cultural and visual connections to the Waitematā Harbour and maunga.~~

We propose consequential amendments to assessment criteria set out in Appendix C.

7.1.8 H8.8.11. Maps

Throughout the AUP there are maps embedded into chapters as well as shown in the interactive map viewer.⁵⁶ We propose a number of consequential amendments to H8.8.11. Maps but we note that corresponding amendments would need to be made within the map viewer. These are:

- Replace Map H8.11.3 General height controls (see Figure 13 above);
- Delete Map H8.11.5A Maximum frontage height;
- Delete Map H8.11.10 East-west tower dimension; and
- Delete Map H8.11.11 Building setback from boundaries.

We propose consequential amendments to remove maps H8.11.3, H8.11.5A, H8.11.10 and H8.11.11 set out in Appendix C.

7.2 Site intensity (floor area ratio) standards in City Centre Precincts

Based on the economic and development capacity justification in Section 6 we recommend removing the site intensity/ FAR standards. We note there are some minor consequential changes that are needed which are set out in full in Appendix C.

The site intensity/ FAR standards proposed to be removed are set out below.

I201 Britomart Precinct:

~~I201.6.6. Site intensity~~

~~Purpose: manage the scale, form and intensity of development to maintain the character of the Britomart Precinct.~~

~~(1) The basic and the maximum floor area ratios permitted within the Britomart precinct are as shown on Britomart Precinct: Precinct plan 2.~~

~~(2) [Deleted]~~

~~(3) In Sub-precinct B the maximum total FAR is the gross floor area allowed as a permitted activity, except that for the sites notated on Britomart Precinct: Precinct plan 2 the floor area ratio must be limited to the gross floor area achievable within the existing special character building or scheduled historic heritage place.~~

~~(4) In Sub-precinct B the 11:1 FAR shown in Britomart Precinct: Precinct plan 2 for sites to the east of Takutai Square is the maximum total FAR for a building~~

⁵⁶ <https://unitaryplanmaps.aucklandcouncil.govt.nz/upviewer/>

~~or combination of structures covering all sites, and is not the maximum total FAR for individual sites.~~

- ~~(5) On the Seafarers' site, the permitted site intensity shall be the floor area required to achieve the maximum permitted height as provided for within rule I201.6.2(4) Seafarers' Height Controls.~~

I202 Central Wharves Precinct:

~~I202.6.1.8. Site intensity~~

~~Purpose: manage the scale, form and intensity of development to maintain the character of Princes Wharf.~~

- ~~(1) The gross floor area of all buildings on Princes Wharf must not exceed 100,000m².~~

I211. Viaduct Harbour Precinct:

~~I211.6.5. Site intensity~~

~~Purpose: manage the scale, form and intensity of development to maintain the character and amenity of the precinct.~~

- ~~(1) Buildings must not exceed the floor area ratios shown on Precinct plan 4.~~

I214. Wynyard Precinct:

~~I214.6.7. Maximum site intensity~~

~~Purpose: manage the scale, form and intensity of development in the Wynyard precinct. Refer Policies I214.3(1) (4) of the Wynyard Precinct.~~

- ~~(1) Buildings on a site must not exceed the maximum site intensity specified for the site on Precinct plan 3.~~
- ~~(2) [Deleted]~~
- ~~(3) When calculating gross floor area, where the vertical distance between building storeys exceeds 6m, the gross floor area of the building or part of the building so affected must be calculated as gross floor area as opposed to the volume of that airspace.~~
- ~~(4) 'Character building floor plate' means that part of the site covered by a special character building identified on Map H8.11.1 of the Business – City Centre Zone including a curtilage of a depth of 2m contained within the legal boundaries of the site and surrounding the character building to enhance the visual integrity of the character building.~~
- ~~(5) Where a special character building is incorporated in a development or a new development is proposed on the residual site area and the special character building is subject to an approved character plan, the gross floor area of the special~~

~~character building is excluded from the floor area ratio calculations.~~

~~(6) For the purpose of calculating maximum site intensity the subject land area of any proposed development may be considered as one site, provided the maximum total cumulative gross floor area across all sites within the subject land area is not exceeded.~~

We note that some consequential amendments are also proposed based on the removal of these standards. For example, in the Britomart Precinct, Precinct plan 2 - Site intensity is proposed to be removed. While the map largely sets out the site intensity/ FAR standards for each site, it also identifies parking areas referred to in 1201.6.9 *Parking standards*. As a consequential amendment we recommend that this is incorporated in Precinct plan 1 - Building height.

We propose removing the site intensity/ FAR standards from the I201.6.6 Britomart Precinct, I202.6.1.8 Central Wharves Precinct, I211.6.5. Viaduct Harbour Precinct and I214.6.7. Wynyard Precinct.

7.3 Karangāhape Road Historic Heritage Area

Based on the economic and development capacity justification in Section 6 we recommend removing the non-contributing sites from the Karangāhape Road Historic Heritage Area. We note there are minor consequential changes also required to Schedule 14.1 Table 2 to reflect that there will no longer be non-contributing sites within this area (Figure 13).



Figure 13: Proposed amendments to map 14.2.12.1 Historic Heritage Area: Karangāhape Road

We recommend removing all non-contributing sites from the Karangāhape Road Historic Heritage Area. This would result in the Map 14.2.12.1 Historic Heritage Area: Karangāhape Road being replaced with Figure 11 above.

8 Conclusion

The provisions under investigation in this report have recently been reviewed through PC78, which made notable improvements to development capacity in the CCZ. However, given the city centre's pivotal role for Auckland and New Zealand, and the significant public investment in the CRL, development capacity should be enabled to the highest degree possible where adverse effects can be managed through targeted controls and consent assessment.

The development capacity modelling (Appendix A) and economic assessment (Appendix B) set out the impacts these standards have on economic growth, development capacity or employment.

We recommend that the Minister:

- Determine whether there is scope under RMA section 360I to modify or remove the provisions under investigation in the AUP;
- If the scope is determined, consider modifying or removing the provisions under investigation in the AUP as set out in **Appendix C**;
- Carry out a consultation process under RMA section 360L on the draft AUP amended provisions to seek the views of Auckland Council and the Auckland community.

9 References

Auckland Council (2022) Proposed Plan Change 78 Section 32 Evaluation Report: for the implementation of NPS UD Policy 3(a) and providing for qualifying matters in the city centre

Crow, C., Jones, J., and Greenaway-McGrevy, R (2026) Economic Effects of Maunga Viewshafts: A spatial equilibrium estimate of the economic costs of protected views. Wellington: Ministry of Housing and Urban Development

Independent Hearings Panel (2025) Recommendation Report Hearing Topics – City Centre, City Centre Precincts and relevant Qualifying Matters

Ministry for the Environment (2020) Understanding and implementing intensification provisions for the National Policy Statement on Urban Development

Ministry for the Environment (2025) Regulation-making power to alter local authority plans and policy statements fact sheet

Appendix A

Development capacity assessment

Auckland City Centre Zone Capacity Modelling: Methodology and Result Comparison

Contents

1. Purpose and scope	2
Why a rule-based model	2
Part A. Methodology	3
2. The process	3
3. Provisions represented	4
4. Site definition and the height datum	4
From parcels to sites	4
Height is measured from the street, not from the ground	5
5. Derived input: frontage street width	5
Method	5
Rejection and aggregation	5
6. Derived input: the sunlight envelope	6
Method	6
Periods, thresholds and provenance	6
7. The envelope rule	7
7.1 Floor stacking	7
7.2 The frontage band (H8.6.25)	7
7.3 The podium	8
7.4 Recession planes as stepped setbacks	8
7.5 Towers (H8.6.24, H8.6.24A, H8.6.25A)	8
7.6 Order of resolution	8
8. Outputs and reporting	9
9. Software	9
10. Modelling assumptions and limitations	10
What the model does not test	10
Where the inputs bound the result	10
Part B. Baseline and amended provision comparison	11
11. Scenarios tested	11
12. GFA comparison against baseline	12
13. Built form composition and intensity	12
14. How the tower envelope responds	13
15. Frontage removal	13
16. The aggregate scenario	14
17. Dwelling capacity	14
18. Observations	15
19. Assumptions and caveats	15
How to read a capacity figure	15
Appendix A. Exposed parameters	17

1. Purpose and scope

The City Centre zone capacity model has been run using the status quo and a series of amended provision scenarios to test how much additional development capacity each proposed change would enable. This document sets out the method in Part A and the results in Part B.

Part A covers what is modelled, how each provision is represented in geometry, which inputs had to be derived rather than read from the plan, and where the model departs from the provisions it implements. Part B sets the amended provision results against the baseline: what each amendment delivers on its own, how the amendments compare with one another, what happens when they are applied together, and what the combined uplift represents in dwellings.

The model generates a development envelope for every modelled site in the zone and measures the floorspace that envelope contains. It is run once per scenario over the same 984 sites and the same 1,380,891m² of parcel area, so that differences between runs are attributable to the provisions alone.

Everything the model produces is plan-enabled capacity: the floorspace the rules permit, not the floorspace that is feasible, viable or likely to be built. Sections 10 and 19 set out what follows from that.

Why a rule-based model

Nine scenarios across 984 sites is roughly nine thousand distinct envelopes, each the intersection of a dozen simultaneously applicable standards. That is not tractable by hand, and it is not the kind of problem a spreadsheet can answer, because the binding control differs from site to site and from floor to floor within a site. The provisions are geometric, so the model is geometric: a single parametric rule, evaluated per site, that builds the largest solid satisfying every standard at once.

The practical consequence is that every threshold in the plan is an exposed parameter: a height, a depth, a setback, a separation distance, a plan dimension. A scenario becomes a change of values rather than a change of model, which is what makes a nine-scenario comparison possible in the first place.

Part A. Methodology

2. The process

The model runs in five stages. Two prepare the geometry, two derive the inputs that cannot be read directly off a planning map, and the last applies the provisions and reports the result.

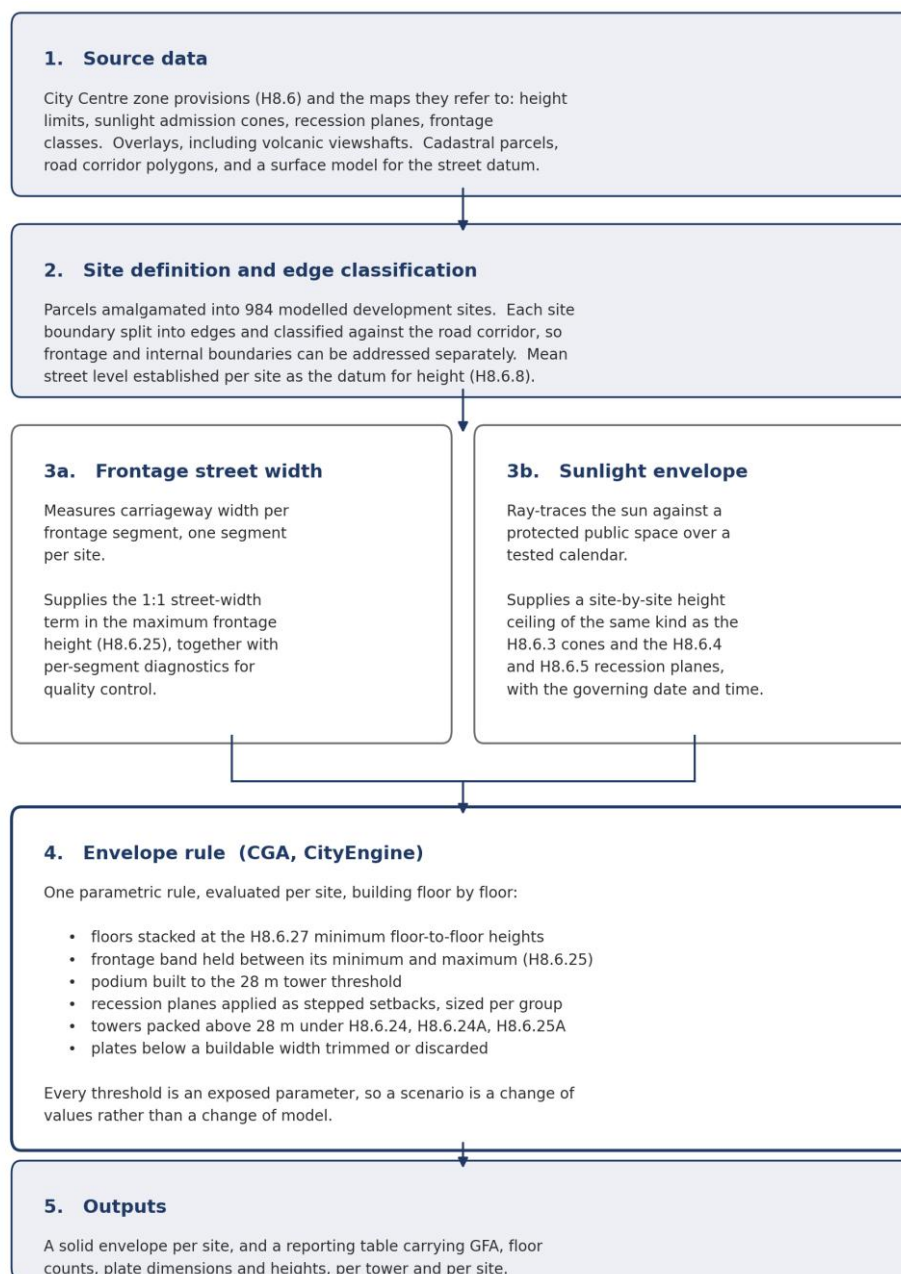


Figure 1. Model pipeline

Stages 3a and 3b are independent of one another. Both produce a per-site value consumed by the envelope rule.

3. Provisions represented

The table below lists the City Centre zone standards the model implements and how each is expressed in geometry. The right-hand column is the honest account: some standards are represented exactly, some are approximated, and some are not modelled at all.

Table 1. City Centre zone provisions and their representation in the model

Control	Representation in the model
General building height	Per-site height limit from Map H8.11.3. A hard ceiling on the envelope; no floor is built whose top would exceed it.
Admission of sunlight to public places	Sunlight admission cones on Map H8.11.4, with the allowable heights in the Appendix 11 diagrams, applied as a per-site height surface.
Aotea Square height control plane	Sloping plane applied as a stepped setback (section 7.4).
Harbour edge height control plane	40m above the centre line of Quay Street, tilted 45 degrees southerly, rising inland from the frontage; applied as a stepped setback.
Measuring building height	Mean street level per site as the height datum, not parcel ground level (section 4).
Maximum tower dimension, setback from street and tower separation	Above 28m: 6m setback from all boundaries, 12m minimum separation between towers, 55m maximum average plan dimension.
Maximum east-west tower dimension	45m maximum east-west plan dimension above 28m on special height area sites, above 32.5m elsewhere.
Building frontage alignment and height	A 6m-deep frontage band held to a minimum contiguous height of 19m or 13m by frontage class, and to a maximum of 28m or the lesser of 1:1 to street width and 32.5m.
Building setback from boundaries	6m setback above 32.5m, with the same plan dimension and separation terms.
Minimum floor to floor height	4.5m ground floor, 3.6m above. These are the model's floor-to-floor values, not an assumption (section 7.1).
Volcanic/maunga viewshafts, museum viewshaft and height sensitive areas	Applied as a further height ceiling where it binds below the zone limit.

The binding-constraint principle.

Where several standards apply to the same part of a building, the model takes the most demanding and does not add them together. A 6m frontage band and a 6m tower setback produce a 6m setback from the street boundary, not 12m: the tower may rise directly from the inner face of the band. The same logic applies between a recession plane and a setback, and between the zone height limit, an overlay ceiling and a sunlight ceiling. This matters for scenario work, because it means that removing one control often releases nothing at all, another control having been binding first.

4. Site definition and the height datum

From parcels to sites

Parcels are amalgamated into 984 modelled sites before any geometry is generated. A further 544 parcels or site fragments are excluded as undevelopable within the terms of the study and carry no capacity in any scenario.

Each site boundary is then decomposed into its constituent edges and each edge classified against the road corridor. Edges within approximately 2m of the corridor are treated as frontage; the tolerance absorbs the routine disagreement between surveyed cadastral boundaries and the road polygon. Without it, real frontages go unlabelled and the frontage controls silently fail to apply to them.

Edge classification is what makes a single rule work across the zone. The frontage controls address frontage edges; the tower setback addresses all boundaries; a recession plane addresses the direction it enters the site from. A corner site is handled by classifying each of its two street edges separately, without a special case in the rule.

Height is measured from the street, not from the ground

H8.6.8 measures building height in the City Centre zone as the vertical distance between mean street level and a horizontal plane above it, rather than from ground level at the point of measurement. This is a small clause with large consequences for a model.

- The datum is a per-site scalar derived from the adjoining street, not a surface derived from the parcel. Each site is assigned a mean street level and its envelope is built from that level.
- Height limits are level, even where the ground is not. On a sloping site the envelope top is a horizontal plane at a fixed reduced level; the building is taller at the downhill end and shorter at the uphill end, and the model reflects that rather than following the terrain.
- The sunlight and plane standards use their own definition, so the model carries two height references: mean street level for the general limits, and absolute reduced level for the planes and cones. Mixing them is the single easiest way to get a City Centre envelope wrong.

Where the envelope has to meet sloping ground for presentation, the model extends a skirt downward from the underside of the envelope to the terrain. The skirt is visual only: it enters no height, setback or floor area calculation.

5. Derived input: frontage street width

H8.6.25 sets the maximum frontage height, on identified frontages, as the lesser of a 1:1 ratio to the width of the street and 32.5m. The control is therefore a function of a measurement that exists nowhere in the plan as a number: it has to be taken off the road corridor geometry, frontage by frontage.

Why the measurement has to be careful.

At 1:1, an error of one metre in street width is an error of one metre in permitted frontage height, a little under a third of an upper floor. Across a zone the size of the city centre that is not a rounding difference. The road corridor polygon is also an awkward thing to measure: it is one continuous surface that widens at intersections, narrows at pinch points, swells around turning bays and berms, and runs past many sites in a single stretch. A width taken at the wrong place, or averaged over the wrong length, applies a control at the wrong height.

Method

1. Split. The frontage line is traversed at a fixed sample interval. Each position is assigned to the nearest site within a snap distance, so positions crossing an intersection or a gap go unassigned. Consecutive positions belonging to the same site are gathered into one segment, giving one measured frontage per site, which is the unit H8.6.25 is written for.
2. Measure. Each segment is buffered into a corridor and the site's own boundary clipped to it, isolating the boundary that actually faces this stretch of street. Sample points are placed along the clipped boundary and a ray cast perpendicular, away from the site. The length of the first continuous run of road polygon along that ray is the width at that point.

Taking only the first continuous run is what keeps the measurement honest: a ray that crosses the street, passes over a property on the far side and reaches a second street beyond does not report the sum of the two. A bounded gap is tolerated before the road begins, because a boundary commonly sits behind a verge, but beyond that gap the boundary is treated as not facing the road.

Rejection and aggregation

- Angle filter. Boundary more than 45 degrees off the direction of the street is a side boundary or a corner splay, not a frontage, and is excluded.

- Implausible widths. Measurements above a stated ceiling are rays that have escaped into an intersection or a service yard, and are rejected.
- Outlier trim. Surviving measurements more than 1.5 interquartile ranges from the body of the sample are removed before averaging, so one anomalous ray cannot move the result.

The mean of what remains is the reported width. Each segment also carries its median, minimum, maximum, sample count, rejection count, segment and boundary lengths, and the offset between the boundary and the road edge. These are not decoration: a segment whose minimum and maximum sit close together with few rejections is a clean measurement, while a wide spread or a high rejection rate marks a frontage for inspection, characteristically a corner site, a site addressing a service lane, or a place where the corridor polygon itself is unusual.

6. Derived input: the sunlight envelope

To test a space protected by sunlight admissibility in Appendix 11, where the site is not covered by a diagram, the constraint must be computed rather than looked up. That is what the sunlight analysis does: given a space whose sunlight is to be protected, the surrounding sites and a ground surface model, it returns for each site the tallest building that can stand there without shading that space at any tested moment.

Method

1. Test points are generated across each site: closely spaced along its edges, where a building is most likely to stand and the constraint is tightest, and on a coarser grid across the interior.
2. A calendar of solar positions is built, stepping through the year and through each day at fixed intervals.
3. For each test point and each solar position, the shadow ray is traced. Where it intersects the protected space, the height at which a building at that point would just begin to shade it is computed.
4. The minimum across all points, dates and times is the height ceiling for that site.

Two details that determine whether the answer is right.

The first is that the calculation takes the minimum over the entire chord the shadow ray cuts through the protected space, not the height at its near edge. A shadow sweeps across a space rather than touching it at a point, and evaluating only the first intersection would permit a building that clips the far corner of a square all afternoon.

The second is that heights are compared as absolute reduced levels, with ground taken from the surface model, rather than as heights above local ground. Terrain therefore participates: a site on higher ground shades further for the same building height, and a site in a hollow may build taller than its neighbour for the same effect on the protected space. In a city centre with the topography Auckland's has, this is not a refinement.

Periods, thresholds and provenance

- Two periods, tested independently. The model tests sunlight across the dates and times specified in Appendix 11, the winter period is typically the demanding case, when the sun is low and shadows are long. The summer period covering the hours a public space is most used. Which period has the binding restriction which governs a given site is recorded in the output.
- Sampling resolution. Seven-day steps through the year and 30-minute steps through the day, with site edges sampled at 1m and interiors at 5m. Finer steps change the answer very little and cost a great deal of run time.
- Low sun excluded. Solar altitudes below 5 degrees are ignored. At that angle shadows run for hundreds of metres, delivered irradiance is negligible, and in a built-up centre the sun is behind something else in any case.
- Distance cut-off. Sites beyond 500m of the protected space are not tested against it.
- Solar position. Positions come from the NOAA solar position algorithm. The implementation was cross-checked against the NREL Solar Position Algorithm across the full range of dates and times used, with a worst-case disagreement of 0.012 degrees, which is immaterial at the scale of a building envelope.

Each site receives its ceiling as both a height above its own ground and an absolute level, together with the governing date, time, period, solar azimuth and altitude, and the location on the site that produced it. That record is the point. A ceiling can be traced to a specific day/time and a specific corner of a specific site, and the reasoning audited, rather than accepted as a number in a column.

7. The envelope rule

The derived inputs and the plan's own thresholds come together in a single rule written in CGA, the rule language of ArcGIS CityEngine, evaluated once per site. The rule builds from the datum upward, one floor at a time, asking at each floor what the standards permit at that height and shaping the floor plate accordingly.

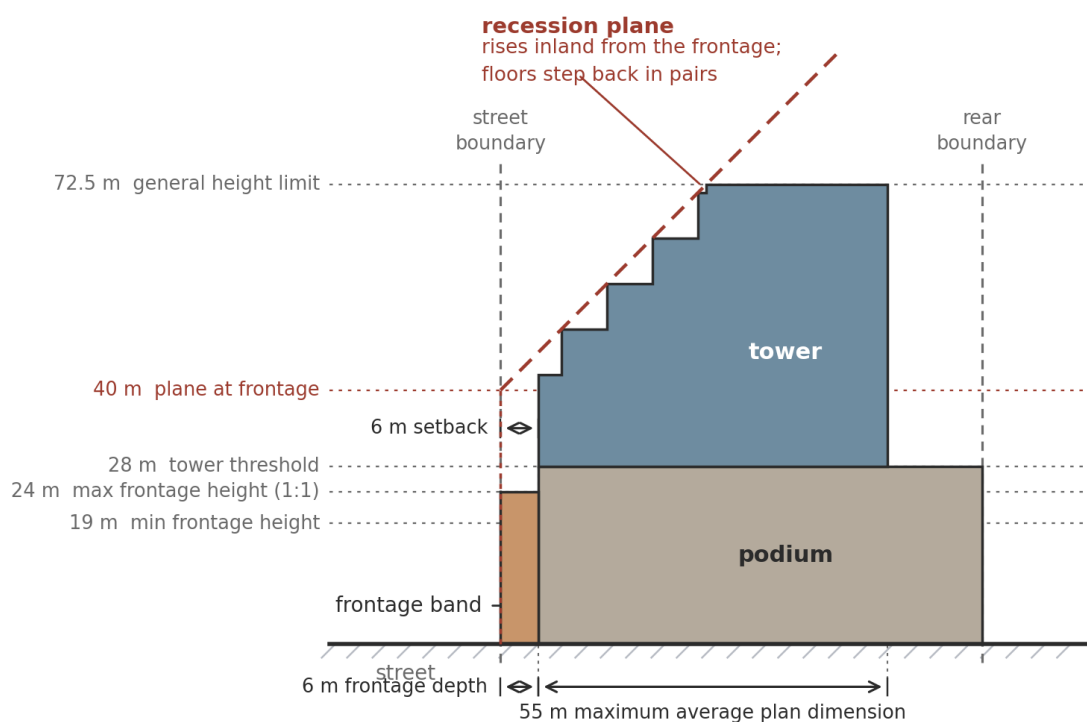


Figure 2. Section through a modelled site

Indicative dimensions. The frontage band is the only mass at the street boundary; the podium begins at the inner face of the band. The recession plane shown rises inland from the frontage, so the tower steps back from the street as it climbs.

7.1 Floor stacking

The building is generated as a stack of discrete floors rather than as a single extruded solid. Floor-to-floor heights are the plan's own minimums under H8.6.27: 4.5m at ground, 3.6m above. These are not modelling assumptions. They are the standard, and using them means the model's floor count is the maximum the plan permits within a given height.

A floor is generated only if it fits whole beneath the height that applies. Where 2.5m remains below a limit, nothing is built in it. The option to let a part-height floor reach the limit exists in the rule and is switched off, on the basis that a floor that cannot be occupied should not be counted as capacity.

Floor quantisation is a real effect, not a rounding artefact.

Because floors are whole, capacity is quantised in 3.6m increments above ground. A height uplift releases nothing until it buys a complete floor, and an uplift of 3m over a site that is already at its limit yields precisely zero. When a scenario returns a negligible result, quantisation and the binding-constraint principle are the first two explanations to test: either the uplift did not clear a floor, or another standard was binding before the one that changed. Section 18 returns to this in relation to the K Road result.

7.2 The frontage band (H8.6.25)

The 6m depth from the frontage is treated as its own zone with its own height limits, rather than as a setback applied to the mass behind it. Within the band the model builds to at least the minimum contiguous height, 19m or 13m

according to the frontage class on the map, and no higher than the maximum, which is either 28m or, on frontages identified for it, the lesser of 1:1 to the measured street width and 32.5m.

7.3 The podium

Behind the band, the site builds as a single continuous mass to the 28m threshold at which the tower controls engage. The podium begins at the inner face of the frontage band rather than at the street boundary, so the band is the only built form standing at the street edge and the maximum frontage height governs what is read from the footpath.

Podium capacity is therefore a function of developable site area and maximum height, which is why it is inert to the tower amendments and moves only when the frontage controls change.

7.4 Recession planes as stepped setbacks

A recession plane is a sloping surface the building must stay beneath. In the City Centre zone these arrive as the height control planes of H8.6.4, H8.6.5 and H8.6.7 and as the sunlight admission cones of H8.6.3. Cutting a stack of floors literally along such a surface produces a raked face and a series of floor plates each marginally smaller than the one below, which is geometrically correct and is not a building anyone would construct.

The model steps instead. For each group of floors it computes the setback required for that group to remain wholly beneath the plane, sized from the top of the group, which is the most demanding point, and applies it to the whole group in a single move. The default group is two floors, which matches how tall buildings are actually massed. The result sits beneath the plane at every point by construction, and is slightly conservative: a pair-grouped step can never be less restrictive than the plane itself, and is usually a little more.

Grouping begins at the first floor the plane actually reaches, so a building well below the plane is not stepped at all, and the steps land on floor boundaries rather than part way through a floor.

7.5 Towers (H8.6.24, H8.6.24A, H8.6.25A)

Above 28m the mass is no longer continuous. The model packs towers into the area that remains after the setbacks, subject to three controls that act in different directions:

- Setback. 6m from all boundaries above the threshold. A setback already achieved by the frontage band counts toward it, so a tower may rise from the inner face of a 6m band without a second 6m being taken.
- Separation. 12m minimum between towers on the same site, which is what makes multiple slender towers rather than one large plate the baseline outcome on a large site.
- Plan dimension. 55m maximum average plan dimension above the threshold, and a 45m maximum in the east-west direction under H8.6.24A. The east-west term is the more demanding of the two on most orientations and frequently governs plate shape rather than plate area.

A note on average plan dimension.

H8.6.24 expresses the maximum as an average rather than an absolute. The model evaluates plate extents directly, which is stricter than an average would be on an irregular plate and identical on a regular one. Where a scenario turns on plate size, and the tower amendments in section 14 do, this is a known point of conservatism and should be read alongside the reported plate dimensions rather than assumed away.

7.6 Order of resolution

1. The height ceiling is established as the lowest of the Map H8.11.3 limit, any overlay ceiling, and the applicable sunlight or recession plane surface.
2. Floors are stacked from mean street level at the H8.6.27 heights.
3. Within the frontage band, floors are held between the minimum and maximum frontage heights.
4. Behind the band, floors build to the 28m threshold.
5. At every floor the applicable recession planes are tested and the plate stepped back where it would otherwise breach one.

6. Above 28m, towers are packed into the remaining area subject to setback, separation and plan dimension, and rise to the ceiling.
7. Plates below the buildable minimum width are trimmed or discarded.

No later step relaxes an earlier one. The envelope that emerges satisfies every represented standard simultaneously, which is the property that makes the output usable as a capacity figure rather than an illustration.

8. Outputs and reporting

Two things come out of a run, generated from the same geometry so that the numbers necessarily describe the shapes. The first is a solid envelope per site, which can be viewed, exported, or overlaid on existing building stock. The second is a reporting table written directly from the rule as it builds, one row per site, carrying:

- Podium and tower GFA separately, and their total.
- Floor records: floors generated, and floors cut for failing to fit beneath a limit.
- Tower count, tower footprint, mean and maximum plate area, and plate dimensions.
- Height reached against height allowed, and which control was binding.
- Floorspace removed by the buildability filter.

Every figure is also reported per tower, keyed to the tower's position in the packing grid. A site carrying three towers produces four sets of figures, one per tower and one for the site. The tables in Part B are built from these fields.

Why per-tower reporting earns its place.

Aggregate GFA tells you that a scenario moved; it does not tell you how. Per-tower figures do. A site whose capacity looks low can be resolved into whether one tower was trimmed by a recession plane, whether a tower was lost to the separation requirement, or whether the plate simply fell below the buildable minimum. The distinction between an amendment that adds storeys to existing towers and one that adds new towers, or that produces fewer and fatter ones, is visible only at this level, and it is usually the more consequential finding. Section 14 turns on exactly that distinction.

9. Software

Table 2. Software and its role

Stage	Software	Role
Data, site assembly, derived inputs	ArcGIS Pro	Holds the plan layers and overlays, amalgamates parcels into modelled sites, classifies boundary edges, and runs the street width and sunlight analyses. Both analyses are packaged as geoprocessing tools with their settings exposed, so a scenario can be re-run by anyone holding the toolbox.
Envelope generation	ArcGIS CityEngine	The envelope rule is written in CGA, CityEngine's rule language, and applied to every modelled site. Reporting values are emitted by the rule during generation.
Reporting	Python	Collects the reported values from the generated models and writes them to a spreadsheet, one row per site with per-tower fields alongside.

Two properties follow from building it this way. Runs are reproducible: the same inputs and parameter values produce the same envelopes, and nothing depends on who ran it. And scenarios are inexpensive: changing a height limit, a setback, a separation distance or a plan dimension across the whole zone is a parameter edit and a re-run, which is what makes it practical to test nine scenarios rather than argue about one.

10. Modelling assumptions and limitations

These are the limitations that follow from how the model is built. The caveats that attach to the results themselves are in section 19.

What the model does not test

- Feasibility, viability and delivery. Every site is modelled to its limit regardless of whether the existing building would be replaced, what redevelopment would cost, or whether anyone would build to the permitted envelope. No absorption or realisation rate is applied. The gap between plan-enabled capacity and delivered floorspace is large and is not estimated here.
- Net floor area. GFA is measured on the envelope. A real building loses area to cores, corridors, structure, plant and facade, and loses more where a plate is deep enough that its centre cannot be usefully occupied, which is precisely the condition the larger-plate scenarios generate. Section 17 applies an efficiency assumption drawn from the economic analysis when converting floorspace to dwellings; the raw GFA figures elsewhere carry no such allowance.
- Wind (H8.6.28). The standard is not modelled, and it is an omission likely to bind in practice. Slender towers of the kind the baseline separation and dimension controls encourage are exactly the form that generates pedestrian-level wind problems, and a scenario that produces taller and more slender towers is producing more of that risk than the capacity figure shows.
- Verandahs, glare, outlook, sightlines, minimum dwelling size are not represented. None caps bulk directly, but outlook space and minimum dwelling size do constrain how much of a large plate can become dwellings.
- Infrastructure, staging and consenting. Water, wastewater, power and transport capacity are outside the model, as is the order in which sites might come forward. Consented outcomes may exceed the standards or fall short of them.

Where the inputs bound the result

- Site amalgamation is an assumption, and a consequential one. Tower controls are site-scale controls: a 55m plan dimension and a 12m separation behave completely differently on one amalgamated site than on three separate titles. How parcels were grouped changes the answer materially, and the amalgamation rule should be stated wherever a capacity figure is quoted.
- Street width is measured, not surveyed. It is derived from the road corridor polygon, which records the legal road rather than the formed carriageway. Because H8.6.25 is a 1:1 control, that measurement propagates directly into permitted frontage height. The per-segment diagnostics identify where it is reliable.
- The sunlight ceiling depends on what is protected. A computed ceiling is only as meaningful as the choice of protected space and the periods tested, and the analysis evaluates each site in isolation. It does not credit a neighbouring building that would cast the shadow first, so it is conservative where the intervening stock is already tall.
- The height datum is modelled. Mean street level is derived rather than surveyed per site. On steep sites, and on sites with more than one street at different levels, this introduces a difference of the order of a metre, which is proportionally more significant for a podium than for a tower.
- Plan dimension is measured as extents, not as an average. See section 7.5. This is conservative on irregular plates and neutral on regular ones.

Part B. Baseline and amended provision comparison

11. Scenarios tested

Eight scenarios are reported alongside the baseline. Seven test a single provision amendment, four of them alternative options for the same height provision. The eighth is an aggregate scenario combining the least restrictive amendment from each provision. Every scenario is modelled over the same 984 sites and the same 1,380,891m² of parcel area, so the comparisons that follow are like for like and the differences between them are attributable to the provisions alone.

The results are plan-enabled capacity, meaning what the amended rules would permit rather than what is feasible, viable or likely to be built. They are best read as a measure of the relative effect of each amendment rather than as a forecast of floorspace delivered.

Four options were tested against the height provision H8.6.2. These are alternatives to one another rather than cumulative steps. Single options were tested against the two tower provisions H8.6.24 and H8.6.24A and the frontage provision H8.6.25. The aggregate scenario combines the least restrictive amendments from across the scenarios.

Table 3. Scenario definitions

Scenario	Control	Amendment tested
Baseline	n/a	Current plan provisions as modelled
H8.6.2 Option 2	Height	Special Height Area (unlimited height) extended to all 72.5m general height limit areas, existing height constraints otherwise retained
H8.6.2 Option 3	Height	72.5m limit removed in all areas where no other major constraint from viewshafts present, other height constraints retained
H8.6.2 Option 4	Height	72.5m limit changed to 120m while retaining other height constraints which bind the limit below 120m
H8.6.2 Option 5	Height	K Road 35m height changed to 72.5m, existing height constraints otherwise retained
H8.6.24 Option 2	Tower form	Podium retained, tower generation above existing podium height with dimension and separation rules removed and a 1m setback retained. East-west tower rules retained. Assumes removal of provision H8.6.26.
H8.6.24A Option 2	Tower form	Podium retained, tower generation above existing podium height with dimension and separation rules removed and a 1m setback retained. Special height area tower rules retained. Assumes removal of provision H8.6.26.
H8.6.25 Option 2	Frontage	All frontage requirements removed
Aggregate	All	Most permissive combination: all tower requirements removed for H8.6.24, H8.6.24A and H8.6.26; all 72.5m height areas uplifted to unlimited height control and K Road 35m uplifted to 72.5m; all frontage requirements removed. Other height constraints which exist over sites retained.

12. GFA comparison against baseline

Every scenario adds capacity, but the range is very wide. The weakest amendment adds effectively nothing and the aggregate more than doubles the zone result.

Table 4. Total GFA by scenario, with change from baseline

Scenario	Podium GFA (m ²)	Tower GFA (m ²)	Total GFA (m ²)	Change (m ²)	Change
Baseline	9,996,388	6,858,421	16,854,808	n/a	n/a
H8.6.2 Option 2	9,996,388	10,241,653	20,238,040	+3,383,232	+20.1%
H8.6.2 Option 3	9,996,388	8,886,431	18,882,819	+2,028,010	+12.0%
H8.6.2 Option 4	9,996,388	7,501,186	17,497,574	+642,765	+3.8%
H8.6.2 Option 5	9,996,388	6,858,820	16,855,208	+399	+0.0%
H8.6.24 Option 2	9,996,388	7,816,240	17,812,628	+957,820	+5.7%
H8.6.24A Option 2	9,996,388	7,809,580	17,805,968	+951,159	+5.6%
H8.6.25 Option 2	10,260,476	6,860,260	17,120,736	+265,928	+1.6%
Aggregate	10,260,476	26,871,715	37,132,190	+20,277,382	+120.3%

Podium GFA is identical across all scenarios except the two that remove frontage controls, because no tested height or tower amendment affects podium capacity.

Ranking by effect.

Taken individually, height is the most powerful lever: H8.6.2 Option 2 adds 3.38 million m² on its own, more than three times the best tower amendment. The two tower amendments are close to each other at roughly 0.95 million m². Frontage removal adds 0.27 million m². K Road at Option 5 adds 399m², which is not a material result.

13. Built form composition and intensity

The amendments change the balance between podium and tower floorspace, and with it the built form the zone would deliver.

Table 5. Composition and intensity by scenario

Scenario	Podium share	Tower share	Plot ratio	Mean GFA per site (m ²)
Baseline	59.3%	40.7%	12.2 : 1	17,129
H8.6.2 Option 2	49.4%	50.6%	14.7 : 1	20,567
H8.6.2 Option 3	52.9%	47.1%	13.7 : 1	19,190
H8.6.2 Option 4	57.1%	42.9%	12.7 : 1	17,782
H8.6.2 Option 5	59.3%	40.7%	12.2 : 1	17,129
H8.6.24 Option 2	56.1%	43.9%	12.9 : 1	18,102
H8.6.24A Option 2	56.1%	43.9%	12.9 : 1	18,095
H8.6.25 Option 2	59.9%	40.1%	12.4 : 1	17,399
Aggregate	27.6%	72.4%	26.9 : 1	37,736

Plot ratio is total GFA divided by the constant 1,380,891m² of parcel area across the 984 modelled sites.

14. How the tower envelope responds

Almost all of the additional capacity in every scenario is tower capacity, the frontage amendment aside, so the tower geometry explains the results. The height and tower amendments work in different directions, which is central to reading the aggregate.

Table 6. Tower geometry by scenario

Scenario	Towers	Sites with tower	Tower footprint (m ²)
Baseline	814	621	464,957
H8.6.2 Option 2	814	621	464,957
H8.6.2 Option 3	814	621	464,957
H8.6.2 Option 4	814	621	464,957
H8.6.2 Option 5	814	621	464,957
H8.6.24 Option 2	811	630	495,726
H8.6.24A Option 2	762	631	559,678
H8.6.25 Option 2	813	619	464,484
Aggregate	774	768	1,033,473

Tower footprint is the combined ground-level footprint of all towers generated across the modelled sites. Floor counts and plate dimensions are also reported by the model and are discussed below.

Height amendments build upward on a fixed footprint.

Across all four H8.6.2 options the tower footprint stays at 464,957m², the tower count stays at 814 and the mean plate stays at 432m². Only floor count moves, from 17,589 at baseline to 29,002 under Option 2. These amendments add storeys to towers the baseline already generates and create no new towers.

Tower amendments build outward, and slightly downward.

H8.6.24 and H8.6.24A raise the tower footprint by 6.6% and 20.4% and the mean plate from 432m² to 469m² and 565m², while floor counts fall by 1.1% and 5.9%. Removing dimension and separation rules produces fewer, fatter towers, and the largest single plate rises from 1,489m² at baseline to 9,746m² and 17,787m² respectively.

15. Frontage removal

H8.6.25 Option 2 is the only amendment that touches podium capacity, and it works differently from the others. Removing frontage controls lets the podium build across the full site depth, and the net effect is a modest gain. Tower capacity is left essentially unchanged.

Table 7. Effect of removing frontage requirements

Component	Baseline (m ²)	H8.6.25 Option 2 (m ²)	Change (m ²)
Podium GFA	9,996,388	10,260,476	+264,088
Tower GFA	6,858,421	6,860,260	+1,840
Total GFA	16,854,808	17,120,736	+265,928

Podium floor records fall slightly, from 7,472 to 7,432, while podium GFA rises. The podium becomes deeper rather than taller.

16. The aggregate scenario

The aggregate scenario does not behave like the sum of its parts. Its stated composition takes the height changes of Options 2 and 5, both tower amendments and the frontage amendment. Run individually those five amendments add 5.56 million m² between them. Run together they add 20.28 million m².

Table 8. Aggregate uplift against the sum of its components

Component	Uplift on baseline (m ²)	Uplift on baseline
H8.6.2 Option 2	+3,383,232	+20.1%
H8.6.2 Option 5	+399	+0.0%
H8.6.24 Option 2	+957,820	+5.7%
H8.6.24A Option 2	+951,159	+5.6%
H8.6.25 Option 2	+265,928	+1.6%
Sum of individual uplifts	+5,558,538	+33.0%
Aggregate as modelled	+20,277,382	+120.3%
Interaction effect	+14,718,844	+87.3%

The interaction effect is the difference between the aggregate result and the sum of the individual results. It accounts for 73% of the total aggregate uplift.

Why the amendments compound.

Height and tower controls bind on the same envelope. Raising the height limit while dimension and separation rules still apply adds floors to a plate that stays at 432m². Removing the dimension and separation rules while the height limit still applies widens the plate but caps the storeys. Relaxing both at once removes the binding constraint in each direction, and the aggregate multiplies a 122.3% larger footprint by an 88.8% higher floor count. Neither amendment can deliver that on its own, which is why the individual results are a poor guide to the combined result.

The aggregate also changes tower typology.

Under the aggregate, 99.96% of tower GFA sits in a single primary tower per site, against 65.8% at baseline. The model generates 774 towers across 768 sites, so almost every tower site carries exactly one tower, and the mean plate rises from 432m² to 1,058m² with a maximum of 28,165m². At the same time the number of sites carrying a tower rises from 621 to 768, or from 63.1% to 78.0% of the modelled set. The result is not a taller version of the baseline city but a different one: single large-plate towers on most sites, replacing clusters of slender towers on fewer sites.

17. Dwelling capacity

The legislation for Plan Change 120 (PC120) allows any additional housing capacity created in the city centre through section 360I regulations to be counted towards the total housing capacity that PC120 is required to provide.

Using the same approach Auckland Council has used to calculate housing capacity under PC120, the investigation report's recommendations would enable capacity for approximately 84,489 additional homes in the city centre. The calculations are illustrated in Table 9.

These assumptions differ from those used in the economic modelling, which was based on observed evidence and assumed a 51:49 residential-to-commercial split and an average dwelling size of 70.2 m².

Table 9. Conversion of additional floorspace to dwelling capacity

Calculation	Value
Total additional floorspace enabled by provision changes	20,277,382 m ²
Proportion of floorspace likely to be residential	50%
Additional residential floorspace	10,341,465 m ²
Gross floor area per dwelling	120 m ²
Estimated number of additional dwellings enabled by provision changes	84,489

18. Observations

- **Height is the strongest single lever, but only where it is the binding control.** H8.6.2 Option 2 adds 20.1% on its own, more than the two tower amendments and the frontage amendment combined. Option 4, which raises the same 72.5m limit to 120m rather than removing it, delivers 3.8%, so most of the value in Option 2 comes from the last increment of height rather than the first.
- **The K Road amendment does nothing in isolation.** H8.6.2 Option 5 adds 399m², or 0.002% of baseline capacity. Raising the K Road limit from 35m to 72.5m releases almost no floorspace on its own, which indicates another control binds first on those sites. It should not be dismissed on that basis, since it may still matter within the aggregate, but as a standalone amendment it has no measurable effect.
- **The two tower amendments are close to interchangeable on GFA, but not on form.** H8.6.24 Option 2 and H8.6.24A Option 2 differ by 6,660m², or 0.04% of baseline. Their built form differs more: H8.6.24A produces a 20.4% larger footprint on 762 towers with a maximum plate of 17,787m², against a 6.6% larger footprint on 811 towers and a maximum plate of 9,746m² for H8.6.24. The same floorspace arrives in a noticeably bulkier form.
- **Podium capacity is inert to everything except frontage.** Podium GFA holds at 9,996,388m² across the baseline and all six height and tower scenarios. Only H8.6.25 moves it, and then by 2.6%. Any policy objective that depends on lower-rise floorspace at street level will not be served by the height or tower amendments.
- **Tower share rises sharply in the stronger scenarios.** Tower floorspace is 40.7% of the baseline total, 50.6% under H8.6.2 Option 2 and 72.4% under the aggregate. Plot ratio moves from 12.2:1 to 26.9:1. The aggregate is a fundamentally different development pattern rather than an incremental uplift.
- **Combination effects dominate, so options cannot be assessed one at a time.** 73% of the aggregate uplift comes from interaction between amendments rather than from any amendment individually. A decision to adopt two or more of these amendments together cannot be evaluated by adding their separate results, which would understate the outcome by a factor of roughly four.

19. Assumptions and caveats

- All figures are plan-enabled capacity. No feasibility, viability, market absorption or realisation test has been applied, and no allowance has been made for infrastructure capacity or funding.
- All scenarios run over the same 984 modelled sites and the same parcel area, so comparisons are like for like. The 544 sites excluded from the model are unaffected by these amendments and are not included in any figure in this memo.
- H8.6.24 Option 2, H8.6.24A Option 2 and the aggregate all assume removal of the H8.6.26 provisions in addition to the amendment named. The effect of H8.6.26 alone has not been isolated.
- The maximum modelled tower top is 357.3m in every scenario, including the aggregate where height is described as unlimited. This suggests an effective height cap within the model rather than a plan-derived limit, and should be confirmed, as it may constrain the aggregate result.

How to read a capacity figure

The model's strength is consistency rather than precision. Every site is tested the same way against the same standards, so differences between sites and between scenarios are real and comparable even where the absolute figure carries the qualifications above and in section 10. Read the output as an upper bound under a stated set of provisions, useful for ranking amendments and for locating where capacity concentrates, not as a projection of floorspace that will be built.

Prepared from Akl CCZ Capacity Model Scenario Model Parameter Fields.xlsx. All figures rounded to the nearest whole m²; percentages may not sum due to rounding.

Appendix A. Exposed parameters

Each parameter below is set per scenario without altering the model. Values shown are the baseline City Centre zone settings; where a value is mapped rather than fixed, its source is named.

Table A1. Envelope rule parameters

Parameter	Baseline value	Source
General height limit	Per site (72.5m, 35m and others)	Map H8.11.3 (H8.6.2)
Sunlight and recession plane surfaces	Per site	Maps H8.11.4, Appendix 11 (H8.6.3 to H8.6.7)
Overlay ceiling	Per site where applicable	D14 and other overlays
Ground floor to floor	4.5m	H8.6.27
Upper floor to floor	3.6m	H8.6.27
Frontage depth	6m	H8.6.25
Minimum frontage height	19m or 13m	Map H8.11.5 (H8.6.25)
Maximum frontage height	28m, or lesser of 1:1 street width and 32.5m	Map H8.11.5A (H8.6.25)
Tower threshold	28m (32.5m where applicable)	H8.6.24, H8.6.24A, H8.6.25A
Tower setback from boundaries	6m	H8.6.24, H8.6.25A
Tower separation	12m	H8.6.24
Maximum plan dimension	55m average	H8.6.24
Maximum east-west dimension	45m	H8.6.24A
Floors per recession plane step	2	Modelling parameter
Minimum buildable plate width	Set per run	Modelling parameter

The last two rows are modelling devices rather than provisions. Both are stated with the results they affect.

Table A2. Derived input settings

Setting	Value	Applies to
Frontage sample interval	2m	Street width
Snap distance to site	5m	Street width
Maximum ray length	80m	Street width
Maximum gap to road edge	15m	Street width
Reject measurements above	50m	Street width
Frontage angle filter	45 degrees	Street width
Outlier trim	1.5 x IQR	Street width
Winter test period	As per AUP CCZ Appendix 11	Sunlight envelope
Summer test period	As per AUP CCZ Appendix 11	Sunlight envelope
Date and time steps	7 days, 30 minutes	Sunlight envelope
Minimum solar altitude	5 degrees	Sunlight envelope
Maximum shading distance	500m	Sunlight envelope
Sample spacing	1m edges, 5m interior	Sunlight envelope

Provision references are to the Auckland Unitary Plan (Operative in Part), Chapter H8.

Appendix B

Economic Assessment

Increasing plan-enabled capacity in the CCZ

Assessing impacts on productivity, GDP and jobs

Wednesday, 16th September, 2026

Key points

Approach

This note contributes to an investigation on the economic impacts of provisions in the City Centre Zone (CCZ), including site intensity standards in various precincts, and non-contributing sites in the Karangāhape Road Historic Heritage Area. The note sets out the extent to which these provisions constrain commercial development capacity, and thus productivity, GDP and jobs.

The note starts with estimates of plan-enabled capacity from undertaking the following changes to provisions in the CCZ:

1. Amending H8.6.2 general building height standard so that building heights are unlimited in the majority of the CCZ (unless otherwise restricted);
2. Removing H8.6.24 maximum tower dimension and separation standard;
3. Removing H8.6.24A east west tower dimension standard;
4. Removing H8.6.25 / 25A maximum frontage height and setbacks standard;
5. Removing I201.6.6 Britomart Precinct site intensity standard;
6. Removing I202.6.1.8 Central Wharves Precinct site intensity standard;
7. Removing I211.6.5. Viaduct Harbour Precinct site intensity standard;
8. Removing I214.6.7. Wynyard Precinct maximum site intensity

Separately, we test the impacts of removing all non-contributing sites from the spatial extent of the Karangāhape Road Historic Heritage Area.

Key findings

Commercial feasibility is a material constraint on the plan-enabled capacity that can be realised

- Of the 20.3 million square metres of gross floor area (GFA) the CCZ rules physically enable across 958 assessable sites, about 2.75 million m² is commercially feasible under our central cost case: 1.57 million m² for apartments and 1.18 million m² for offices.
- Feasibility is tested site by site with a residual land value appraisal: a scheme passes if what is left from revenue after construction, fees, finance, selling costs and a normal developer margin at least covers the current value of the land. The test is repeated across 2,000 states of the market.
- Offices are only feasible when a building is pre-committed. A speculative office building never covers the land value on any site in any market state. Feasible office capacity comes entirely from the 60 percent of cases in which a site is assumed to have a pre-let or an anchor tenant, which matches the last decade of CBD office construction.
- Not every feasible site will be redeveloped. Following the approach of the Housing and Business Development Capacity Assessment, we count 80 percent of probability-weighted feasible floor space as reasonably expected to be delivered, spread evenly over ten years.

The source of construction cost assumptions matters most for office feasibility

- We run two construction cost cases across a wide range of building types on each site: RLB rates alone, and a 50:50 average of RLB and CostBuilder rates, which is our central case. Under the 50:50 case feasible office floor space is three quarters of the apartment figure; under RLB rates alone it is a tenth. Apartment feasibility is the same under both.
- Costs and revenues are uncertain, so we draw sale prices, rents, yields and construction costs from distributions across 2,000 states of the market and report the range of results.

The additional floor space adds around 37,000 jobs and 17,000 dwellings to the city centre

- The office floor space locates about 37,200 jobs in the CCZ, a 23 percent increase on the current 159,000.
- The residential floor space houses about 17,100 dwellings and 31,600 residents. Roughly 15,500 of the new residents work in the CCZ and fill part of the new jobs; the rest of the jobs are filled by commuters.
- Residential floor space changes who fills the CCZ jobs and where workers are drawn from. It does not add jobs or GDP in its own right in this model.

Concentrating jobs lifts productivity in the city centre

- Adding 37,000 jobs to the CCZ raises its effective employment density by about 17 percent. Three quarters of the CCZ's effective density comes from jobs inside the CCZ itself, which is why the city centre responds so strongly while the suburbs that lose workers see almost no change.
- At our central agglomeration elasticity of 0.03, a 17 percent rise in effective density lifts CCZ productivity by 0.47 percent. Neighbouring Other Central gains 0.24 percent; the zones the workers leave lose a fraction of a percent.
- The productivity gain is the efficiency channel. It is worth about \$630 million a year in a closed city, made up of \$146 million from existing CCZ workers becoming more productive and \$452 million from relocated workers moving to a more productive location, net of what they produced before.

Where the workers come from determines the size of the GDP effect

- In a closed city every new CCZ job is filled by a worker who already has a job elsewhere in New Zealand. National employment is unchanged and the GDP effect is the efficiency channel alone: \$0.63 billion a year once the floor space is fully occupied.
- In a fully open city the new jobs are filled by migrants and people drawn into work. The GDP effect is \$3.2 billion a year, of which \$2.3 billion is the output of workers new to New Zealand. That output is real GDP, but most of it is paid to those workers as wages and it is not a welfare gain of the same size.
- The GDP effect is about 0.4 percent of New Zealand's nominal GDP of around \$450 billion in the central case, and 0.15 percent in a closed city.

The present value of the GDP effect is \$43 billion in the central case

- The GDP effect builds up over the ten-year delivery period and is held for a 40-year appraisal. Discounted at a social rate of time preference drawn for each simulation from Treasury's

INCREASING PLAN-ENABLED CAPACITY IN THE CCZ ASSESSING IMPACTS ON PRODUCTIVITY, GDP AND JOBS

published distribution (mean 2.1 percent), the central case has a present value of \$43 billion, with a 90 percent range of \$15 billion to \$95 billion.

- The closed-city present value is \$14 billion and the open-city value \$74 billion. The choice of discount rate matters less than the openness assumption: a fixed 2 percent rate gives \$43 billion, the 5 percent legacy rate \$25 billion and Treasury's 8 percent commercial rate \$16 billion.
- Uncertainty in the result comes mainly from the openness assumption, then from floor space per job, the agglomeration elasticity and the rate at which density decays with distance.
- Table 1 summarises these results.

Table 1: GDP impacts depend on where the workers come from

Quantity	Closed city ($\omega = 0$)	Central ($\omega \sim U[0,1]$)	Open city ($\omega = 1$)
Net additional residential GFA (m ²)	1,570,301	1,570,301	1,570,301
Net additional office GFA (m ²)	1,177,767	1,177,767	1,177,767
New dwellings / residents	17,100 / 31,600	17,100 / 31,600	17,100 / 31,600
Jobs located in the CCZ	37,600	37,200	37,600
Net new New Zealand jobs	0	7,100	15,700
CCZ effective density change	+16.9%	+17.3%	+16.9%
CCZ productivity uplift (central ϵ)	+0.47%	+0.47%	+0.47%
Annual GDP effect at full effect (\$m)	629	1,872	3,221
of which efficiency channels (\$m)	629	733	798
Present value over 40 years, sampled discount rate (\$m)	14,323	42,609	74,123

- We also test releasing the sites in the Karangāhape Road Historic Heritage Area that do not contribute to its heritage values, so that they are assessed under the standard City Centre Zone provisions. The change adds about 1,400 dwellings and 1,000 jobs, and about \$50 million a year of GDP in the central case, with a present value of about \$1.1 billion over 40 years.

Increasing commercially feasible, plan-enabled capacity, has large economic impacts over time

- Commercial feasibility, not planning capacity, is the binding constraint on what gets built, and the provisions tested here matter only where they change feasible rather than physical capacity.
- The feasible share is nonetheless large enough to add almost a quarter to city centre employment over a decade, and the agglomeration benefit of doing so is worth several hundred million dollars a year in the closed city and around \$14 billion in present value, rising to \$43 billion once the output of new workers is included.

Contents

Key points.....	1
1. From plan-enabled capacity to commercially feasible floor space.....	5
2. From delivered floor space to jobs and productivity	7
3. Annual GDP effects.....	9
4. Present value calculations	10
5. The Karangāhape Road Historic Heritage Area	12
References	13

Tables

Table 1: GDP impacts depend on where the workers come from	3
Table 2: We find 2.5 million m ² of apartment GFA and 1.9 million m ² of office GFA are commercially feasible, but the two totals overlap and cannot be added	6
Table 3: Assumptions about where people come changes effective density and hence GDP ..	9
Table 4: Opening the city to new workers lifts GDP effect from an efficiency effect	9
Table 5: Discounting reduces the 40 year GDP total to about \$42 billion	11
Table 6: The choice of discount rate matters less than the openness assumption, unless a commercial rate of 8 percent is used.....	11
Table 7: Removing the non-contributing sites adds about 1,000 jobs to the city centre used	12

1. From plan-enabled capacity to commercially feasible floor space

What the commercial feasibility model does

The physical model of plan-enabled capacity identifies 958 sites with plan-enabled gross floor area. For each site it reconstructs the building the rules allow, floor by floor, giving 40,163 individual floors and one land value per parent site.

For each site the commercial feasibility model builds candidate schemes at the full physical envelope and at cumulative cut-offs of 6, 12, 20 and 30 storeys, each at 0, 25, 50, 75 and 100 percent office by net area. That gives 16,083 candidates.

A candidate build is tested with a residual land value appraisal method. Revenue less all costs other than land, less a developer margin on cost, is the amount left for land. The scheme is considered feasible if that residual is at least the current land value plus a tiered site-assembly premium of up to 15 percent, that is:

$$\text{supportable land value} = \text{revenue} - \text{cost excluding land} - \text{hurdle} \times \text{cost excluding land}; \text{ feasible if } \geq \text{land value} \times (1 + \text{assembly premium})$$

Apartments are valued at the sale price per square metre times the saleable area, using three product types to set the price per square metre (standard, good owner-occupier, premium, with market shares of 50, 35 and 15 percent), each carrying its own construction-costs so that premium prices never pair with standard costs.

Offices are valued by capitalising rent. We take the headline (face) rent on the lease, reduce it for stabilised vacancy, and divide by the yield to get the capital value of the completed building. Then, two deductions are applied: (i) a discount for the months the building sits empty before its first tenants move in, and (ii) a one-off letting cost, charged as the larger of the lease incentive and the landlord's fit-out contribution, since a landlord offers one or the other rather than both. Three development states (speculative standard, pre-let good, premium anchor) have shares of 40, 35 and 25 percent, and location classes lift rents by 3 to 25 percent and tighten yields at core and prime sites in the CCZ.

Costs are built up from a construction shell rate by height band, site works, parking, fit-out, professional fees of 13.25 percent, contingency of 8 percent, finance of 8 percent and selling costs of 3 percent of revenue, with a 16 percent profit-on-cost hurdle. We run two cost cases side by side: an unadjusted RLB case, using RLB Riders Digest 2025 indexed to Q4 2026, and a 50:50 average of RLB and QV CostBuilder data (August 2026). Apartment product costs are the same in both cases, so the 50:50 case is the like-for-like comparison and is the case presented here.

Our treatment of uncertainty: 2,000 market states

Our generic model is applied across the CCZ without the tailored and detailed costing commercial investors would undertake as standard before conducting due diligence on new projects. Idiosyncrasies exist in site selection, company capability and investor preference. So our model should be considered as a CCZ wide commercial feasibility model. We expect some differences between the model and individual sites.

To capture this uncertainty, we repeat our residual land value appraisal method across 2,000 Monte Carlo draws of costs and revenue. A single draw is one coherent state of the market, shared across all 958 sites: fees, finance, land-value multipliers and construction-costs. These values move together, so each site draws one apartment product and one office state, and the cost side shares cost structures that match the apartment product type or office state from the draw. Feasibility is assessed independently by use, asking of every site both whether apartments would pay their way and whether offices would. Each draw gives one total of feasible floor space across the 958 sites. Our headline figure is the median of those 2,000 totals. It is a portfolio number, not a list of sites: the sites that make up the total differ from draw to draw, because the office outcomes that turn out favourable in one state of the market are not the same ones that turn out favourable in another. Table 2 sets out the results.

Table 2: We find 2.5 million m² of apartment GFA and 1.9 million m² of office GFA are commercially feasible, but the two totals overlap and cannot be added

Use	P10	P50	P90	Expected (probability-weighted)
Apartment	1,474,817	2,457,002	3,677,943	2,540,651
Mixed use (diagnostic)	1,687,807	2,780,154	4,068,235	–
Office	1,086,467	1,850,822	2,820,913	1,907,166
Office as a share of apartment (P50)		75%		75%

NB. This is Gross GFA. Uses overlap on sites and must not be added. Under the unadjusted RLB case the office P50 is 257,170 m² (10 percent of apartment); that case is retained for audit only.

Office feasibility is conditional on the development state drawn at a site. A speculative building, one built without a pre-commitment (a tenant signing a lease for space before the building is built), never reaches our residual land value requirement at any site in any draw. This matches typical Auckland delivery where pre-commitment characterises recent CBD tower builds. So feasible office capacity comes only from the 60 percent of draws in which a site lands on the pre-let or premium state. No office site exceeds a 25.5 percent feasibility probability, 275 sites exceed 10 percent, and prime and core location classes carry the highest probabilities. By contrast 28 apartment sites exceed 50 percent.

From commercial feasibility to expected delivery

The last step in the feasibility model cuts commercially feasible capacity to what is reasonably expected to be delivered. Not every commercially feasible site will be redeveloped. Some owners will not sell, some will hold sites for other reasons, and some projects will stall. Following the approach in the Auckland Housing and Business Development Capacity Assessment, which discounts feasible capacity to the share reasonably expected to be realised, we take 80 percent of probability-weighted feasible floor space and spread its delivery evenly over ten years.

The quantity of commercially feasible GFA handed to the Economic Impacts model is net additional floor space, after deducting the floor space already standing on each site. This is because it is the change in the city centre's stock that drives the economic result.

Our initial feasibility estimates overlap

Every site is asked two separate questions about feasibility across apartments and offices, so a well-located site on cheap land can pass both. In a typical draw 181 sites are feasible for apartments and 69 for offices, and the expected floor space feasible for both uses in the same draw is 293,852 m² gross on about 18 sites.

We could apply a rule that allocates sites based on the type of build (apartment or office) that maximises profit. However, in practice, across these sites, a winner-per-site rule would award nearly every such site to apartments, which is not what we observe in the CBD. So we apply the existing ratio of apartments and offices in the CCZ to assign each site to apartments or offices.

Across the 958 assessed sites, buildings whose dominant use is residential (apartment codes 90, 91, 92 and 98) total 1.23 million m² and buildings whose dominant use is office (code 84) total 1.17 million m². This is a 51:49 split that we apply to these sites that pass feasibility for both apartments and offices.¹ A further 0.88 million m² is coded mixed commercial and sits outside the ratio.

Applying the ratio leaves 1,570,301 m² residential and 1,177,767 m² office with no floor space counted twice. This is the increase in floorspace passed to the economic model.

2. From delivered floor space to jobs and productivity

What is handed over

The commercial feasibility model and the Economic Impacts model need to agree on two things. The first is the size of a dwelling. The feasibility model assumes a 65 m² apartment with 75 to 81 percent of gross floor area saleable, which works out at 78 to 88 m² of GFA per dwelling with a central value of 83 m². We use the same figure in the Economic Impacts model. The second is timing. Delivery in the feasibility model is spread over ten years, so the Economic Impacts model ramps up to the full effect over the same period.² All other parameters are as set out in the draft Economic Impacts model.

Floor space to people and jobs

Commercial GFA is converted to net lettable area (about 80 percent), adjusted for occupancy (about 90 percent) and divided by a blended 22.5 m² of net lettable area per job. The 22.5 m² figure is a weighted average across the kinds of commercial floor space in the CCZ, based on separate floor-space-per-job ratios for offices (22 m²), retail (28 m²) and hospitality (20 m²). These are combined by the CCZ's employment mix.

¹ Using all 1,528 CCZ sites the ratio is 1.42 million m² to 1.35 million m², also 51:49.

² This path matters in practice since future impacts are discounted.

Residential GFA is divided by 83 m² per dwelling, adjusted for 90 percent occupancy and 1.85 persons per dwelling; 75 percent of the new residents are employed, and 65 percent of those residents work within the CCZ.

At central values the delivered floor space adds 17,076 occupied dwellings, 31,590 residents and 37,231 jobs located in the CCZ, of which 15,516 are filled by new residents. The residential channel does not create jobs or GDP in this model; it changes who fills the CCZ jobs and therefore where displacement falls.

Where the jobs come from and what happens to density

In the closed-city case, national employment does not change. Every new CCZ job is filled by a worker who already has a job somewhere else in New Zealand, and the model assigns those workers to origin zones according to where CCZ workers currently commute from: mostly the inner and outer Auckland suburbs, with smaller shares from the central city fringe, rural Auckland and the rest of the country.

Table 3 shows how the new jobs change effective density in each zone and what that does to productivity and GDP. Effective density is not a head count. For each zone it adds up employment in every zone, including its own, weighted by distance, so that jobs nearby count for more than jobs far away:

$$ED_{i,s} = \frac{E_{i,s}}{d_{ii}^\alpha} + \sum_{j \neq i} \frac{E_{j,s}}{d_{ij}^\alpha}$$

where E_j is employment in zone j , d_{ij} is the distance between zones i and j , and α governs how quickly the weight falls away with distance.³

The "own-zone share" column shows why the CCZ responds so strongly. Three quarters of the CCZ's effective density comes from jobs inside the CCZ itself, because it is compact and dense, so adding 37,000 jobs to its 159,000 lifts its effective density by 17 percent. Other Central borders the CCZ and gains 8 percent in density from its neighbour even though it loses a few thousand jobs of its own. The suburban zones lose jobs but are large and spread out, with only a small impact on density.

Productivity in each zone responds to the change in its effective density through the agglomeration elasticity ϵ :

$$\frac{Productivity_{new}}{Productivity_{base}} = \left(\frac{ED_{new}}{ED_{base}} \right)^\epsilon$$

An elasticity of 0.03 means a 1 percent rise in effective density lifts productivity by about 0.03 percent. We draw ϵ from a lognormal distribution with a median of 0.030 and a 90 percent range of 0.015 to 0.061. The lower end is Maré and Graham's within-enterprise estimate, which controls for the tendency of more productive firms and workers to locate in dense places; the upper end is their

³ We draw α from a triangular distribution between 0.9 and 1.8 with a mode of 1.0, the range Maré and Graham (2009) report for manufacturing and services. For a zone's own employment, d is the radius of a circle with the same area as the zone, scaled by a factor drawn between 0.5 and 1.0.

INCREASING PLAN-ENABLED CAPACITY IN THE CCZ ASSESSING IMPACTS ON PRODUCTIVITY, GDP AND JOBS

estimate for Auckland city, which does not. At the median, the 17 percent rise in CCZ effective density lifts CCZ productivity by 0.47 percent, and Other Central by 0.24 percent.

The final column shows the change in GDP in each zone. GDP in the CCZ rises by \$6.3 billion a year. Most of this is the output of the 37,000 workers who move in; the rest comes from the 159,000 workers already there, who become slightly more productive as the city centre gets denser. The zones the workers leave lose \$5.7 billion, almost all of it the output those workers produced in their old locations. The net gain to New Zealand is the difference, \$0.6 billion a year. This is the closed-city estimate at central parameter values; the Monte Carlo results in the next section show the range around it.

Table 3: Assumptions about where people come changes effective density and hence GDP

Zone	Jobs before	Change	Own-zone share of ED	Δ effective density	Productivity uplift	Δ GDP \$m
CCZ	159,000	+37,231	0.76	+16.9%	+0.47%	+6,331
Other Central	95,000	-3,636	0.25	+8.4%	+0.24%	-550
Inner Urban	340,000	-17,073	0.46	+1.2%	+0.04%	-2,660
Outer Urban	340,000	-9,303	0.37	+0.14%	+0.00%	-1,439
Rural Auckland	47,000	-1,889	0.06	0.00%	0.00%	-283
Rest of New Zealand	1,369,000	-5,331	0.67	-0.08%	-0.00%	-776
National total	2,350,000	0				+622

3. Annual GDP effects

GDP is summed across all zones, so the losses in origin zones are netted against the CCZ gain. The result is decomposed as in the draft Economic Impacts model into a density effect (existing CCZ workers becoming more productive), spatial reallocation (relocated workers moving to a more productive location), the output of net new workers (only under an open city) and a small interaction term. Table 4 shows the median decomposition at each setting of the openness dial.

Table 4: Opening the city adds a volume channel worth up to \$2.3 billion a year; the efficiency channel grows only from \$0.6 billion to \$0.8 billion
Annual GDP effect at full effect by openness, medians of 1,000 draws per openness value (3,000 for the central case), \$m

Openness ω	Density effect	Spatial reallocation	Interaction	Net new workers	Total	5th–95th percentile	Net new NZ jobs
0 (closed)	146	452	29	0	629	271 – 1,550	0
0.25	169	473	28	587	1,296	723 – 2,415	3,936
0.50	191	494	28	1,173	1,944	1,114 – 3,281	7,872
0.75	214	514	28	1,760	2,582	1,463 – 4,325	11,809
1 (open)	235	535	29	2,346	3,221	1,826 – 5,404	15,745
Central, $\omega \sim U[0,1]$					1,872	652 – 4,048	7,128

Three points stand out:

1. The efficiency gains are modest and do not depend much on where the workers come from. The density effect and spatial reallocation together add \$629 million a year in a closed city and \$798 million in an open one; the density effect on its own is \$146 million to \$235 million.
2. The rest of the open-city result is the output of workers who are new to New Zealand. Most of that output is paid to those workers as wages, so it is real GDP, but it is not a welfare gain of the same size. A cost-benefit analysis would count only the surplus and tax those workers generate, not their gross output.
3. We have no New Zealand evidence on how open the city is. The central case treats every degree of openness as equally likely, which is an assumption rather than an estimate. In practice the city could be closed in the short run but open in the long run.

The uncertainty in the result comes mainly from that openness assumption. Floor space per job, the agglomeration elasticity and the rate at which density decays with distance matter less. The dwelling and resident assumptions have almost no effect on GDP, because in this model residents only change who fills the CCZ jobs, not how many there are.

4. Present value calculations

We convert the annual GDP effect to a present value over 40 years. The effect builds up in a straight line over the ten-year delivery period and then stays at its full level for the remaining 30 years. Agglomeration lifts the level of GDP; it does not raise the growth rate, so we do not compound it.

We discount using the social rate of time preference, but we do not use a single rate. Treasury Working Paper 25/01 derives its rate from four components (the pure rate of time preference, a catastrophe risk allowance, the elasticity of marginal utility and consumption growth) and publishes a distribution for each. For each Monte Carlo draw we draw one value of each component and construct one flat discount rate, applying Treasury's condition that the rate must exceed consumption growth. The rates we draw average 2.1 percent, with 95 percent of them between 1.2 and 3.3 percent, which matches Treasury's published figures.

We do not use Treasury's declining schedule of 2.0, 1.5 and 1.0 percent. A declining schedule is itself a way of allowing for uncertainty about future rates, so combining it with sampled rates would count that uncertainty twice. Table 5 sets out the worked example at the mean rate of 2.1 percent.

INCREASING PLAN-ENABLED CAPACITY IN THE CCZ ASSESSING IMPACTS ON PRODUCTIVITY, GDP AND JOBS

Table 5: Discounting reduces the 40-year GDP total to about \$43 billion
Present value of the central annual GDP effect of \$1,872m, built up over a ten-year ramp and discounted at a flat 2.1 percent, \$m

Year	Uptake	Undiscounted GDP effect (\$m)	Present value (\$m)
1	10%	\$187m	\$183m
5	50%	\$936m	\$844m
10	100%	\$1,872m	\$1,521m
20	100%	\$1,872m	\$1,236m
30	100%	\$1,872m	\$1,004m
40	100%	\$1,872m	\$815m
Sum of years 1 to 40		\$66,467m	\$42,515m

Table 6 shows the present value when the discount rate is drawn alongside the GDP outcome in each simulation and compares it with fixed rates. The central case has a median present value of \$42.6 billion, with 5th and 95th percentiles of \$14.7 billion and \$94.7 billion. Almost all of that range comes from uncertainty about GDP rather than the discount rate. Fixing the rate at 2 percent gives a median of \$43.4 billion and a range that is very similar.

Table 6: The choice of discount rate matters less than the openness assumption, unless a commercial rate of 8 percent is used

Discount case	5th percentile	Median	95th percentile
Sampled social rate of time preference, Treasury WP 25/01 (central)	\$14,663m	\$42,609m	\$94,715m
Sampled rate, closed city only	\$6,279m	\$14,323m	\$35,910m
Sampled rate, open city only	\$42,298m	\$74,123m	\$125,201m
2% flat	\$15,106m	\$43,376m	\$93,772m
5% flat (legacy)	\$8,721m	\$25,042m	\$54,137m
8% flat (Treasury commercial default; NZTA sensitivity)	\$5,532m	\$15,884m	\$34,338m

5. The Karangāhape Road Historic Heritage Area

The Karangāhape Road Historic Heritage Area covers the ridge along Karangāhape Road and the streets around it. We test removing the sites within the area that do not contribute to its heritage values, so that they are assessed under the standard City Centre Zone provisions. The physical model represents the change by re-admitting those sites to the CCZ site set. It is not a parcel-level simulation of the heritage provisions and adds no heritage-specific design limits or consenting risk.

This change re-admits 105 sites, of which 100 can be assessed commercially. Plan-enabled capacity rises by 584,000 m², or 2.4 percent. Tested on the same basis as the rest of this note, the released sites add 206,000 m² of commercially feasible apartment floor space and 57,000 m² of office floor space.

Offices are marginal on these sites: no released site passes the office test in more than 13 percent of market states, against 25 percent for the best sites downtown, because the sites are small, on the edge of the city centre and unlikely to attract the pre-committed tenants that make offices viable.

After the 80 percent delivery factor, deducting existing floor space and allocating the small overlap between uses, the change adds 126,000 m² of residential and 31,000 m² of office floor space over ten years, an 8 percent and 3 percent increase on the CCZ-wide totals.

Table 7: Removing the non-contributing sites adds about 1,400 dwellings and 1,000 jobs to the city centre

Change from the headline results, central cost case, medians

Quantity	CCZ provisions	With K Road sites released	Change
Net additional residential GFA (m ²)	1,570,301	1,696,638	+126,337
Net additional office GFA (m ²)	1,177,767	1,208,982	+31,215
New dwellings / residents	17,100 / 31,600	18,500 / 34,200	+1,400 / +2,500
Jobs located in the CCZ	37,200	38,200	+1,000
Annual GDP effect, closed city (\$m)	\$629m	\$646m	+\$17m
Annual GDP effect, central (\$m)	\$1,872m	\$1,922m	+\$50m
Annual GDP effect, open city (\$m)	\$3,221m	\$3,306m	+\$86m
Present value over 40 years, central (\$m)	\$42,609m	\$43,749m	+\$1,140m

The heritage area is a constraint on housing far more than on commercial capacity. Four fifths of the feasible floor space it holds back is apartments, and the economic effect through jobs and GDP is correspondingly modest: about \$50 million a year in the central case and \$1.1 billion in present value. The main effect of releasing the sites would be around 1,400 additional dwellings on the city centre ridge. Whether new buildings on those sites would affect the setting of the contributing buildings around them is a matter for heritage assessment; this note shows what the sites could support and what that is worth.

References

Maré, D. C. and Graham, D. J. (2009). Agglomeration elasticities in New Zealand. NZ Transport Agency Research Report 376.

Maré, D. C. (2016). Urban productivity estimation with heterogeneous prices and labour. Motu Working Paper 16-21.

New Zealand Treasury (2024). Treasury Circular 2024/15: Updated public sector discount rates for cost-benefit analysis.

New Zealand Treasury (2025). Working Paper 25/01: Deriving values of the social rate of time preference.

Auckland Council (2023). Housing and Business Development Capacity Assessment.

JLL (2026). Auckland Office Market, Q2 2026. Rider Levett Bucknall (2025). Riders Digest 2025. QV CostBuilder (August 2026).

Appendix C

Recommended Amendments to the Auckland Unitary Plan

H8 Business - City Centre Zone Proposed Changes

Suggested changes to the H8 Business – City Centre Zone

Investigation note:

- Amendments to the Business – City Centre Zone provisions shown in **red text underlined** for additions and **~~strike through~~** for deletions
-

H8. Business – City Centre Zone

H8.1. Zone description

The city centre plays a pivotal role in Auckland's present and future success. The Business – City Centre Zone seeks to ensure the city centre is an international centre for business and learning, innovation, entertainment, culture and urban living.

To maintain and enhance the vibrancy of the city centre, the zone permits a wide range of activities to establish in most parts of the city centre. The zone also manages activities that have the potential to adversely affect the amenity of the city centre or that have the potential to generate reverse sensitivity effects on identified marine and port activity areas.

The provisions in this zone give effect to Policies 3 and 4 of the National Policy Statement on Urban Development 2020 (NPS-UD) in accordance with sections 77N and 77O of the Resource Management Act 1991.

The Business – City Centre zone enables building heights and forms which maximise the benefits of intensification and reflect that the city centre sits at the top of the centres' hierarchy in the Auckland Unitary Plan.

The zone also manages the scale of development in order to protect sunlight admission to parks and public spaces, the relationship to the Waitematā Harbour, historic heritage, significant views to the maunga and other landmarks including identified views to historic heritage places; and to maintain and enhance the distinctiveness of particular areas including special character areas.

The city centre makes an important contribution to our sense of place and identity. The significant height and scale of buildings in the city centre increases their visibility from many places, affecting the quality of both public and private views at local and city-wide scales. The zone seeks to maintain Auckland's balanced landscape identity as both a city of harbours and maunga. In addition to managing the scale of development, the zone manages the quality of building design to ensure new buildings successfully integrate with the city centre's existing and planned built form and public realm to create an attractive and recognisable skyline.

Within the city centre are precincts and overlays, which have their own distinct features, character and/or function. For example, the Port Precinct allows for the ongoing use, development and expansion of port and marine activities at the Port of Auckland.

An area within the zone which may experience vibration levels higher than would normally be expected because of proximity to the rail corridor is identified in H8.12.1 Appendix 1.

H8.2. Objectives

General objectives for all centres, Business – Mixed Use Zone, Business – General

Business Zone and Business – Business Park Zone

- (1) A strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales.
- (2) Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.
- (3) Development positively contributes towards planned future form and quality, creating a well-functioning urban environment and a sense of place.
- (4) Business activity is distributed in locations, and is of a scale and form, that:
 - (a) provides for the community's social and economic needs;
 - (b) improves community access to goods, services, community facilities and opportunities for social interaction;
 - (c) manages adverse effects on the environment, including effects on infrastructure and residential amenity; and
 - (d) accommodates qualifying matters.
- (5) A network of centres that provides:
 - (a) a framework and context to the functioning of the urban area and its transport network, recognising:
 - (i) the regional role and function of the city centre, metropolitan centres and town centres as commercial, cultural and social focal points for the region, sub-regions and local areas;
 - (ii) local centres and neighbourhood centres in their role to provide for a range of convenience activities to support and serve as focal points for their local communities;
 - (b) a clear framework within which public and private investment can be prioritised and made; and
 - (c) a basis for regeneration and intensification initiatives.

Business – City Centre Zone objectives

- (6) The city centre is an internationally significant centre for business.
- (7) The city centre is an attractive place to live, learn, work and visit with 24-hour vibrant and vital business, education, entertainment and retail areas.
- (8) Development in the city centre ~~is managed~~ provides for to accommodate growth and the greatest intensity of development in Auckland and New Zealand while considering the ~~respecting its~~ existing and planned built form and character and waterfront setting.
- (9) ~~The distinctive built form,~~ Identified special character and functions of particular

areas within and adjoining the city centre are maintained and enhanced.

- (10) A hub of an integrated regional transport system is located within the city centre.
- (11) The city centre is accessible by a range of transport modes with an increasing percentage of residents, visitors, students and workers choosing walking, cycling and public transport.
- (12) Development maintains and enhances the city's physical, cultural and visual connections with the waterfront as a public space and with the Waitematā Harbour and maunga.
- (13) Building heights are enabled to realise as much development capacity as possible, unless qualifying matters apply which modify the relevant building height and/or density of urban form.

H8.3. Policies

General policies for all centres, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone

- (1) Reinforce the function of the city centre, metropolitan centres and town centres as the primary location for commercial activity, according to their role in the hierarchy of centres.
- (2) Enable an increase in the density, diversity and quality of housing in the centres zones and Business – Mixed Use Zone, where it is compatible with any qualifying matters and while managing any reverse sensitivity effects including from the higher levels of ambient noise and reduced privacy that may result from non-residential activities.
- (3) Require development to be of a quality and design that positively contributes to:
 - (a) planning and design outcomes identified in this Plan for the relevant zone;
 - (b) the visual quality and interest of streets and other public open spaces; and
 - (c) pedestrian amenity, movement, safety and convenience for people of all ages and abilities.
- (4) Encourage universal access for all development, particularly medium to large scale development.
- (5) Require large-scale development to be of a design quality that is commensurate with the prominence and visual effects of the development.
- (6) Encourage buildings at the ground floor to be adaptable to a range of uses to allow activities to change over time.
- (7) Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse impact on pedestrian amenity and the streetscape.
- (8) Require development adjacent to residential zones and the Special Purpose – School Zone and Special Purpose – Māori Purpose Zone to maintain the amenity

values of those areas, having specific regard to dominance, overlooking and shadowing.

- (9) Discourage activities, which have noxious, offensive, or undesirable qualities from locating within the centres and mixed use zones, while recognising the need to retain employment opportunities.
- (10) Discourage dwellings at ground floor in centres zones and enable dwellings above ground floor in centres zones.
- (11) Require development to avoid, remedy or mitigate adverse wind and glare effects on public open spaces, including streets, and shading effects on open space zoned land.
- (12) Recognise the functional and operational requirements of activities and development.
- (12A) Enable building height of at least six storeys within mapped walkable catchments unless a qualifying matter applies that reduces height.
- (13) Enable greater building height than the standard height in locations identified within the Height Variation Control, having regard to whether the greater height:
 - (za) is commensurate with the level of commercial activities and community services;
 - (zb) is compatible with a qualifying matter that requires reduced height and/or density;
 - (a) is an efficient use of land;
 - (b) supports public transport, community infrastructure and contributes to centre vitality and vibrancy;
 - (c) considering the size and depth of the area, can be accommodated without significant adverse effects on adjacent residential zones;
 - (d) is supported by the status of the centre in the centres hierarchy, or is adjacent to such a centre; and
 - (e) support the role of centres.
- (14) Reduce building height below the standard zone height in locations identified within the Height Variation Control, where the standard zone height would have significant adverse effects on identified special character, identified landscape features, amenity or other qualifying matters.

Business – City Centre Zone policies

Land use activities

- (15) Provide for a wide range and diverse mix of activities that enhance the vitality, vibrancy and amenity of the city centre including:
 - (a) commercial and residential activities;
 - (b) arts, entertainment, events, civic and community functions;
 - (c) high-quality visitor experiences, visitor accommodation and associated services; and
 - (d) learning, teaching and research activities, with a particular concentration in the learning precinct.
- (16) Enable a significant and diverse residential population to be established and maintained within a range of living environments and housing sizes.
- (17) Enable the most significant concentration of office activity in Auckland to locate in the city centre by providing an environment attractive to office workers, with a focus on the core of the city centre.
- (18) Provide for a wide range of retail activities throughout the city centre while maintaining and enhancing the vitality, vibrancy and amenity of core retail areas within the city centre and centres outside of the city centre. In particular:
 - (a) enable smaller scale retail activities to occur throughout the city centre;
 - (b) encourage large department stores and integrated retail developments to locate within the core retail area; and
 - (c) avoid large department stores and integrated retail developments locating outside the core retail area where they would adversely affect the amenity, vitality and viability of core retail areas within the city centre and/or centres outside of the city centre.
- (19) Provide for a wide range of activities along the waterfront, while continuing to provide for those activities requiring a harbour location.
- (20) Enhance the waterfront as a major gateway to the city centre and Auckland.
- (21) Enable the efficient use and development of the Port of Auckland and identified marine and port activity areas.
- (22) Support the development of public transport, pedestrian and cycle networks and the ability to efficiently change transport modes.

Precincts

- (23) Identify and encourage specific outcomes in areas of the city centre that relate to:

- (a) a distinctive built character; and/or
 - (b) a concentration of particular activities; and/or
 - (c) activities that have specific functional requirements; and/or
 - (d) significant transformational development opportunities.
- (24) Encourage comprehensive and integrated development of key development sites or precincts in the city centre.
- (25) Limit activities that would have reverse sensitivity effects on established and future marine and port activities.
- (26) Limit activities within the residential and learning precincts that would adversely affect the amenity and character of those precincts.

Historic heritage and special character

- (27) Encourage the retention and conservation of the city centre's historic heritage through scheduling.
- (28) Maintain and enhance the special character values of pre 1940 buildings in the Queen Street Valley precinct and buildings outside this precinct identified on Map H8.11.1 of the Business – City Centre Zone as making a strong or significant contribution to the special character of the surrounding area, in particular by:
- (a) [deleted]
 - (b) requiring all development proposals for identified special character buildings to have considered adaptive re-use;
 - (c) avoiding the demolition of identified special character buildings where it would adversely affect the built character of the surrounding area; and
 - (d) requiring alterations and additions to existing buildings and new buildings to give consideration to, and be sympathetic to the existing and planned character of the area.

City form

- (29) Enable ~~the tallest~~ buildings and the greatest density of development to occur in the ~~core of the~~ city centre.
- (29A) Ensure high quality building design which recognises the city centre's role in reinforcing Auckland's sense of place and identity, including a thriving and authentic mana whenua identity that is genuinely visible throughout the city centre.
- (30) Manage adverse effects associated with building height and form by:

- (a) transitioning building height and development densities ~~down to neighbourhoods adjoining the city centre and~~ to the harbour edge;
- (b) protecting sunlight to identified public open spaces and view shafts;
- (c) ~~requiring the height, form, and design of new buildings to be complementary to existing and planned built form and character of the zone and precincts; and~~
- (d) managing the scale, form and design of buildings to:
 - (i) ~~avoid manage~~ adverse dominance and/or amenity effects on streets and public open space; and
 - (ii) encourage ~~well-designed, human scale podiums with slender towers above with adequate separation between towers; or on sites where towers are not possible, encourage~~ well-designed buildings which complement the streetscape and skyline.
- (30A) In identified locations, modify building height and/or density of urban form to provide for qualifying matters.
- (31) Ensure adequate sunlight, daylight, and outlook around buildings.
- (31A) Ensure adequate separation between buildings to ~~avoid manage~~ adverse effects on the physical, cultural and visual connections between the city centre and the Waitematā Harbour and maunga.
- (32) Encourage public amenities to be provided within developments, including publicly accessible open space, artworks and through site links.
- (32A) Require that existing public amenities within developments be retained, including publicly accessible open space, artworks and through site links.

Public realm

- (33) ~~Require Encourage~~ building and development ~~of the highest quality~~ that contributes to the city centre's role as an international centre for business, learning, innovation, entertainment, culture and urban living.
- (34) ~~Require Encourage~~ building frontages along identified public open spaces and streets to be designed in a way that provides a sense of intimacy, character, interest and variation, ~~human scale~~ and enclosure at street level.
- (35) Require the demolition of buildings and structures to avoid, remedy or mitigate significant adverse effects on the pedestrian amenity of the city centre and the safety and efficiency of the road network.
- (36) Protect identified sightlines along streets and public open spaces from the city centre to the Waitematā Harbour, Rangitoto Island, the North Shore and

identified sightlines along roads and public open spaces within the city centre to natural features and landmarks.

(37) Enable high-quality public open spaces along the waterfront that are accessible and provide spaces for recreational opportunities, facilities and events.

(38) Ensure adequate sunlight and daylight to public open spaces and streets.

H8.4. Activity table

Table H8.4.1 specifies the activity status of land use and development activities in the Business – City Centre Zone pursuant to section 9(3) of the Resource Management Act 1991.

Table H8.4.1 Activity table

Activity		Activity status
General		
(A1)	Activities not provided for	NC
Use		
Residential		
(A2)	Boarding houses	P
(A3)	Dwellings	P
(A4)	Retirement villages	P
(A5)	Supported residential care	P
(A6)	Visitor accommodation	P
Commerce		
(A7)	Commercial services	P
(A8)	Entertainment facilities	P
(A9)	Offices	P
(A10)	Retail	P
(A11)	Conference facilities	P
(A12)	Drive-through facilities	NC
(A13)	Service stations not otherwise provided for	NC
(A14)	Service stations on sites with frontage to Beach Road between Ronayne St and Stanley Street	D
Community		
(A15)	Artworks	P
(A16)	Public amenities	P
(A17)	Care centres	P
(A18)	Community facilities	P

(A19)	Education facilities	P
(A20)	Emergency services	P
(A21)	Healthcare facilities	P
(A22)	Hospitals	P
(A23)	Information facilities	P
(A24)	Recreation facilities	P
(A25)	Major recreation facilities	P
(A26)	Tertiary education facilities	P
Industry		
(A27)	Industrial laboratories	P
(A28)	Manufacturing	P
(A29)	Repair and maintenance services	P
(A30)	Warehousing and storage	P
Mana Whenua		
(A31)	Marae complex	P
Development		
(A32)	New Buildings	RD
(A32A)	Demolition of buildings	C
(A33)	Minor cosmetic alterations to a building (including special character buildings identified on Map H8.11.1 and buildings constructed prior to 1940 within the Queen Street Valley precinct) that do not change its external design and appearance	P
(A34)	Internal alterations to buildings	P
(A35)	External alterations and additions to a special character building identified on Map H8.11.1 and buildings constructed prior to 1940 within the Queen Street Valley precinct not otherwise provided for	RD
(A36)	Alterations and additions to buildings not otherwise provided for	RD
(A37)	Conversion of a building or part of a building to dwellings, visitor accommodation or boarding houses	RD
(A38)	The total or substantial demolition (more than 30 per cent by volume), or any demolition of the front facade of a special character building identified on Map H8.11.1	RD
(A39)	Activities not provided for	NC
(A40)	A building that does not comply with Standard H8.6.3 Admission of sunlight to public places	NC
(A41)	A building that does not comply with Standard H8.6.4 Aotea Square height control plane	NC

(A42)	A building that does not comply with Standard H8.6.5 Harbour edge height control plane	RD
(A43)	A building that does not comply with Standard H8.6.7 Railway station building and gardens view protection plane	NC
(A44)	[Deleted]	
(A45)	[Deleted]	
(A46)	A building that does not comply with Standard H8.6.34. Strategic Transport Corridor Zone – Railway corridor setback	RD

H8.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table H8.4.1 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table H8.4.1 Activity table and which is not listed in H8.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) 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\(4\)](#).
- (4) Any application for resource consent for the following activity will be considered without public or limited notification or the need to obtain the written approval of affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
 - (a) Development which does not comply with Standard H8.6.33. Minimum dwelling size.

H8.6. Standards

All activities listed as permitted, controlled or restricted discretionary in Table H8.4.1 Activity table must comply with the following standards.

H8.6.1. Retail

Purpose: to maintain and enhance the vitality, vibrancy and amenity of the core retail area shown on Map H8.11.2.

- (1) The land use activity status of retail outside of the core retail area shown on Map H8.11.2 will be determined in accordance with the Table H8.6.1.1 below.
- (2) Trade suppliers, marine retail, motor vehicle sales, garden centres, markets and food and beverage activities are not subject to this standard.

Table H8.6.1.1 Retail

Activity	Activity status
Retail (excluding department stores and integrated shopping malls) less than 1000m ² gross floor area per site	P
Retail (excluding department stores and integrated shopping malls) between 1000m ² and 5000m ² gross floor area per site	RD
Retail (excluding department stores and integrated shopping malls) over 5000m ² gross floor area per site	D
Department stores and integrated shopping malls over 1000m ² gross floor area per site	D

H8.6.2. General building height

Purpose: manage the height of buildings within the city centre to:

- enable ~~the~~ tallest buildings within the ~~core of the~~ city centre;
- ~~transition heights down to neighbourhoods adjoining the city centre and to the harbour edge;~~
- ~~consolidate the~~ recognise the city centre as the top of the centres hierarchy in Auckland;
- ~~respect~~ consider the existing and planned built form and character of the zone and precincts; and
- ~~avoid-manage~~ adverse dominance, shading and/or visual amenity effects of building height on streets and public open spaces.
- provide for variations to building height to recognise the character and amenity of particular areas, including heritage places.

(1) The height of a building must not exceed the limits shown on Map H8.11.3.

~~(2)(1A)~~ Where a site is within the Special Height Area, no height limit applies unless otherwise restricted by an overlay or precinct, or by Standard H8.6.2(2) below.

(2) Where height limits shown on Map H8.11.3 and Map H8.11.4 overlap, the lowest height limit applies as the first level of control.

(3) The measurement of height for the purposes of Standards H8.6.2(1), H8.6.2(1A) and H8.6.2(2) above shall be undertaken in accordance with Standard H8.6.8 below.

H8.6.3. Admission of sunlight to public places

Purpose: manage the scale of development around identified public open spaces to ensure they receive adequate sunlight when those spaces are most used.

(1) The height of a building within a defined sunlight admission cone shown on Map H8.11.4 must not exceed the allowable building heights detailed on the relevant diagrams in Appendix 11 Business – City Centre Zone sunlight admission into public places.

- (2) Where part of an existing building does not comply with this standard, any reconstruction, alteration or addition to the building must not further reduce sunlight admission to public open spaces identified in [Appendix 11 Business – City Centre Zone](#) sunlight admission into public places.

H8.6.4. Aotea Square height control plane

Purpose: manage the scale of buildings:

- to ensure that Aotea Square receives adequate sunlight when the space is most used;
 - to maintain views from Aotea Square to landmark buildings and views to Aotea Square; and
 - so that tall buildings do not dominate the open character of Aotea Square.
- (1) The height of a building subject to this standard must not exceed the height plane shown on Figure 5 in [Appendix 11 Business – City Centre Zone](#) sunlight admission into public places.

H8.6.5. Harbour edge height control plane

Purpose: manage the scale of buildings at the western end of Quay Street to:

- provide a city form which transitions in building height from the core of the city centre down towards the waterfront;
 - maximise visual connections and visual permeability between the harbour and the city centre; and
 - reinforce the Quay Street east west connection running from the corner of The Strand and Quay Street to the east and Jellicoe Street in Wynyard Precinct to the west by the alignment of tall buildings.
- (1) The height of a building subject to this standard must not exceed the height plane shown in Figure H8.6.5.1 Harbour edge height control plane. The height plane starts at a line 40m above the centre line of Quay Street and continues as a tilted plane at 45 degrees to the horizontal from that line in a southerly direction.
- (2) For the purpose of this standard, the centre line of Quay Street extends between the eastern boundary of Britomart Place and the western boundary of Lower Hobson Street and is defined by a straight line passing through the coordinates specified in Figure H8.6.5.2 Harbour edge height control co-ordinates.

Figure H8.6.5.1 Harbour edge height control plane

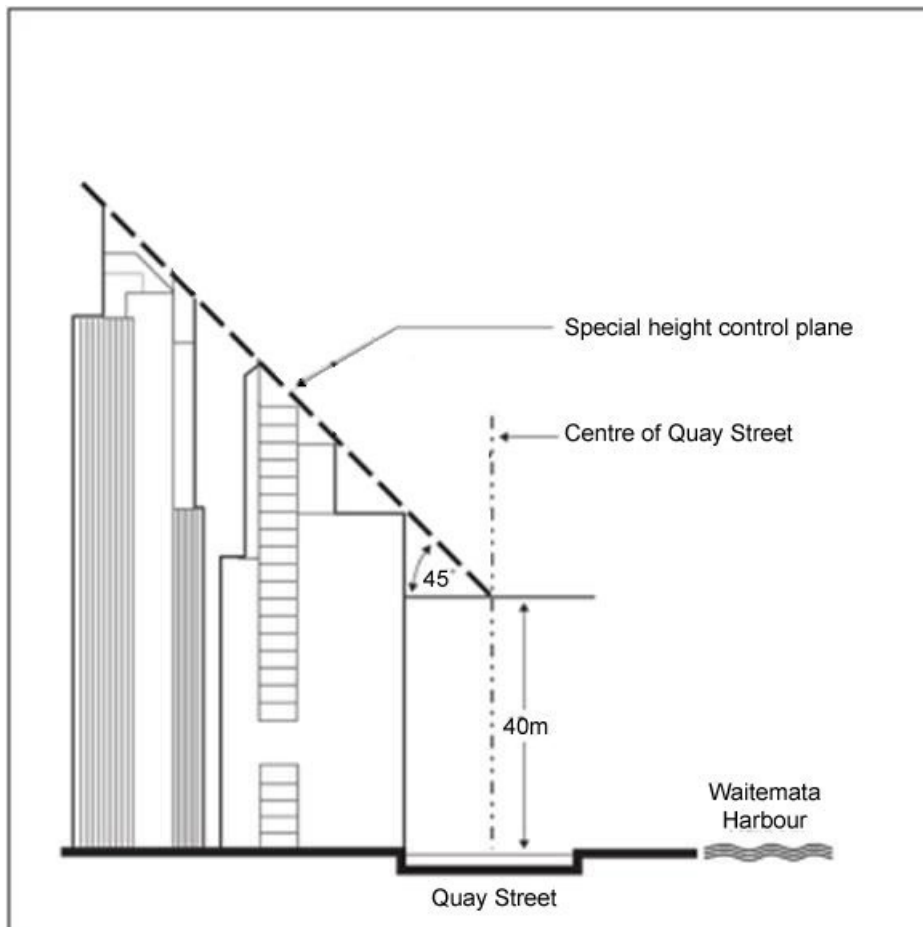


Figure H8.6.5.2 Harbour edge height control co-ordinates

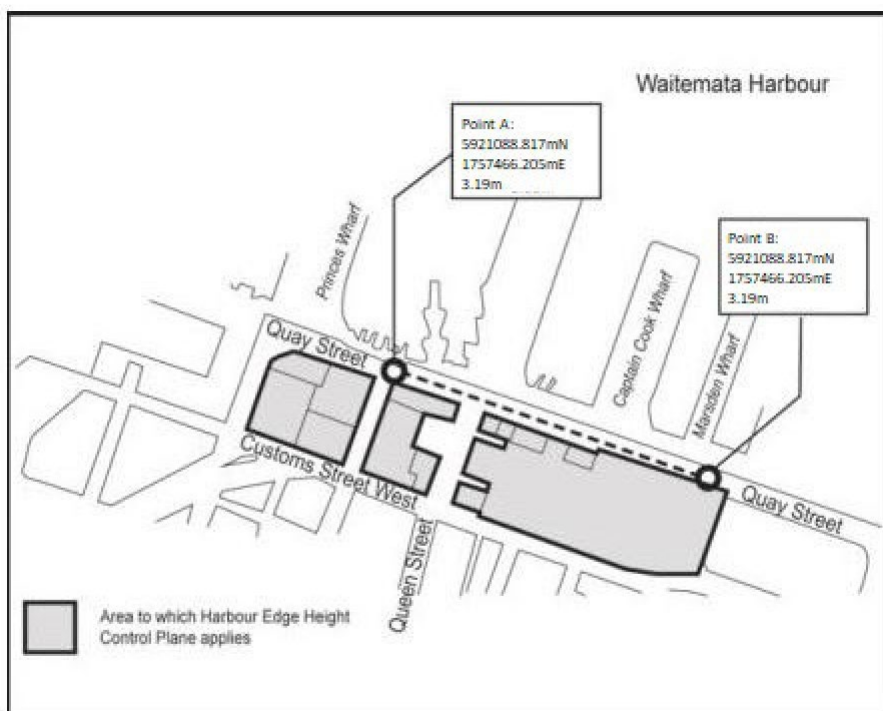
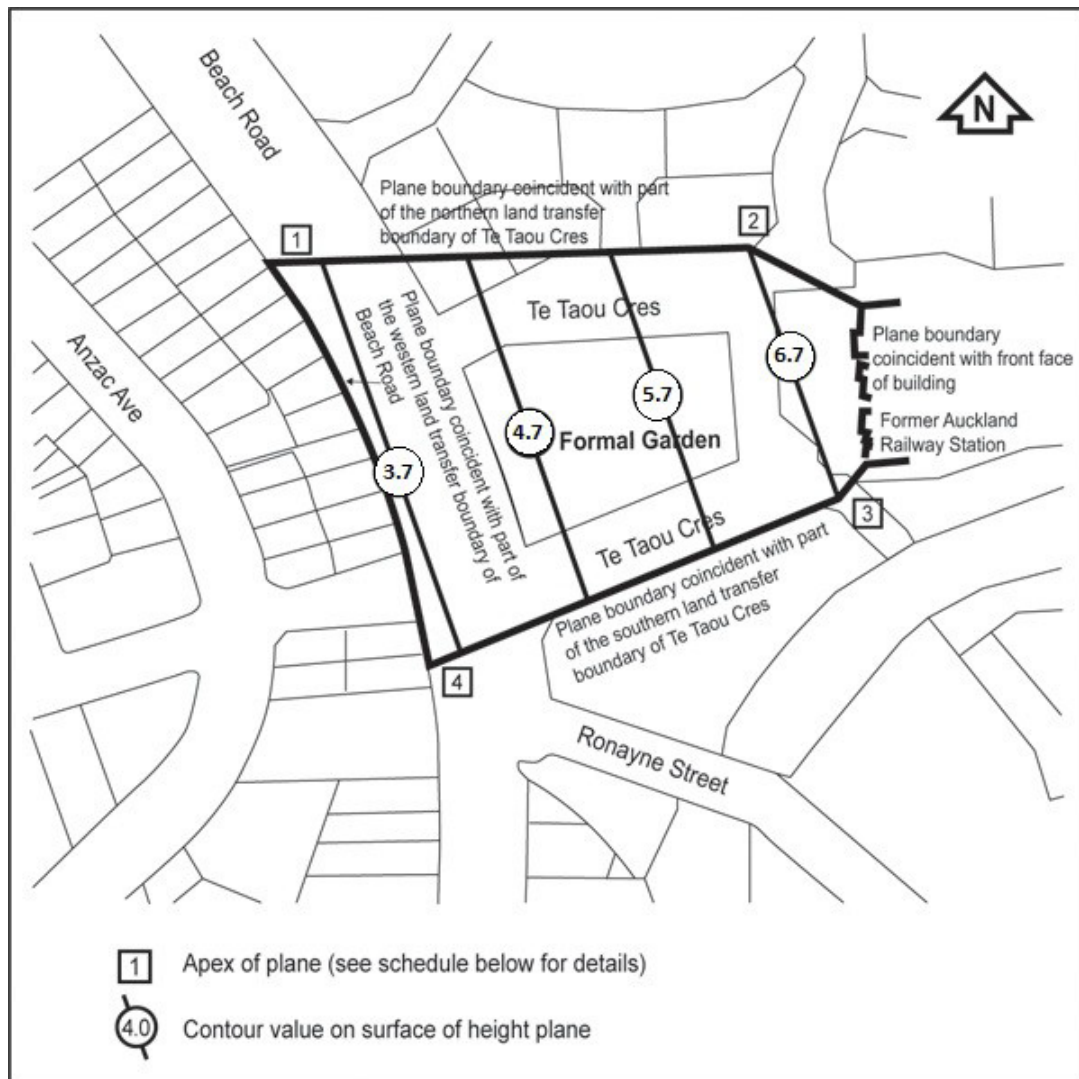


Figure H8.6.6.2 [Deleted]

(1) The height of a building, including any structures on the roof of a building, subject to this standard must not exceed the height limits specified on Figure H8.6.7.1 Railway station buildings and garden view protection plane. This figure defines achievable reduce level (RL in terms of NZVD2016).

Figure H8.6.7.1 Railway station buildings and garden view protection plane



Maximum allowable building height above NZVD2016.

Table H8.6.7.1 Coordinate schedule

Point	Mount Eden Circuit 2000		Height (NZVD2016)	New Zealand Transverse Mercator 2000	
1	400857.401	803543.872	3.40	1758145.255	5920544.863
2	401027.91	803554.641	6.68	1758316.137	5920552.488
3	401058.48	803464.612	6.68	1758344.839	5920461.903
4	400906.611	803407.863	3.44	1758191.949	5920407.968

Note 1

Coordinates in terms of Geodetic Datum 2000.

H8.6.8. Measuring building height

Purpose: require height to be measured using the rolling height method where the maximum height varies across the site (contours) or average street level method where a general height limit is specified.

(1) Building height will be the same as the definition of height when measuring the:

(a) height planes for admission of sunlight to public places and the special height limits (refer Map H8.11.4); and

(b) height of buildings within the blocks bounded by Hobson Street, Fanshawe Street, Halsey Street, Victoria Street West, and Union Street.

(2) Unless otherwise stated all other heights will be measured as the vertical distance between mean street level and a horizontal plane above that level (being the specified height limit).

(3) For the sites fronting Nelson Street within the block bounded by Union Street to the south and Cook Street to the north, height may be determined from the mean street level of Nelson Street to a maximum depth of 26m from the site boundary with Nelson Street.

H8.6.9. Rooftops

Purpose: ensure the roofs of buildings are uncluttered when viewed from the street and surrounding buildings.

(1) Rooftop projections including turrets, chimneys, lift towers, machinery rooms and water towers that exceed the height of all parts of a parapet surrounding the roof on which the projections are located, must be enclosed in a maximum of three structures and integrated within the overall roof design.

(2) [Deleted]

(3) For the purpose of this standard rooftop includes the roof of building podiums in addition to its ordinary meaning.

(4) For the purpose of this standard, rooftop projections do not include:

(a) [deleted]

(b) any rooftop ornamental projections including finials, pediments and cornices integral to the design of the building; and

(c) telecommunications antennas and aerials.

H8.6.10. [Deleted]

H8.6.11. [Deleted]

Table H8.6.11.1 [Deleted]

H8.6.12. [Deleted]

Table H8.6.12.1 [Deleted]

H8.6.13. [Deleted]

H8.6.14. [Deleted]

H8.6.15. [Deleted]

H8.6.16. [Deleted]

H8.6.17. [Deleted]

H8.6.18. [Deleted]

Figure H8.6.18.1 [Deleted]

Figure H8.6.18.2 [Deleted]

Figure H8.6.18.3 [Deleted]

Figure H8.6.18.4 [Deleted]

H8.6.19. [Deleted]

H8.6.20. [Deleted]

H8.6.21. [Deleted]

Table H8.6.21.1 [Deleted]

Figure H8.6.21.1 [Deleted]

Figure H8.6.21.2 [Deleted]

H8.6.22. [Deleted]

H8.6.23. Streetscape improvement and landscaping

Purpose: maintain landscaped qualities in the areas that the standard applies.

(1) For those sites identified on Figure H8.6.23.1 as being subject to the site frontage standard:

(a) not less than 50 per cent of that part of the site, between the street and a parallel line 6m from the street frontage must be landscaped;

(b) no part of any building or parking and manoeuvring space may be located within an area between the street and a line 3m parallel from the street frontage; and

- (c) Standards H8.6.23(1)(a)-(b) above do not apply to rear sites.
- (2) For the sites identified on Figure H8.6.23.1 as 'Sites requiring not less than 30 per cent net site area landscaping', at least 30 per cent of the net site area must be landscaped.
- (3) For the sites identified on Figure H8.6.23.1 as 'Sites requiring not less than 10 per cent net site area landscaping', at least 10 per cent of the net site area must be landscaped. The landscaping must include a special amenity yard between the north-eastern boundary and a parallel line 8m from that boundary, as shown on Figure H8.6.23.1, in which no part of any building or parking may be located.
- (4) The landscaping required above must incorporate both:
- (a) low level shrubs; and
 - (b) specimens of trees capable of reaching a minimum height at maturity of 8m. The trees must be at least 1.5m high at the time of planting.
- (5) [Deleted]

Figure H8.6.23.1 Streetscape improvement and landscaping



H8.6.24. [Deleted]

Figure H8.6.24.1 [Deleted]

H8.6.24. Maximum tower dimension, setback from the street and tower separation in special height area (shown on Map H8.11.3)

Purpose: ensure that high-rise buildings:

- are not overly bulky and are slender in appearance;**
- provide adequate sunlight and daylight access to streets and public spaces;**
- provide a consistent human-scaled edge to the street;**
- provide adequate sunlight, daylight and outlook around buildings;**
- enable visual connections through the city centre; and**
- mitigate adverse wind effects.**

~~(1) On every site identified as special height area on Map H8.11.3 a new building or addition to an existing building must comply with the following:~~

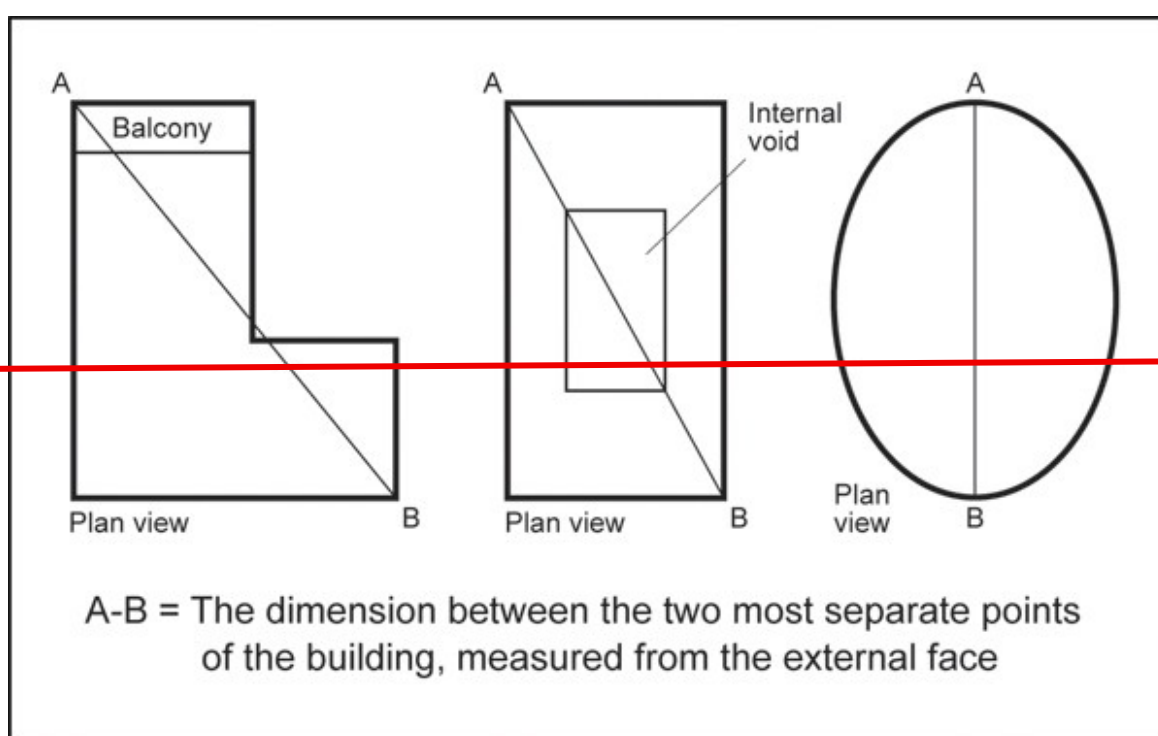
~~(a) the maximum plan dimension of that part of the building above 28m (above mean street level) must not exceed an average of 55m; and~~

~~(b) the part of a building above 28m must be set back at least 6m from all boundaries of the site.~~

~~(2) The maximum plan dimension is the horizontal dimension between exterior faces of the two most separate points of the building (refer Figure H8.6.24.1).~~

~~(3) If there is more than one tower on a site, a tower separation distance of at least 12m must be provided between the parts of the buildings above 28m.~~

Figure H8.6.24.1 Maximum plan dimension



H8.6.24A. [Deleted]

H8.6.24A Maximum east-west tower dimension

~~Purpose: ensure that high-rise buildings provide adequate physical, cultural and visual connections with, and visual permeability to, the Waitematā Harbour.~~

~~(1) On every site identified as subject to the east west tower dimension standard on Map H8.11.10 a new building or addition to an existing building must comply with the following:~~

~~(a) the maximum plan dimension of any part of a building in the east west direction must not exceed 45m for that part of the building above:~~

~~(i) 28m, for sites identified as special height area on Map H8.11.3.~~

~~(ii) 32.5m for all other sites.~~

~~(2) This standard applies in addition to the maximum plan dimension stated in H8.6.24 and H8.6.25A.~~

H8.6.25. Building frontage alignment and height

Purpose: ensure streets are well defined by ~~human-scaled~~ buildings and provide a sense of enclosure to enhance pedestrian amenity, ~~while still providing adequate sunlight and daylight access to streets.~~

- (1) On every frontage identified on Map H8.11.5, a new building or addition to an existing building must comply with the following:
 - (a) the building must adjoin the entire length of the frontage excluding vehicle and pedestrian access and public open spaces for the minimum frontage height specified in H8.6.25(1)(a)(i) and (ii) below:
 - (i) for frontages identified as '19m', the building must have minimum contiguous height of 19m for a minimum depth of 6m from the frontage; and
 - (ii) for frontages identified as '13m', the building must have minimum contiguous height of 13m for a minimum depth of 6m from the frontage.

~~(2) On every frontage identified on Map H8.11.5A, a new building or addition to an existing building must comply with the following:~~

- ~~(a) for frontages identified as "28m", the maximum frontage height must not exceed 28m for a minimum depth of 6m from the frontage;~~
- ~~(b) for frontages identified as "1:1 to street width" the maximum frontage height must not exceed the lesser of:
 - ~~(i) a 1:1 ratio to the width of the street which that frontage is on, for a minimum depth of 6m from the frontage, or~~
 - ~~(ii) 32.5m, for a minimum depth of 6m from the frontage.~~~~
- ~~(c) where the street width referenced in H8.6.25(2)(b)(i) is less than the minimum frontage height requirement on Map H8.11.5, then the maximum frontage height is equal to the minimum frontage height.~~

H8.6.25A. [Deleted]

H8.6.25A Building setback from boundaries

Purpose: ensure that buildings:

- ~~• provide adequate sunlight and daylight access to streets and public open spaces;~~
- ~~• provide a consistent human-scaled edge to the street;~~
- ~~• provide adequate sunlight, daylight and outlook around buildings;~~
- ~~• enable visual connections through the city centre; and~~
- ~~• mitigate adverse wind effects.~~

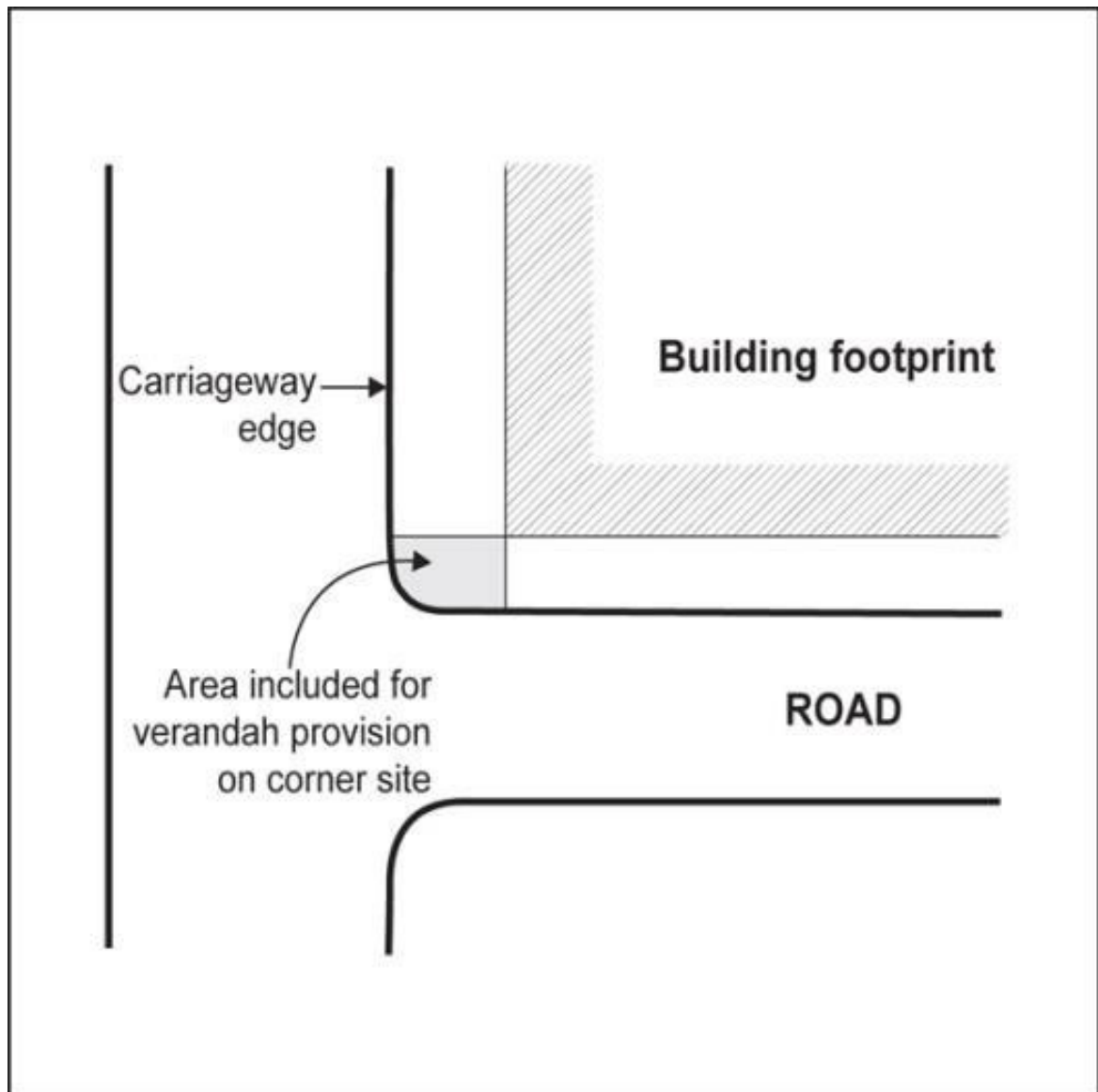
- ~~(1) On every site identified as subject to this standard on Map H8.11.11 a new building or addition to an existing building must comply with the following:~~
- ~~(a) For boundaries which have a maximum frontage height (refer H8.6.25(2)), the set back is as stated in H8.6.25(2).~~
 - ~~(b) For all other boundaries, the part of the building above 32.5m must be set back from the boundary by at least 6m.~~
 - ~~(c) The maximum plan dimension, as defined in H8.6.24(2), of that part of the building above 32.5m must not exceed an average 55m.~~
 - ~~(d) If there is more than one tower on a site, a tower separation distance of at least 12m must be provided between the parts of the buildings above 32.5m.~~

H8.6.26. Verandahs

Purpose: provide pedestrians with weather protection on main streets.

- (1) A new building, external alteration or substantial internal alteration to an existing building, excluding minor cosmetic alterations or repairs which do not change its design and appearance, on a site identified on Map H8.11.6 must provide a continuous verandah along the full width of its building frontage.
- (2) For the purpose of this standard, substantial internal alterations means the alteration or reconstruction of an existing building to a value of \$500,000 or more assessed at the time a building consent is lodged with the Council.
- (3) If an existing verandah is removed, it must be replaced in accordance with the requirements of this standard.
- (4) A verandah on a corner site must comply with Figure H8.6.26.1.

Figure H8.6.26.1 Verandah on corner site



(5) All verandahs must:

- (a) have a minimum height of 3m and a maximum height of 4m above the footpath immediately below;
- (b) be no closer than 700mm in plan to the edge of the road carriageway notwithstanding any other requirement of this standard;
- (c) include drainage to control rain run-off;
- (d) where glazed, be opaque or patterned glass; and
- (e) comply with the minimum widths in Table H8.6.26.1.

Table H8.6.26.1 Minimum width

Location	Minimum width
Queen Street, north of Wakefield Street except the western side between Aotea Square and Wellesley Street	4m
Karangahape Road	4m
Swanson Street between Mills Lane and Queen Street	3m
Vulcan Lane, south side	3m
Queen Street, west side between Aotea Square and Wellesley Street	5m
All other frontages identified on the plan	3m or setback no further than 700mm in plan from the edge of the road carriageway, whichever is the lesser

- (6) Lighting outside daylight hours must be provided under a verandah to a minimum of 20 lux (light illumination) on the footpath, where the lux level is measured at ground level on a horizontal plane at 2m from the building adjoining the footpath. Lighting of the footpath must have a uniformity ratio of 0.5.
- (7) The lighting levels required above may be met by one or more of the following methods:
- (a) providing lighting beneath a street verandah;
 - (b) providing lighting within the shop/office that spills out through windows to the outside footpath;
 - (c) the use of advertising signage of light colour which will spill light out onto the footpath; or
 - (d) providing downwardly directed lighting on the exterior of the building.

H8.6.27. Minimum floor to floor height

Purpose: ensure that:

- commercial buildings are adaptable to a wide variety of uses over time; and
 - adequate sunlight and/or daylight is provided into the interior spaces of commercial buildings.
- (1) The ground floor of a new building and alterations and additions that change the floor to floor height must have a minimum finished floor to floor height of 4.5m for a minimum depth of 10m where it adjoins a street or public open space.

- (2) The finished floor to floor height of new buildings above ground floor and any alterations and additions that change the floor to floor height above ground floor must be at least 3.6m where those floors will accommodate non-residential activities.

H8.6.28. Wind

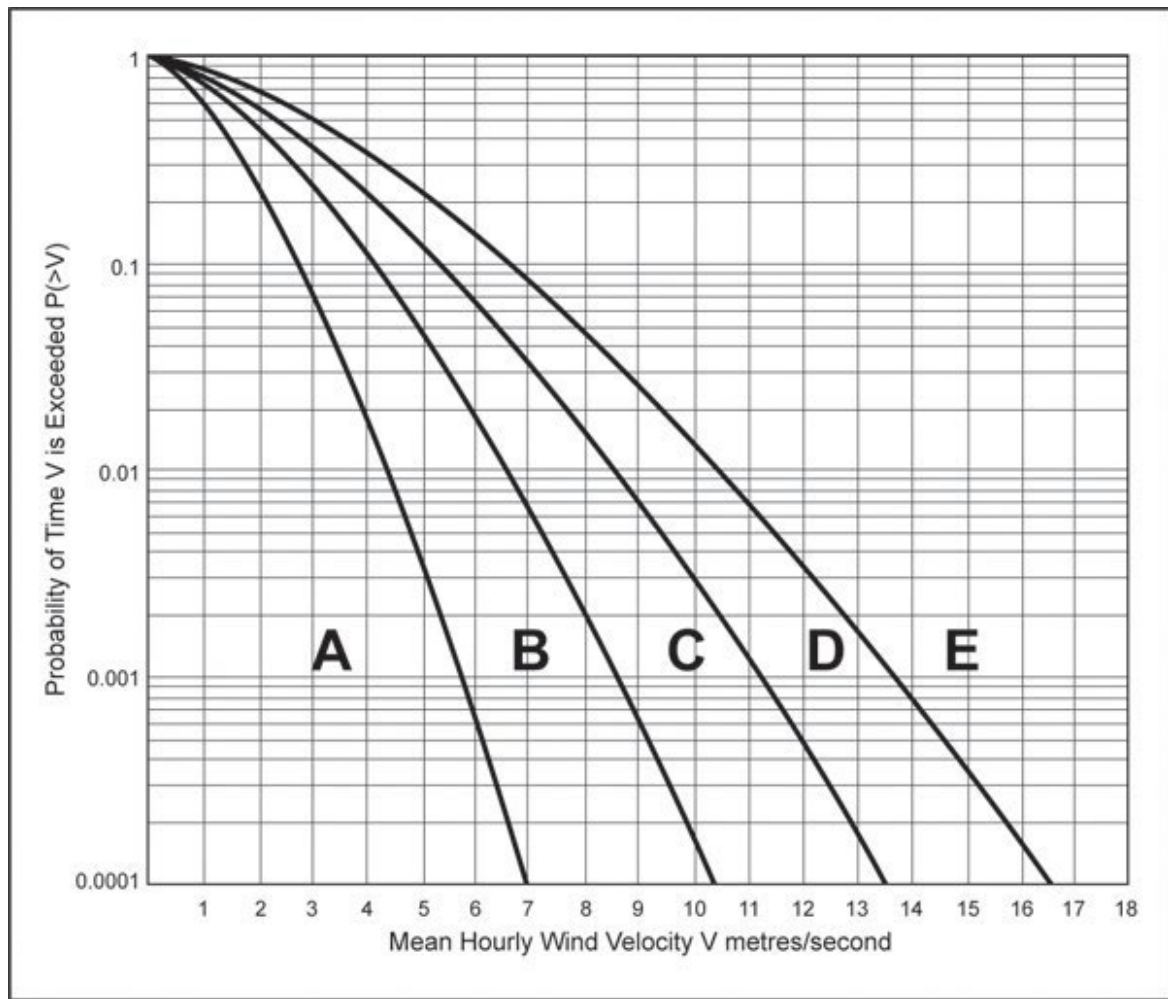
Purpose: mitigate the adverse wind effects generated by high-rise buildings.

- (1) A new building and additions to existing buildings that increase the height of any part of the building must not cause:
- (a) the mean wind speed around it to exceed the category for the intended use of the area as set out in Table H8.6.28.1 and Figure H8.6.28.1 Wind environment control;
 - (b) the average annual maximum peak 3 second gust to exceed the dangerous level of 25m per second; and
 - (c) an existing wind speed which exceeds the controls of Standard H8.6.28(1)(a) or Standard H8.6.28(1)(b) above to increase.

Table H8.6.28.1 Performance categories

Category	Description
Category A	Areas of pedestrian use containing significant formal elements and features intended to encourage longer term recreational or relaxation use, such as. major and minor public squares, parks and other open spaces, including. Aotea Square, Queen Elizabeth Square, Albert Park, Myers Park, St Patrick's Square, and Freyberg Place
Category B	Areas of pedestrian use containing minor elements and features intended to encourage short-term recreation or relaxation, such as minor pedestrian open spaces, pleasure areas in road reserves, streets with significant groupings of landscaped seating features, including Khartoum Place, Mayoral Drive pleasure areas, and Queen Street
Category C	Areas of formed footpath or open space pedestrian linkages, used primarily for pedestrian transit and devoid of significant or repeated recreational or relaxational features, such as footpaths where not covered in categories A or B above
Category D	Areas of road, carriage way, or vehicular routes, used primarily for vehicular transit and open storage, such as roads generally where devoid of any features or form which would include the spaces in categories A - C above
Category E	Represents conditions which are dangerous to the elderly and infants and of considerable cumulative discomfort to others. Category E conditions are unacceptable and are not allocated to any physically defined areas of the city
Note: All through-site links and other private land given over to public use as bonus features, or subject to public access easements, must be subject to the wind environmental categories.	

Figure H8.6.28.1 Wind environment control



Derivation of the wind environment control graph:

The curves on the graph delineating the boundaries between the acceptable categories (A-D) and unacceptable (E) categories of wind performance are described by the Weibull expression:

$$P(>V) = e^{-(v/c)^k}$$

where V is a selected value on the horizontal axis, and P is the corresponding value of the vertical axis:

and where:

$P(>V)$ = Probability of a wind speed V being exceeded;

e = The Napierian base 2.7182818285

v = the velocity selected;

k = the constant 1.5; and

c = a variable dependent on the boundary being defined:

A/B, c = 1.548

B/C, c = 2.322

C/D, c = 3.017

D/E, c = 3.715

H8.6.29. Glare

Purpose: ensure non-reflective materials are used on buildings to avoid, remedy and mitigate the adverse effects of glare on pedestrians and motorists.

- (1) Buildings must be designed and built so that the reflectivity of all external surfaces does not exceed 20 per cent of white light. This means that glass and other materials with reflectivity values that exceed 20 per cent may only be used provided they are covered or screened in such a way that the external surfaces will still meet this standard.

H8.6.30. Special amenity yards

Purpose: avoid buildings locating in areas that would have a significant adverse effect on pedestrian and/or streetscape amenity.

- (1) A building must not be at or above ground level within the yards shown on Figures H8.6.30.1, H8.6.30.2, H8.6.30.3 and H8.6.30.4.
- (2) In the Freyberg Place special amenity yard, the existing contour of the land and the existing Phoenix palms within the yard must be retained.

Figure H8.6.30.1 Freyberg Place special amenity yard

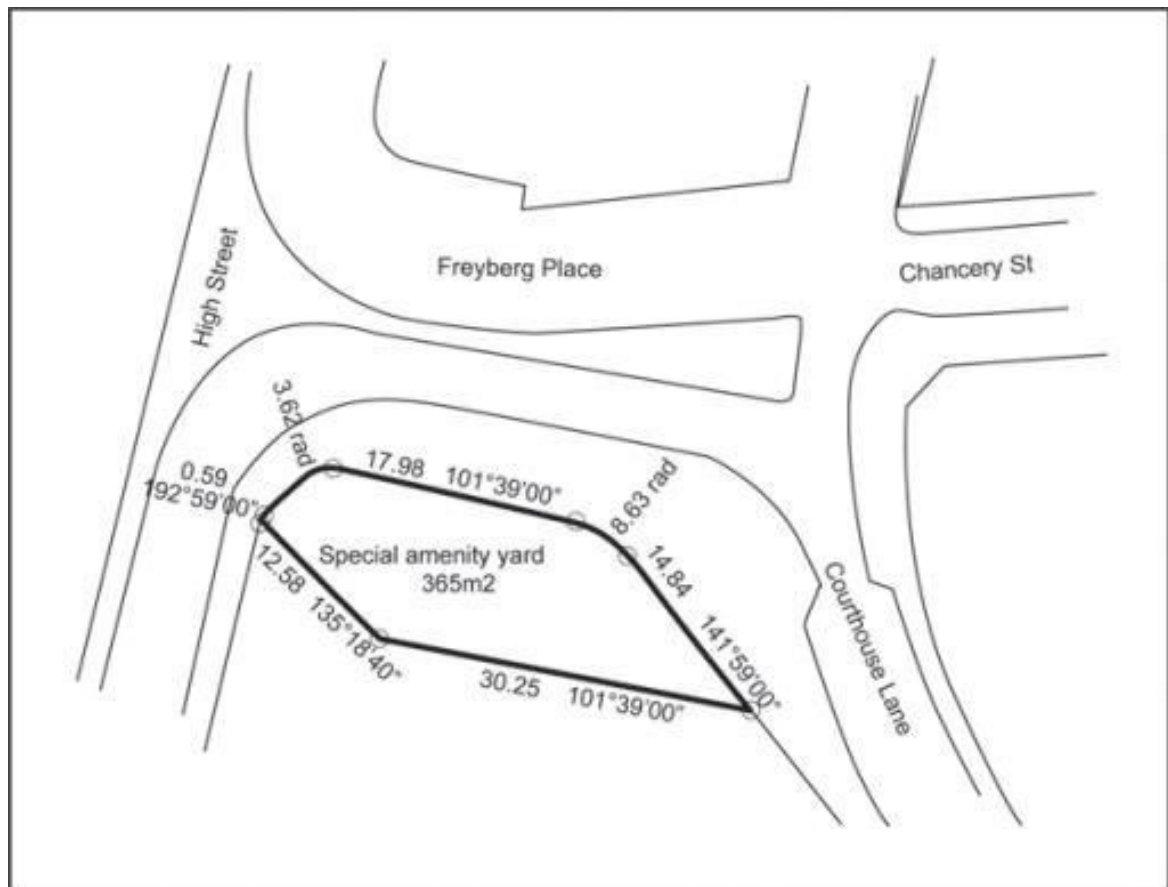


Figure H8.6.30.2 Myers Park special amenity yard

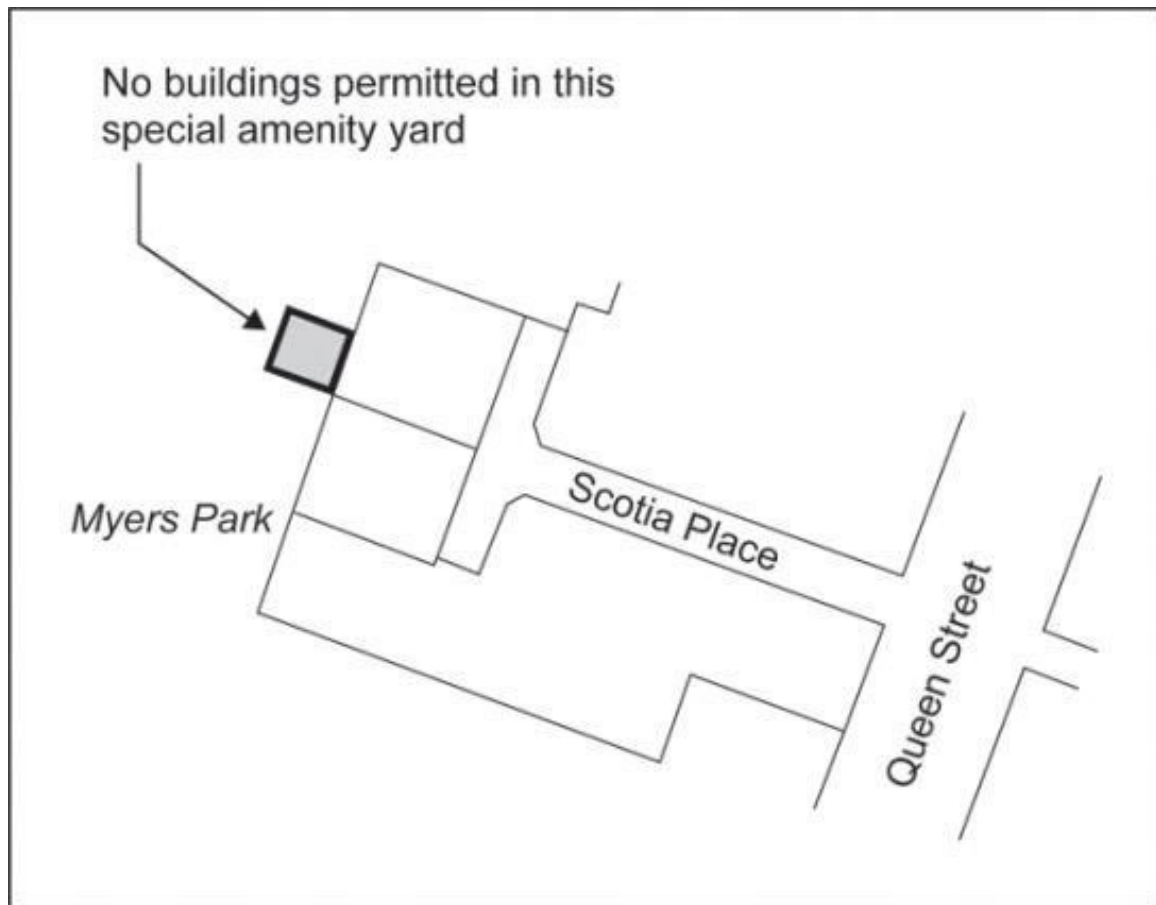


Figure H8.6.30.3 Queen Street special amenity yard

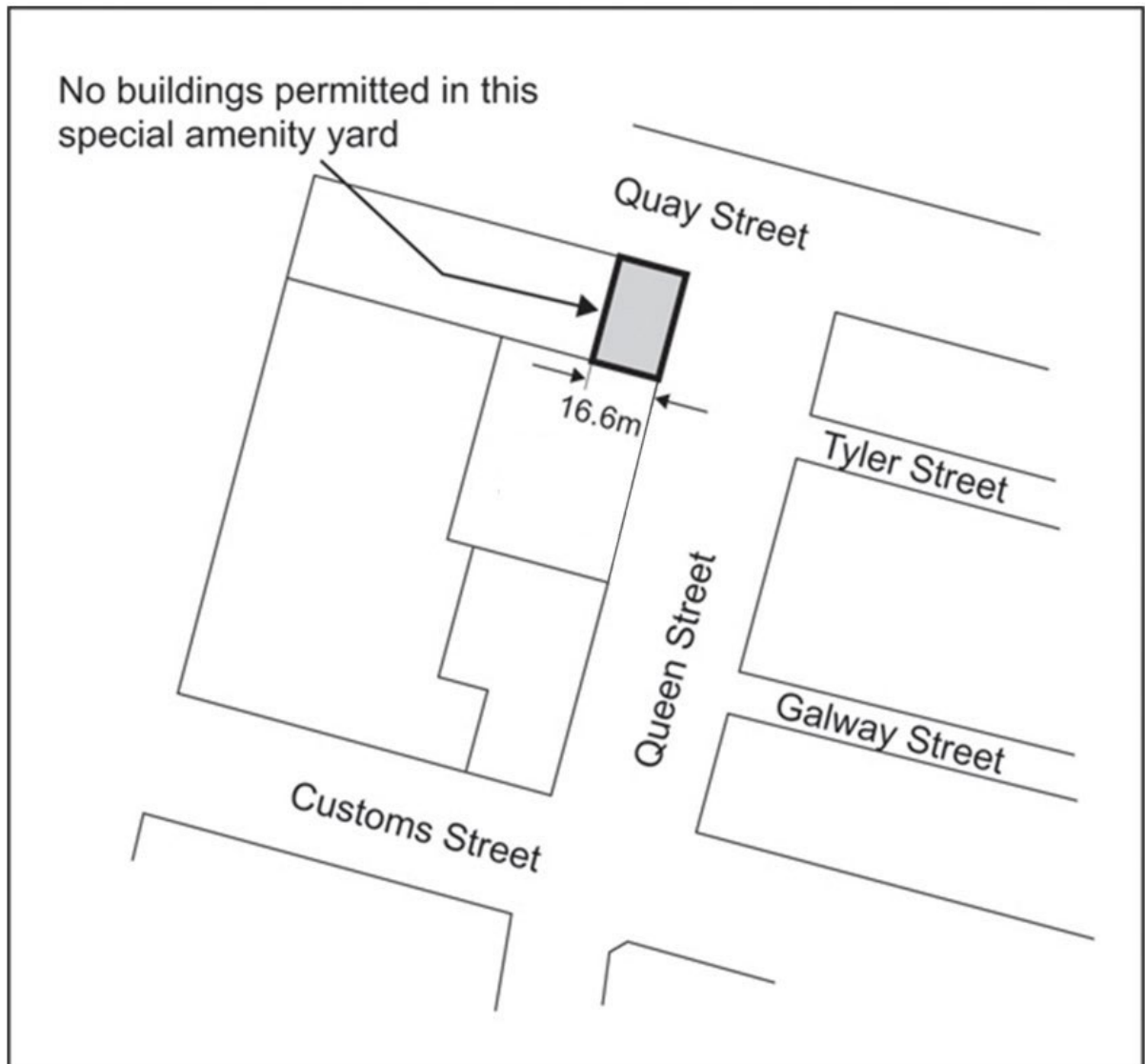
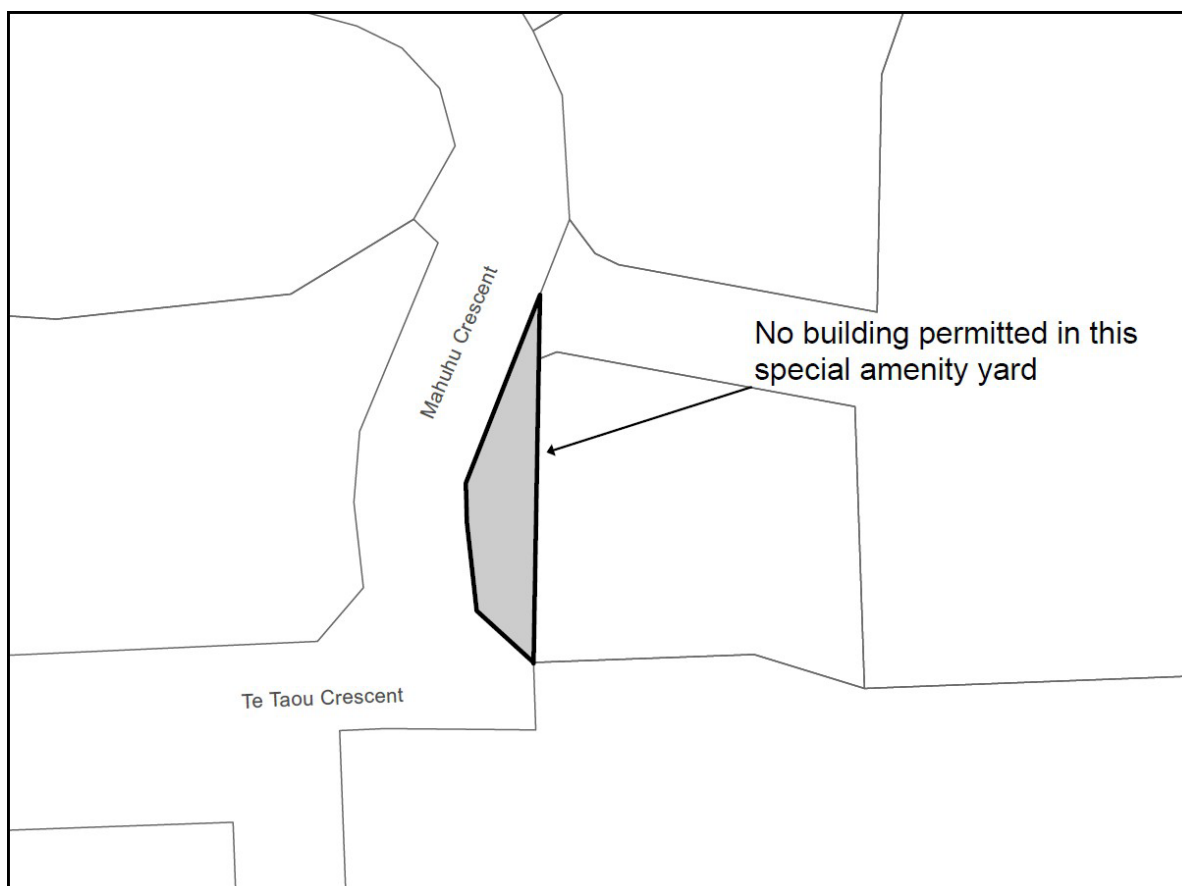


Figure H8.6.30.4 Mahuhu Crescent special amenity yard



H8.6.31. Street sightlines

Purpose: retain views from key locations in the city centre to significant landmarks and the harbour.

- (1) Views from public open space or along streets to the harbour to Rangitoto Island and to the North Shore or to other natural features and landmarks from within the city centre are protected as shown in [Appendix 9 Business – City Centre Zone](#) sight lines. Except for the eastern ray of Street Line No. 23 (which affects part of the Maritime Square site (being Lot 1A DP 198984), this standard does not apply beyond the streets affected. Refer to [Appendix 9 Business – City Centre Zone](#) sight lines, where the sightlines are shown in detail.
- (2) Buildings or structures must not locate within the sightlines identified in [Appendix 9 Business – City Centre Zone](#) sight lines, except as otherwise provided for in [Table E26.2.3.1 Activity table](#) in [E26 Infrastructure](#) and Standard H8.6.26 Verandahs.

H8.6.32. Outlook space

Purpose:

- ensure a reasonable standard of visual and acoustic privacy between different dwellings, including their outdoor living space, on the same or adjacent sites; and
- encourage the placement of habitable room windows to the site frontage or to the rear of the site in preference to side boundaries, to maximise both passive surveillance of the street and privacy, and to avoid overlooking of neighbouring sites.

(1) The standard below applies to new buildings containing dwellings, visitor accommodation and boarding houses, and buildings that are converted to dwellings, visitor accommodation and boarding houses.

(2) An outlook space must be provided from each face of the building containing windows to principal living areas or bedrooms of any dwelling. Where windows to a principal living area or bedroom are provided from two or more faces of a building, outlook space must be provided to the face with the greatest window area of outlook.

(3) The minimum dimensions for outlook space are:

- (a) for principal living areas, the dimensions of the outlook space, measured perpendicular to the exterior face of the building, must be 6m; and
- (b) for bedrooms, the outlook space must be a minimum of 6m, measured perpendicular to the exterior face of the building.

(4) The outlook space must extend from the exterior wall of the principal living room or bedroom and not the windows.

(5) The outlook space may be over:

- (a) the site on which the building is located, but not towards a side boundary if the building is within 10m of the site frontage (refer Figure H8.6.32.1);
- (b) the street;
- (c) public open space; or
- (d) another site, only if:
 - (i) the outlook space is secured in perpetuity for the benefit of the building by a legal instrument to be put in place prior to the commencement of construction; and
 - (ii) the written approval of the owner of the adjoining site for the outlook space is provided when the application for resource consent is lodged.

(6) In the situation where an outlook space is provided over a legal road narrower than the width specified in Figure H8.6.32.2, the street width is deemed to satisfy the minimum outlook space requirement.

(7) More than one building on the site may share an outlook space.

Figure H8.6.32.1 Outlook over the street

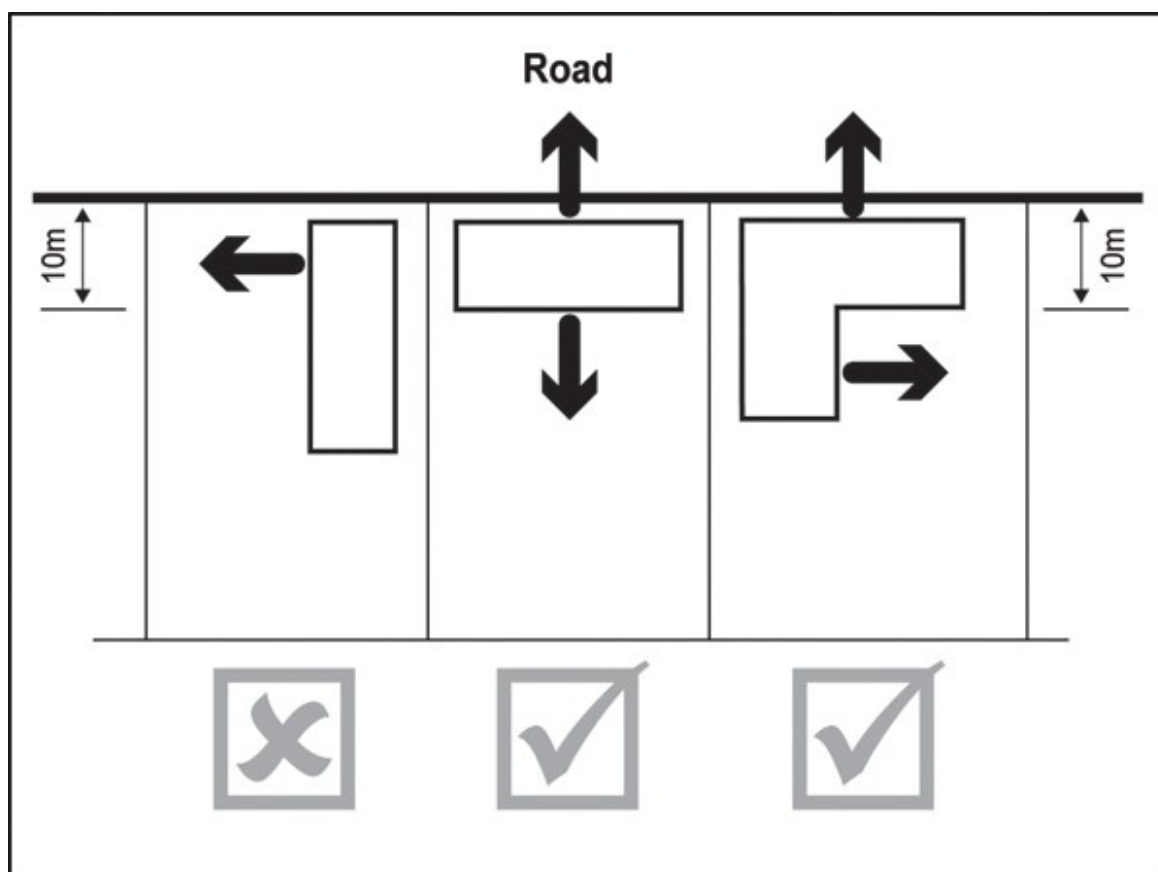


Figure H8.6.32.2 [Deleted]

H8.6.33. Minimum dwelling size

(1) Dwellings must have a minimum net internal floor area as follows:

(a) 35m² for studio dwellings.

The minimum net internal floor area for studio dwellings may be reduced by 5m² where a balcony, ground floor terrace or roof terrace of 5m² or greater is provided.

(b) 50m² for one or more bedroom dwellings.

The minimum net internal floor area for one or more bedroom dwellings may be reduced by 8m² where a balcony, ground floor terrace or roof terrace of 8m² or greater is provided.

(c) Provided that for the purpose of Standard H8.6.33(1)(a) and H8.6.33(1)(b) above, the balcony, ground floor terrace or roof terrace:

- (i) is for the exclusive use of the dwelling occupants;
- (ii) has a minimum depth of 1.2m for studios;
- (iii) has a minimum depth of 1.8m for one or more bedroom dwellings; and
- (iv) balconies and ground floor terraces shall be directly accessible from the principal living room space.

H8.6.34. Strategic Transport Corridor Zone – Railway corridor setback

Purpose: to ensure the safe or efficient operation of the railway corridor by providing sufficient space for people to safely and efficiently conduct activities within their own land.

- (1) A building or parts of building or structure must be set back 5m from the boundary of a site adjoining the Strategic Transport Corridor Zone subject to a KiwiRail designation.

H8.7. Assessment – controlled activities

H8.7.1. Matters of control

The Council will reserve its control to all of the following matters when assessing a controlled activity resource consent application:

- (1) demolition of buildings:
 - (a) pedestrian amenity and safety;
 - (b) reuse of building materials;
 - (c) site condition post-demolition; and
 - (d) traffic generation.

H8.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) demolition of buildings:
 - (a) pedestrian amenity and safety:
 - (i) whether sites containing buildings that are proposed to be demolished have significant adverse effects on the quality and amenity of the public realm and the safety and efficiency of the surrounding transport network. In particular:
 - whether a high-quality and safe temporary hard or landscaped edge is provided along the site boundaries so that a defined boundary to streets and public open spaces is maintained. Including the provision and maintenance of continuous

pedestrian cover within areas subject to the verandah standard; and

- whether an edge treatment designed to reduce its vulnerability to graffiti and vandalism is maintained;

(b) reuse of building materials:

- (i) the extent to which demolished materials are reused and recycled as much as possible;

(c) site condition post-demolition:

- (i) if the site is not developed following demolition, the extent to which the site is landscaped to provide a good standard of visual amenity and whether the site will not be used for temporary or permanent parking.

(d) traffic generation:

- (i) with regard to the effects of building demolition on the transport network:
 - proposed hours of operation;
 - the frequency and timing of truck movements to and from the site; and
 - the location of vehicle access.

H8.8. Assessment – restricted discretionary activities

H8.8.1. Matters of discretion

The Council will reserve its discretion to all of the following matters when assessing a restricted discretionary resource consent application:

- (1) new buildings and external alterations and additions to buildings not otherwise provided for:
 - (a) building design and external appearance;
 - (b) form and design of buildings adjoining historic heritage places;
 - (c) design of parking, access and servicing;
 - (d) design and layout of dwellings, visitor accommodation and boarding houses;
 - (e) functional requirements; and
 - (f) layout and design of through-site links.
- (2) external alterations and additions to a special character building identified on Map H8.11.1 and buildings constructed prior to 1940 within the Queen Street Valley precinct:

- (a) building design and external appearance;
 - (b) architectural style and retention of original building features; and
 - (c) consistency with an approved character plan;
- (3) conversion of a building or part of a building to dwellings, visitor accommodation or boarding houses:
 - (a) design and layout of dwellings, visitor accommodation and boarding houses;
- (4) retail (excluding department stores) between 1000m² and 5000m² gross floor area per site:
 - (a) centre amenity and vitality;
- (5) the total or substantial demolition (more than 30 per cent by volume), or any demolition of the front façade of a special character building identified on Map H8.11.1:
 - (a) the matters of control identified in H8.8.1(1) above; and
 - (b) special character values;
- (6) infringement of general building height, streetscape improvement and landscaping, ~~maximum tower dimension, setback from the street and tower separation in special height area, and building setback from boundaries standards:~~
 - (a) effects of additional building bulk and scale on neighbouring sites, streets and public open spaces (sunlight and daylight access, dominance, visual amenity, and landscape character);
 - (b) consistency with the existing and planned built form and character of the zone; including enabling well-designed buildings ~~which have a human-scale podium and slender towers above to~~ that provide adequate maximise sunlight, daylight and outlook, or where towers are not possible, buildings should be well-designed and complement the streetscape and skyline;
 - (c) site specific characteristics; and
 - (d) the provision of effective and efficient emergency responder servicing.
- (7) infringement of rooftops standard:
 - (a) amenity effects;
- (8) [Deleted]
- (8A) Infringement of the harbour edge height control plane standard
 - (a) The effects of height, form, and scale on:

- (i) A city form which transitions in building height down towards the harbour edge
- (ii) Maximising visual connections and visual permeability between the city centre and the Waitematā Harbour;
- (b) Amenity effects on the streetscape, and adjacent waterfront public open spaces

~~(8B) infringement of maximum east-west tower dimension standard:~~

~~(a) The effects of building form, scale and bulk on providing adequate visual permeability between the city centre and the Waitematā Harbour.~~

(9) infringement of minimum floor to floor height, building frontage alignment and height and verandahs standards:

- (a) effects on the vitality and amenity of streets and public open spaces;
- (b) effects on historic heritage and special character buildings; and
- (c) effects on the potential of the building to accommodate other uses over time;

~~(d) for infringements of maximum frontage height (H8.6.25(2)):~~

~~(i) building bulk and scale;~~

~~(ii) consistency with the existing and planned built form and character of the zone; including enabling well designed buildings which have a human scale podium and slender towers above to maximise sunlight, daylight and outlook;~~

(e) site specific characteristics.

(10) infringement of outlook space standard:

- (a) privacy and outlook for dwellings;
- (b) daylight access and ventilation for dwellings; and
- (c) privacy, outlook, daylight access and ventilation for visitor accommodation;

(11) infringement of wind standard:

- (a) pedestrian and public amenity;

(12) infringement of glare standard:

- (a) pedestrian amenity; and
- (b) traffic safety and efficiency;

(13) infringement special amenity yards standard

- (a) effects on amenity; and

- (b) design of buildings or structures;
- (14) infringement of street sightlines standard:
 - (a) design of buildings or structures.
- (15) infringement of minimum dwelling size standard:
 - (a) effects of reduced living and circulation space.
- (16) infringement of Strategic Transport Corridor Zone – Railway corridor setback standard:
 - (a) The location and design of the building as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor.

H8.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) new buildings and external alterations and additions to buildings not otherwise provided for:
 - (a) building design and external appearance:

Contributing to a sense of place

- (i) the extent to which the design of buildings contribute to the local streetscape and sense of place by responding positively to the existing and planned built form and character of the zone and surrounding area and significant natural landforms and landscape features including the Waitematā Harbour;
- (ii) the extent to which the silhouette of the building as viewed from areas surrounding the city centre positively contributes to the city centre's skyline while reinforcing the existing and planned built form and character of the city centre;
- (iia) the extent to which buildings are designed to ~~create human scale podiums at street level and slender towers above which~~ allow adequate daylight and sunlight into buildings and daylight and sky views to filter down to streets and public places, while respecting the relationship of the city centre with the Waitematā Harbour.
- (iib) the extent to which buildings are designed to ensure adequate sunlight and daylight access to streets, public places and nearby sites.
- (iic) The extent to which sunlight, daylight and outlook is provided around buildings ~~at all levels above the podium~~, to enable light to filter to streets and complimenting the relationship between the city

centre and its surrounds including the Waitematā Harbour by through site views.

Creating a positive frontage

- (iii) the extent to which buildings have clearly defined public frontages that address the street and public open spaces to positively contribute to the public realm and pedestrian safety;
- (iv) whether the ground floor of a new building is at the same level as the adjoining street;
- (v) the extent to which pedestrian entrances are located on the street frontage and are clearly identifiable and level with the adjoining frontage;
- (vi) *[deleted]*
- (vii) for mixed use buildings, whether separate pedestrian entrances are provided for residential uses;
- (viii) where not required by a standard, activities that engage and activate streets and public spaces are encouraged at ground and first floor levels;
- (ix) the extent to which internal space at all levels within buildings is designed to maximise outlook onto street and public open spaces;
- (x) the extent to which dwellings located on the ground floor of buildings fronting streets and public open spaces adversely affect:
 - amenity values and the vitality of the street or public open space, such as on frontages that are subject to the verandah standard; and
 - amenity values in terms of noise and air quality effects, such as on streets that carry high volumes of vehicle traffic.
- (xi) where dwellings are considered to be appropriate at ground floor, the extent to which they are designed to enable passive surveillance of the street/public open space and provide privacy for residents. This could be achieved by:
 - providing balconies over-looking the street or public open space;
 - providing a planted and/or fenced setback where the site adjoins streets or public open space. Fences or landscaping should be low enough to allow direct sight lines from a pedestrian in the public realm to the front of a balcony; or
 - raising the balcony and floor plate of the ground floor dwellings above the level of the adjoining street or public open space to

a height sufficient to provide privacy for residents and enable them to overlook the public realm;

Variation in building form/visual interest

- (xii) the extent to which buildings, including alterations and additions, are designed as a coherent scheme and demonstrate an overall design strategy that contributes positively to the visual quality of the development;
- (xiii) where the proposed development is an addition or alteration to an existing building, the extent to which it is designed with consideration to the architecture to the original building and respond positively to the visual amenity of the surrounding area;
- (xiv) the extent to which buildings are designed to:
 - avoid long, unrelieved frontages and excessive bulk and scale when viewed from streets and public open spaces;
 - visually break up their mass into distinct elements to reflect a human scale and the typical pattern of development in the area; and
 - differentiate ground, middle and upper level;

techniques to achieve this include the use of recesses, variation in building height and roof form, horizontal and vertical rhythms and facade modulation and articulation;

- (xv) whether blank walls are avoided on all levels of building frontages to streets and public open spaces;
- (xvi) whether side or rear walls without windows or access points are used as an opportunity to introduce creative architectural solutions that provide interest in the facade including modulation, relief or surface detailing;
- (xvii) the extent to which buildings provide a variety of architectural detail at ground and middle levels including maximising doors, windows and balconies overlooking the streets and public open spaces;
- (xviii) the extent to which roof profiles are designed as part of the overall building form and contribute to the architectural quality of the skyline as viewed from both ground level and the surrounding area. This includes integrating plant, exhaust and intake units and other mechanical and electrical equipment into the overall rooftop design;
- (xix) the extent to which colour variation and landscaping are used.- Noting they should not be used to mitigate a lack of building articulation or design quality;
- (xixa) the extent to which glazing is provided on street and public open space frontages and the benefits it provides in terms of:

- the attractiveness and pleasantness of the street and public open space and the amenity for people using or passing through that street or space;
- the degree of visibility that it provides between the street and public open space and the building interior; and
- the opportunities for passive surveillance of the street and public open space from the ground floor of buildings.

~~(xixb) the extent to which adequate separation between buildings is provided:~~

- ~~• to ensure sunlight and/or daylight reaches the street~~
- ~~• to ensure streetscape amenity~~
- ~~• to avoid a sense of dominance to the street and neighbouring sites~~
- ~~• to ensure gaps are created between buildings which allow physical, cultural and visual connections to the Waitematā Harbour and maunga.~~

(xx) for residential development:

- the extent to which the mechanical repetition of unit types is avoided;
- the extent to which balconies are designed as an integral part of the building. A predominance of cantilevered balconies should be avoided;
- whether apartments above ground floor can be accessed from internal corridors or entrance way. External walkways/breezeways should generally be avoided;

Materials and finishes

- (xxi) the extent to which buildings use quality, durable and easily maintained materials and finishes on the façade, particularly at street level;
- (xxii) where provided, the extent to which signs are designed as an integrated part of the building façade;

Cultural identity

- (xxiii) the extent to which development integrates mātauranga, tikanga and Māori design principles into the design of new buildings and public open spaces; and

Functional requirements

- (xxiv) whether the design recognises the functional requirements of the intended use of the building;

(b) form and design of buildings adjoining historic heritage places:

(i) buildings adjoining a scheduled historic heritage place:

- whether the proposed building is located and designed to have regard to the significant historic heritage elements and built form of the place. This does not mean a rigid adherence to the height of the place, nor does it reduce the development potential of the site, but it does require careful consideration in terms of the form and design of the building to minimise the effects of dominance;
- may not be required to adjoin the site frontage if a better design outcome could be achieved by respecting the setback and/or spatial location of the place; or
- whether the proposed building uses materials and/or design detail that respect rather than replicate any patterns or elements existing in the place, however new and contemporary interpretations in form and detail may be used;

(c) design of parking, access and servicing:

- (i) whether parking is located, in order of preference, underground, to the rear of building or separated from the street frontage by uses that activate the street;
- (ii) where parking is provided at lower building levels, the extent to which it is fully sleeved with active uses or activities that provide passive surveillance of the street and contribute to pedestrian interest and vitality. Above this, the extent to which car parking is fully screened on all sides of the building using design methods that present facades that are visually attractive and avoid night time light spill, noise and air quality effects on nearby sites and streets and public open spaces;
- (iii) whether vehicle crossings and accessways are designed to reduce vehicle speed, be visually attractive and clearly signal to pedestrians the presence of a vehicle crossing or accessway;
- (iv) whether pedestrian access between parking areas, building entrances/lobbies and the street provide equal access for people of all ages and physical abilities, a high level of pedestrian safety and be visually attractive;
- (v) whether separate vehicle and pedestrian access are provided within parking areas. Shared pedestrian and vehicle access may be appropriate where a lane or street is proposed within a development site. The shared space should prioritise pedestrian movement;
- (vi) whether ramps visible from the street are avoided, however, where necessary, whether they are minimal in length and integrated into the design of the building;

- (vii) for commercial activities, whether suitable provision is made for on-site rubbish storage and sorting of recyclable materials that:
 - is a sufficient size to accommodate the rubbish generated by the proposed activity;
 - is accessible for rubbish collection; and
 - for new buildings, is located within the building
- (viii) where appropriate, whether a waste management plan is provided and:
 - includes details of the vehicles to be used for rubbish collection to ensure any rubbish truck can satisfactorily enter and exit the site; and
 - provides clear management policies to cater for different waste management requirements of the commercial tenancy and residential activities.
- (ix) for alterations or additions to existing buildings where it is not possible to locate the storage area within the building, whether they are located in an area not visible from the street or public open spaces;
- (x) whether the development is able to be adequately served by wastewater and transport infrastructure; and
- (xi) whether servicing elements (including venting and air-conditioning units) are located on the roof of the building or internal to the site and not on street-facing facades. Where this is not possible (e.g. alterations to a shop front), the extent to which servicing:
 - forms an integrated element of the building façade; and
 - is located so that it minimises adverse effects such as noise/odour on neighbouring sites and the public realm;
- (d) design and layout of dwellings, visitor accommodation and boarding houses:
 - (i) the extent to which dwellings are located, proportioned and orientated within a site to maximise the amenity of future residents by:
 - clearly defining communal, semi-communal and private areas within a development;
 - maximising passive solar access while balancing the need for buildings to front the street; and
 - providing for natural cross-ventilation by window openings facing different direction.

- (ii) the extent to which visitor accommodation and boarding houses are designed to achieve a reasonable standard of internal amenity. Taking into account:
 - any specific internal design elements that facilitate the more efficient use of internal space;
 - the relationship of windows or balconies to principal living rooms; and
 - the provision of larger indoor or outdoor living spaces whether communal or exclusive to the visitor accommodation and boarding houses is more important for units that are not self-contained.
- (iii) whether suitable provision is made for on-site rubbish storage and sorting of recyclable materials that:
 - is a sufficient size to accommodate the rubbish generated by the proposed activity;
 - is accessible for rubbish collection;
 - for new buildings, is located within the building; and
 - for alterations or additions to existing buildings where it is not possible to locate the storage area within the building, whether the storage area is enclosed and not visible from the street or public open spaces.
- (iv) whether a waste management plan:
 - includes details of the vehicles to be used for rubbish collection to ensure any rubbish truck can satisfactorily enter and exit the site; and
 - provides clear management policies to cater for different waste management requirements of the commercial tenancy and residential activities;
- (e) The extent to which the proposed development facilitates convenient pedestrian connections between streets and public spaces, considering the existing network and potential future connections; and
- (f) Where a through-site link is proposed:
 - (i) the extent to which visibility to, from, and within the through-site link is provided to support public safety, and wayfinding elements are integrated to guide pedestrians and enhance navigability;
 - (ii) The extent to which the quality of the pedestrian experience within the through-site link is achieved, including the provision of safety measures, comfort features such as seating and shelter, and amenities that contribute to a pleasant and engaging environment;

- (iii) The extent to which the proposed through-site link contributes positively to the overall urban design and public realm of the city centre;
 - (iv) The extent to which the alignment of the through-site link responds to likely pedestrian desire lines through and beyond a site; and
 - (v) The extent to which the through-site link accommodates the needs of diverse users, including people with disabilities or mobility impairments, and its adaptability to changing conditions and demands.
- (2) external alterations and additions to special character buildings identified on Map H8.11.1 and buildings constructed prior to 1940 within the Queen Street Valley precinct:
- (a) building design and external appearance:
 - (i) refer to the assessment criteria in H8.8.2(1)(a), H8.8.2(1)(b) and H8.8.2(1)(c) above.
 - (b) architectural style and retention of original building features:
 - (i) whether alterations and additions to special character buildings:
 - are in keeping with the building's architectural form, proportions and style and whether materials that are sympathetic to those originally used;
 - retain as much of the existing building façade as practicable by refurbishing, restoring and adapting parts of the building rather than replacing them;
 - are in a contemporary architectural style and whether they are designed to be sympathetic to the form, bulk, proportions and articulation of the existing building or buildings on the site; and
 - avoid additional structures such as aerials and air-conditioning units on street-facing facades of the special character building. However, where they are necessary, whether they are appropriately located and designed to reduce the appearance of visual clutter.
 - (c) consistency with an approved character plan:
 - (i) whether alterations and additions are consistent with a character plan, where one has been approved for the site;
- (3) conversion of a building or part of a building to dwellings, visitor accommodation or boarding houses:
- (a) design and layout of dwellings, visitor accommodation and boarding houses:
 - (i) refer to the assessment criteria in H8.8.2(1)(d) above;

(4) retail (excluding department stores) between 1000m² and 5000² gross floor area per site:

(a) centre amenity and vitality:

(i) whether retail greater than 1000m² and less than 5000m² gross floor area per site outside of the core retail area:

- significantly adversely affect the amenity values and functions of the core retail area having regard to the activity's proposed size, composition and characteristics; and
- provide a net positive benefit in terms of the community's convenient access to commercial activities and community services, including having regard to whether locating within the core retail area would result in adverse environmental effects on the form, function or capacity of the core retail area;

(5) the total or substantial demolition (more than 30 per cent by volume) or any demolition of the front façade of a special character building identified on Map H8.11.1:

(a) the assessment criteria in H8.7.2(1) above apply in addition to the criteria below;

(b) special character values:

(i) whether the total or substantial demolition (more than 30 per cent by volume) or any demolition of the front facade of a special character building significantly adversely affect the built form and streetscape character of the surrounding area. In considering this, the Council will have regard to the following:

- whether the building forms part of a cohesive group of buildings similar in age, scale, proportion or design and the extent to which the building's demolition would detract from the shared contribution that group makes to streetscape, the unique special character or the history and context of the area;
- whether the building makes a significant contribution to the historic context, character or cohesiveness of the surrounding streetscape;
- whether the building is a remnant example of a building type that reflects the history of the area;
- the extent of the building's contribution to any adjoining or nearby scheduled places, either through the context and the relationship of the building to the scheduled place or through the building's mass, height or rhythm of facades;

- whether demolition would adversely affect the historic heritage values of any neighbouring scheduled historic heritage places; and
 - whether the proposal has fully considered whether reasonable use of the site could be achieved through the adaptive re-use of the building rather than through demolition and replacement.
- (ii) notwithstanding the above, other factors will be considered and balanced when assessing an application for the demolition of a special character building, including:
- whether the building is beyond rehabilitation in terms of poor structural or physical condition, and the costs of the repair work or upgrading necessary to extend the useful life of the building are prohibitive in comparison to the costs of a new building of similar size; and
 - whether the building is beyond rehabilitation to its original state and the costs of the rehabilitation to reproduce the qualities of the building and enhance the architectural qualities and special characteristics of the streetscape and the surrounding area, in comparison to the costs of a new building of a similar size;
- (6) infringement of general building height, streetscape improvement and landscaping, ~~maximum tower dimension, setback from the street and tower separation in special height area, and building setback from boundaries~~ standards:
- (a) effects of additional building bulk and scale on neighbouring sites and streets and public open spaces (sunlight and daylight access, dominance, streetscape amenity, visual amenity and landscape character):
- (i) whether minor height infringements may be appropriate where it would provide an attractive and integrated roof form that also meets the purpose of the standard;
 - (ii) whether height ~~or setback~~ infringements may be appropriate on corner sites to reinforce the prominence of the corner where it meets the relevant standard infringement criteria and makes a positive contribution to the streetscape; and
 - (iii) [deleted]
- (b) consistency with the existing and planned built form and character of the zone/area:
- (i) where building height ~~or maximum tower dimension, setback from the street and tower separation in special height area, and building setback from boundaries~~ is infringed whether the proposal demonstrates that Policies H8.3(29), H8.3(29A), H8.3(30), H8.3(31) and H8.3(38) of the Business – City Centre Zone are met.

(c) site specific characteristics:

- (i) whether there are particular site specific characteristics in terms of narrow site size, unusual site size, shape or orientation, or the location and nature of existing buildings which have constrained the form of the development proposed;
- (ii) ~~where towers are not possible~~, the extent to which buildings are well-designed and complement the streetscape and skyline;

(d) the safety and functionality of emergency responder access.

(7) infringement of rooftops standard:

(a) amenity effects:

- (i) whether rooftop projections result in a cluttered roof appearance when viewed from the street and surrounding buildings;

(8) [deleted]

(8A) infringement of the harbour edge height control plane standard:

(a) Height, form, and scale:

- (i) The extent to which the building (including roof structures) are designed to reinforce the planned built form of the city centre and the waterfront when viewed from:
 - within the city centre and main approaches to the city centre by land and water; and
 - public spaces which offer comprehensive views.
- (ii) The extent to which the part of the building which protrudes through the harbour edge height control plane:
 - Avoids abrupt or arbitrary truncation of the upper parts of the building or structure.
 - Is visually compatible with its proximity to the Waitematā Harbour, taking into account:
 - Whether the expression of the building provides visual interest and variation;
 - Whether the design visually reinforces the building's sense of place on the waterfront; and
 - The clustering of building heights to reinforce transitioning to a lower density waterfront setting.
 - Maintains visual and physical connections and visual permeability to the Waitematā Harbour through the city centre by providing adequate airspace, sunlight, daylight and amenity around towers.

(b) Amenity effects on the streetscape and adjacent public open spaces along the waterfront:

(i) The extent to which building bulk above the harbour edge height control plane results in loss of amenity to adjacent public open spaces along the waterfront, including:

- Sunlight admission.
- Shading and dominance at street level and public spaces, in particular Quay St, Queen St, and Customs St.

(c) Particular constraints:

(i) Whether there are particular site development characteristics in terms of unusual site size, shape or orientation, or the location and nature of existing buildings which have constrained the form of the development.

~~(8B) infringement of maximum east-west tower dimension standard:~~

~~(a) The effects of building form, scale and bulk on providing adequate physical, cultural and visual connections, and visual permeability between the city centre and the Waitematā Harbour:~~

~~(i) The extent to which towers have spaces between and around them providing north-south views of the harbour.~~

~~(ii) the extent to which towers have a square or north-south alignment.~~

~~(iii) the extent to which buildings avoid creation of a wall of built form which reduces views to the harbour from the city centre.~~

(9) infringement of minimum floor to floor height, building frontage alignment and height and verandahs standards:

(a) effects on the vitality and amenity of streets and public open spaces;

(b) effects on historic heritage and special character buildings:

(i) the Council will give priority to protecting important features of historic heritage and special character building ground floor facades over compliance with the street frontage standard.

(c) effects on the potential of the building to accommodate other uses over time.

(d) for infringement of maximum frontage height (H8.6.25(2-1)):

(i) effects of additional building scale on neighbouring sites, streets and public open spaces (sunlight and daylight access, dominance, visual amenity, and landscape character):

- the extent to which buildings have clearly defined human scale frontages that address the street and public open spaces to positively contribute to the public realm and pedestrian safety;
- the extent to which buildings are designed to provide adequate sunlight, daylight and sky view access to streets, public places and nearby sites.
- whether maximum frontage height infringements may be appropriate on corner sites to reinforce the prominence of the corner where it meets the relevant standard infringement criteria and makes a positive contribution to the streetscape;

~~(ii) whether the proposal demonstrates that Policies H8.3(30), H8.3(31), H8.3(34) and H8.3(38) of the Business – City Centre Zone are met.~~

~~(iii) whether there are particular site specific characteristics in terms of unusual site size, shape or orientation, or the location and nature of existing buildings which have constrained the form of the development proposed.~~

(10) infringement of outlook space standard:

(a) privacy and outlook for dwellings:

- (i) dwellings that infringe the outlook standard, whether they will have a good standard of outlook and visual and acoustic privacy between principal living rooms and bedrooms of dwellings on the same and between dwellings on adjacent sites and will not prevent a complying residential development on an adjoining site.

(b) daylight access and ventilation for dwellings:

- (i) dwellings that infringe the outlook standard, whether the dwellings will receive a good degree of natural light and ventilation, particularly those at lower building levels.

(c) privacy, outlook, daylight access and ventilation for visitor accommodation:

- (i) the criteria for dwellings in H8.8.2(10)(a) and H8.8.2(10)(b) above apply, except that a lesser dimension of outlook separation to a minimum of 6.0m from bedrooms or principle living areas may be acceptable in some cases where the intent of criteria H8.8.2(10)(a) and H8.8.2(10)(b) above are satisfied and, with the exception of Crown land, where certainty can be provided, through a registered covenant in favour of the Council or another equally restrictive mechanism, that the building or area within a building is not to be used for accommodation other than visitor accommodation and is to be managed as a single entity in perpetuity;

(11) infringement of wind standard:

(a) pedestrian amenity:

- (i) whether development avoids excessive wind velocity and turbulence in outdoor pedestrian spaces; and
 - (ii) consideration will be given to the potential for mitigation measures to be incorporated into the development to minimise exacerbation of existing wind conditions;
- (12) infringement of glare standard:
 - (a) pedestrian amenity:
 - (i) the extent to which glare from external surfaces may cause discomfort or hazards to pedestrians.
 - (b) traffic safety and efficiency:
 - (i) the extent to which glare may generate hazards for drivers;
- (13) special amenity yards:
 - (a) effects on amenity:
 - (i) the extent to which buildings within special amenity yards avoid significant adverse effects on pedestrian and/or streetscape amenity.
 - (b) design of buildings or structures:
 - (i) the nature, extent and form of any building element or feature proposed within a special amenity yard;
 - (ii) the extent to which any building element or feature proposed within the Queen Street special amenity yard obscures:
 - views of the Ferry Building and harbour glimpses available through the special amenity yard from Queen Elizabeth Square and the Central Post Office building; or
 - views of the Central Post Office Building through the special amenity yard from the Ferry Building.
 - (iia) the extent to which any new or alteration to existing building element or feature proposed within the Mahuhu Crescent special amenity yard obscures:
 - views of the Railway Station building available through the special amenity yard from Mahuhu Crescent and Māhuhu-ki-te-Rangi park.
 - (iii) the extent to which the proposed building element constitutes a visually competing intrusion into the foreground or background of the protected sightline(s);
- (14) street sightlines:
 - (a) design of buildings or structures:

- (i) the nature, extent and form of the proposed non-complying feature;
 - (ii) the extent to which the proposed non-complying built element will obscure the protected sightline from the key location in the city centre to significant landmarks and the harbour; or
 - (iii) the extent to which the proposed non-complying element constitutes a visually competing intrusion into the foreground or background of the protected sightline.
- (15) infringement of minimum dwelling size standard:
- (a) Effects of reduced living and circulation space, on residential amenity
 - (i) Dwellings that do not comply with the minimum dwelling size standard must demonstrate that:
 - the proposed dwelling size provides a good standard of amenity for the number of occupants the dwelling is designed for
 - there is adequate circulation around standard sized furniture.
 - (ii) Methods to achieve (i) above may include use of built in furniture and mezzanine areas with good access and head height. Provision of a larger private outdoor space may provide amenity that mitigates a smaller dwelling size.
- (16) infringement of Strategic Transport Corridor Zone – Railway corridor setback standard:
- (a) Location of the building or structure
 - (b) Methods of providing for building maintenance within site boundaries on a permanent basis.
 - (c) The outcome of any consultation with KiwiRail.

H8.9. [Deleted]

H8.10. Special information requirements

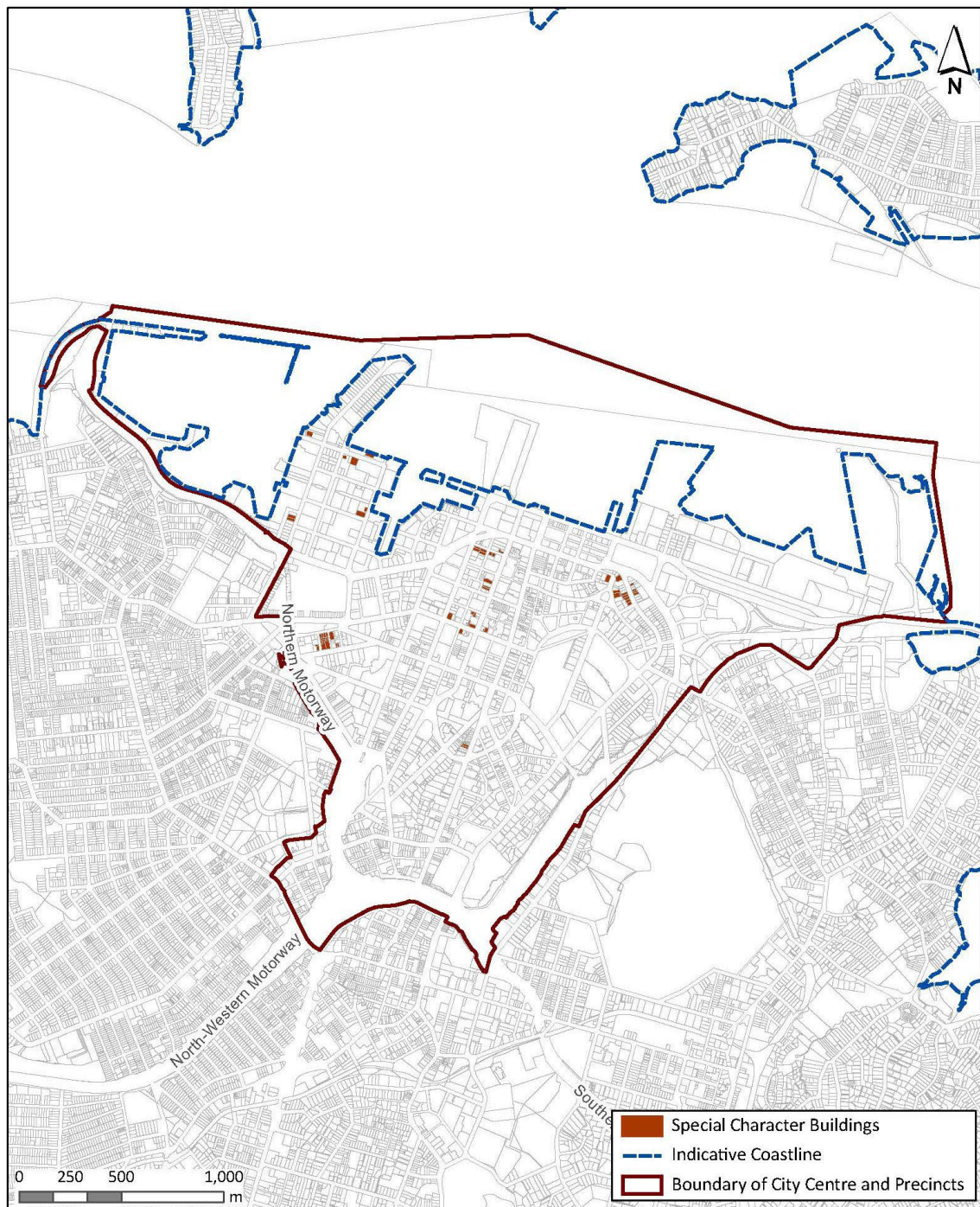
H8.10.1. Alterations and additions to buildings identified as historic heritage and special character

- (1) For scheduled historic heritage buildings, the applicant must prepare a conservation plan (or update an existing conservation plan where one already exists) and demonstrate that a programme of works will be undertaken including a maintenance plan to guide ongoing regular maintenance and cleaning. This information shall be provided where the application is for:
 - (a) substantial demolition or destruction;
 - (b) relocation within the scheduled extent of place; or
 - (c) significant restoration or modification works.

- (2) For any application for works affecting identified special character buildings, the applicant must prepare a character plan that details how the significant features of the building that contribute to streetscape amenity will be retained and enhanced. The plan must demonstrate that a programme of works will be undertaken, including a maintenance plan to guide ongoing regular maintenance and cleaning. The plan shall be commensurate with the effects of the proposed works on special character values. For the purpose of this information requirement, 'identified special character buildings' are all pre-1940s buildings within the Queen Street Valley precinct and those identified on Map H8.11.1.

H8.11. Maps

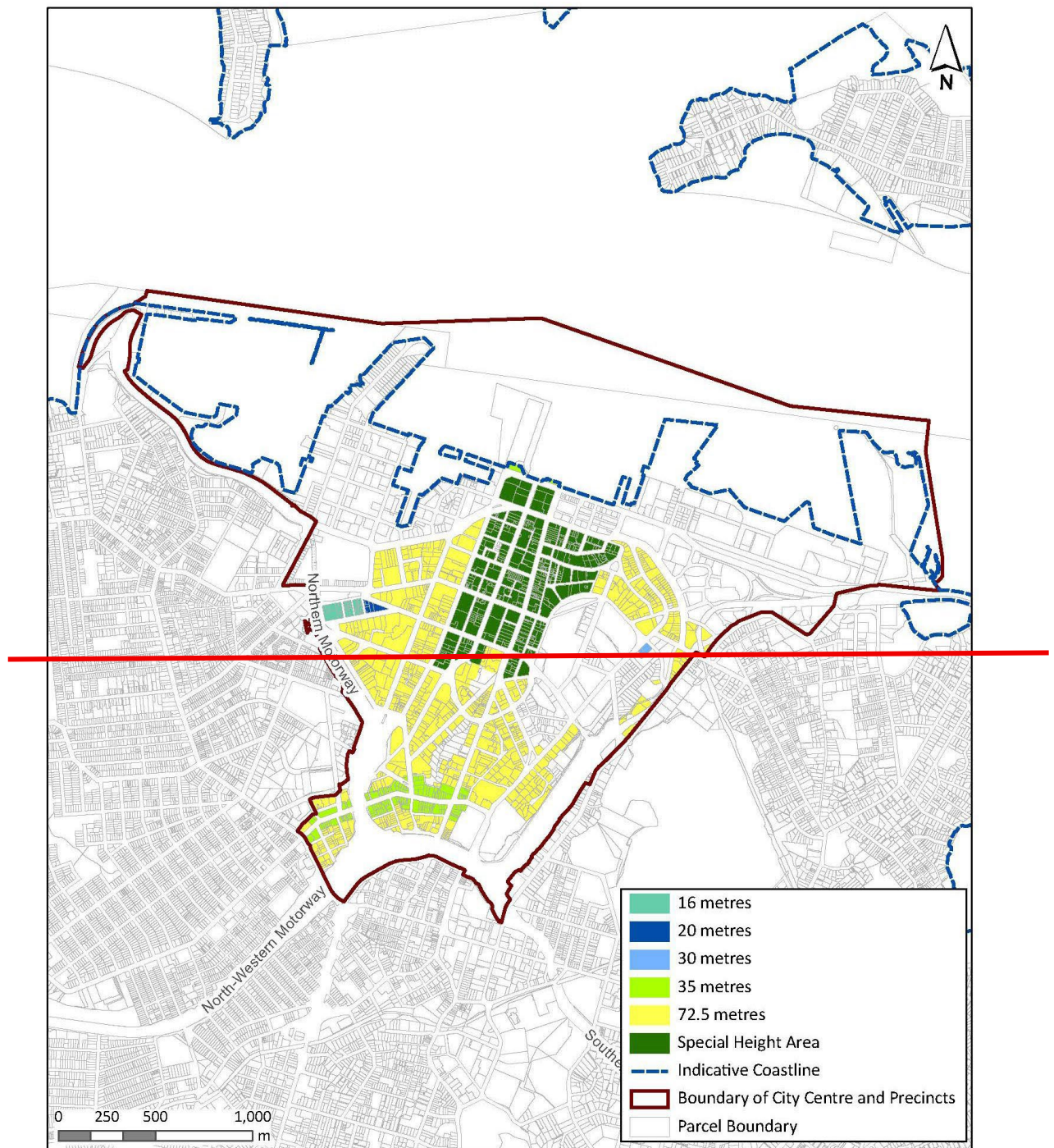
Map H8.11.1 Special character buildings

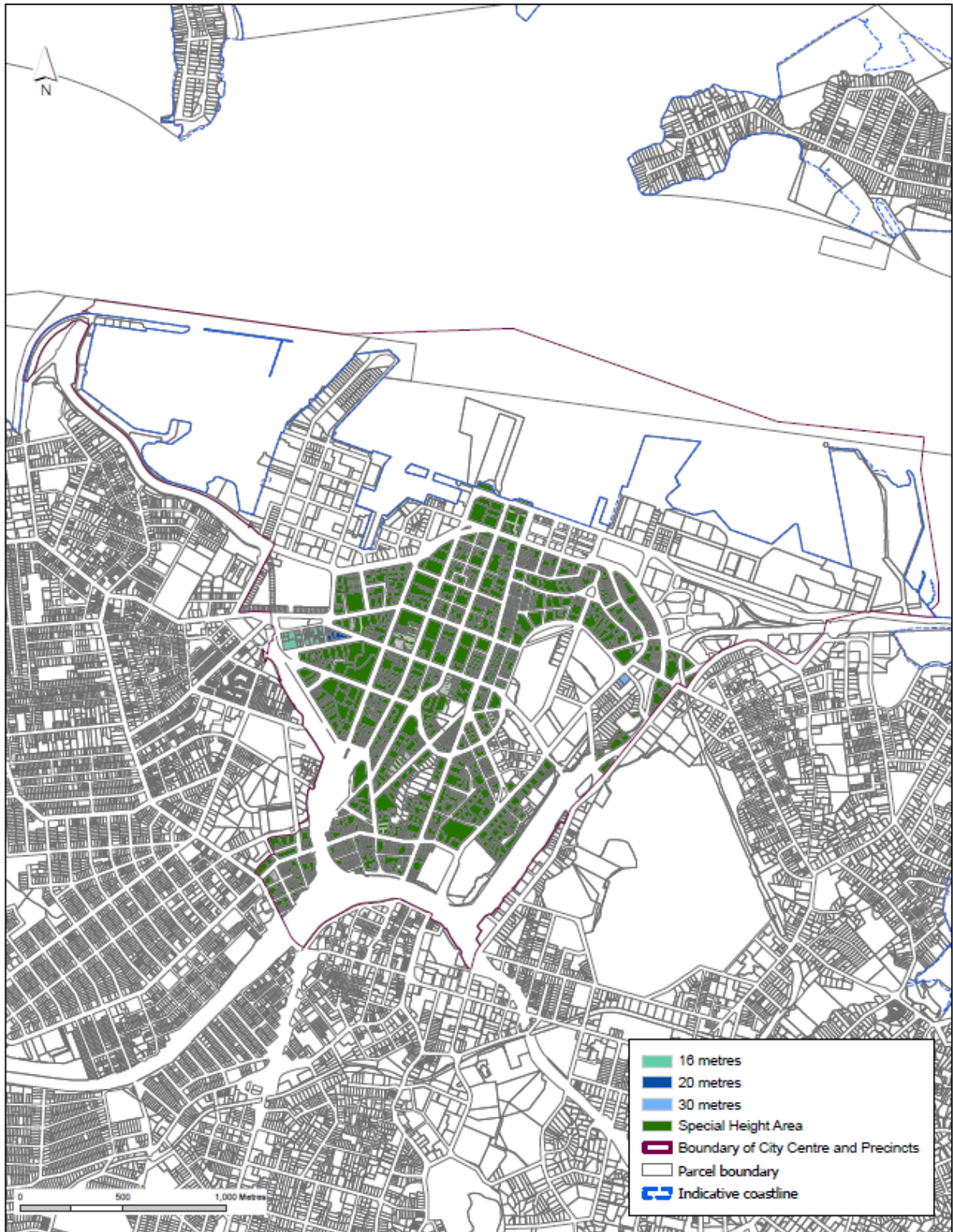


Map H8.11.2 Core retail areas

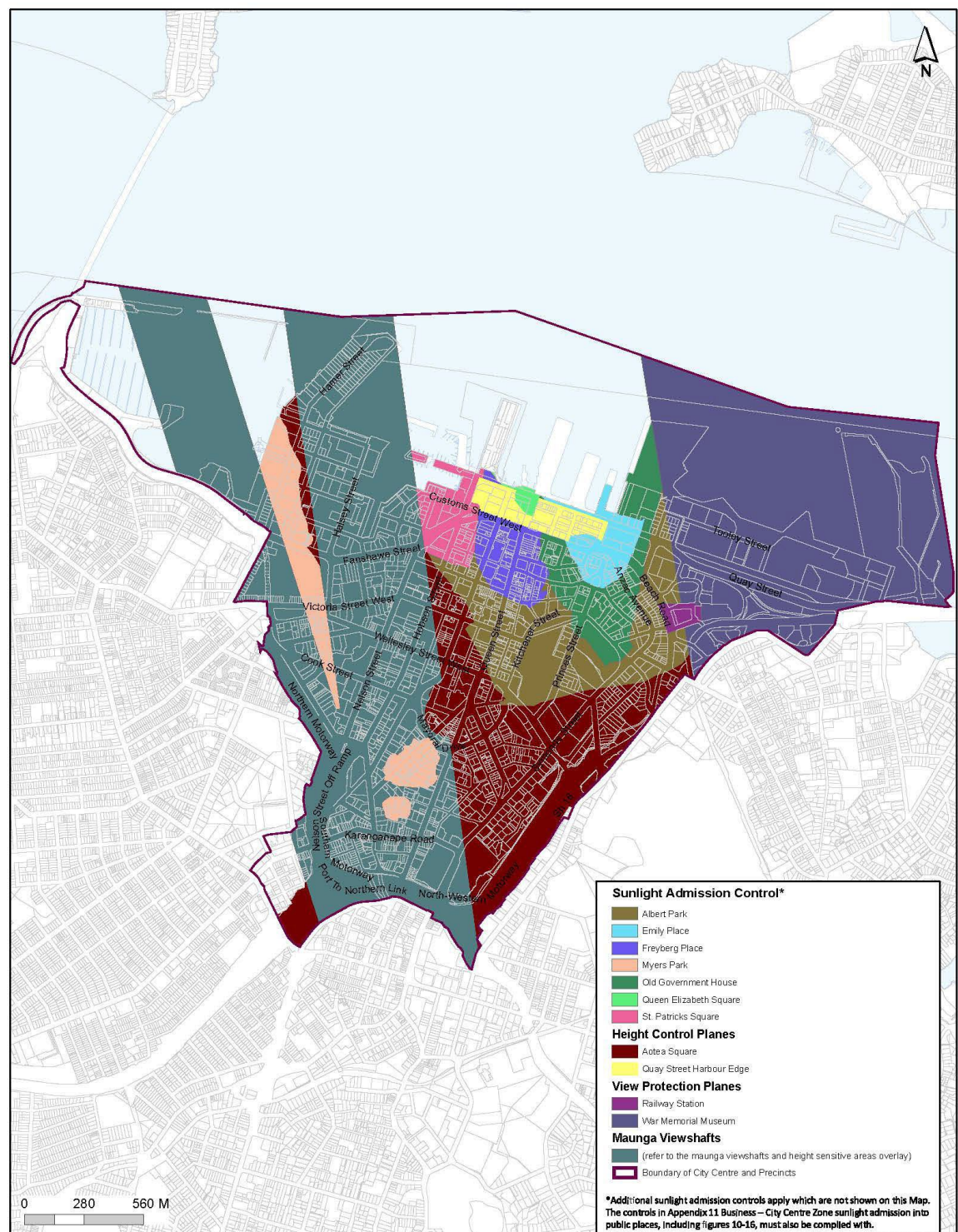


Map H8.11.3 General height controls

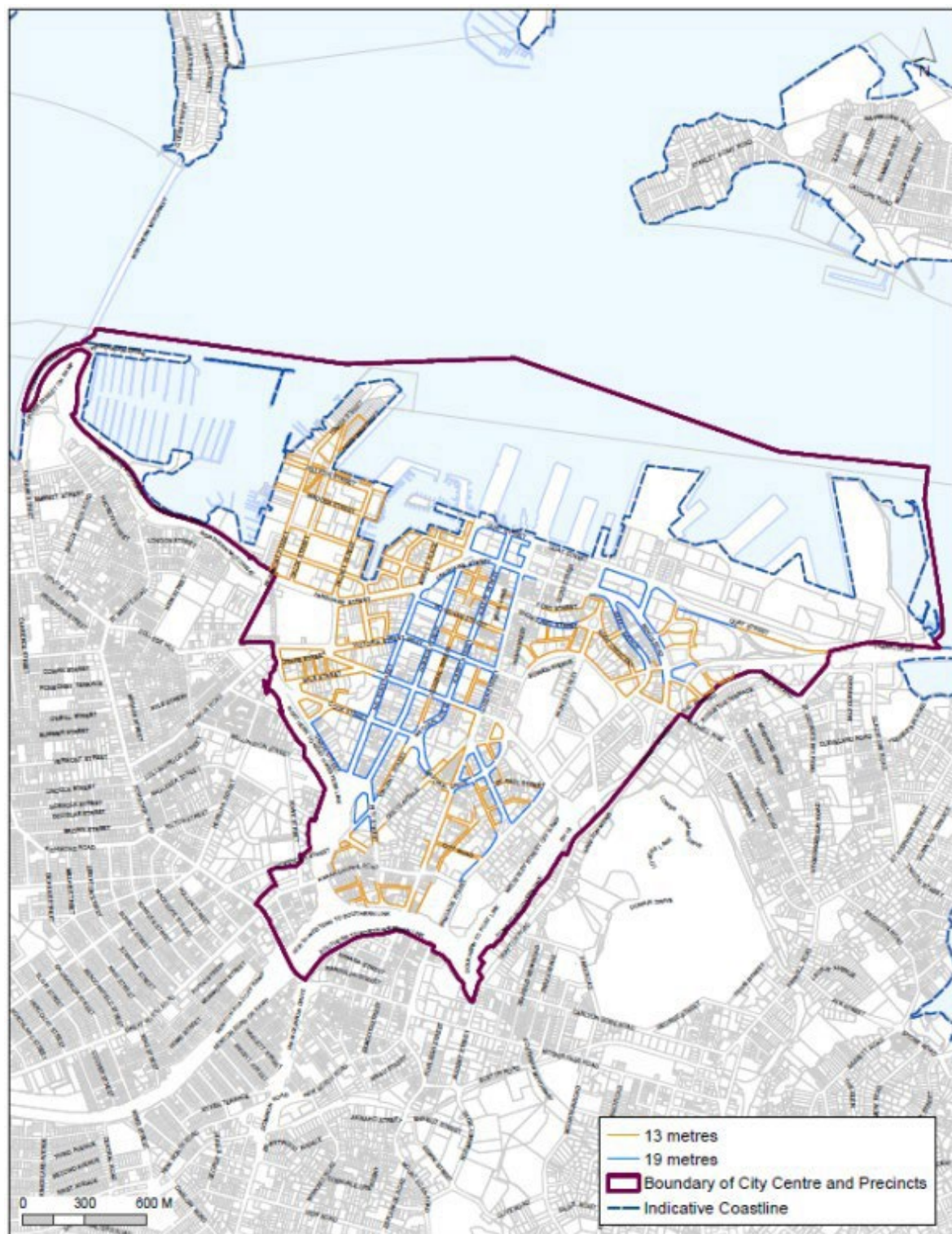




Map H8.11.4 Special height controls

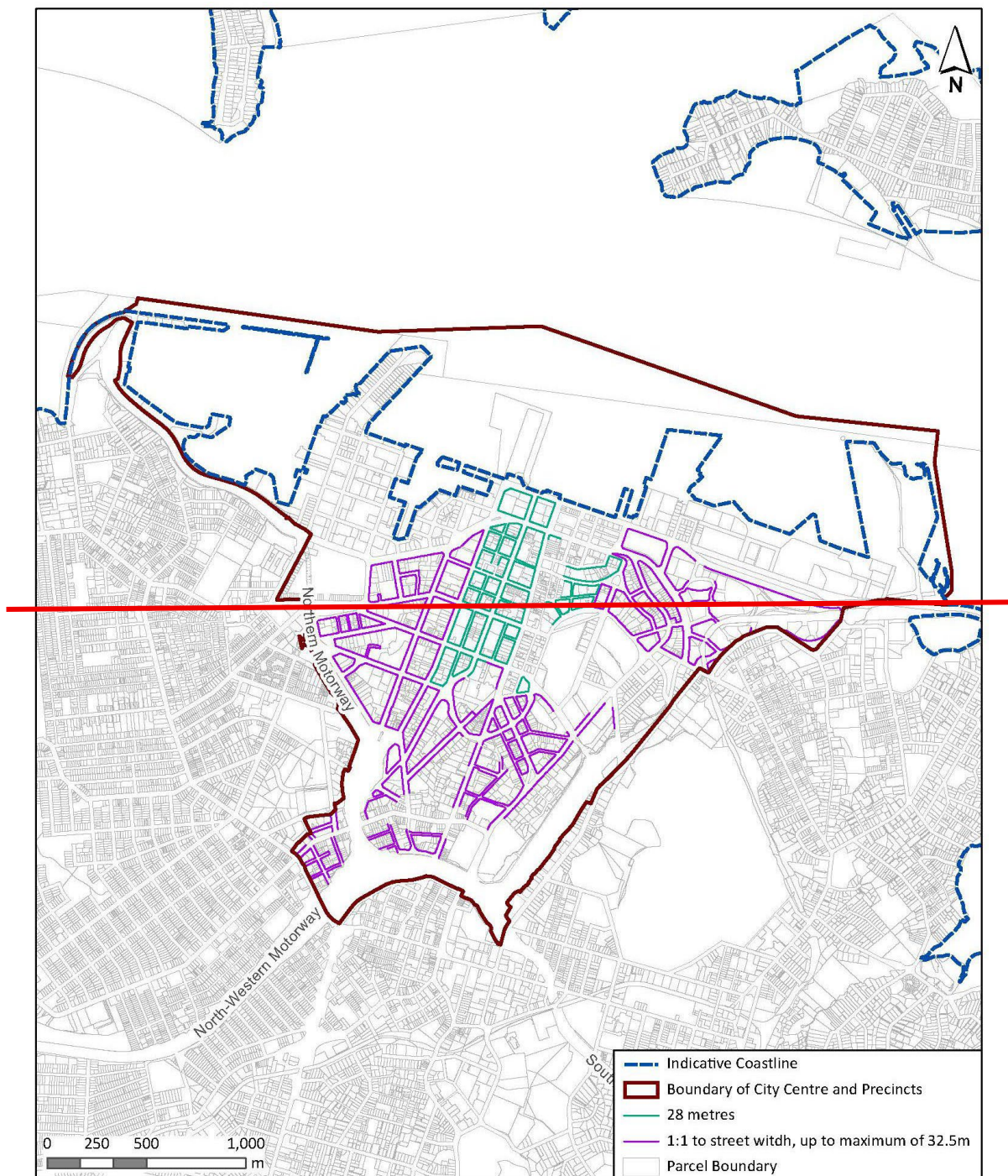


Map H8.11.5 Minimum frontage height

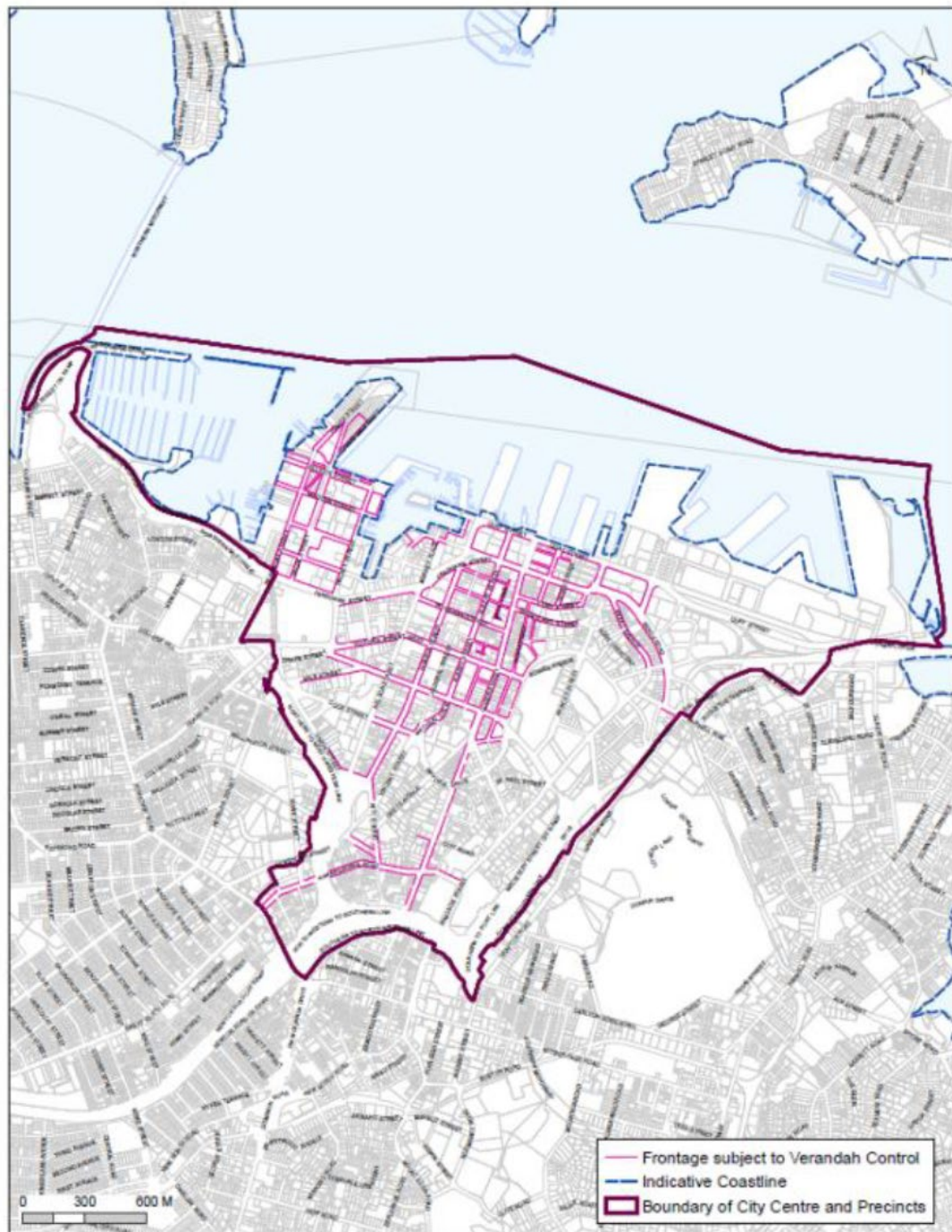


Map H8.11.5A [Deleted]

Map H8.11.5A Maximum frontage height



Map H8.11.6 Verandahs



Map H8.11.7 [Deleted]

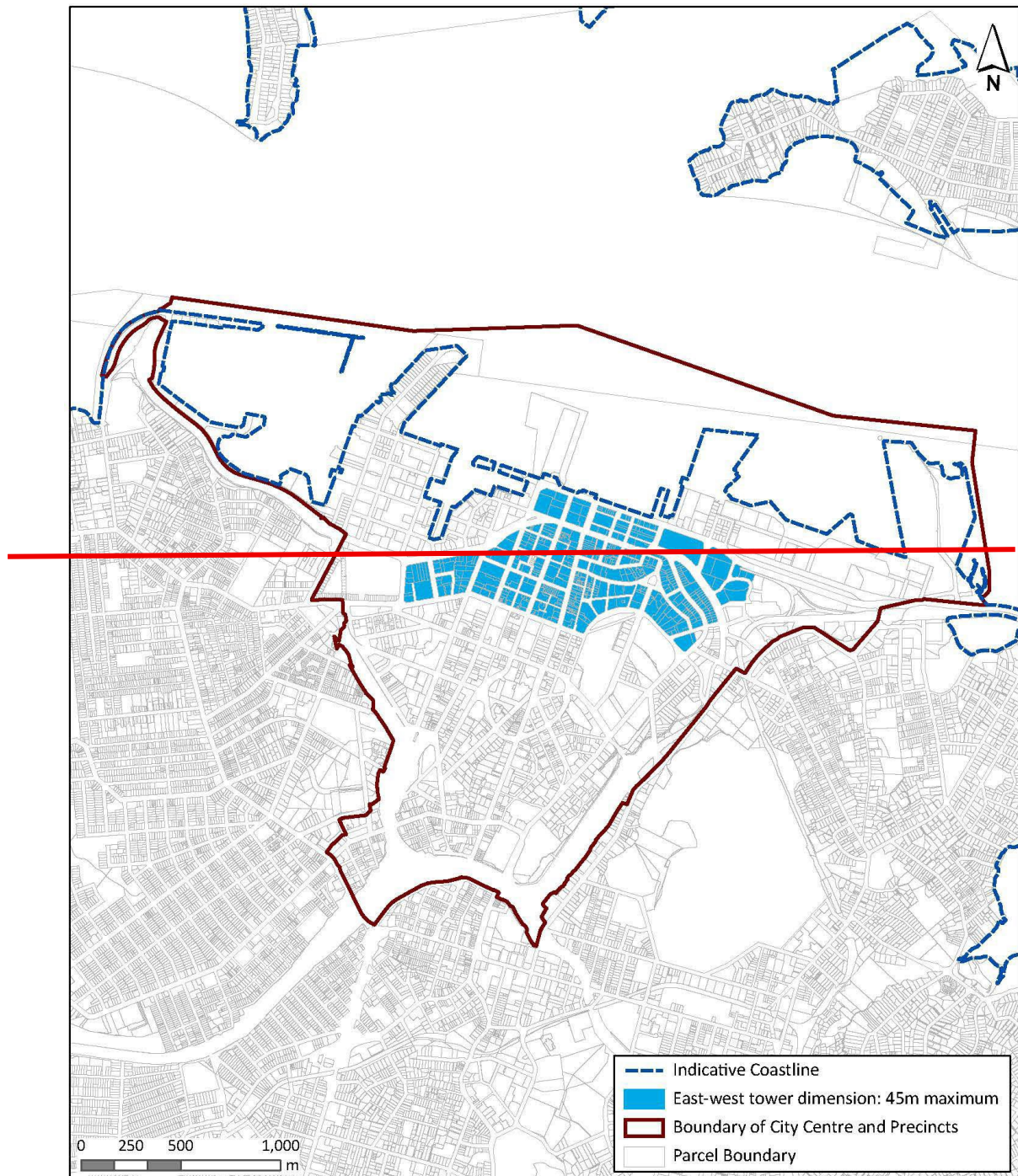
Map H8.11.7A [Deleted]

Map H8.11.8 [Deleted]

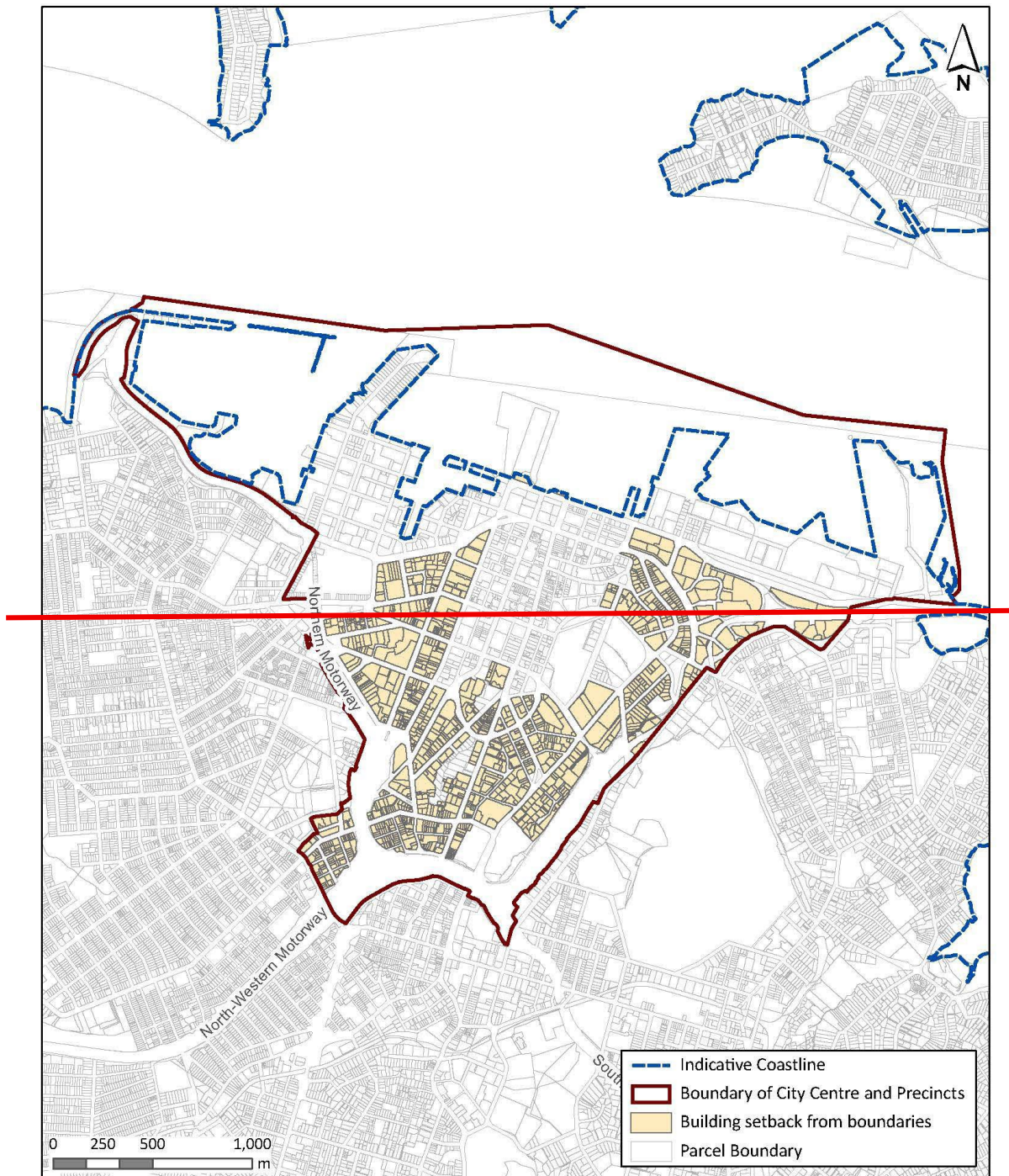
Map H8.11.9 [Deleted]

Map H8.11.10 [Deleted]

Map H8.11.10 East-west tower dimension



Map H8.11.11 Building setback from boundaries



H8.12. Appendices

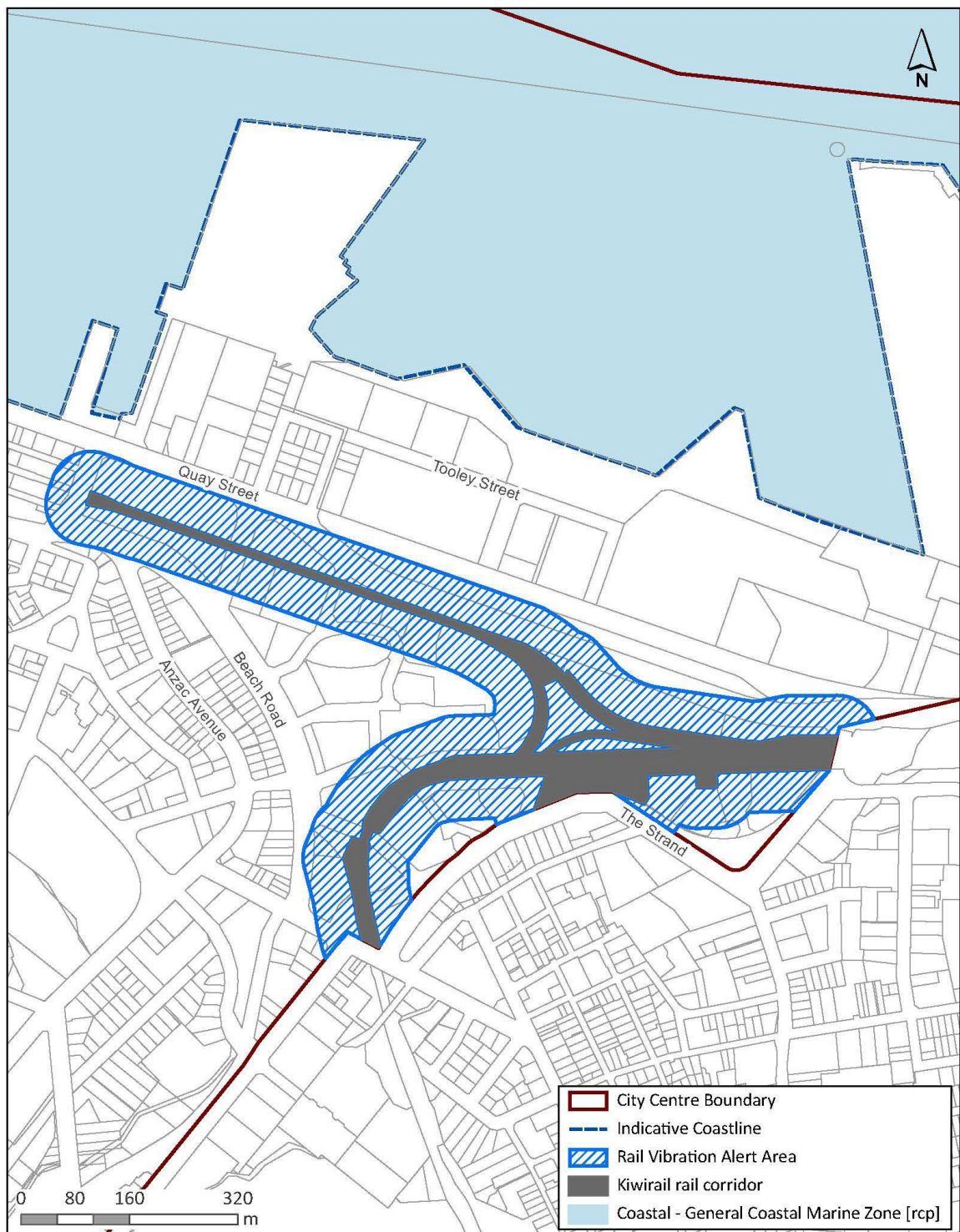
H8.12.1. Appendix 1 – Rail Vibration Alert Area (Business – City Centre Zone)

A Rail Vibration Alert Area has been applied which identifies the vibration-sensitive area within 60 metres each side of the railway designation boundary as properties within this area may experience rail vibration effects.

No specific district plan provisions apply in relation to vibration controls as a result of this Rail Vibration Alert Area.

The Rail Vibration Alert Area is to advise property owners of the potential vibration effects but leaves the site owner to determine an appropriate response.

Figure H8.12.1.1 Rail Vibration Alert Area



I201 Britomart Precinct Proposed Changes

Suggested changes to the I201 Britomart Precinct

Investigation note:

- Amendments to the I201 Britomart Precinct provisions shown in **red text underlined** for additions and **~~strike through~~** for deletions
-

I201. Britomart Precinct

I201.1. Precinct background

The Britomart Precinct is bordered by Lower Queen Street, Quay Street, Britomart Place and Customs Street East and its zoning is Business - City Centre zone. The precinct re-establishes traditional grid street pattern through the extension of Gore and Commerce streets from Customs Street to Quay Street. The extent of the Britomart precinct is shown on Britomart Precinct: Precinct plan 1.

The purpose of the precinct is to act as a regional transport centre, provide for comprehensive development and provide a link between the core central business district and the harbour edge, while preserving identified special character and historic heritage values and enabling adaptive reuse of those buildings. Britomart's proximity to the harbour edge and the core central business district of the city centre provides an important context for existing and new development. The convenience and location of transport services is an important aspect of the precinct, along with providing a safe, attractive pedestrian environment with good sheltered connections to both the harbour edge and the city core.

The precinct is comprised largely of low and medium rise buildings including scheduled historic heritage places and identified special character buildings on its perimeter. The identified historic heritage building and special character buildings and general streetscape contribute to its character, enclosure, and sense of human scale. In combination with the precinct's function as a regional transport interchange, the identified historic heritage places and special character buildings form a framework for future redevelopment. It is noted however, that the north western perimeter of the precinct is comprised of high rise modern buildings. It is also proposed to develop new medium to high rise buildings within the central spine of the precinct.

The precinct is also in a critical location for providing a better link between the city centre and the harbour and also Viaduct Harbour to the west and the Quay Park precinct (the site of Auckland's former rail station and shunting yards) and the arena site to the east. Provision for an attractive and safe pedestrian network and public squares, with good quality connections to the harbour edge and the city core, is vital.

Station Plaza and Takutai Square are the two major public open spaces within the precinct and Te Ara Tahuu (walking street) provides the main east-west pedestrian link connecting Commerce Street to Britomart Place.

The precinct provisions require future above-ground development to occur in a comprehensive and coordinated manner.

The land in the Britomart Precinct is zoned Business – City Centre Zone.

I201.2. Objectives

- (1) An attractive, safe and lively environment that reflects the importance of the precinct's role as a regional transport interchange, and provides a link between the core central business district and the harbour edge.
- (2) Britomart is comprehensively developed as a mixed use precinct that:
 - (a) integrates with the facilities and functions of the Britomart regional transport centre;
 - (b) maintains a perimeter built form that is of an appropriate scale in relation to the form and scale of existing heritage buildings and waterfront edge location, and is in keeping with or complementary to established development within the precinct;
 - (c) acknowledges and reinforces the lower scale Customs Street heritage frontage, the Quay Street frontage and the medium to high rise new central spine of the precinct;
 - (d) provides a high level of physical and visual accessibility within the precinct, and to the city centre and the waterfront; and
 - (e) has high quality pedestrian connections and open spaces.
- (3) The historic heritage values of identified buildings within the precinct are retained, and where appropriate conserved.
- (4) The Port of Auckland is protected from potential reverse sensitivity effects generated by residential activities within the precinct.

The overlay, Auckland-wide and Business – City Centre Zone objectives apply in this precinct in addition to those specified above.

I201.3. Policies

- (1) Limit development to a scale that is sensitive to the values of heritage buildings within the precinct and the Waterfront setting.
- (2) Require development within Sub-precinct B to maintain an overall built form outcome that supports a lower scale heritage Customs Street frontage, a medium to high rise central spine and a mixed low, medium and high rise Quay Street frontage.
- (3) Reduce any potential adverse visual effects of buildings in relation to the harbour edge and as viewed from the southern side of Customs Street East, from Britomart Place through to the Chief Post Office building.
- (4) Require buildings and public open spaces to achieve a high standard of urban design while maintaining or enhancing the values of heritage buildings within the precinct.
- (5) Require development of building frontages to streets or other public spaces to maintain a height above street level that retains a sense of intimacy, character and human scale, particularly on the Customs Street frontage, and preserves sunlight access.

- (6) Reinforce pedestrian activity and adjoining public open spaces by requiring significant portions of ground floor frontages be made available for retail and commercial service activities.
- (7) Manage the scale, and form and intensity of development to maintain the character of the Britomart Precinct.
- (8) Reinforce and acknowledge the Quay Street waterfront edge of the CBD, which runs from the Port Precinct through to Beaumont Street, through a mixture of lower buildings punctuated by taller buildings along the Britomart Precinct Quay Street frontage, while restricting tall new buildings along the Quay Street edge between Britomart Place and Gore Street to one location at 110 to 114 Quay Street.
- (9) Provide an opportunity on the Seafarers' site to create a contemporary medium to high rise building that acknowledges the surrounding heritage buildings but is also consistent with the scale of the existing medium to high rise contemporary buildings on the north-western frontage of the Precinct.

The above objectives and policies cannot be used to justify additional height above the maximum permitted height on sites along the Quay Street frontage of the Britomart Precinct, other than on the Seafarers' site.

Heritage

- (10) Enable the adaptive re-use of historic heritage buildings while ensuring that their valued features are maintained or enhanced.
- (11) Avoid insensitive development or objects adjacent to historic heritage places that detract from the heritage values for which the building is protected.

Open space and pedestrian connections

- (12) Maintain and enhance the environmental qualities and amenities of the precinct.
- (13) Establish an interconnected system of public open spaces, of varying size and pedestrian connections which can cater for a range of appropriate activities, events and support the regional transport interchange function of the precinct.
- (14) Preserve sunlight access to identified public open spaces by managing building height and form.
- (15) Provide strong visual and physical connections between the public open spaces within the Precinct, the waterfront and the city centre core.

Land uses

- (16) Encourage the distinction of different areas within the precinct, each with its own character.

(17) Require accommodation in the precinct to be located and designed to provide for amenity and well-being of residents while mitigating potential adverse effects of port operations and avoiding the likelihood of reverse sensitivity effects on the Port of Auckland.

(18) Limit parking to the eastern end of the precinct and to the Britomart carpark site located on the eastern side of Britomart Place to maintain main pedestrian thoroughfares and retain the visual amenity provided by heritage buildings.

The overlay, Auckland-wide and Business – City Centre Zone policies apply in this precinct in addition to those specified above.

I201.4. Activity table

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

Table I201.4.1 specifies the activity status of development activities in the Britomart Precinct pursuant to section 9(3) of the Resource Management Act 1991.

- The activities in the Business – City Centre Zone apply in the Britomart Precinct except in those areas identified as public open space on Precinct plan 4, and as specified in the following table.

Table I201.4.1. Activity table - Britomart Precinct

Activity		Activity status
Development		
(A1)	Minor cosmetic alterations to a building that does not change its external design and appearance	P
(A2)	New buildings, and alterations and additions to buildings not otherwise provided for	RD
(A3)	Dwellings and visitor accommodation that do not comply with Standard I201.6.1(1)	D
(A4)	Development that does not comply with Standard I201.6.7(1)-(2) or I201.6.8(1)	D
(A5)	Development that does not comply with Standard I201.6.5(1) or I201.6.6(1)-(5)	NC

Table I201.4.1 specifies the activity status of land use activities in the Britomart Precinct pursuant to section 9(3) of the Resource Management Act 1991.

- The following table specifies the activity status of activities within the identified public open spaces shown on Britomart Precinct: Precinct plan 4.

Table I201.4.2. Activity table - Britomart precinct (identified public open spaces shown on Britomart Precinct: Precinct plan 4)

Activity		Activity status
Community		
(A6)	Informal recreation	P
(A7)	Landscaping	P
(A8)	Artworks	P
(A9)	Playgrounds	RD
(A10)	Seating and picnic tables	P
(A11)	Awnings, canopies or similar weather protection structures accessory to tables and seating	RD
(A12)	Kiosks and market stalls	RD
Development		
(A13)	Glazed roof structures/atrium and/or glazed verandahs and physical connections	RD
(A14)	New buildings	D
(A15)	Dwellings and visitor accommodation that do not comply with Standard I201.6.1(1)	D
(A16)	Development that does not comply with Standard I201.6.7(1)-(2) or I201.6.8(1)	D
(A17)	Development that does not comply with Standard I201.6.5(1) or I201.6.6(1)-(5)	NC

I201.5. Notification

- (1) Any application for resource consent for an activity listed in Table I201.4.1 Activity table - Britomart and Table I201.4.2. Activity table - Britomart precinct (identified public open spaces shown on Britomart Precinct: Precinct plan 4) 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\(4\)](#).

I201.6. Standards

The overlay, zone and Auckland-wide standards apply in this precinct unless otherwise specified below.

All permitted and restricted discretionary activities listed in Table I201.4.1 Activity table - Britomart and Table I201.4.2. Activity table - Britomart precinct (identified public open spaces shown on Britomart Precinct: Precinct plan 4) must comply with the following standards.

I201.6.1. Dwellings and visitor accommodation

Purpose: to avoid the potential for reverse sensitivity effects on the Port of Auckland.

- (1) Dwellings and visitor accommodation must be subject to a restrictive non-complaint covenant* in favour of the Ports of Auckland.
- (2) For the purposes of this rule a 'restrictive non-complaint covenant' is defined as a restrictive covenant registered on the Title to the property or a binding agreement to covenant, in favour of Ports of Auckland Limited, by the landowner (and binding any successors in title) not to complain as to effects generated by the lawful operation of the port. The restrictive non-complaint covenant is limited to the effects that could be lawfully generated by the port activities at the time the agreement to covenant is entered into. This does not require the covenantor to forego any right to lodge submissions in respect of resource consent applications or plan changes in relation to port activities (although an individual restrictive non-complaint covenant may do so). Details of the existence of covenant documents may be obtained from Ports of Auckland Limited, its solicitors, or in the case of registered covenants by searching the Title to the relevant property.

I201.6.2. Building height

Purpose: manage the height of buildings to achieve Policies I201.3(1), (2), (3), (7), (8), (9) and (14) of the Britomart Precinct.

- (1) Buildings must not exceed the heights specified on Britomart Precinct: Precinct plan 1
- (2) The Britomart station ventilation stacks may exceed the maximum building height specified on Britomart Precinct: Precinct plan 1 provided that they do not exceed 10m above the roof to the storey immediately below.
- (3) A single lift machine room or over-run within the 50m height area shown on Britomart Precinct: Precinct plan 1 may exceed the maximum building height provided that:
 - (a) the height of the projection does not exceed 5.4m above the maximum permitted height; and
 - (b) the area of the projection does not exceed a floor area equal to 10 per cent of the area of the roof to the storey immediately below.

- (4) Seafarers' Height Controls as specified on Britomart Precinct: Precinct plan 1

A building on the Seafarers site is composed of two elements, each with the maximum permitted height as follows:

- (a) a larger element located at the eastern end of the site with an east-west footprint dimension two thirds of the east-west dimension of the site area (or up to a maximum of five metres either side of this dimension) and no taller than 55.24m above mean street level (AMSL); and

- (b) a smaller element located on the (remaining) western-most one third of the site (or up to a maximum of five metres either side of this dimension) and no taller than 35.40m AMSL

Explanation

The Seafarers site is a potential redevelopment site on the Quay Street frontage of the Precinct. The varied height limits provide an opportunity to develop a contemporary building that is complementary to both the taller existing buildings to the south and west and the lower heritage character buildings to the east. The larger element corresponds to the lower of the two Quay Street Harbour Edge Height Control Planes (HEHCP), while the smaller building element corresponds to the height of the parapet on the second step back on the western elevation of the East Building, facing Takutai Square.

I201.6.3. Minimum frontage height

Purpose: ensure streets are well defined by buildings and provide a sense of enclosure to enhance pedestrian amenity.

- (1) New buildings and additions to buildings must adjoin the site frontage for its entire length excluding vehicle and pedestrian access areas and have a minimum frontage height of 16m above mean street level.

I201.6.4. Paving of public open spaces

Purpose: Maintain and enhance the amenity of public open space.

- (1) Paving of areas of public open space, as shown on Britomart Precinct: Precinct plan 3, must be provided by adjacent site owners in conjunction with any new development of the site.
- (2) Applications for any new building or external alteration or addition to any existing building on sites adjacent to areas identified for paving in Britomart Precinct: Precinct plan 3 must provide details of ground surface designs particularly in relation to the paving materials to be laid and the pattern of their layout.
- (3) The pavers must be at least equal to the standard of paving and detailing in Station Plaza.

I201.6.5. View shaft

Purpose: manage development to maintain views from Britomart Place through to the Chief Post Office building and provide an important visual guide for pedestrians moving into and through the Precinct. The view shaft is intended to protect this view for the benefit of pedestrians.

- (1) Buildings must not locate within the areas of the view shaft shown on Britomart Precinct: Precinct plan 3, except for:
 - (a) temporary buildings which are permitted activities or for which resource consent has been granted;

- (b) parts of buildings or structures above first floor level; and
- (c) verandahs required by [H8.6.26](#) of the Business – City Centre Zone rules or for which resource consent has been granted.

I201.6.6. [Deleted]

I201.6.6. Site intensity

~~Purpose: manage the scale, form and intensity of development to maintain the character of the Britomart Precinct.~~

- ~~(1) The basic and the maximum floor area ratios permitted within the Britomart precinct are as shown on Britomart Precinct: Precinct plan 2.~~
- ~~(2) [Deleted]~~
- ~~(3) In Sub-precinct B the maximum total FAR is the gross floor area allowed as a permitted activity, except that for the sites notated on Britomart Precinct: Precinct plan 2 the floor area ratio must be limited to the gross floor area achievable within the existing special character building or scheduled historic heritage place.~~
- ~~(4) In Sub-precinct B the 11:1 FAR shown in Britomart Precinct: Precinct plan 2 for sites to the east of Takutai Square is the maximum total FAR for a building or combination of structures covering all sites, and is not the maximum total FAR for individual sites.~~
- ~~(5) On the Seafarers' site, the permitted site intensity shall be the floor area required to achieve the maximum permitted height as provided for within rule I201.6.2(4) Seafarers' Height Controls.~~

I201.6.7. Heritage buildings

Purpose: manage heritage buildings to achieve Policies I201.3(10) and (11) of the Britomart precinct.

- (1) All works relating to identified historic heritage buildings must be subject to conservation plans and obtain all necessary resource consents required by the Historic Heritage overlay rules and the Heritage New Zealand Pouhere Taonga Act 2014.
- (2) All works relating to the following non-scheduled buildings must be subject to approved conservation plans:
 - (a) Charter House, 54-58 Customs Street East (Part Lot 2 DP 382501);
 - (b) Newdick Building, 104 Quay Street (Part Lot 1 DP 369895);
 - (c) Quay Buildings, 106-108 Quay Street (Part Lot 1 DP 369895); and
 - (d) Maritime Building, 130 Quay Street (Lot 57 DP 317575).

I201.6.8. Noise

Purpose: Manage noise to maintain amenity.

- (1) Any activity must comply with [E25 Noise and Vibration](#) of the Auckland-wide rules for noise and vibration except that noise from events and temporary activities must be measured 1m from the façade of the nearest dwelling or visitor accommodation building located outside of the Britomart precinct.

I201.6.9. Parking

Purpose: Limit parking to the eastern end of the precinct to maintain main pedestrian thoroughfares and retain the visual amenity provided by heritage buildings.

- (1) For the purpose of calculating the maximum permitted parking, [E27.6.2](#) of the Auckland-wide - Transport rules apply except that:
 - (a) Sub-precinct B and Lot 5 DP 325137 in the Quay Park precinct is defined as a site. Parking accumulated within this area is limited to the areas marked with an asterisk on Precinct Plan 2 and to Lot 5 DP 325 137 within the Quay Park precinct; and
 - (b) for the sites identified with an asterisk and bounded by Customs Street East, Gore Street, Galway Street and Rouakai Lane, parking must be confined to basement levels and vehicle access must be from Galway Street only.

I201.7. Assessment – controlled activities

There are no controlled activities in this precinct

I201.8. Assessment – Restricted discretionary activities

I201.8.1. 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) new buildings, and alterations and additions to existing buildings not otherwise provided for:
 - (a) the matters of discretion in [H8.8.1\(1\)](#) of the Business – City Centre Zone rules apply;
- (2) restricted discretionary activities within the public open spaces identified on Precinct plan 4:
 - (a) location, design and external appearance of temporary or permanent buildings, structures and signs;
- (3) infringing the building height standard:

- (a) building scale, dominance and visual amenity effects; and
 - (b) effects on the current or planned future form and character of the precinct;
- (4) infringing the minimum frontage height standard:
- (a) building scale, dominance and visual amenity effects; and
 - (b) pedestrian amenity;
- (5) infringing the paving of public open spaces standard:
- (a) pedestrian amenity.

I201.8.2. 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) new buildings, and alterations and additions to existing buildings not otherwise provided for:
 - (a) building design and external appearance - contributing to sense of place:
 - (i) whether the consistency of the existing character in a cohesive streetscape is maintained, with new buildings acknowledging traditional design and detailing. However, new buildings and additions need not replicate this style.
 - (b) building design and external appearance - variation in building form/visual interest:
 - (i) the extent to which buildings contain a predominance of vertical or neutral emphases on their elevations (rather than horizontal), and thus contribute to the visual reduction in the scale of buildings, and an appropriate scale close to public places;
 - (c) building design and external appearance - creating a positive frontage:
 - (ii) the extent to which the ground floor level of buildings adjacent to public spaces make use of architectural elements of columns, windows, doors, verandahs, colonnades, and recessed entrance ways to achieve a strong visual and physical integration of public and private space;
 - (iii) the extent to which the treatment of exterior walls continuously define the edge of the street (or open space) but with individual variation in architectural character to avoid long, dull, monotonous lengths of undifferentiated wall;

- (iv) the extent to which buildings are designed to address and align to the street boundaries and adjoining public spaces to develop a strong visual axis along streets and at intersections;
 - (v) the extent to which buildings contain activities that have a strong interaction with the use of adjoining public space in order to provide increased security and surveillance and contribute to the vitality of the area;
 - (vi) whether buildings adjacent to public open space dominate it or 'privatise' it by giving the impression that the open space is a forecourt to any private development adjoining it; and
 - (vii) the extent to which verandahs, where required, are continuous along the length of the street but should be designed separately on a site by site basis. The architecture of each verandah should relate directly to the building on that site and should not be designed as a uniform or standardised building element.
- (d) building design and external appearance - materials and finishes:
- (i) the extent to which materials and colour used in new buildings complement existing buildings, but may use new and contemporary interpretations in form and detail;
 - (ii) the extent to which the design of ground surfaces ensures conformity of detail and material where private developments are integrated with streets or adjacent public open spaces; and
 - (iii) the extent to which new buildings or external alterations or additions to buildings on sites adjacent to areas identified for paving in precinct plan 4 ensure the adjoining ground surface design is appropriate and sensitive and has regard to the manner in which the development is integrated with adjacent public spaces.
- (e) signage and temporary buildings:
- (i) the extent to which signage is designed to a high standard and complements the architectural qualities, materials, details and colours of the buildings to which it relates;
 - (ii) the extent to which temporary buildings, including structures, show design sensitivity, be located in areas that will not compromise pedestrian access, and be simple in colour, form and materials and not conflict with the architectural style of permanent buildings.
- (f) design and scale of buildings adjoining historic heritage places:
- (i) the extent to which redevelopment of sites adjoining scheduled historic and character buildings on Quay Street incorporates a podium of similar height, complementing the building form of the existing adjoining buildings in terms of scale and proportion.

(g) design of access and parking:

- (i) service access points to buildings should not be located in pedestrian intensive areas and, where possible, should be combined with access to parking areas; and
- (ii) where vehicles and pedestrians share the same circulation network, the ground surface should be pedestrian orientated, that is, designed primarily for people on foot, but across which vehicles may have clearly defined and free access.

(h) design and layout of dwellings, visitor accommodation and boarding houses:

- (i) the extent to which buildings to be used for any form of dwelling or visitor accommodation are appropriately located and designed to reduce reverse sensitivity effects and any adverse noise effects from the surrounding environment (including noise from the port, traffic and other uses in the Britomart precinct such as entertainment). The extent to which the design of such buildings takes into account the location of bedrooms, the type and thickness of glass, and the presence or otherwise of opening windows or doors to the exterior.

(2) new buildings on the Seafarer's site:

Heritage New Zealand Pouhere Taonga shall be considered to be a potentially adversely affected person for any application involving a new building on the Seafarer's site (as opposed to re-furbishment of the existing building). Accordingly, Heritage New Zealand Pouhere Taonga written approval shall be required if the application is non-notified. Alternatively, the application shall be served on Heritage New Zealand Pouhere Taonga if the application is to be processed on a limited notified basis or is publicly notified.

(a) general design principles:

- (i) any new building and its primary elements (including the upper and lower building elements) shall have inherent design integrity, coherence and demonstrate high quality architectural design;
- (ii) any new building shall be constructed using high quality materials;
- (iii) the building design shall recognise the unique quality of its setting, within a block of important heritage buildings, while enhancing the qualities of the adjacent heritage buildings and the urban form of Auckland, particularly when viewed from the North Shore, the Waitemata Harbour, elsewhere in the CBD, the wider Britomart Precinct, Quay Street and Takutai Square;
- (iv) the site shall be fully developed to all boundaries approximately to the height of the adjoining heritage Quay Building in the city block bounded by Quay Street, Gore Street, Tyler Street and Britomart Place;

- (v) the cadastral boundaries of the site shall be respected and no parts of the building shall extend or be cantilevered beyond these boundaries;
 - (vi) the floor plan footprint and the corresponding vertical expression of the floor plan shall acknowledge and reflect the historic cadastral plan pattern of land subdivision between Britomart Place and Gore Street;
 - (vii) a sustainable approach to building design shall be utilised through the use of durable, low maintenance materials, maximisation of solar access and natural light and ventilation, and the incorporation of mechanical and electrical systems that optimise energy efficiency;
- (b) base Building (designed to relate to Quay Buildings and Union Fish building):
- (i) building frontage at street level must contribute to pedestrian vitality, interest and public safety. This will require a variety of architectural detail and maximising the number of doors and both the number and size of window openings;
 - (ii) a pedestrian through-site link shall be provided in close proximity to the western boundary of the Seafarers' site between Quay and Tyler Streets and shall be open to the public during normal working hours;
 - (iii) the rhythm and scale of architectural features, fenestrations, finishes and colour shall harmonise with and complement the streetscapes on both the northern and southern sides of the site;
 - (iv) the overall mass of the base building shall be broken down and articulated to reflect the scale and rhythm and masonry character of existing heritage buildings. The three dimensional form of the building should express the historic cadastral plan pattern of land subdivision. Facades should acknowledge primary structural elements, solid to void ratios of heritage buildings, compositional and elemental proportions and materials which induce detail, surface complexity, light and shade;
- (c) Upper Building
- (i) any new building shall consider high quality architectural design references to existing or adjacent/nearby buildings as follows:
 - first reference: The height of the main horizontal component of the parapet on the adjoining heritage Union Fish Building (8.61m AMSL);
 - second reference: The height of the parapet on the adjoining Quay Building (20.27m AMSL).
 - third reference: The height of the parapet of the more recently constructed Union House on the corner of Quay and Commerce Streets (46.40m AMSL);

- fourth reference: The heights of the Nathan and Australis Buildings forming the southern edge of Takutai Square (22.84m AMSL and 23.89m AMSL respectively), and the height of the very western end of the East Building forming the eastern edge of Takutai Square (23.25m AMSL);

The architectural references should not replicate existing building features but, instead, provide an appropriate high quality contemporary interpretation that is complementary to the architecture of the existing heritage buildings. These references may include vertically stratified changes in the composition and character of the elevations, balconies recessed back from the Quay Street and Tyler Street boundaries, upper level set-backs, or a combination of two or more of these or some other architectural design referencing techniques. The three dimensional form of the upper building should reflect the historic cadastral plan pattern of land subdivision. The upper building is to be architecturally differentiated from the base building. A quite different character is required for the Upper Building with a preference for elevations of a transparent or translucent nature. All elevations are to be designed to achieve a lighter character for the upper building relative to the Base Building.

- (ii) above the tallest adjoining heritage building, the new building will be seen in the round and its plan form and corresponding elevations shall be architecturally articulated and modulated to acknowledge their exposure to public view. The articulation and modulation of the east and west elevations is as equally important as the north and south elevations and shall be designed to the highest quality and constructed using high quality materials;
- (iii) the building facades, above the tallest heritage buildings in the vicinity, should express differentially their two 'front' (Quay and Tyler) and two 'side' (east and west) boundaries. The design of these facades should establish a hierarchy whereby the 'front' facades are 'primary' and the 'side' facades are 'secondary', although the quality of design of each of the four facades should be of an equally high order;
- (iv) building facades must provide richness, interest and depth. Blank walls shall not be permitted (except where necessary for services);

(d) rooftops

- (i) roof profiles shall be designed as part of the overall building form and contribute to the architectural quality of the skyline when viewed from street level and the harbour. The roof design should also be attractive when viewed from higher surrounding buildings. This will require integration of plant, exhaust and intake units and other mechanical and electrical equipment into the overall rooftop design so that they are not visible from outside the site;

(e) Takutai Square:

- (i) when viewed from Takutai Square, the building design shall be complementary to the scale, design composition and modulation of the other buildings surrounding the square, particularly but not restricted to the East Building, the Westpac Charter Building and the Australis and Nathan heritage buildings;
- (ii) Takutai Square shall not be subject to adverse wind effects that would infringe the Unitary Plan rules.
- (iii) in urban design terms, the space of Takutai Square is positively 'commanded'/'dominated' by the East Building, and by its 'direct' dialogue with the Central Building planned to define and contain the opposite (western) side of Square. The axial strength and primacy of this 'dialogue' between the East Building and the yet to be constructed Central Building should not be formally, spatially or visually challenged by a building on the Seafarers' site;
- (iv) the architectural expression and character of a building on the Seafarers' site shall clearly differentiate itself from that of the East and Central buildings whose similarities assist the east-west axial 'dialogue' across the urban space that is Takutai Square;
- (v) notwithstanding the requirement to differentiate its architectural character from that of the East and Central buildings, the architectural composition and expression of a building on the Seafarers' site should draw upon and reference the various heights and set-backs on the north-western corner and the western elevation of the East building and the Westpac Charter Building, in response to the height and scale of the Australis and Nathan Buildings;

Explanation

The purpose of the above criteria is to ensure that any new building on the Seafarers' site is of high quality design and complementary to the character and scale of the other buildings on the Quay Street frontage, the buildings which spatially define and contain Takutai Square and the wider Precinct. It is also particularly important that any new building on the Seafarers' site is complementary to the formal and visual primacy of the East Building when viewed from Takutai Square;

- (3) restricted discretionary activities within the public open spaces identified on Britomart Precinct: Precinct plan 4:

- (a) location, design and external appearance of temporary or permanent buildings, structures and signs:

Buildings and structures within Britomart public open space should be consistent with the purpose and function of the open space as follows:

Station Plaza:

- (i) Station Plaza is intended to complement the ground level transport focus of the surrounding streets and the use of the plaza as a primary taxi drop-off/collection point for passengers. Given the potential mix of traffic and pedestrians in the area, emphasis is primarily on ensuring clarity for pathways, visibility of different transport modes, and safety and convenience for users;

Te Ara Tahuu (“walking street”):

- (ii) the walking street is intended to provide for an attractive, safe, convenient and unrestricted pedestrian through-traffic while stimulating lively and interactive private development on adjacent sites. Features of the walking street include a central row of light cones providing light to the tunnel below, a glazed atrium and other connections linking the upper floors of the adjacent buildings;

Takutai Square:

- (iii) all four sides of Takutai Square have sheltered active edges, with the focus of adjoining tenancies being retail and food and beverage related. Takutai Square is intended to be a dynamic and pedestrian-filled open space at the heart of the precinct, maximising lunch time sunshine and providing for regular informal use by shoppers and passers-by, while being of a sufficient size to allow for reasonable sized crowds for events;
- (iv) the extent to which activities within the public open space enhance the precinct as a ‘people place’ and promote pedestrian flows through the precinct while integrating with adjacent land uses;
- (v) the extent to which temporary buildings and structures show design sensitivity, are located in areas that will not compromise pedestrian access, and are simple in colour, form and materials and not conflict with the architectural style of adjacent permanent buildings, including heritage buildings;
- (vi) the extent to which buildings and structures are compatible in height and scale to adjoining buildings and should not compromise or dominate the use of the open space for public recreational use;
- (vii) the extent to which signage proposed as part of a resource consent application is designed to a high standard and should complement the architectural qualities, materials, details and colours of the buildings, facilities or open space to which it relates;

(4) infringing the building height standard:

- (a) building height may be exceeded where it would provide an attractive and integrated roof form that also meets the purpose of the standard; and

(b) where building height is exceeded, Policies I201.3(1), (2), (3), (7), (8), (9) and (14) of the Britomart Precinct and Policy [H8.3\(30\)](#) of the Business – City Centre Zone should be considered.

(5) infringing the minimum frontage height standard:

(a) the extent to which buildings frame the street to provide a sense of enclosure; and

(b) whether pedestrian amenity is maintained or enhanced.

(6) infringing the paving of public open spaces standard:

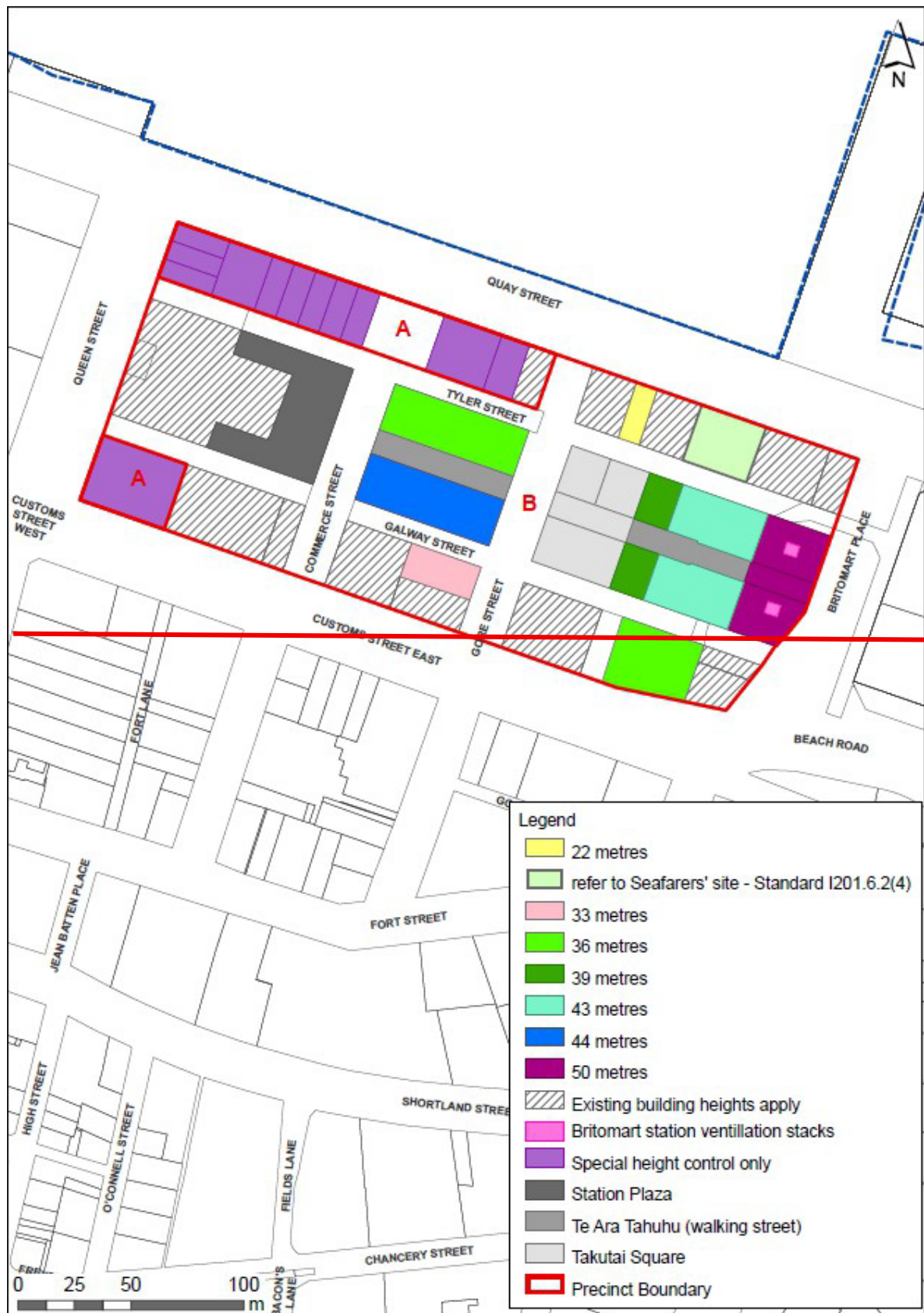
(a) whether public open space is maintained and is functional.

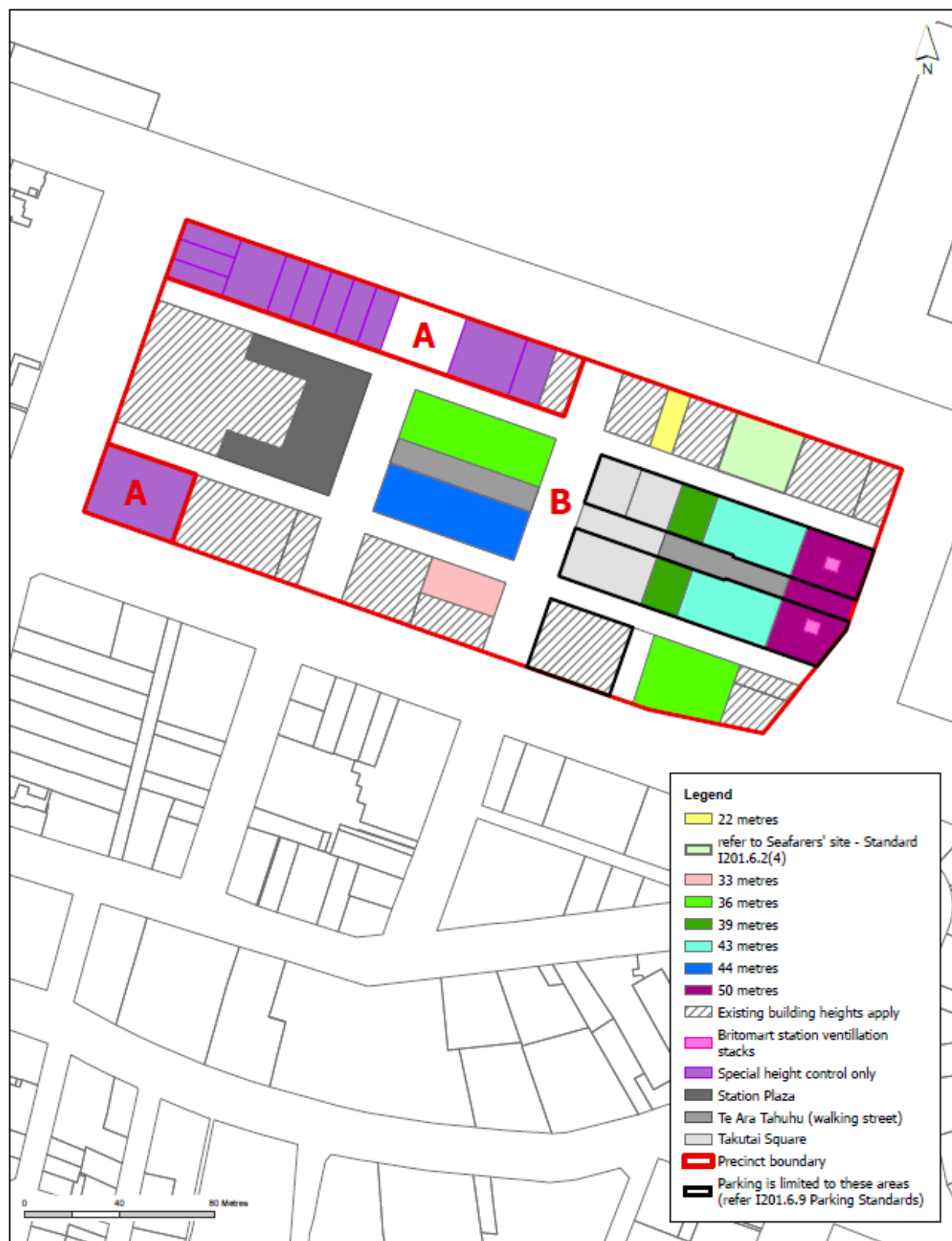
I201.9. Special information requirements

There are no special information requirements in this precinct.

I201.1. Precinct plans

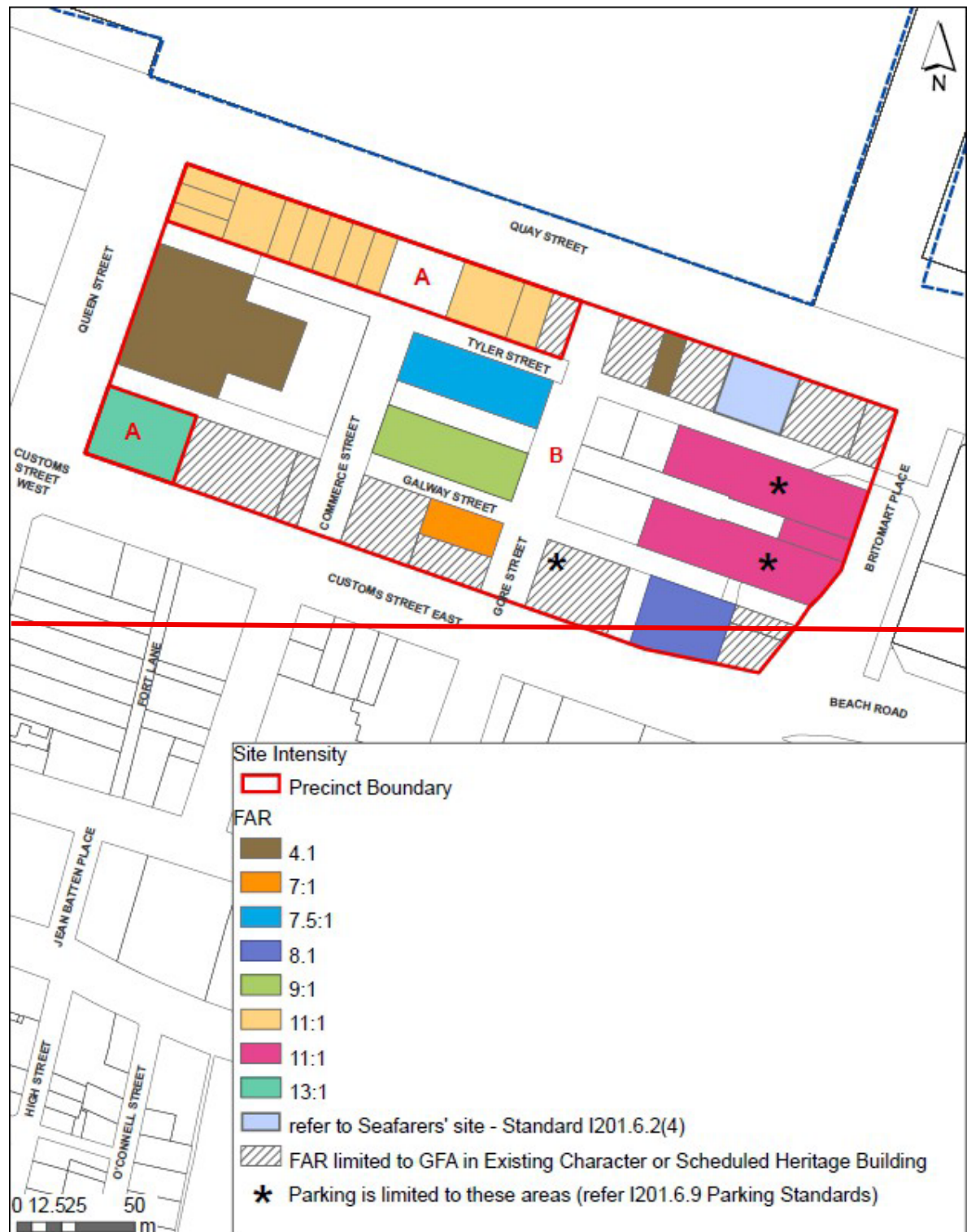
I201.10.1 Britomart Precinct: Precinct plan 1 - Building height





I201.10.2. [Deleted]

I201.10.2 Britomart Precinct: Precinct plan 2--Site intensity



I201.10.3 Britomart Precinct: Precinct plan 3 - Paving and viewshafts



I201.10.4 Britomart Precinct: Precinct plan 4 - Public open space



I202 Central Wharves Precinct Proposed Changes

Suggested changes to the I202 Central Wharves Precinct

Investigation note:

- Amendments to the I202 Central Wharves Precinct provisions shown in **red text** underlined for additions and ~~strike through~~ for deletions
-

I202. Central Wharves Precinct

I202.1. Precinct description

The zoning of the land within the Central Wharves Precinct is the Business – City Centre Zone and the underlying zoning of the part of the Central Wharves Precinct within the coastal marine area is the Coastal – General Coastal Marine Zone.

The Central Wharves Precinct incorporates the finger wharves between Viaduct Harbour precinct and the Port Precinct, including Princes Wharf, Queens Wharf and Captain Cook Wharf and the adjacent coastal marine area. The extent of the Central Wharves Precinct is shown on Precinct plan 1. Coordinates for the precinct boundary in the coastal marine area are shown on Precinct plan 3.

The precinct is characterised by its active water edge, maritime passenger operations (including cruise ships), marine and port activities, proximity to the city core, and areas of low-rise character buildings.

Captain Cook Wharf currently forms part of the working port infrastructure where public access is necessarily restricted. It may be appropriate to provide for public access and development if this wharf is no longer required for port operations.

The purpose of the precinct is to provide for ongoing use for maritime passenger operations and other marine and port activities, and in parts of the precinct to provide an environment and an appropriate scale of built form for public activities, marine facilities and events, while maintaining public access to the waterfront and providing for sustainable land and coastal management within the precinct.

I202.2. Objectives [rcp/dp]

- (1) A world-class visitor destination that is recognised for its quality buildings, public open spaces, recreational opportunities, marine and port activities and facilities and events.
- (2) Development which is of a medium to low scale on the waterfront which integrates and does not conflict with the scale of development in neighbouring precincts.
- (3) A safe, convenient and interesting environment, which optimises pedestrian and cycling use and connections to the waterfront and to the core central business district, in public areas of the precinct.
- (4) Public wharf space developed and used for predominantly public activities for the benefit of the people of Auckland and visitors while also enabling marine and port activities and maritime passenger operations.
- (5) Adverse effects arising from activities and development are avoided, remedied or mitigated, in an integrated manner across mean high water springs.

The overlay, Auckland-wide, Business – City Centre Zone and Coastal – General Coastal Marine Zone objectives apply in this precinct in addition to those specified above.

I202.3. Policies [rcp/dp]

The policies are as listed in the Coastal – General Coastal Marine Zone for the coastal marine area in the precinct in addition to those specified below, with the exception of Policy [F2.5.3\(4\)](#).

For Captain Cook Wharf, the Business – City Centre Zone Policies [H8.3\(19\)-\(23\),\(25\),\(30\),\(34\) and \(36\)](#) apply to land within the precinct in addition to those specified below while the wharf is still being operated by Ports of Auckland Ltd for marine and port activities.

For all other areas in the precinct, and for Captain Cook Wharf when it is available for public use, the Business – City Centre Zone policies apply in addition to those specified below:

- (1) Enable the efficient operation and development of the precinct by providing for activities which have a functional need to locate in or adjacent to the coastal marine area, including maritime passenger operations, marine and port activities and maritime passenger facilities including for the cruise ship industry.
- (2) Enable the use of Captain Cook Wharf for marine and port activities while also:
 - (a) enabling the potential future redevelopment of this wharf for other activities in accordance with the objectives and policies for the Central Wharves Precinct; and
 - (b) enabling public access, events, and associated activities in a manner that does not constrain or conflict with the use of the wharf for marine and port activities.
- (3) Enable a diverse range of activities while:
 - (a) avoiding, mitigating or remedying potential adverse effects in an integrated manner across mean high water springs, including reverse sensitivity effects on marine and port activities and maritime passenger operations; and
 - (b) maintaining and enhancing public access to the water's edge, except where public access must be excluded for safety, security, biosecurity, Customs, maintenance or operational purposes.
- (4) Provide for continued use of all berthage areas adjacent to public open spaces for maritime passenger operations and other marine and port activities.
- (5) Manage building height to:
 - (a) achieve an appropriate scale in relation to the street network and the precinct's prominent waterfront location;
 - (b) provide a sense of intimacy along streets and waterfront public space frontages;

- (c) complement the height enabled in the adjacent Britomart, and Viaduct Harbour precincts; and
- (d) provide a transition in height between the core city centre and the harbour.
- (6) Encourage the development of a diverse range of high-quality visitor experiences including promenading, coastal recreation and temporary activities.
- (7) Provide for a network of different-sized public open spaces in key locations along the water's edge to cater for a range of recreational opportunities and provide vantage points.
- (8) Enable public access and events along Queens Wharf in a manner that does not constrain or conflict with the use of this wharf as a terminal and berthage for maritime passenger operations, cruise ship operations, other visiting non-cargo vessels and public transport facilities.
- (9) Enable public access, events, and associated activities along Captain Cook wharf in a manner that does not constrain or conflict with the use of the Port Precinct for marine and port activities.
- (10) Manage the land and coastal marine area to avoid significant adverse effects and avoid, remedy or mitigate other adverse effects on the ecology of the city centre coastal environment.
- (11) Limit the loss of identified significant public views from the city to the harbour and adjacent landscape features.
- (12) Enable dredging within the precinct that is necessary to provide for the safe and efficient navigation, manoeuvring, and berthing of vessels, while avoiding, remedying or mitigating any adverse effects.

I202.4. Activity table

Table I202.4.1 Activity table specifies the activity status for land use and development activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for works, occupation and use (including dredging) in the coastal marine area pursuant to sections 12(1), 12(2), and 12(3) of the Resource Management Act 1991, including any associated discharges of contaminants or water into water pursuant to section 15 of the Resource Management Act 1991, or any combination of all of the above sections where relevant.

- (1) The activities in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Central Wharves Precinct unless otherwise specified in Table I202.4.1 Activity table.
- (2) The activities in the Business – City Centre Zone apply to land in the Central Wharves Precinct unless otherwise specified in Table I202.4.1 Activity table.
- (3) Those activities marked with * have the listed activity status only when that activity is located on a coastal marine area structure (e.g. a new building on an

existing wharf). If that activity is located directly in the coastal marine area (e.g. a new wharf) a different activity status will apply.

- (4) The temporary activities provisions applying to the use of public places within the Business – City Centre Zone as set out in [E40 Temporary Activities](#) apply to existing coastal marine area structures within the Central Wharves Precinct.

Resource Management (National Environmental Standards for Freshwater) Regulations 2020

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 ('Freshwater NES') came into force on 3 September 2020. Currently, there may be duplication or conflict between specific plan rules and the Freshwater NES.

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 apply to any part of the coastal marine area that is upstream from the mouth of a river.

If an activity provided for in rules I202.4.1 to I202.9, including any associated matters of discretion, is also regulated by the Freshwater NES, where there is conflict then the most restrictive provision will prevail.

If the Freshwater NES regulations do not apply to an activity, then the plan rules apply.

Duplication or conflict between plan rules and the Freshwater NES will be addressed in the plan as soon as practicable.

Table I202.4.1 Activity table

Activity		Activity status	
		CMA [rcp]	Land [dp]
Reclamation, declamation, drainage, deposition and dumping			
(A1)	Maintenance or repair of a reclamation or drainage system	P	P
(A2)	Minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation	RD	NA
(A3)	Reclamation or drainage not otherwise provided for	D	NA
(A4)	Declamation	RD	RD
Dredging, extraction and disturbance			
(A5)	Maintenance dredging	C	NA
(A6)	Capital works dredging	RD	NA
Use and activities and associated occupation			
Residential			

(A7)	Dwellings on Princes Wharf	P	NA
(A8)	Visitor accommodation on Princes Wharf	RD	NA
Commerce			
(A9)	Aquaculture activities	Pr	NA
(A10)	Commercial services on Princes Wharf	P*	NA
(A11)	Entertainment facilities on Princes Wharf	P*	NA
(A12)	Maritime passenger operations	P*	P
(A13)	Offices on Princes Wharf	P*	NA
(A14)	Parking on wharves accessory to marine and port activities, maritime passenger operations and events	P*	NA
(A15)	Parking on wharves that is not accessory to marine and port activities and maritime passenger operations and events (excluding Princes Wharf)	NC*	NA
(A16)	Parking on Princes Wharf	P*	NA
(A17)	Retail on Princes Wharf	P*	NA
(A18)	Offices, retail, commercial services and entertainment facilities not specified as a permitted or non-complying activity	D*	D
Community			
(A19)	Public amenities	P*	P
Industry			
(A20)	Marine and port activities	P	P
(A21)	Industrial activities not otherwise specified as a permitted or restricted discretionary activity	D	D
Development			
(A22)	Occupation of the CMCA by an activity that would otherwise be permitted where the area to be occupied is already the subject of an existing occupation consent	RD	NA
(A23)	Permanent refuelling facilities for boats	RD	RD
(A24)	Marine and port facilities except for permanent refuelling facilities for boats	P*	P
(A25)	Marine and port accessory structures and services, excluding new pile moorings	P	P
(A26)	Marinas	P	NA
(A27)	Demolition or removal of any buildings or coastal marine area structures	P	P
(A28)	Hard protection structures including wave attenuation devices	RD	RD

(A29)	Observation areas, viewing platforms, and boardwalks	RD	RD
(A30)	New and existing swing moorings including occupation and use by vessel to be moored	P	NA
(A31)	Pile moorings existing at 30 September 2013 including occupation and use by the vessel to be moored	P	NA
(A32)	New pile moorings established after 30 September 2013 including occupation and use by the vessel to be moored	RD	NA
(A33)	Maimai	NC	NC
(A34)	Minor cosmetic alterations and repairs to a building that does not changes its external design and appearance	P*	P
(A35)	New buildings, and alterations and additions to buildings not otherwise provided for	RD*	RD
(A36)	Coastal marine area structures or buildings not otherwise provided for	D	NA
(A37)	Development that does not comply with Standard I202.6.1.2	NC	NC
(A38)	Development that does not comply with Standard I202.6.1.8 [Deleted]	NC	NC
(A39)	Development that does not comply with I202.6.1.10(1)-(3)	NC	NC

I202.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table I202.4.1 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table I202.4.1 Activity table and which is not listed in I202.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) 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\(4\)](#).

I202.6. Standards

I202.6.1. Land and water use standards

The standards in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Central Wharves Precinct and the standards in the Business –

City Centre Zone apply to land in the Central Wharves Precinct unless otherwise specified below, except that:

- (a) the Coastal – General Coastal Marine Zone Standard [F2.21.9.4](#) Parking on coastal marine area structures for loading and unloading passengers and cargo to vessels does not apply to Captain Cook Wharf while it is still operated by Ports of Auckland Limited for marine and port activities; and
- (b) the Auckland-wide Noise rules [E25.6.2-E25.6.13](#); [E25.6.23-E25.6.26](#); [E25.6.27-E25.6.29](#) and [E25.6.31](#); [E25.6.32](#); [E25.6.33](#) do not apply to land and coastal marine area in the Central Wharves Precinct..

I202.6.1.1. Activities on Princes Wharf

- (1) Activities on Princes Wharf must comply with the following in Table I202.6.1.1.1:

Table I202.6.1.1.1 Activities on Princes Wharf

Activity	Maximum gross floor area allowed as a proportion of the overall gross floor area of buildings on Princes Wharf allowed in I202.6.1.8 Site intensity below
Visitor accommodation	30 per cent
Retail	5 per cent
Offices (except the Ports of Auckland building or offices that are accessory to marine and port activities)	10 per cent
Parking buildings and areas	35 per cent

I202.6.1.2. Parking

- (1) The number of parking spaces on Princes Wharf must not exceed 850, of which:
 - (a) at least 60 per cent of the spaces must be for short term parking (non-accessory); and
 - (b) at least five must be loading spaces.
- (2) On Princes Wharf, parking buildings or areas must not locate within 80m of the northern end of the wharf. This rule does not apply to parking associated with marine and port activities or loading associated with a permitted activity.

I202.6.1.3. Maintenance or repair of a lawful reclamation or drainage system

- (1) The work must not change the area occupied by the reclamation or drainage system.

- (2) Any visible disturbance to the substrate of the coastal marine area must be remedied or restored within 48 hours of the completion of the works in ONC, ONF and SEA-M1 overlay areas and within seven days in other areas of the coastal marine area.
- (3) There must be an emergency spill plan in place to address the unforeseen release of contaminants from equipment being used for the activity.
- (4) All equipment and materials must be removed from the foreshore and seabed on the completion of works or activities.
- (5) Written advice must be given to the council at least 10 working days prior to the work starting.

I202.6.1.4. Noise

- (1) These standards do not apply to temporary activities allowed under the [E40 Temporary Activities](#) rules.
- (2) These standards do not apply to the operational requirements of commercial vessels including cargo vessel, tugs, passenger liners, naval vessels and commercial fishing vessels operating within the coastal marine area.
- (3) The noise level arising from any activity within the Central Wharves Precinct must not exceed the following:
 - (a) when measured beyond the inner control boundary shown on Precinct Plan 3 in the Port Precinct:

Table I202.6.1.4.1 Noise limits

Time	Noise level
7am – 11pm	65 dB LAeq
11pm to 7am	60 dB LAeq 70 dB Leq at 63 Hz 65 dB Leq at 125 Hz 75 dB LAFmax

I202.6.1.5. Construction noise

- (1) Construction activity within the Central Wharves Precinct must not exceed the noise levels specified in [E25.6.28](#) Construction noise levels in the Business – City Centre Zone and the Business – Metropolitan Centre Zone, when measured 1m from the façade of any building on the south side of Quay Street.

I202.6.1.6. Lighting

- (1) Artificial lighting illuminance associated with marine and port activities must not exceed 150 lux, measured at any point on the site containing the light source, in a horizontal or vertical plane at ground level.

Illumination associated with vehicles, mobile plant, and quay cranes are exempt from this standard.

- (2) Lighting sources associated with marine and port activities must be sited, directed and screened to avoid, as far as practicable, creating a navigation and transport safety hazard.
- (3) Lighting sources associated with marine and port activities must be sited, directed and screened to ensure, as far as practicable, that glare resulting from the lighting does not cause an unreasonable and appreciable level of discomfort to any persons.
- (4) Lighting sources associated with marine and port activities shall not exceed an added illuminance of 50 lux measured horizontally or vertically at any point on or directly above the kerbline on the southern side of Quay Street.
- (5) Artificial lighting illuminance not associated with marine and port activities must comply with the [E24 Lighting](#) rules.

I202.6.1.7. Building height

Purpose: manage the height of buildings to achieve Policy I202.3(5) of the Central Wharves precinct.

- (1) Buildings must not exceed the heights specified on Precinct plan 1.

I202.6.1.8. [Deleted]

I202.6.1.8. Site intensity

~~Purpose: manage the scale, form and intensity of development to maintain the character of Princes Wharf.~~

- ~~(1) The gross floor area of all buildings on Princes Wharf must not exceed 100,000m².~~

I202.6.1.9. Public spaces and accessways

Purpose: manage public spaces and accessways to achieve Policy I202.3(9) of the Central Wharves Precinct and Policy [H8.3\(37\)](#) of the Business – City Centre Zone.

- (1) Public accessways must be provided at ground level around the perimeter of Princes Wharf and Queens Wharf. The public accessways must have minimum dimensions as follows:
 - (a) Princes Wharf: 6m

(b) Queens Wharf: 10m

- (2) All public accessways within and around Princes Wharf and Queens Wharf must be available to the public at all times except where it is necessary to temporarily restrict access for security, safety or operational needs associated with marine and port activities or temporary events permitted under the Auckland-wide temporary activity rules or by resource consent.
- (3) Buildings or structures must not locate within the accessways. This standard does not apply to verandahs or lawful temporary buildings or structures.

(4) On Princes Wharf:

- (a) a minimum of 35 per cent of the overall wharf deck area must be maintained as external public space. A minimum of 30 per cent of this space must be located at the northern end of the wharf. For a length of 64m, external steps, ramps or landings must be provided to enable access from within the development down to the public areas at wharf deck level; and
- (b) a minimum of 15 per cent of the total gross floor area of the wharf deck level and the first upper level of all buildings must be in the form of internal public spaces and accessways and must include:
 - (i) internal pedestrian access to the northern end of the first upper level of any development, leading to the stairs or ramps required to provide access down to the wharf deck; and
 - (ii) an internal public space of at least 500m² on the first upper level of any development, commencing within 80m of the northern exterior wall, and designed to enable maximum views of the coastal marine area.

I202.6.1.10. Viewshafts

Purpose: manage development to maintain identified public views from the city to the harbour and adjacent landscape features.

- (1) Buildings or structures must not locate within those areas of land identified as viewshafts on Precinct plan 2. This standard does not apply to verandahs, existing buildings or structures, temporary activities, or marine and port accessory structures and services.
- (2) Coastal marine area structures must not locate within or over those parts of wharves and waterspace identified as viewshafts on Precinct plan 2. This standard does not apply to existing coastal marine area structures or

their reconstruction, temporary activities, or marine and port accessory structures and services.

- (3) Marine and port facilities that do not comply with I202.6.1.10(1)-(2) above are a restricted discretionary activity.

I202.7. Assessment – controlled activities

I202.7.1. Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) maintenance dredging:
 - (a) effects on coastal processes, ecological values and water quality;
 - (b) effects on other users of the coastal marine area, navigation and safety;
and
 - (c) consent duration and monitoring.

I202.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) maintenance dredging:
 - (a) whether methods are implemented to avoid, remedy or mitigate the release of contaminated sediment;
 - (b) whether methods are implemented to avoid, remedy or mitigate effects on other users of the coastal marine area, navigation and safety;
 - (c) whether measures are taken to avoid, remedy or mitigate significant adverse effects on sediment quality;
 - (d) whether measures are taken to avoid, remedy or mitigate significant adverse ecological effects; and
 - (e) whether monitoring, including periodic monitoring of sediment quality, is required in order to demonstrate the extent and type of effects of the dredging on water and sediment quality and the degree to which the effects are remedied or mitigated during the activity.

I202.8. Assessment – restricted discretionary activities

I202.8.1. Matters of discretion

The Council will reserve its discretion to all the following matters when assessing a restricted discretionary resource consent application:

- (1) declamation:
 - (a) construction or works methods, timing and hours of construction works;

- (b) location, extent, design and materials used;
 - (c) effects on coastal processes, ecological values, water quality;
 - (d) effects on public access, navigation and safety;
 - (e) effects on existing uses and activities; and
 - (f) consent duration
- (2) capital works dredging:
- (a) effects on coastal processes, ecological values, and water quality;
 - (b) effects on other users of the coastal marine area, navigation and safety; and
 - (c) consent duration and monitoring.
- (3) visitor accommodation on Princes Wharf:
- (a) the matters of discretion in [H8.8.1\(3\)](#) of the Business – City Centre Zone rules apply.
- (4) hard protection structures including wave attenuation devices:
- (a) location and design of the hard protection structure;
 - (b) effects on navigation and safety;
 - (c) effects on coastal processes including wave hydraulics;
 - (d) construction or works methods, timing and hours of operation; and
 - (e) consent duration and monitoring.
- (5) minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation:
- (a) form and design of the reclamation;
 - (b) contaminated material;
 - (c) the safe and efficient operation of marine and port activities;
 - (d) identified landscapes or sites of significance to Mana Whenua;
 - (e) construction or works methods, timing and hours of operation; and
 - (f) effects on natural hazards, coastal process, ecological values, water quality.
- (6) observation areas, viewing platforms, boardwalks and boat launching facilities:

- (a) the matters of discretion in [F2.23.1\(1\)](#) of the Coastal – General Coastal Marine Zone rules apply.
- (7) new buildings, and alterations and additions to buildings not otherwise provided for:
 - (a) the matters of discretion in [H8.8.1\(1\)](#) of the Business - City Centre Zone rules apply; and
 - (b) effects on public access, navigation and safety.
- (8) pile moorings established after the date of notification of this Unitary Plan including occupation and use by the vessel to be moored:
 - (a) the matters of discretion in [F5.8.1\(8\)](#) of the Coastal – Minor Port Zone apply.
- (9) permanent refuelling facilities for boats
 - (a) the matters of discretion in [F2.23.1\(1\)](#) of the Coastal – General Coastal Marine Zone apply.
- (10) occupation of the CMCA by an activity that would otherwise be permitted where the area to be occupied is already the subject of an existing occupation consent:
 - (a) the matters of discretion in [F2.23.1\(1\)](#) and [F2.23.1\(2\)\(c\)](#) of the Coastal – General Coastal Marine Zone apply; and
 - (b) effects on the safe and efficient use, operation and development of the CMCA subject to Ports of Auckland's existing occupation consents.
- (11) noise and construction noise:
 - (a) effects on land uses beyond the precinct;
 - (b) measures to avoid, remedy and mitigate the adverse effects of noise; and
 - (c) operational requirements of the Port of Auckland.
- (12) lighting:
 - (a) effects on adjacent land uses;
 - (b) measures to avoid, remedy and mitigate the adverse effects of lighting; and
 - (c) operational requirements of the Port of Auckland.
- (13) building height:
 - (a) building scale and dominance / visual amenity effects;
 - (b) effects on the current or planned future form and character of the precinct; and

(c) pedestrian access and amenity.

(14) public spaces and accessways:

(a) pedestrian access and amenity; and

(b) operational requirements.

(15) marine and port facilities within identified viewshafts:

(a) effects on the visual integrity of the identified viewshaft; and

(b) operational requirements of the Port of Auckland.

I202.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

(1) declamation:

(a) whether the adverse effects of declamation are avoided, remedied or mitigated in respect of the effects of the final land/water configuration on:

(i) the marine environment (including coastal processes, water quality, sediment quality and ecology) of the coastal marine area;

(ii) hydrogeology (ground water) and hydrology; and

(iii) sediment accumulation and the need for ongoing maintenance dredging of the coastal marine area.

(b) whether declamation works, including the construction of seawalls, avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated soils and groundwater, and other contaminants;

(c) whether declamation is located and designed so that the adjacent land area can provide adequate public open space adjacent to, and public access around along the waters edge whether on land or on the adjacent water space.

(2) capital works dredging:

(a) whether measures are taken to avoid, remedy or mitigate adverse effects on coastal processes, ecological values, and water quality;

(b) whether effects on other users of the coastal marine area during the dredging are avoided, remedied or mitigated;

(c) whether consent duration is limited to the minimum duration reasonably necessary for the functional or operational needs of the activity;

- (d) whether monitoring is required in order to demonstrate the extent and type of effects of the dredging, and the degree to which the effects are remedied or mitigated during and after the activity.
- (3) hard protection structures including wave attenuation devices:
- (a) whether the location and design of the hard protection structure consider existing activities including marine related industries, other marine activities and/or adjoining residential/coastal activities;
 - (b) whether the location and design of the hard protection device consider the effects of wave hydraulics on other users of the coastal marine area and on the adjacent coastline;
 - (c) whether construction works avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated sediments, and other contaminants.
- (4) minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation:
- (a) whether reclamation, as far as practicable, mitigates adverse effects through their form and design, taking into account:
 - (i) the compatibility of the design with the location;
 - (ii) the degree to which the materials used are visually compatible with the adjoining coast;
 - (iii) the ability to avoid consequential erosion and accretion, and other natural hazards;
 - (iv) the effects on coastal processes;
 - (v) the effects on hydrology.
 - (b) whether the use of contaminated material in a reclamation is avoided unless it is contained in a way that avoids, remedies or mitigates adverse effects on water quality, aquatic ecosystems and biodiversity;
 - (c) the Council will consider the extent to which the reclamation will affect identified landscapes or sites of significance to Mana Whenua;
 - (d) whether construction works avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated sediments, and other contaminants.
- (5) visitor accommodation on Princes Wharf:
- (e) the assessment criteria in [H8.8.2\(3\)](#) of the Business – City Centre Zone rules apply.
- (6) observation areas, viewing platforms, and boardwalks:

- (a) the assessment criteria in --clauses [F2.23.2\(1\)](#) and [F2.23.2\(17\)](#) of the Coastal –General Coastal Marine Zone rules apply in addition to the criteria below;
 - (b) the extent to which the design and finish complement and enhance the coastal environment, open spaces and pedestrian linkages.
- (7) new buildings, and alterations and additions to buildings not otherwise provided for:
 - (a) the assessment criteria in [H8.8.2\(1\)](#) of the Business – City Centre Zone rules apply in addition to the criteria below;
 - (b) whether effects on public access, navigation and safety are avoided or mitigated.
- (8) new pile moorings established after 30 September 2013 including occupation and use by the vessel to be moored:
 - (a) the assessment criteria in [F5.8.2\(8\)](#) of the Coastal – Minor Port Zone apply.
- (9) permanent refuelling facilities for boats:
 - (a) the assessment criteria in [F2.23.2\(1\)](#) of the Coastal – General Coastal Marine zone apply.
- (10) occupation of the CMCA by an activity that would otherwise be permitted where the area to be occupied is already the subject of an existing occupation consent:
 - (a) the assessment criteria in [F2.23.2\(1\)](#) and [F2.23.2\(9\)](#) of the Coastal – General Coastal Marine Zone apply in addition to the criteria below;
 - (b) whether the actual or potential adverse effects on the safe and efficient use, operation and development of the coastal marine area occupied by Ports of Auckland are avoided.
- (11) noise and construction noise:
 - (a) the extent to which adverse effects on the health and amenity values of people who may be affected are avoided, remedied and mitigated, taking into account the existing noise environment, the frequency and duration of the proposed infringement and the practicality of managing the noise emissions; and
 - (b) the operational requirements of the Port of Auckland.
- (12) lighting:
 - (a) the extent to which adverse effects on the health and amenity values of people who may be affected are avoided, remedied and mitigated, taking into account existing light levels; and

(b) the operational requirements of the Port of Auckland.

(13) building height:

(a) building height may be exceeded where it would provide an attractive and integrated roof form that also meets the purpose of the standard;

(b) where building height is exceeded, Policy I202.3(5) of the Central Wharves Precinct and Policy [H8.3\(30\)](#) of the Business – City Centre Zone should be considered.

(14) public spaces and accessways:

(a) whether public access to the water's edge is provided;

(b) whether operation of marine and port activities are enabled.

(15) marine and port facilities within identified viewshafts:

(a) whether the location, number, design and operation of the marine and port facilities limit the loss of identified significant public views from the city to the harbour and adjacent landscape features;

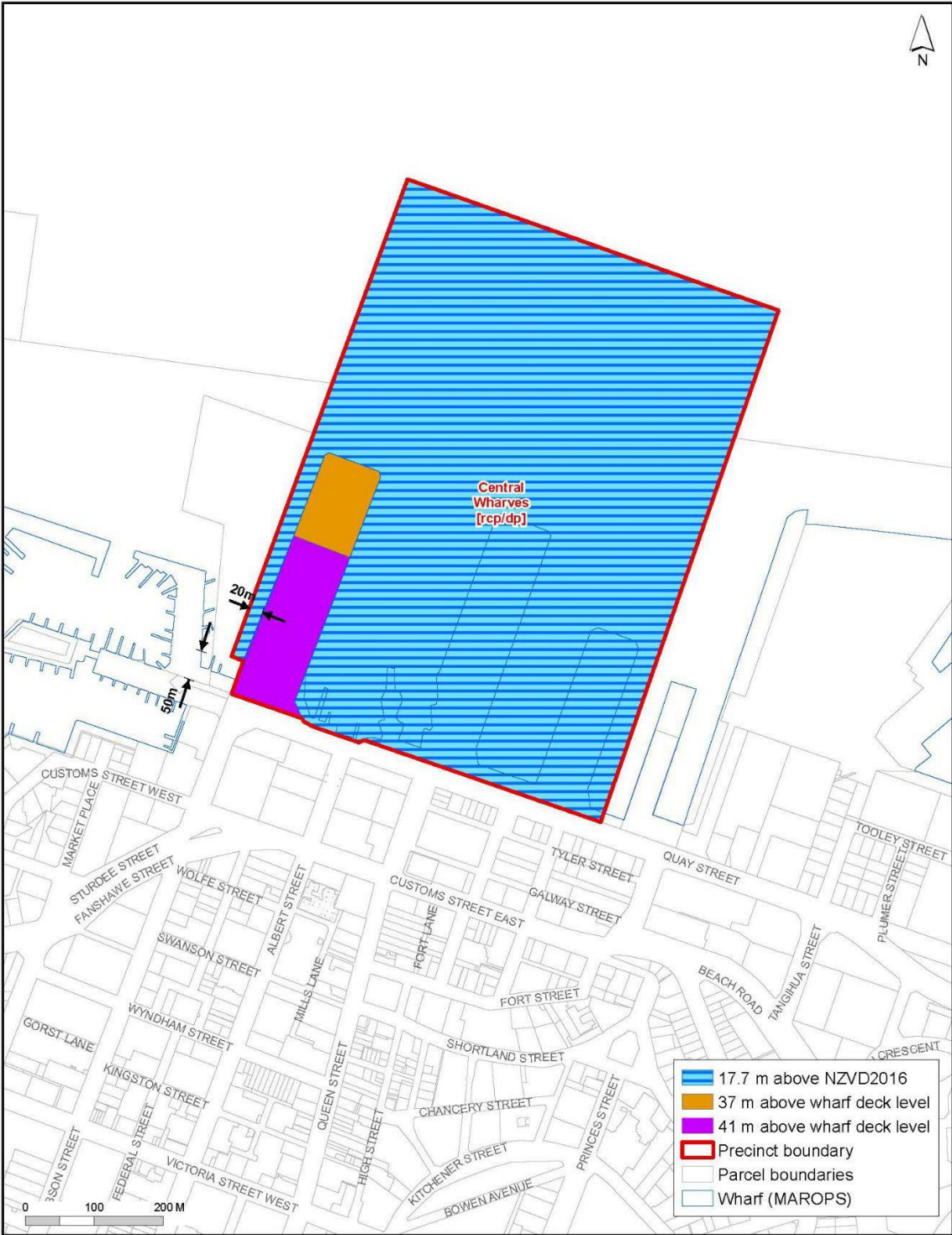
(b) the operational requirements of the Port of Auckland.

I202.9. Special information requirements

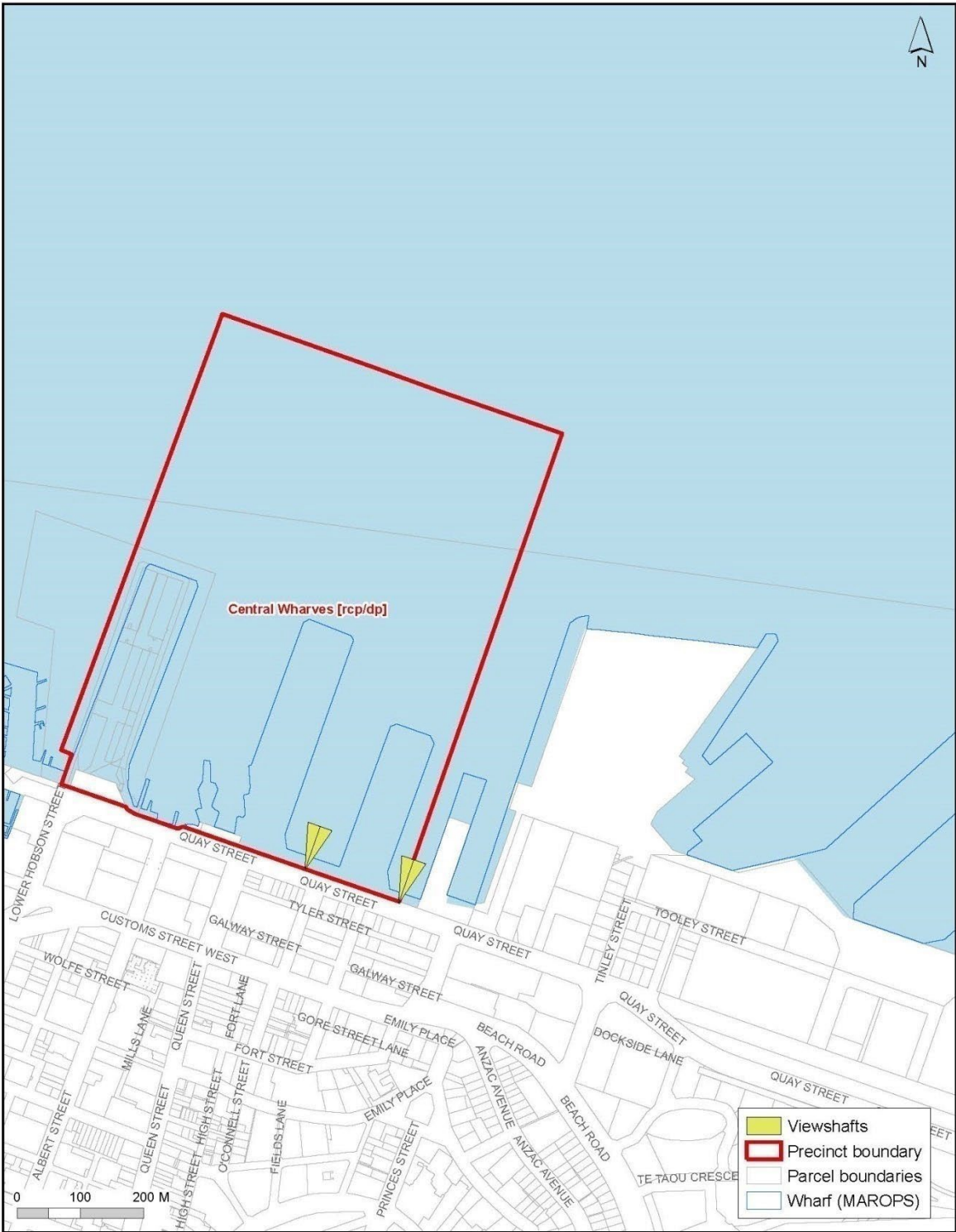
There are no special information requirements in this section.

I202.10. Precinct plans

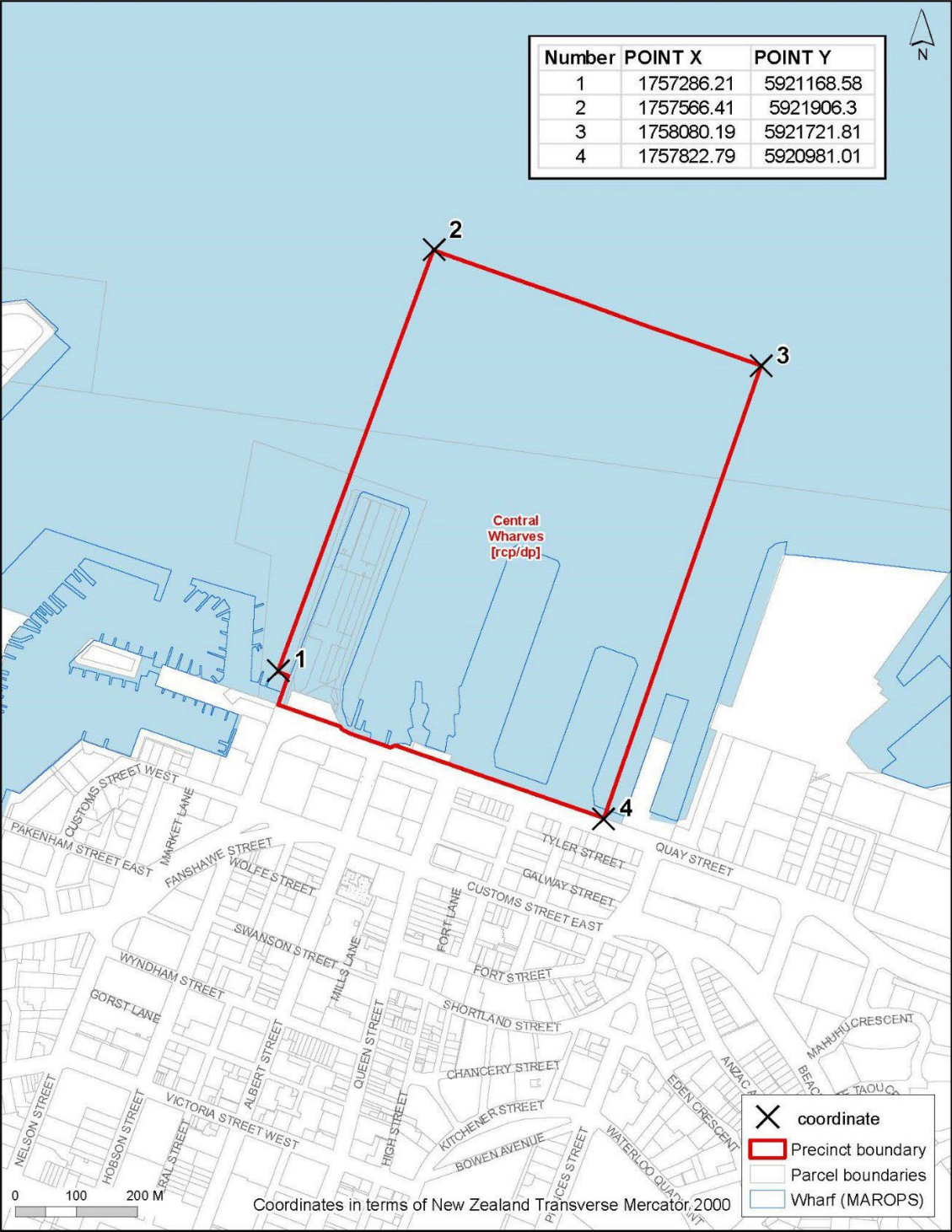
I202.10.1 Central Wharves: Precinct plan 1 - Building heights



I202.10.2 Central Wharves: Precinct plan 2 - Viewshafts



I202.10.3 Central Wharves: Precinct plan 3 - Precinct boundary coordinates in the coastal marine area



I211 Viaduct Harbour Precinct proposed changes

Suggested changes to the I211 Viaduct Harbour Precinct

Investigation note:

- Amendments to the I211 Viaduct Harbour Precinct provisions shown in **red text** underlined for additions and ~~strike through~~ for deletions
-

I211. Viaduct Harbour Precinct

I211.1. Precinct description

The Viaduct Harbour precinct incorporates Viaduct Harbour and the land fronting the harbour (including Hobson Wharf), and the adjacent coastal marine area. The precinct is characterised by its enclosed water space, interesting water edge, proximity to the city core, and areas of low-rise character buildings close to the water edge and public spaces. Refer to Viaduct Harbour Precinct plan 1 for the location and extent of the precinct. Coordinates for the precinct boundary in the coastal marine area are shown on Precinct plan 6.

The purpose of the Viaduct Harbour precinct is to provide for a scale of development and a range of uses which reflect and complement the Viaduct Harbour as a special place of character within the city centre. Building height, bulk and design controls are intended to provide a framework which, while providing flexibility in building design, encourages well-defined edges to public spaces, a sense of enclosure at the built edges of public space and a visual transition in the height of built form extending from the water's edge of Viaduct Harbour to the established central commercial area.

To build upon and reinforce the Viaduct Harbour's attributes, provision is made for a wide range of activities. In particular, the establishment of a mix of recreation, leisure, retail, entertainment and community/cultural activities is encouraged along the water's edge, open spaces and certain roads where pedestrian activity is likely to be highest.

The open space network, identified as sub-precinct B, incorporates a range of different sizes, widths and shapes to cater for varying recreational needs. The width of space around the Basin perimeter is also sufficient for the coexistence of maritime-related activities, pedestrian promenades, open air cafe seating and similar activities.

The residential area, identified as Sub-precinct C, recognises the established high quality residential environment and the benefits that a permanent residential population provides to the character, vitality, safety and amenity of the precinct.

The zoning in the Viaduct Harbour Precinct is Business – City Centre Zone and Coastal – General Coastal Marine Zone.

I211.2. Objectives [rcp/dp]

- (1) An attractive public waterfront and world-class visitor destination that is recognised for its distinctive character, quality buildings, public open spaces, recreational opportunities, community and cultural facilities and events.
- (2) Maintain and enhance the Viaduct Harbour land and adjacent water space as a special place of character in the City Centre and retain significant views of the water and areas within and adjacent to the precinct.

- (3) A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the City.
- (4) An attractive place for business and investment is provided for marine and port activity, maritime passenger operations and commercial business activity which benefit from a high amenity waterfront location.
- (5) Adverse effects arising from activities and development are avoided, remedied or mitigated, in an integrated manner across mean high water springs.
- (6) A mix of activities is encouraged including residential, business, tourism and events that create a vibrant environment.
- (7) Maintain the residential character and amenity in Sub-precinct C as an attractive place for permanent residents.

The overlay, Auckland-wide and Business – City Centre Zone objectives apply in this precinct in addition to those specified above.

I211.3. Policies [rcp/dp]

- (1) Enable the efficient operation and development of the precinct by providing for activities which have a functional need to locate in or adjacent to the coastal marine area.
- (2) Enable a diverse range of activities while:
 - (a) avoiding, mitigating or remedying potential adverse effects in an integrated manner across mean high water springs, including reverse sensitivity effects on marine and port activities; and
 - (b) maintaining and enhancing public access to the waters edge.
- (3) Provide for continued use of all berthage areas adjacent to public open spaces for commercial vessel activities and other marine and port activities and marina-activities.
- (4) Manage building height and bulk to:
 - (a) achieve an appropriate scale in relation to the street network and the precinct's prominent waterfront location;
 - (b) complement and maintain the distinctive low-medium rise character to achieve a sense of intimacy along streets and other public space frontages; and
 - (c) [deleted]
 - (d) provide a transition in height between the ~~core~~ city centre and the harbour.
- (5) Encourage the development of a diverse range of high-quality visitor experiences including promenading, coastal recreation, community and cultural activities and temporary activities.

- (6) Encourage the construction of a bridge for pedestrians, cyclists and local public transport connecting the Eastern Viaduct with Jellicoe Street to improve public connectivity between Wynyard precinct and the city centre.
- (7) Encourage an integrated network of attractive streets and lanes to increase pedestrian and cycling permeability and accessibility through the precinct.
- (8) Enable and maintain a network of different-sized public open spaces in key locations along the water's edge to cater for a range of recreational opportunities and provide vantage points.
- (9) Manage the land and coastal marine area to avoid significant adverse effects and avoid, remedy or mitigate other adverse effects on the water quality and ecology of the city centre coastal environment.
- (10) Limit the loss of significant public views from the city to the harbour and adjacent landscape features.
- (11) Maintain the residential character and amenity values in Sub-precinct C by avoiding activities that adversely affect the residential character and its related amenity values.
- (12) Provide for permanent residents in Sub-precinct C to:
 - (a) maintain and enhance the character and vitality of the precinct; and
 - (b) promote the safety and amenity for pedestrians through passive surveillance.

The overlay, Auckland-wide and Business – City Centre Zone policies apply in this precinct in addition to those specified above.

I211.4. Activity table

Table I211.4.1 Activity table specifies the activity status for land use and development activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for works, occupation and use in the coastal marine area pursuant to sections 12(1), 12(2), and 12(3) of the Resource Management Act 1991, including any associated discharges of contaminants or water into water pursuant to section 15 of the Resource Management Act 1991, or any combination of all of the above sections where relevant.

- Within sub-precinct B, activities marked # in the activity table are limited to the area of the Eastern Viaduct shown on Precinct plan 1.
- Those activities marked with * have the listed activity status only when that activity is located on a coastal marine area structure (e.g. a new building on an existing wharf). If that activity is located directly in the coastal marine area (e.g. a new wharf) a different activity status will apply.
- The activities in the Coastal – General Coastal Marine Zone and Business – City Centre Zone apply in the Viaduct Harbour Precinct unless otherwise specified in the activity table below.

- For parking on land refer to [E27 Transport](#), except where a more specific activity status applies in the table below.

Resource Management (National Environmental Standards for Freshwater) Regulations 2020

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 ('Freshwater NES') came into force on 3 September 2020. Currently, there may be duplication or conflict between specific plan rules and the Freshwater NES.

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 apply to any part of the coastal marine area that is upstream from the mouth of a river.

If an activity provided for in rules I211.4.1 to I211.9, including any associated matters of discretion, is also regulated by the Freshwater NES, where there is conflict then the most restrictive provision will prevail.

If the Freshwater NES regulations do not apply to an activity, then the plan rules apply.

Duplication or conflict between plan rules and the Freshwater NES will be addressed in the plan as soon as practicable.

Table I211.4.1. Activity table

Activity		CMA [rcp]	Land [dp]
Works in the coastal marine area			
(A1)	Maintenance or repair of existing seawalls, reclamations or drainage systems	P	NA
(A2)	Minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation	RD	NA
(A3)	Reclamation or drainage not otherwise provided for	D	NA
(A4)	Declamation#	RD	RD
(A5)	Maintenance dredging	RD	NA
(A6)	Capital works dredging	RD	NA
Use and activities and associated occupation			
Residential			
(A7)	Dwellings and visitor accommodation within Sub-precinct C	NA	P
Commerce			
(A8)	Dairies, restaurants and cafes, hairdressers, drycleaning agents, retail and healthcare facilities on the ground floor of an existing building within	NA	RD

I211 Viaduct Harbour Precinct

	Area A of Sub-precinct C		
(A9)	Office activities within Sub-precinct C	NA	D
(A9A)	Swimming, exercising and leisure activities in the part of the site legally described as Lot 4 Deposited Plan 317103 within Sub-Precinct C by occupants of the site undertaking office activities	NA	P
(A10)	Maritime passenger operations, excluding freight movement and storage#	P*	P
(A11)	Parking accessory to marine and port activities, maritime passenger operations and events within Te Wero Island and the Eastern Viaduct in sub-precinct B	P*	NA
(A12)	Parking that is not accessory to marine and port activities and maritime passenger operations and events on coastal marine area structures	NC*	NA
(A13)	Short-term parking (non accessory) within sub-precinct B	NA	RD
(A14)	Aquaculture activities	Pr	NA
Industry			
(A15)	Permanent refuelling facilities for boats	RD	RD
(A16)	Marine and port activities except for permanent refuelling facilities for boats	P	P
(A17)	Industrial activities not specified as a permitted or restricted activity	D*	D
Community			
(A18)	Artworks, open air markets, kiosks, stalls, displays, tables and seating within Waitemata Plaza and Market Square, including those used in association with food and beverage activities located on adjacent sites	NA	P
(A19)	Marinas	P	P
(A20)	Marina berths	P	N/A
(A21)	Community facilities#	P	P
(A22)	Public amenities	P*	P
(A23)	Activities within sub-precinct B and C listed in the City Centre zone activity table and not specified in this activity table	NC	NC
Development			
(A24)	Marine and port facilities within sub-precinct A or B	NA	RD
(A25)	Marine and port facilities located outside of sub-precinct A and B	P*	P
(A26)	Marine and port accessory structures and	P	P

I211 Viaduct Harbour Precinct

	services, excluding new pile moorings		
(A27)	Wave attenuation devices	RD	RD
(A28)	Observation areas, viewing platforms and boardwalks	RD	RD
(A29)	Pile moorings existing at 30 September 2013 including occupation and use by the vessel to be moored	P	NA
(A30)	New pile moorings established after 30 September 2013 including occupation and use by the vessel to be moored	RD	NA
(A31)	Maimai	NC	NC
(A32)	A bridge across the Viaduct Harbour	RD	RD
(A33)	Minor cosmetic alterations to a building that does not change its external design or appearance	P*	P
(A34)	New buildings, and alterations and additions to buildings not otherwise provided for	RD*	RD
(A35)	Coastal marine area structures or buildings not otherwise provided for	D	NA
(A36)	Development that does not comply with Standard I211.6.10(1)-(3) or I211.6.11(1)-(2)	NC	NC

I211.5. Notification

- (1) Any application for resource consent for an activity listed in Table I211.4.1 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\(4\)](#).

I211.6. Standards

The standards in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Viaduct Harbour Precinct and the standards in the Business – City Centre Zone apply to land in the Viaduct Harbour Precinct unless otherwise specified below

I211.6.1. Temporary activities Events

- (1) Temporary activities within the Viaduct Harbour precinct must comply with the general noise limit in [E25 Noise and Vibration](#). Temporary activities may exceed the general noise limit (deemed to be a noise event) no more than 15 times in total within the Viaduct Harbour Precinct (regardless of venue) in any calendar year (1 January to 31 December inclusive).
- (2) The general noise levels in [E25 Noise and Vibration](#) may be exceeded for a cumulative duration of not more than 6 hours within any 24 hour period for a noise event.

(3) For the purpose of this rule and except where otherwise stated, the Eastern Viaduct, Te Wero, Waitemata Plaza and Market Square as defined on Precinct plan 1, are all separate venues.

(4) For the 15 noise events, the maximum noise levels must not exceed:

(a) For no more than 3 of the 15 noise events and for a cumulative duration of not more than 3 of the total 6 hours permitted in I211.6.1(1) above (exclusive of one sound check of no more than one hour duration prior to each event):

82dB $L_{Aeq}(15min)$

90dB $L_{A1}(15min)$

76dB $L_{eq}(15min)$ at 63Hz 1/1 Octave Band

76dB $L_{eq}(15min)$ at 125Hz 1/1 Octave Band
(high noise event)

At all other times during the 15 noise events:

72dB $L_{Aeq}(15min)$

80dB $L_{A1}(15min)$

76dB $L_{eq}(15min)$ at 63Hz 1/1 Octave Band

76dB $L_{eq}(15min)$ at 125Hz 1/1 Octave Band
(medium noise event)

(5) Except as provided elsewhere in this rule, noise levels must be measured in accordance with the requirements of NZS6801:2008 Acoustics – Measurement of environmental sound and must be assessed in accordance with NZS6802:2008 Acoustics – Environmental Noise except that clause 6.3 must not be used.

(6) Within Waitemata Plaza and Market Square as shown on Precinct plan 2 the following additional restrictions apply:

(a) there must be no high noise events;

(b) there must be no more than two noise events in any four week period;

(c) of the total 15 noise events there must be no more than six in any one calendar year and the general noise level in in [E25 Noise and Vibration](#) of the Auckland-wide rules must not be exceeded for a cumulative duration of more than three hours for any one noise event.

(7) For the purpose of the restrictions in I211.6.1(6) above, Waitemata Plaza and Market Square are counted as a single venue.

(8) Noise levels exceeding the standard in [E25 Noise and Vibration](#) of the Auckland-wide rules including sound checks, must start no earlier than 9am and must finish no later than 10:30 pm Sunday to Thursday inclusive, 11pm Friday and Saturday and 1am New Year's Day.

- (9) The noise limits applying to noise events must be met when measured as the incident level 1m from any adjacent building outside the venue that is occupied during the event.
- (10) Not less than four weeks prior to the commencement of the noise event, the organiser must notify the council in writing of:
 - (a) the names and types of the acts and whether they are anticipated to be within the medium noise level or high noise level as defined in clause 4 above;
 - (b) the person(s) and procedures for monitoring of compliance with noise levels; and
 - (c) the nominated alternative date in the event of postponement due to the weather.
- (11) The council will keep a record of all noise events held and provide this information upon reasonable request.
- (12) Consultation must be undertaken with the majority freehold land owner within the Viaduct Harbour Precinct.

I211.6.2. Parking

- (1) There must be no parking on Hobson Wharf except for parking accessory to marine and port activities, including any short-term servicing requirements.
- (2) The number of parking spaces must not exceed the maximum rates specified in Table I211.6.2.1.

Table I211.6.2.1. Maximum parking rates

Activity/site			New development
(T37)	Dwellings	Dwellings <75m ² GFA	0.7 per dwelling
(T38)		Dwellings ≥75 and < 90m ² GFA	1.4 per dwelling
(T39)		Dwellings ≥90m ² GFA	1.7 per dwelling
(T40)		Visitor spaces	0.2 per dwelling
(T41)	All other activities		1:150m ² GFA

I211.6.3. Public access

- (1) Standard [E38.7.3.2](#) Subdivision establishing an esplanade reserve does not apply to subdivision within the Viaduct Harbour Precinct.

I211.6.4. Building height

Purpose: manage the height of buildings to achieve Policy I211.3(4) of the Viaduct Harbour precinct and respect the heritage values of specifically identified buildings.

- (1) Buildings must not exceed the heights specified on Precinct plan 3.
- (2) The height of buildings and structures on land will be measured in accordance with [H8.6.8](#) of the Business – City Centre Zone rules.
- (3) The height limit in Sub-precinct A and Sub-precinct C may be exceeded by no more than 2m for roofs, including any roof top projections, ~~subject to the building complying with I211.6.5 below (site intensity).~~
- (4) Buildings must not exceed a height of 52m on the site legally described as LOT 1 DP 183125, except that buildings must be setback at least 15m from the northern facade and 5m from the eastern facades of the former Auckland Harbour Board Workshops building, referenced as 01969 in Schedule 14.1 Schedule of Historic Heritage, above 16.5m, measured above mean street level.

~~I211.6.5. [Deleted]~~

~~I211.6.5. Site intensity~~

~~Purpose: manage the scale, form and intensity of development to maintain the character and amenity of the precinct.~~

- ~~(1) Buildings must not exceed the floor area ratios shown on Precinct plan 4.~~

I211.6.6. Building coverage

Purpose: manage the scale of development within Waitemata Plaza and Market Square to maintain their open space character.

- (1) Buildings, temporary tents, marquees, air supported canopies, structures and tables and seating must not occupy more than 20 per cent in area of Waitemata Plaza or Market Square as shown on Precinct plan 2.

I211.6.7. Vehicle access restriction

Purpose: ensure safe and efficient access from and to Sturdee Street and Fanshawe Street.

- (1) Vehicular access from and to Sturdee Street and Fanshawe Street (except 7-9 Fanshawe Street, being the land in Certificate of Title 7B/1437), must be for left turn manoeuvres only, provided that nothing in this clause will limit the Council's powers in relation to roads under the Local Government Act 1974 and, in particular, its powers to construct median strips in roads where it considers that such works are necessary for traffic safety reasons.

I211.6.8. Special yard A

Purpose: ensure that buildings do not restrict public access along the water's edge.

- (1) Buildings must not locate within special yard A shown on Precinct plan 5.
- (2) The yard applies from average ground level of the land affected to a height of 3m.

- (3) The yard must have a minimum width of 7m.

I211.6.9. Special yard B

Purpose: maintain unobstructed pedestrian access between Customs Street West and the water's edge in Waitemata Plaza.

- (1) Buildings, tents, marquees, air supported canopies, tables, seating and structures must not be located within 10m of special yard B shown on Precinct plan 5.

I211.6.10. Public spaces and accessways

Purpose: manage public spaces and accessways to achieve Policies I211.3(2), (3), (7) and (8) of the Viaduct Harbour Precinct.

- (1) The pedestrian accessway on the southern side of the eastern viaduct shown on Precinct plan 5 must be not less than 10m wide.
- (2) All public accessways within sub-precinct B must be available to the public at all times except when written approval has been obtained from the council to temporarily restrict access for security, safety or operational needs associated with port activities or events or where restricted for operational or safety reasons specified in the conservation covenants applying to the area.
- (3) Buildings or structures must not be located within the accessways. This standard does not apply to verandahs or lawful temporary buildings or structures.

I211.6.11. Viewshafts

Purpose: manage development to maintain significant views of the water and adjacent areas within, and to, the Viaduct Harbour precinct.

- (1) Buildings or structures must not be located within those areas of land identified as landward viewshafts on Precinct plan 5. This standard does not apply to the following:
- (a) verandahs;
 - (b) lawful temporary buildings or structures;
 - (c) road lighting and support structures;
 - (d) traffic and direction signs and road name signs;
 - (e) traffic control devices, traffic signals and support structures, cabinets and other equipment accessory to traffic signals;
 - (f) parking meters, pay and display kiosks and traffic cameras; or
 - (g) cycle facilities.
- (2) Buildings and structures must not be located within or over those parts of coastal marine area structures and waterspace identified as viewshafts coastal marine area and viewshaft horizontal plane 5m above existing wharf deck

level on Precinct plan-45. This control does not apply to lawful temporary buildings or structures.

I211.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I211.8. Assessment – restricted discretionary activities

I211.8.1. 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) declamation:

- (a) construction or works methods, timing and hours of construction works;
- (b) location, extent, design and materials used;
- (c) effects on coastal processes, ecological values, water quality and natural character;
- (d) effects on public access, navigation and safety;
- (e) effects on existing uses and activities;
- (f) consent duration and monitoring; and
- (g) effects on Mana Whenua values.

(2) maintenance dredging and capital works dredging:

- (a) effects on coastal processes, ecological values, and water quality;
- (b) effects on other users of the coastal marine area, navigation and safety; and
- (c) consent duration and monitoring;

(3) wave attenuation devices:

- (a) location and design of the wave attenuation device;
- (b) effects on navigation, safety, and existing activities;
- (c) effects on wave hydraulics;
- (d) construction or works methods, timing and hours of operation; and
- (e) consent duration and monitoring;

(4) marine and port facilities within sub-precinct A or B:

- (a) The matters of discretion in [F2.23.1 of the Coastal - General Coastal Marine Zone](#) apply.
- (5) minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation:
 - (a) form and design of the reclamation;
 - (b) contaminated material;
 - (c) the safe and efficient operation of marine and port activities;
 - (d) effects on Mana Whenua values;
 - (e) construction or works methods, timing and hours of operation; and
 - (f) effects on natural hazards, coastal processes, ecological values and water quality.
- (6) short-term parking (non-accessory) within Sub-precinct B:
 - (a) location, extent, design and materials used;
 - (b) effects on existing uses and activities; and
 - (c) amenity, effects on views and visual amenity;
- (7) observation areas, viewing platforms and boardwalks
 - (a) The matters of discretion in [F2.23.1\(1\) of the Coastal – General Coastal Marine Zone](#) rules apply.
- (8) a bridge across the Viaduct Harbour:
 - (a) construction or works methods, timing and hours of operation;
 - (b) location, extent, design and materials used;
 - (c) effects on coastal processes, ecological values, water quality and natural character;
 - (d) effects on public access, navigation and safety;
 - (e) effects on existing uses and activities;
 - (f) amenity, effects on views and visual amenity; and
 - (g) consent duration and monitoring;
- (9) new buildings, and alterations and additions to buildings not otherwise provided for
 - (a) the matters of discretion in clause [H8.8.1\(1\)](#) of the Business – City Centre Zone rules apply; and

(b) effects on public access, navigation and safety.

(10) new pile moorings established after 30 September 2013 including occupation and use by the vessel to be moored:

(a) the matters of discretion in [F2.23.1\(1\) of the Coastal - General Coastal Marine Zone](#) rules apply.

(11) permanent refuelling facilities for boats:

(a) the matters of discretion in [F2.23.1\(1\) of the Coastal - General Coastal Marine Zone](#) apply;

(12) infringing the building height standard:

(a) building scale, dominance and visual effects;

(b) effects on current or planned future form and character; and

(c) pedestrian amenity and function;

~~(13) [deleted]~~

~~(13) infringing the site intensity standard:~~

~~a. building scale, dominance and visual effects;~~

~~b. effects on current or planned future form and character; and~~

~~c. effects on the transportation network including safety and efficiency;~~

(14) infringing the building coverage standard:

a. building scale, dominance and visual effects; and

b. public use amenity and function of the Waitemata Plaza;

(15) infringing the vehicle access restriction standard:

a. effects on the transportation network (including safety and efficiency); and

b. pedestrian amenity and function;

(16) infringing the special yards A and B standard:

a. effects on public open space and pedestrian access.

(17) activities on the ground floor within Area A of sub-precinct C:

a. effects on the residential character and amenity values; and

b. noise, lighting and hours of operation.

I211.8.2. 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) declamation:

- (a) whether the adverse effects of declamation are avoided, remedied or mitigated in respect of the effects of the final land/water configuration on:
 - (i) the marine environment including coastal processes, water quality, sediment quality and ecology of the coastal marine area
 - (ii) hydrogeology (ground water) and hydrology; and
 - (iii) sediment accumulation and the need for on-going maintenance dredging of the coastal marine area;
- (b) whether declamation works, including the construction of seawalls, avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated soils and groundwater, and other contaminants;
- (c) whether declamation is located and designed so that the adjacent land area can provide adequate public open space adjacent to, and public access along the water's edge whether on land or on the adjacent water space; and
- (d) The extent to which declamation will affect Mana Whenua values;

(2) maintenance dredging and capital works dredging:

- (a) whether measures are taken to avoid, remedy or mitigate adverse effects on coastal processes, ecological values, and water quality;
- (b) whether effects on other users of the coastal marine area during the dredging are avoided, remedied or mitigated;
- (c) whether consent duration is limited to the minimum duration reasonably necessary for the functional or operational needs of the activity;
- (d) whether monitoring may be required in order to demonstrate the extent and type of effects of the dredging, and the degree to which the effects are remedied or mitigated during and after the activity;

(3) wave attenuation devices:

- (a) whether the location and design of the wave attenuation device consider existing activities including marine related industries, other marine activities and/or adjoining coastal activities;
- (b) whether the location and design of the wave attenuation device consider the effects of wave hydraulics on other users of the coastal marine area;

- (c) whether construction works avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated sediments, and other contaminants;
- (4) marine and port facilities within sub-precinct A or B:
 - (a) the assessment criteria in [F2.23.2](#) of the Coastal – General Coastal Marine Zone rules apply;
- (5) minor reclamation for the purpose of maintaining, repairing or upgrading a reclamation:
 - (a) whether reclamation, as far as practicable, mitigate adverse effects through their form and design, taking into account:
 - (i) the compatibility of the design with the location;
 - (ii) the degree to which the materials used are visually compatible with the adjoining coast;
 - (iii) the ability to avoid consequential erosion and accretion, and other natural hazards;
 - (iv) the effects on coastal processes; and
 - (v) the effects on hydrology;
 - (b) whether the use of contaminated material in a reclamation is avoided unless it is contained in a way that avoids, remedies or mitigates adverse effects on water quality, aquatic ecosystems and biodiversity;
 - (c) the extent to which the reclamation will affect Mana Whenua values; and
 - (d) whether construction works avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated sediments, and other contaminants;
- (6) short-term parking (non-accessory) within sub-precinct B:
 - (a) the extent to which the short-term parking is located and designed to:
 - (i) maintain safe public access to and along the edge of the coastal marine area and the perimeter of existing wharves;
 - (ii) avoid or mitigate and adverse amenity effects on public access areas and residents; and
 - (iii) avoid or mitigate effects on existing marine and port facilities;
- (7) observation areas, viewing platforms and boardwalks:
 - (a) the assessment criteria in [F2.23.2\(1\)](#) and [F2.23.2\(17\)](#) for coastal marine area structures and buildings in the Coastal - General Coastal Marine Zone rules apply in addition to the criteria below; and

- (b) the extent to which the design and finish complement and enhance the coastal environment, open spaces and pedestrian linkages;

(8) a bridge across the Viaduct Harbour:

- (a) whether the bridge contributes to a high quality maritime and urban environment and meet the following outcomes:

- (i) the bridge design avoids significant visual intrusion into views from public areas across the harbour, or from the harbour out to the wider Waitemata Harbour;
- (ii) the bridge contributes to the pedestrian character and amenity of the Viaduct Harbour and Wynyard precincts by:
 - providing safe and pleasant pedestrian and cycle access east and west across the Viaduct Harbour;
 - having a landscape design, character and quality which integrates with existing pedestrian priority areas and other accessways around the Viaduct Harbour;
 - not causing significant adverse effects on the use and enjoyment of Te Wero Island as an area of pedestrian-oriented public space; and
 - ensuring the operation or use of the bridge, or lighting will not cause significant adverse effects on the operation of nearby activities or on the amenity values of surrounding land or water uses;
- (iii) the bridge is designed and operated to provide for:
 - vessel access to and from the inner Viaduct Harbour without undue delay;
 - navigation and berthage by the existing range of vessels in the inner Viaduct Harbour;
 - any reduction in berthage area to be minimised as far as practicable;
 - convenient and easily accessible systems for communicating with vessel users regarding scheduled and unscheduled bridge opening/closing;
 - appropriate lighting, navigation aids, safety systems and fail-safe mechanisms; and
 - a minimum clearance height of 3m above mean high water springs for a 10m wide navigable channel;
- (iv) the ongoing viable use of the Viaduct Harbour (particularly the Wynyard Precinct mixed use sub-precinct) to accommodate marine

and port activities and marine events, such as boat shows and internationally recognised boating events such as the America's Cup event, is maintained;

(v) the bridge has a high quality design that:

- enhances the character of the Viaduct Harbour;
- is simple and elegant;
- is appropriate within the context of the Viaduct Harbour locality and Auckland's coastal setting;
- has an appropriate relationship with the Viaduct Lifting Bridge identified in the Historic Heritage Overlay; and
- utilises high quality and low maintenance materials and detailing;

(vi) the bridge is designed in a manner which may provide in the future for enhanced connectivity for the public between the Wynyard Precinct and the city centre; and

(vii) the bridge has no more than minor adverse effects on coastal processes including sedimentation within the Viaduct Harbour;

(9) new buildings, and alterations and additions to buildings not otherwise provided for:

(a) the assessment criteria in clause [H8.8.2\(1\)](#) of the Business – City Centre Zone rules apply in addition to the criteria below; and

(b) the building should avoid or mitigate effects on public access, navigation and safety;

(10) new pile moorings established after 30 September 2013 including occupation and use by the vessel to be moored:

(a) the assessment criteria in [F2.23.2](#) of the Coastal – General Coastal Marine Zone apply in addition to the criteria below; and

(b) whether the new pile moorings avoid or mitigate effects on public access, navigation and safety;

(11) permanent refuelling facilities for boats:

(a) refer to the assessment criteria in [F2.23.2\(1\)](#) of the Coastal - General Coastal Marine Zone;

(12) infringing the building height standard:

(a) building height may be exceeded where it would provide an attractive and integrated roof form that also meets the purpose of the standard; and

- (b) where building height is exceeded, Policy I211.3(4) of the Viaduct Harbour Precinct and Policy [H8.3\(30\)](#) of the Business – City Centre Zone should be considered;

~~(13) [deleted]~~

~~(13) infringing the site intensity standard:~~

- ~~(a) the extent to which development is of a scale and form appropriate to the setting;~~
- ~~(b) the extent to which the scale of the development is consistent with the current and future character of Viaduct Harbour as established through the objectives and policies for the Viaduct Harbour Precinct;~~
- ~~(c) whether adverse effects on the transportation network are avoided, minimised or mitigated; and~~
- ~~(d) whether development compromises marine and port activities;~~

(14) infringing the building coverage standard:

- (a) the extent to which the scale and form of development within Waitemata Plaza and Market Square maintains their open space character;

(15) infringing the vehicle access restriction standard:

- (a) whether access from and to Sturdee Street and Fanshawe Street is safe and efficient; and
- (b) unobstructed operation of the transportation network should be safe and efficient;

(16) infringing the Special Yards A and B standard:

- (a) whether unobstructed public access to and along the water's edge is maintained;

(17) activities on the ground floor within Area A of sub-precinct C:

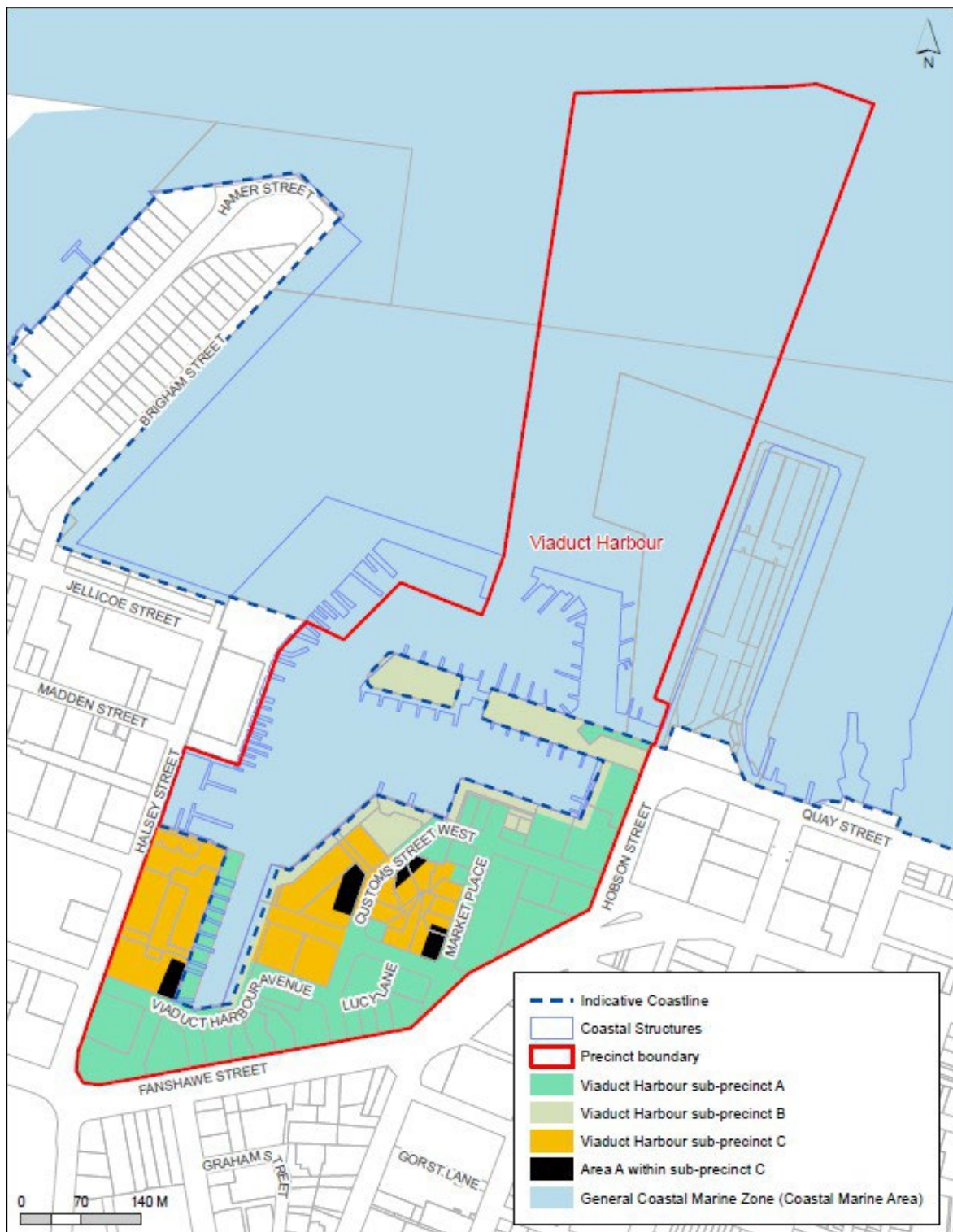
- (a) the extent to which activities are compatible with and do not detract from the residential character and amenity values of sub-precinct C; and
- (b) whether activities generate noise levels that would adversely affect residential amenity. The Council may impose conditions on the activity's hours of operation and/or permitted levels of low frequency noise.

I211.9. Special information requirements

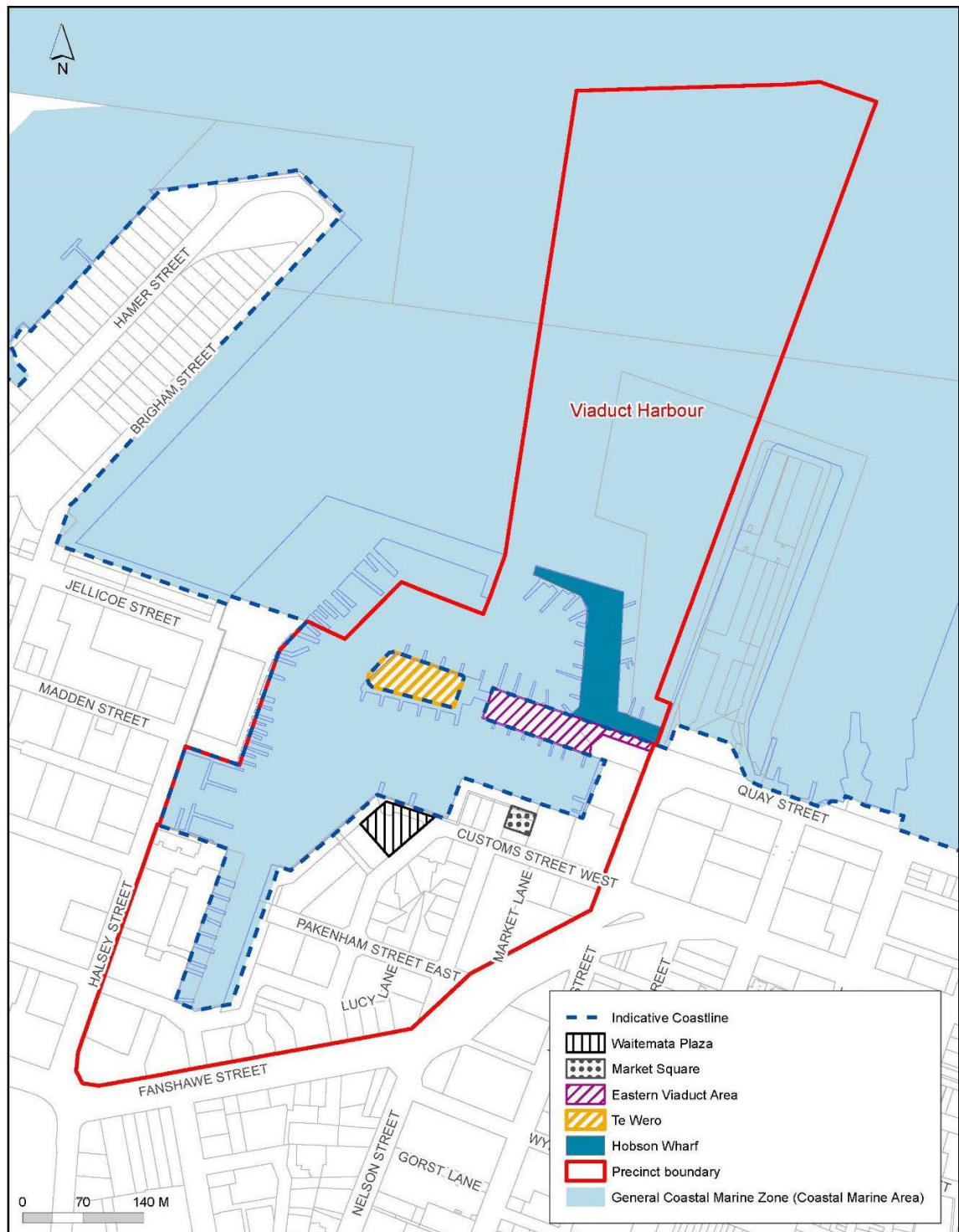
- (1) An application for marine and port facilities on land within the Viaduct Harbour area shown on Precinct plan 1 must be accompanied by a site management plan detailing operational procedures and physical measures to be put in place to avoid, remedy or mitigate public safety effects.

I211.10. Precinct plans

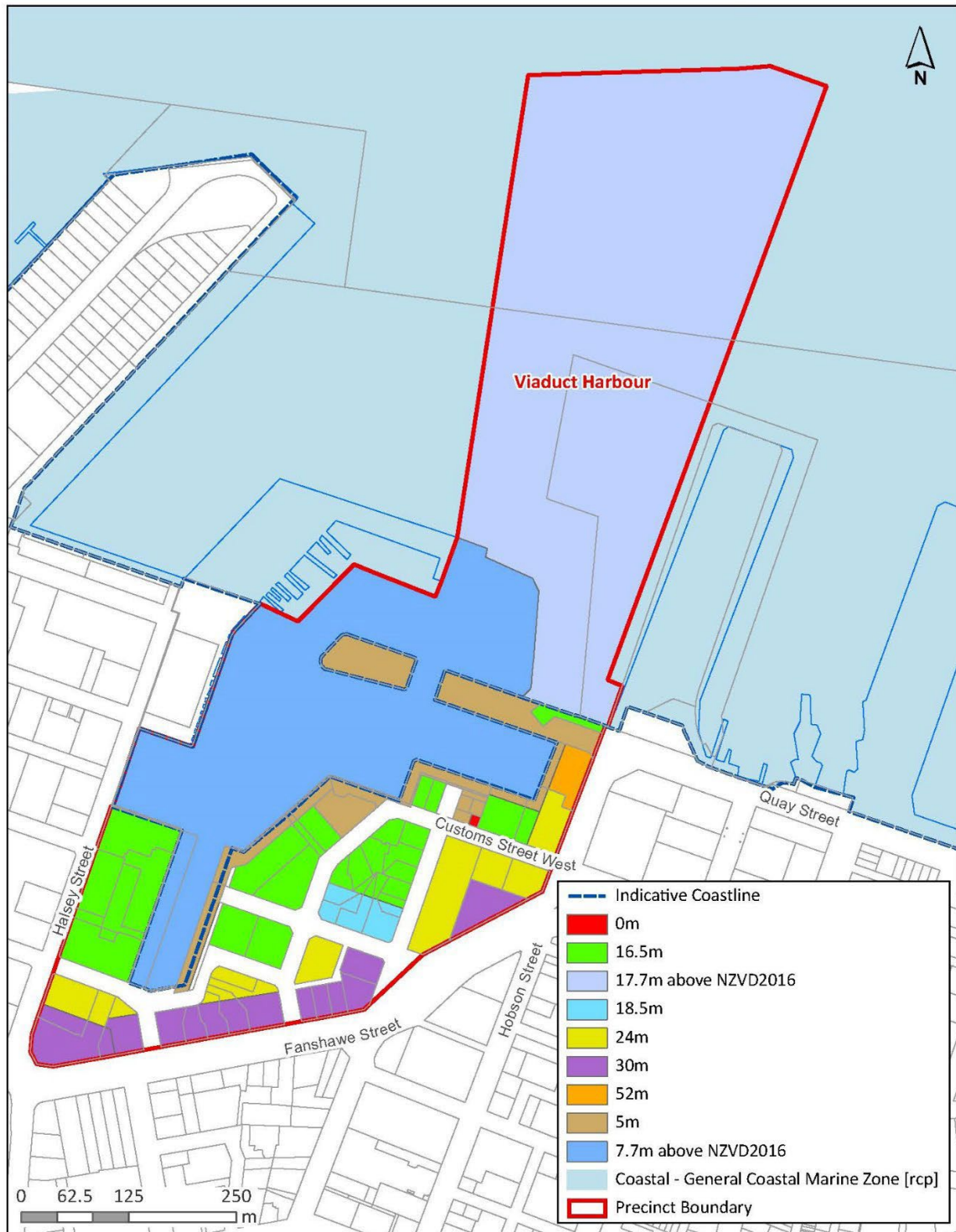
I211.10.1 Viaduct Harbour: Precinct plan 1 – Precinct and sub-precincts



I211.10.2 Viaduct Harbour: Precinct plan 2 - Wharves and open spaces

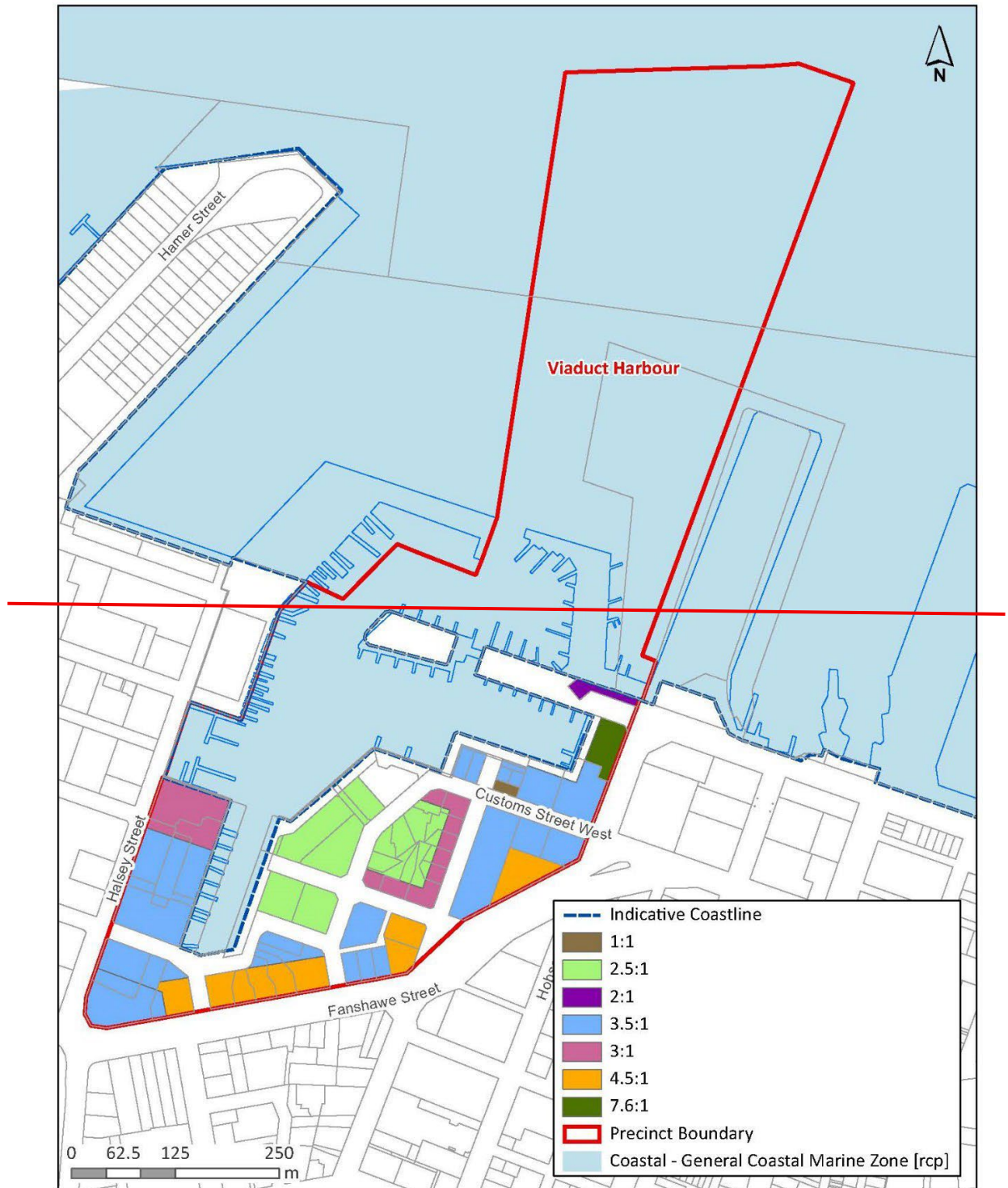


I211.10.3 Viaduct Harbour: Precinct plan 3 - Building height controls

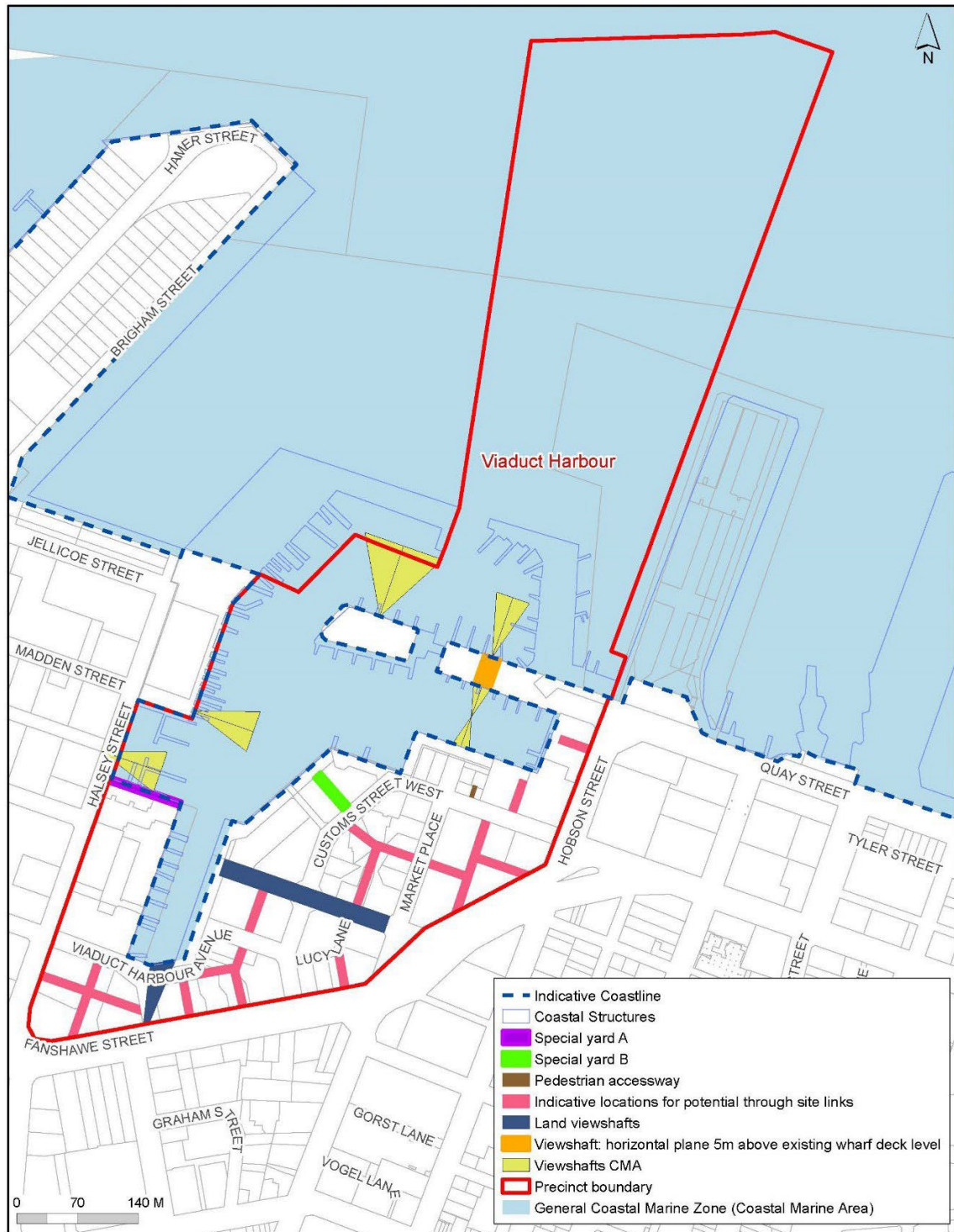


I211.10.4. [Deleted]

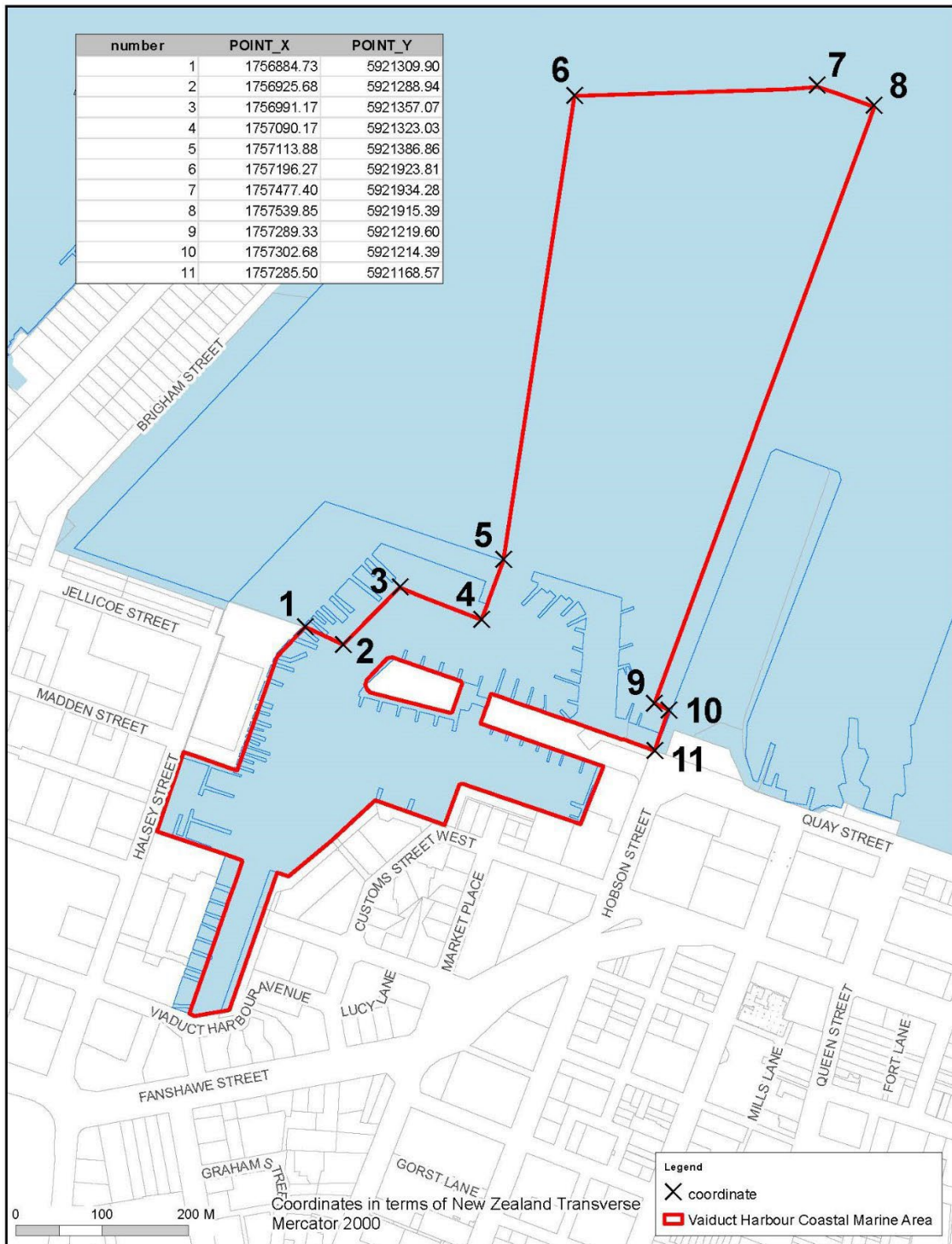
I211.10.4 Viaduct Harbour: Precinct plan 4 – Site intensity controls



I211.10.5 Viaduct Harbour: Precinct plan 5 - Pedestrian accessways and viewshafts



I211.10.6 Viaduct Harbour: Precinct plan 6 - Precinct boundary coordinates in the coastal marine area



I214 Wynyard Precinct Proposed Changes

Suggested changes to the I214 Wynyard Precinct

Investigation note:

- Amendments to the I214 Wynyard Precinct provisions shown in **red text underlined** for additions and **~~strike through~~** for deletions
-

I214. Wynyard Precinct

I214.1. Precinct description

The Wynyard Precinct represents the north-western end of the city centre. The land is bound on three sides by the sea and by Fanshawe Street on its southern boundary. It is the largest brownfield area within the city centre. The precinct also includes an area of the coastal marine area to the west and the north. Coordinates for the precinct boundary in the coastal marine area are shown on Precinct plan 11.

The purpose of the Wynyard Precinct is to provide for the comprehensive and integrated redevelopment of this large brownfields area while enabling the continued operation of marine industry and hazardous industry.

Wynyard Precinct is an evolving environment characterised by a mix of activities and development including:

- high-quality open space areas, restaurants, offices and cafés fronting Jellicoe Street and North Wharf;
- office activity fronting Fanshawe Street;
- a marine focus along the western edge; and
- a bulk liquids storage industrial activity focus within the northern finger of the precinct.

Marine-related activities, including marine services, ship repairs, fish processing, berthage and marine-related events, will continue to play an important economic and social role for the area.

Existing built form includes a collection of special character buildings, marine and industrial structures, and features that provide a background context to the area's stages of development. Collectively, these elements create an overall industrial aesthetic of structures and buildings, with robust materials and simple details.

To retain the existing character of the area, a design-based approach has been implemented, with all building development and redevelopment requiring assessment.

Although hazardous industry is likely to relocate progressively from the area, risk must still be managed in the transition period, particularly within the northern part of Wynyard Precinct.

Redevelopment of this area should have regard to the existing and planned infrastructure connections that are adjacent to or pass through the precinct, for example, the Additional Waitemata Harbour Crossing.

The zoning in the Wynyard Precinct is Business – City Centre Zone and Coastal – General Coastal Marine Zone.

I214.2. Objectives [rcp/dp]

Social and economic

- (1) Wynyard precinct is redeveloped while managing potential conflicts between different uses to achieve:
 - (a) a high-quality visitor destination which showcases the City's diverse communities and the importance of the harbour;
 - (b) maintenance and enhancement of the regionally significant economic function of the marine, fishing and other industries and maritime passenger operations to the Hauraki Gulf islands;
 - (c) a vibrant community with a mix of activities and experiences for all people including a community focal point, high quality public open space and community facilities;
 - (d) public open space on the waterfront, and an area for events and entertainment activity for the social and economic benefit of the wider Auckland Region;
 - (e) access to and along the coast and enjoyment of the coastal environment with a network of open space while recognising the need to manage access with competing commercial activities; and
 - (f) the maintenance and where practicable enhancement of navigation and berthage within the Wynyard Precinct coastal marine area for a wide range of recreational and commercial vessels, including maritime passenger transport and fishing industry operations, excluding in areas subject to potential risk and public safety effects.

Built form

- (2) An integrated urban environment is created which:
 - (a) exhibits high-quality and diverse built form and urban design which reflects the marine attributes of the precinct;
 - (b) has appropriate building heights that enhance its prominent waterfront location and which complements the central area and wider city landforms, skyline and views; and
 - (c) avoids, remedies or mitigates adverse effects on existing infrastructure.
- (3) Individual buildings or collections of buildings are designed to achieve an appropriate form and scale in relation to:
 - (a) existing and proposed public open spaces; and
 - (b) identified view shafts.

Special character

- (4) Identified special character buildings are protected and enhanced and the unique character within Wynyard precinct, which is reflective of its maritime and

industrial history, is retained.

(5) *Public open space*

- (6) A significant area of waterfront public park space is provided for the benefit of the Auckland Region with a complementary hierarchy of interconnected, high quality, public open space for current and future residential and commercial occupants and visitors.

Risk and public safety

- (7) Adverse environmental effects and risks presented by hazardous or dangerous activities or facilities within the precinct are avoided or mitigated.

Remediation

- (8) The adverse effects of contamination are minimised through comprehensive management of contaminated sites and materials.

Reverse sensitivity and amenity

- (9) Conflicts between different uses are managed to ensure the efficient operation of marine industry and fishing industry, other industry and regionally significant transport infrastructure while enabling the marine events centre and public spaces to be used for a range of public events.

Pedestrian access, street quality and safety

- (10) A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the City.

Transport

- (11) The safety and capacity of the transport network is maintained and, where appropriate, enhanced.

Integrated development

- (12) The development of buildings and activities and the provision of infrastructure in a comprehensive and integrated manner which achieves high quality urban design outcomes and which avoids, remedies or mitigates adverse effects on existing and planned infrastructure.

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

I214.3. Policies [rcp/dp]

Built form

- (1) Encourage the location, bulk, outlook, access to, and servicing of buildings to be planned and designed on a comprehensive and integrated basis rather than on an ad hoc individual building basis.
- (2) Encourage the integration of built form with the existing and proposed public open space network on a comprehensive land area basis, rather than a site by site

basis, to create a sound framework for a well-designed and high-quality environment.

(3) Ensure that maximum building height:

- (a) is appropriate in scale to the street network and the prominent waterfront location;
 - (b) provides a transition between the core of the precinct and the coastal edge with site-specific opportunities for taller buildings located and designed to reinforce key public open space and waterfront connections while avoiding intrusion of public views into and through Wynyard Precinct;
 - (c) complements development in the Viaduct Harbour Precinct; and
 - (d) provides a transition in height between the core central business district and the harbour.
- (4) Identify and protect public view shafts from open space across, within, and to Wynyard precinct to reinforce connections with the central area, harbour, and wider Auckland.
- (5) Promote excellence and diversity in architecture and urban design that enhances the relationship of buildings with public open space, and reflects the coastal, topographical, and historical qualities of the precinct.

Special character

- (6) Recognise the contribution that identified special character buildings make to the marine, fishing, and industrial heritage aesthetic within the precinct.
- (7) Encourage the retention and re-use of identified special character buildings, features, structures and elements within the precinct.
- (8) Encourage developments adjoining or adjacent to identified special character buildings to respond sympathetically to the historic context by reference to characteristics such as form, scale, materials and setbacks.
- (9) Encourage development and design that is reflective of the precinct's maritime location.
- (10) Promote and encourage the important role the marine and fishing industries play in defining the character and amenity of the precinct.

Social and economic

- (11) Enabling a diverse range of activities, high quality visitor experiences, entertainment, events and development to occur, while recognising and maintaining the economic importance of the marine and fishing industry, the bulk liquid industry and Hauraki Gulf Islands maritime passenger operations to the Auckland Region.

- (12) Recognise the significant local and regional socio-economic benefits associated with providing high-quality waterfront public open space and events activity while also providing for the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.
- (13) Ensure that sufficient and suitably located land, wharf, waterspace and appropriate, convenient and adequate navigation and berthing facilities are provided to accommodate the current and future operation and growth of the marine and fishing industries and maritime passenger operations, including Sub-precinct C, North Wharf, the southern face of the Western Viaduct Wharf and the western face of the Halsey Street Extension Wharf together with the adjacent waterspace for use primarily by the fishing industry.
- (14) Encourage activities and built form which contribute to the maintenance of pedestrian interest and vitality at ground level at Jellicoe Harbour to foster a vibrant community focal point.
- (15) Establish and maintain a network of coastal edge, public open space and public access along waterfront areas, linking the precinct to the wider central area while also providing the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.

Public open space

- (16) Establish a framework which supports the development of key interconnected public open space across the precinct, including:
 - (a) a high-quality waterfront park of regional significance, including the potential for a high quality public building;
 - (b) a network of coastal edge promenades and pedestrian accessways enabling access to and along the coast comprising a minimum width of 20 metres, with the exception of Sub-precinct C;
 - (c) a high-quality linear park linking Victoria Park to the waterfront park;
 - (d) High quality areas of public open space for the public, residents, workers and local occupants designed to enliven the urban core of the precinct, including a significant park space within Sub-precinct B; and
 - (e) a network of small pocket parks, linking spaces and plazas.
- (17) Encourage the use of the precinct's internal street network to function as part of the public open space network, and provide for the creation of internal canals, ponds and plazas.

Pedestrian access, street quality and safety

- (18) Encourage the construction of a bridge for pedestrians, cyclists and local public transport connecting the Eastern Viaduct with Jellicoe Street to improve public connectivity between Wynyard precinct and the city centre.

- (19) Facilitate the reconnection of Daldy Street between Pakenham Street and Madden Street to provide a physical north-south connection through Wynyard precinct and enable the establishment of activities with greater people-or traffic-generation potential.
- (20) Provide mechanisms to manage and, in some cases temporarily restrict, public access to and along some parts of the water's edge to enable marine and fishing industry, maritime passenger operations and events to operate.
- (21) Encourage an integrated network of streets and lanes to increase pedestrian permeability and accessibility through the precinct.
- (22) Encourage a high level of pedestrian amenity along identified existing and future routes, including Te Wero Bridge, which reinforces the ease, comfort and safety of the pedestrian environment.
- (23) Enhance the connection between Wynyard precinct and adjoining areas through the provision of additional pedestrian linkages across Fanshawe Street.
- (24) Discouraging parking within buildings visible from existing and proposed public open space.
- (25) Require planning and development of transport and road changes within and on the fringe of the precinct, including Fanshawe Street, to consider any effects on or contribution to the amenity of the precinct and adjacent areas.

Risk and public safety

- (26) Require new activities, buildings and works to be designed, located, and managed to avoid unacceptable levels of risk.
- (27) Require new hazardous industry or changes to existing hazardous industry to be designed, located and managed to avoid levels of risk which are incompatible with existing sensitive activities.
- (28) Require new industry or changes to existing industry at existing or future public interfaces to implement management measures to avoid, remedy or mitigate existing or potential adverse public safety effects.

Reverse sensitivity and amenity

- (29) Provide for the continued efficient operation of existing and future marine, fishing and other industries, including maritime passenger operations.
- (30) Manage establishing permanent or temporary accommodation within or directly adjacent to areas identified for marine or fishing operations or events, or on sites subject to potentially unacceptable levels of risk associated with existing hazardous industry.

- (31) Require new development, or changes to existing marine, fishing and other industries, to protect and enhance amenity values of specified existing and future public interfaces.

Remediation

- (32) Encourage remediation, including clean-up and mitigation methods, to be addressed on a comprehensive basis.
- (33) Encourage remediation of contaminated land to include consideration of future activity and prospective site topography and likely pathways to the contaminant.

Transport

- (34) Constrain and manage private vehicle travel in and out of Wynyard Precinct, particularly during peak travel periods.
- (35) Encourage walking, cycling and the provision of passenger transport services and facilities compatible with the character and amenity of the area.
- (36) Enable the improvement of public connectivity between Wynyard Precinct and the city centre for pedestrians, cyclists and public transport.
- (37) Maintain and enhance maritime passenger transport operations by providing adequate vehicular, pedestrian and public transport access to ferry terminal facilities.
- (38) Protect the safe and efficient operation of Fanshawe Street as a key arterial route connecting the central city area with wider Auckland and an important element of Auckland's frequent and rapid transit network.

Integrated development

- (39) Use integrated assessment for future development that has regard to:
 - (a) land ownership;
 - (b) character;
 - (c) activities;
 - (d) existing and proposed street pattern; and
 - (e) existing and planned infrastructure.
- (40) Encourage built form, activities, public open spaces and infrastructure to be planned and designed on a comprehensive land area basis, rather than on an individual site basis.

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

I214.4. Activity table

Table I214.4.1 and I214.4.2 specifies the activity status for land use and development activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for works, occupation and use in the coastal marine area pursuant to sections 12(1), 12(2) and 12(3) of the Resource Management Act 1991, including any associated discharges of contaminants or water into water pursuant to section 15 of the Resource Management Act 1991, or any combination of all of the above sections where relevant.

- (1) The activities on land in the precinct are as specified in the table below and are also subject to compliance with Precinct plan 7.
- (2) The activities in the Coastal – General Coastal Marine Zone and Business – City Centre Zone apply in the Wynyard Precinct unless otherwise specified in the activity table below.
- (3) Activities marked # in the activity table are deemed to be risk-sensitive activities and are subject to additional assessment.
- (4) Within Sub-precinct F and Area 1 and Area 3 shown on Precinct plan 10, the activity status of activities marked * in the activity table applies until the date when all hazardous industry located within Sub-precinct F discontinue operation. After that time, those activities are permitted unless an alternative activity status not marked * is shown.
- (5) The requirements in [E40 Temporary activities](#) apply to:
 - (a) all temporary activities within Sub-precincts A, B, C (south of Area 3 as shown on Precinct plan 10), G, Halsey Street Extension Wharf and Western Viaduct Wharf;
 - (b) all sports events provided that the event only passes through, and is not based in, sub-precincts D, E, F or areas 1, 3, 4, 5, and 6 as shown on Precinct Plan 10: Risk areas, and the event does not involve motor racing; and
 - (c) all temporary activities occurring within Sub-precincts D, E, F and areas 1, 3, 4, 5, and 6 as shown on Precinct plan 10: Risk areas, except an event.
- (6) Events located within sub-precincts D, E and F and areas 1, 3, 4, 5, and 6 as identified on Precinct plan 10, will be subject to the requirements set out in Wynyard Precinct. From the date on which all hazardous industry located within Sub-precinct F and Area D discontinue operations, the requirements set out in [E40 Temporary activities](#) apply to events within Sub-precinct F and areas 1, 3, 4, 5, and 6 as identified on Precinct plan 10 - Risk areas.

Resource Management (National Environmental Standards for Freshwater) Regulations 2020

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 ('Freshwater NES') came into force on 3 September 2020. Currently, there may be duplication or conflict between specific plan rules and the Freshwater NES.

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 apply to any part of the coastal marine area that is upstream from the mouth of a river.

If an activity provided for in rules I214.4.1 to I214.9, including any associated matters of discretion, is also regulated by the Freshwater NES, where there is conflict then the most restrictive provision will prevail.

If the Freshwater NES regulations do not apply to an activity, then the plan rules apply.

Duplication or conflict between plan rules and the Freshwater NES will be addressed in the plan as soon as practicable.

Table I214.4.1. Activity table – Land use

Activity		Sub-precinct A and Sub-precinct B	Sub-precinct C	Sub-precinct D	Sub-precinct E and Sub-precinct G	Sub-precinct F	Coastal marine area [rcpl]
(A1)	Dwellings or visitor accommodation #	P	NC	RD*	RD*	NC*	NA
(A2)	Dwellings in the areas identified on Precinct plan 7, as being subject to a no-complaint covenant where no such covenant has been entered into #	Sub-precinct A NA Sub-precinct B D	D	D	D	NC* D	NA
(A3)	Workers accommodation #	P	Areas 1 and 3 - RD* South of Area 3 - P	RD*	RD*	RD*	Areas 4 – 6 RD* Outside of Areas 4 - 6 P
(A4)	Offices accessory to marine and port activities and marine retail located on another site within Sub-precinct C or on land fronting Beaumont Street identified on Precinct plan 7, as 'areas where ground level activity is limited to	NA	C	C	C	NA	NA

	marine and port industry and marine retail only' #						
(A5)	Artworks	P	P	P	P	P	P
(A6)	Community facilities #	P	NC	RD*	RD*	NC*	NC* D
(A7)	Education facilities #	P	NC	RD*	RD*	NC*	NC* D
(A8)	Entertainment facilities, except within lawfully established buildings on Halsey Street extension wharf #	P	NC	RD*	RD*	NC*	NC* D
(A9)	Entertainment facilities, food and beverage up to 100m2 gross floor area and ancillary office activities on the Halsey Street extension wharf within lawfully established buildings	NA	NA	NA	NA	NA	P
(A10)	An event and associated buildings and structures that: i. attracts no more than 1000 people at any one time; and ii. occupies a venue for a maximum cumulative duration of not more than 5 days inclusive of the time required for the establishment and removal of structures	NA	Areas 1 and 3 - P South of Area 3 - NA	P	P	NC	Area 5 - NC Area 6 - P Area 4 - RD Outside of Areas 4, 5 and 6 - NA
(A11)	An event and associated buildings and structures that: i. attracts no more than 1000 people at any one time; and ii. occupies a venue for a maximum cumulative duration of more than 5 days but not more than 21 days inclusive of the time required for the establishment and removal of structures	NA	Areas 1 and 3 - C South of Area 3 - NA	C	C	NC	Area 5 - NC Area 4 - RD Area 6 - C Outside of Areas 4, 5 and 6 - NA
(A12)	An event and associated buildings and structures that either: i. attracts more than 1000 people at any one time; or ii. occupies a venue for a maximum cumulative duration of more than 21 days inclusive of the time required for the establishment and removal of structures	NA	Areas 1 and 3 - RD South of Area 3 - NA	RD	RD	NC	Area 5 - NC Areas 4 and 6 - RD Outside of Areas 4, 5 and 6 - NA
(A13)	A major marine event up to 60	NA	NA	NA	NA	NA	P –

	consecutive days						Halsey St extension wharf and the Western Viaduct wharf
(A14)	Food and beverage up to 100m ² gross floor area per site #	P	Areas 1 and 3 - RD* South of Area 3 - P	RD*	RD*	NC*	Area 5 – NC* - D Outside of Area 5 - D
(A15)	Food and beverage greater than 100m ² gross floor area per site #	P	D	RD*	RD*	NC*	Area 5 – NC* - D Outside of Area 5 - D
(A16)	Industrial activities	D	D	D	D	D	D
(A17)	Information facilities	P	P	P	P	NC*	NC*
(A18)	Marine retail #	P	Areas 1 and 3 - RD* South of Area 3 - P	RD*	RD*	RD*	NC
(A19)	Marine and port activities	RD	C	RD	RD	RD	P
(A20)	Maritime passenger operations #	P	Areas 1 and 3 - RD* South of Area 3 - P	RD*	RD*	NC*	Area 5 - NC* P Outside of Area 5 - P
(A21)	Offices located within the area identified on Precinct plan 7	P	NA	NA	NA	NA	NA
(A22)	Offices located outside of the area identified for offices on Precinct plan 7 #	P	NC	RD*	RD*	NC*	NC
(A23)	Office activity that exceeds the maximum office activity gross floor area in I214.6.2(1) below, subject to compliance with the maximum office activity gross floor area in I214.6.2(2) below #	RD	NC	RD	RD	RD	NA
(A24)	Private use of coastal access areas either vested in the council or areas over which council has a covenant for public access	NA	RD	RD	RD	RD	NA
(A25)	Public amenities, excluding Wynyard Wharf #	P	P	P	P	NC*	P
(A26)	Public amenities on Wynyard Wharf #	NA	NA	NA	NA	NA	NC*

(A27)	Drive-through facilities on sites fronting onto Fanshawe Street	D	NA	NA	NA	NA	NA
(A28)	Retail, excluding marine retail, up to 1000m ² gross floor area per retail tenancy or shop #	P	NC	RD*	RD*	NC*	NC
(A29)	Retail, excluding marine retail, greater than 1000m ² but not greater than 5000m ² per retail tenancy or shop #	RD	NC	RD*	RD*	NC*	NC
(A30)	Retail, excluding marine retail, greater than 5000m ² per retail tenancy or shop #	D	NC	D*	D*	NC*	NC
(A31)	Commercial services #	P	NC	RD*	RD*	NC*	NC
(A32)	Short term car parking (non-accessory)	D	NC	D	D	D	NA
(A33)	Short term parking (accessory) on coastal marine area structures	NA	NA	NA	NA	NA	P
(A34)	Offices, offices accessory to marine retail and marine and port activities, maritime passenger operations, marine retail, retail, food and beverage, entertainment facilities and education facilities greater than 100m ² gross floor area per site	RD	RD	RD	RD	NC* RD	RD
(A35)	Any activity not listed as a permitted, controlled, restricted discretionary or non-complying activity which has a functional need to locate in the coastal marine area	NA	NA	NA	NA	NA	D

Table I214.4.2. Activity table – development

Activity		Land	Coastal marine area [rcp]
Works in the coastal marine area			
(A36)	Reclamation	NA	D
(A37)	Declamation	RD	RD
(A38)	Maintenance dredging	NA	RD
(A39)	Capital works dredging	NA	RD
Buildings and structures including construction in the coastal marine area and occupation of the common marine and coastal area			
(A40)	Marine and port accessory structures and services	P	P
(A41)	Marine and port facilities	RD	RD
(A42)	Maintenance, repair or reconstruction of lawful marine and port facilities	P	P
(A43)	Demolition or removal of marine and port facilities	P	P
(A44)	Structures below the surface of the foreshore and seabed	NA	P
(A45)	Construction of a bridge across the Viaduct Harbour, linking the Eastern Viaduct to Jellicoe Street	RD	RD

(A46)	Conversion of a buildings or part of buildings to dwellings or visitor accommodation	RD	NC
(A47)	Demolition or removal of any buildings or coastal marine area structures	C	P
(A48)	Substantial demolition or any demolition of the front facade of a special character building within the Wynyard precinct identified on Business – City Centre Zone – Map H8.11.1	RD	RD
(A49)	Coastal marine area structures and buildings, and alterations and additions to coastal marine area structures and buildings	NA	RD
(A50)	Minor cosmetic alterations to a building that does not change its external design and appearance	P	NA
(A51)	New buildings, and alterations and additions to buildings (not otherwise provided for as a permitted activity)	RD	NA
(A52)	Roads or lanes	RD	NA
(A53)	Subdivision	RD	NA
(A54)	[Deleted]		
(A55)	Development that does not comply with Standard I214.6.1(1) Parking ratios	NC	NC
(A56)	Development that does not comply with Standard I214.6.2(2) Maximum office gross floor area	NC	NC
(A57)	Development that does not comply with Standard I214.6.3(1)-(3) Calculating maximum office gross floor area	NC	NC
(A58)	Development that does not comply with I214.6.7(1)-Maximum site intensity [Deleted]	NC	NC
(A59)	[Deleted]		
(A60)	A lane that does not meet the requirements of I214.6.12(5) Lanes and view shafts	NC	NC
(A61)	Development that does not comply with I214.6.6. Building height	D	D

I214.5. Notification

(1) Any application for resource consent for a controlled and restricted discretionary risk-sensitive activity marked with a # in Table I214.4.1. Activity table – Land use will be considered without public notification, except that limited notification may be undertaken to the parties listed for the risk sensitive activities below:

- (a) for dwellings or visitor accommodation within Area 1 or Area 3 shown on Precinct plan 10, notice of an application will not be served on any person or party other than any hazardous industry owner or operator within Sub-precinct F who has not provided written approval;
- (b) for dwellings or visitor accommodation within Area 2 shown on Precinct plan 10, notice of an application will not be served on any person or party other

than any fish processing plant owner or operator located within Sub-precinct E who has not provided written approval;

- (c) for events within sub-precincts D and E or Area 1, 2, 3, 4, 5 and 6 shown on Precinct plan 10, notice of an application will not be served on any person or party other than any hazardous industry owner or operator within Sub-precinct F or fish processing plant owner or operator within Sub-precinct E who has not provided written approval.
- (2) Notwithstanding the requirements of I214.5(1)(a) and (b) above, notice of an application need not be served on hazardous industry owners or operators if it can be clearly demonstrated that the land area subject to the application falls outside the hazardous industry toxic injury risk contour caused by the particular hazardous industry owner or operator within Sub-precinct F.
- (3) Any application for resource consent for a restricted discretionary activity to exceed the maximum office activity gross floor area requirement in Standard I214.6.2(1), and which complies with Standard I214.6.2(2) below, will be considered without public notification or served on any person or party other than the freehold land owner of the subject land and the relevant national and regional statutory roading agency or authority.
- (1) An application for resource consent for a controlled activity listed in Table I214.4.1. Activity table – Land use and Table I214.4.2. Activity table – development above and which is not listed in I214.5(1)-(3) will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) New buildings, and alterations and additions to buildings provided for as a restricted discretionary activity will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (3) Any application for resource consent for an activity listed in Table I214.4.1. Activity table – Land use and Table I214.4.2. Activity table – development and which is not listed in I214.5(1)-(5) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (4) 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\(4\)](#).

I214.6. Standards

All permitted, controlled and restricted discretionary activities listed in Table I214.4.1 and Table I214.4.2 must comply with the following standards.

The land and water use standards in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Wynyard Precinct.

The following standards in the Business – City Centre Zone apply to land in the Wynyard Precinct:

- [H8.6.26](#) Verandahs;
- [H8.6.28](#) Wind;
- [H8.6.29](#) Glare;
- [H8.6.32](#) Outlook space; and
- [H8.6.25](#) Building frontage alignment and height except as specified in I214.6.8 below

All other standards that apply to land in the precinct are specified below.

I214.6.1. Parking

Purpose: To maintain or enhance both the safety and capacity of the internal and wider road network and to significantly reduce single occupancy vehicle commuter trips to and from the Wynyard precinct.

(1) Parking ratios:

- (a) the number of parking spaces on a site on land within the precinct must not exceed the rates specified in Table I214.6.1.1:

Table I214.6.1.1 Parking ratios

Activity	Maximum parking ratio
Offices	1 space per 150m ² of gross floor area
Retail	1 space per 150m ² of gross floor area
Visitor accommodation	1 space per 200m ² of gross floor area
Dwellings - excluding gross floor area of servicing and common areas within buildings	1 space per 80m ² of gross floor area
All other listed activities	1 space per 105m ² of gross floor area

- (i) on Wynyard wharf, parking accessory to marine and port activities operating from buildings on the wharf must not exceed a ratio of one space per 105m² of gross floor area of the building;
- (ii) the combined number of parking spaces on Halsey Street Extension and Western Viaduct wharves must not exceed 50.

I214.6.2. Maximum office gross floor area

Purpose: To limit office activity, because of its potential to generate traffic during morning and evening peak travel times and particularly in the direction of peak traffic flow.

- (1) The amount of office gross floor area allowed on a site must not exceed the rates specified in Table I214.6.2.1:

Table I214.6.2.1. Maximum office gross floor area 1

Sub-precinct	Maximum permitted office gross floor area per sub-precinct	Maximum permitted office activity ratio per site
A	98,000m ²	Lot 1 DP 179403 0:1 Lots 2-10 DP9097, Lot 1 DP197609, Lot 2 DP360738, Lot 3 DP8709 and Part Blk V Deeds Plan 226 - 3:1 All other sites - 3.62:1
B	69,300m ²	2.48:1
C	5000m ²	Only on Lot 28 DP133386 - 0.41:1
D	34,000m ²	0.94:1
E	35,000m ²	1.02:1
F	13,000m ²	0.86:1
G	0m ²	0

- (2) It is a restricted discretionary activity to exceed the maximum office gross floor area rates specified in I214.6.2(1), provided the amount of office gross floor area on a site does not exceed the rates specified in Table I214.6.2.2:

Table I214.6.2.2. Maximum office gross floor area 2

Sub-precinct	Maximum additional office gross floor area	Maximum restricted discretionary office activity ratio per site	Total office gross floor area - permitted + restricted discretionary
A	12,000m ²	Only on Lot 1 DP179403 - 3:1	110,000m ²
B	14,700m ²	3:1	84,000m ²
D	14,000m ²	1.32:1	48,000m ²
E	8500m ²	1.27:1	43,500m ²
F	5000m ²	1.18:1	18,000m ²

I214.6.3. Calculating maximum office gross floor area

Purpose: To provide a methodology for calculating office gross floor area which meets the purpose of I214.6.2 Maximum office gross floor area above.

- (1) When calculating or allocating office activity in accordance with I214.6.2 above:

- (a) the maximum permitted office activity ratio and restricted discretionary office activity ratio is to be applied to the site area excluding any area of land shown on Precinct plan 6, as 'public open space inclusive of land subject to public access easement', but including any land shown as 'indicative lane'.
- (2) Office activity may be transferred between sub-precincts A, B, D, E, F and G subject to:
 - (a) the maximum amount of office activity able to be established on the donor land in accordance with I214.6.2(1) above not being increased as a consequence of the transfer;
 - (b) office activity must not be transferred from Lot 1 DP360738 and Lot 1 DP309925 to any other site.
- (3) Offices accessory to marine and port activities and marine retail must not exceed:
 - (a) 15 per cent of the total gross floor area on any site, unless otherwise specified in I214.6.3(3)(b) below;
 - (b) 3000m² or 15 per cent total gross floor area on the Sanford site (Lot 1 DP 70740 (NA27B/649), Lot 1 DP 57246 (NA29A/54), Lots 27 & 28 Block VI Deeds 226 (NA29A/56) and Lot 1 DP 89281 (NA46B/682)) in Sub-precinct E, whichever is the greater.

I214.6.4. Noise

Purpose: to minimise reverse sensitivity effects on existing industrial and maritime land uses by providing a minimum level of internal acoustic amenity for occupants of buildings from external noise sources generated by activities in the Wynyard Precinct and a maximum level of noise that activities other than accommodation may generate.

- (1) Sound insulation of accommodation buildings:
 - (a) All dwellings must be designed and constructed to provide an indoor noise level of 35dBA L10 in every bedroom and 45dBA L10 in any other habitable spaces (as defined in the NZ Building Code), based on both:
 - (i) an external traffic noise level of 65dBA L10 at the boundary of any road between 11pm and 7am;
 - (ii) the noise levels standards in I214.6.4(2) below as applicable to the Noise Area within which the accommodation units are located as shown on Precinct plan 9;
 - (b) At the same time and under the same physical conditions as the above internal noise levels will be achieved, all bedrooms and other habitable spaces are to be adequately ventilated in accordance with clause G4 of the NZ Building Code.

(2) External noise levels:

- (a) Noise from activities in Wynyard Precinct must comply with the following limits in Table I214.6.4.1, measured at 1m from the façade of any building containing habitable spaces (as defined in the NZ Building Code) located in the noise areas shown on Precinct plan 9.

Table I214.6.4.1. External noise levels

Noise source location	Noise limit		Noise receiver location
	Day - 7am-11pm	Night - 11pm-7am	
Noise Areas 1,2	L10 60dBA	55dB L _{Aeq} (15 min) 66dB L _{eq} (15 min) @ 63Hz 62dB L _{eq} (15 min) @ 125Hz 90dB L _{AFmax}	Noise Area 2
Noise Areas 1,2	L10 70dBA	70dB L _{Aeq} (15 min) 76dB L _{eq} (15 min) @ 63Hz 73dB L _{eq} (15 min) @ 125Hz 90dBA L _{AFmax}	Noise Area 1

(3) Internal noise levels for adjacent tenancies:

- (a) Where an activity shares a common building element such as floor or wall with a separate tenancy it must not exceed the following noise levels in Table I214.6.4.2 when measured in any habitable spaces (as defined in the NZ Building Code):

Table I214.6.4.2 Internal noise levels

Time	Noise limit
7:00am to 11:00pm	L10 45dBA
11:00pm to 7:00am	L10 40dBA L10 55dB @ 63Hz L10 50dB @ 125Hz

(4) Noise levels for events:

- (a) events in sub-precincts D, E, F and G and on coastal marine area structures must comply with I214.6.4(2) above, except that for no more than 15 noise events in any calendar year (1 January to 31 December inclusive) those levels may be exceeded subject to:
- (i) the noise level specified in I214.6.4(2) above not exceeding a cumulative duration of more than six hours within any 24 hour period for a noise event, and
 - (ii) the maximum noise levels not exceeding:

- 75dBA L10 and 80dBA L01 (medium noise level) for at least 12 of the 15 noise events, and
 - 85dBA L10 and 90dBA L01 (high noise level) for a cumulative duration of not more than 3 of the total 6 hours permitted in I214.6.4(4)(a)(i) above exclusive of one sound check of no more than one hour duration prior to each event, and for no more than 3 of the 15 noise events.
- (iii) the medium and high noise levels must be determined from the logarithmic average of the L10 values for any measurement periods not exceeding 15 minutes during the event. The L01 values must be determined from the logarithmic average of the L01 values for representative periods not exceeding 15 minutes within the timeframe of the event. The noise levels must not be exceeded by more than 5 dBA for medium noise levels and 3dBA for high noise levels in any representative measurement period not exceeding 15 minutes during the noise event.
- (iv) Noise levels exceeding the standard in I214.6.4(4)(a)(iii), including sound checks, must start no earlier than 10.00am and must finish no later than 10.30 pm Sunday to Thursday inclusive, 11.00pm Friday and Saturday and 1.00am New Year's Day.
- (b) at least 4 weeks prior to the commencement of the noise event, the organiser must notify the council in writing of:
- (i) the names and types of the acts and whether they are anticipated to be within the medium noise level or high noise level as defined in I214.6.4(4)(a)(ii) above;
 - (ii) the person(s) and procedures for monitoring compliance with noise levels; and
 - (iii) the nominated alternative date in the event of postponement due to the weather;
- (c) the council will keep a record of all noise events held and provide this information upon reasonable request.
- (5) Noise measurement and assessment:
- (a) measurement and assessment must be in accordance with the requirements of NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sounds". Noise must be measured with a sound level meter complying with at least the International Standard IEC 651 (1979): Sound Level Meter, Type 1.

I214.6.5. Financial contributions

Purpose: to provide for the acquisition and development of public open space in the Wynyard precinct, and/or for enhancing public pedestrian facilities, and/or for enabling public access to and enjoyment of the coastal environment.

(1) Public open space:

- (a) a financial contribution may be taken for development on any site for the specific purposes of providing for the acquisition and development of public open space in the precinct, and/or for enhancing public pedestrian facilities;
- (b) financial contributions must not be levied for subdivisions or refurbishments.

(2) Public access to the coastal environment:

- (a) with the exception of Sub-precinct C, a financial contribution may be taken in the form of either a conservation covenants, or land to be vested in the council for development on any site adjoining the coastal marine area or any site within 20m of the coastal marine area for the specific purpose of enabling public access to and enjoyment of the coastal environment. This rule does not apply to any site where an esplanade reserve or conservation covenant of 20m or greater in width (or such lesser width as provided by I214.6.4(2)(c) below) has been created prior to 13 July 2007.
- (b) within sub-precincts E and F, where the site adjoins the coastal marine area, the land to be vested in the council or otherwise secured shall be of a minimum width of 20m and shall not exceed 30m in width measured perpendicular from the coastal mean high water springs mark, except where specified in I214.6.5(2)(c), below.
- (c) the total width of land over which public access is secured within Sub-precinct G is limited to the area identified as public open space as shown on Precinct plan 6.
- (d) Standard [E38.7.3.2](#) Subdivision establishing an esplanade reserve does not apply to subdivision or development within the Wynyard Precinct.

(3) Interpretation:

- (a) for the purpose of this rule "development" includes site works, building construction and alterations; and
- (b) for the purpose of this rule "refurbishment" means the cosmetic alteration, restoration or redecoration to the interior or exterior of a building or site and includes replacement of services such as lifts or air-conditioning. "Refurbishment" excludes increases to the gross floor area of a building and changes in activity such as conversion of office premises to retail premises or conversion of offices to residential apartments.

I214.6.6. Building height

Purpose: To ensure the height of buildings complements and reinforces key public open spaces within Wynyard Precinct and development within the Viaduct Harbour precinct while providing an appropriate scale and transition in relation to the street network, lanes, the harbour and coastal environment and the core central business district. Refer Policy I214.3(3) of the Wynyard Precinct.

- (1) Buildings must not exceed the heights specified on Precinct plan 5.
- (2) For sites on precinct plan 5 with a maximum permitted height of 52m, the maximum cumulative floor plate area per floor must not exceed:
 - (a) sub-precinct B: 1200m² GFA and a maximum dimension of 45m by 45m for that part of the building exceeding a height of 31m;
 - (b) sub-precinct E at the corner of Halsey and Jellicoe streets: 1200m² GFA and a maximum dimension of 40m by 30m for that part of the building exceeding a height of 27m; and
 - (c) sub-precincts C and E, except for the site at the corner of Halsey and Jellicoe streets: 900m² GFA and a maximum dimension of 30m by 30m for that that part of the building exceeding a height of 31m.
- (3) In land areas shown on sub-precinct E with a height limit of 25m, the height limit may be exceeded by no more than 2m for roofs, including any roof top projections, subject to a maximum of 6 building storeys ~~and compliance with clause I214.6.7 below for maximum site intensity.~~

I214.6.7. [Deleted]

~~I214.6.7. Maximum site intensity~~

~~Purpose: manage the scale, form and intensity of development in the Wynyard precinct. Refer Policies I214.3(1) (4) of the Wynyard Precinct.~~

- ~~(1) Buildings on a site must not exceed the maximum site intensity specified for the site on Precinct plan 3.~~
- ~~(2) [Deleted]~~
- ~~(3) When calculating gross floor area, where the vertical distance between building storeys exceeds 6m, the gross floor area of the building or part of the building so affected must be calculated as gross floor area as opposed to the volume of that airspace.~~
- ~~(4) 'Character building floor plate' means that part of the site covered by a special character building identified on Map H8.11.1 of the Business — City Centre Zone including a curtilage of a depth of 2m contained within the legal boundaries of the site and surrounding the character building to enhance the visual integrity of the character building.~~
- ~~(5) Where a special character building is incorporated in a development or a new development is proposed on the residual site area and the special character~~

~~building is subject to an approved character plan, the gross floor area of the special character building is excluded from the floor area ratio calculations.~~

- ~~(6) For the purpose of calculating maximum site intensity the subject land area of any proposed development may be considered as one site, provided the maximum total cumulative gross floor area across all sites within the subject land area is not exceeded.~~

I214.6.8. Building frontage alignment and height

Purpose: ensure streets are well defined by buildings and provide a sense of enclosure to enhance pedestrian amenity, while avoiding buildings dominating public open space.

- (1) [H8.6.25](#) Building frontage alignment and height applies except that:
- (a) where the maximum building height is less than the minimum frontage height requirement in Map [H8.11.5 of the Business – City Centre Zone](#), [H8.6.25 of the Business – City Centre Zone](#) rules does not apply; and
 - (b) in Sub-precinct G, the ground floor along the eastern boundary must be set back from the public open space identified on Precinct plan 6 by a minimum width of 2.5m measured perpendicular from the public open space for a minimum height of 4m.

I214.6.9. Special industrial frontage

Purpose: avoid unacceptable levels of human injury risk associated with accidental ammonia release from the fish processing plant

- (1) For any building proposed for dwellings or visitor accommodation, facades of buildings fronting the Industrial Frontage identified on Precinct plan 8 must not incorporate opening windows or balconies.

I214.6.10. Marine retail at ground level

Purpose: Provide for marine and fishing industry and marine and fishing retail activity at ground level on specific sites identified on Precinct plan 7. Some flexibility has also been built into the control to allow specific sites identified as Transitional Ground Level Activity to accommodate other activities in the future.

- (1) Except as specified in I214.6.10(2) below, activities at ground level must be restricted to the extent and in the manner identified on Precinct plan 7.
- (2) Activities at ground level on a site identified on Precinct plan 7 as transitional ground level activity must be limited to marine and port activities and/or marine retail until any of the following occurs on that site:
- (a) the marine and port activity and/or marine retail at ground level occurring on the site as at 1 November 2009 has either relocated off-site or ceased operating from the site, or

(b) the lease (including all rights of renewal) for the site existing as at 1 November 2009 which, as at 1 November 2009, is used for marine and port activities and/or marine retail at ground level expires; or

(c) the road widening works along the frontage of the site authorised by a designation are constructed.

(3) At any time any one of the Standards I214.6.10(2)(a)-(c) above occur on the site, the limitation to marine and port activities and/or marine retail is lifted from that site and those activities listed in the precinct activity table may establish at ground level.

I214.6.11. Vehicle access

Purpose: To avoid potential adverse traffic safety and efficiency effects on the regional arterial and rapid transit functions of Fanshawe Street, as well as protecting traffic capacity and pedestrian and cyclist amenity along Beaumont Street, Halsey Street, Daldy Street and Jellicoe Street.

- (1) Except from the land legally described as Pt Lot 2 DP179403 (contained in NA110C/761), vehicle entry or exit must not be established directly from Fanshawe Street.
- (2) Vehicle entry or exit from the land legally described as Pt Lot 2 DP179403 (contained in NA110C/761) to Fanshawe Street is limited to one entry and one exit providing left turn manoeuvres only.
- (3) Vehicle entry or exit must not be established directly from Beaumont Street (south of Jellicoe Street), Daldy Street, Jellicoe Street or the western side of Halsey Street where alternative access via another road or service lane is available.
- (4) Notwithstanding I214.6.11(1)-(3), the total crossing width for any front or corner site must not exceed 50 per cent of the frontage to any road in which it adjoins.

I214.6.12. Lanes and view shafts

Purpose: To build upon the existing grid pattern of streets that characterise the precinct by requiring additional lane connections to serve a finer urban grain. The minimum required widths provide the opportunity for some lanes to be used as service lanes while also contributing to pedestrian permeability within the development blocks. The widths also provide the opportunity to include landscaping features, furniture and artworks.

The viewshafts identified along required lanes are designed to enhance the visual connections of the precinct with the harbour, other features of the surrounding landscape, the CBD and the wider city.

- (1) Lanes must be provided at ground level, generally in the locations shown on Precinct plan 6 and must comprise:

- (a) a minimum width of 10m where provided for pedestrians, cyclists and service vehicles; or
- (b) a minimum width of:
 - (i) 6m where lanes are 50m or less in length, or
 - (ii) 7m where lanes are up to 100m in length, or
 - (iii) 8m where lanes are over 100m in length
 - (iv) where provided for pedestrians and cyclists only.

For the purpose of this standard, the length of the lane must be measured as the dimension between the lane intersections and/or the lane termination points as shown on Precinct plan 6.

- (2) Where the lanes shown on Precinct plan 6 are also shown as view shafts on land, the minimum width must be 10m.
- (3) Where a view shaft on land is indicated alone, it must have a minimum width of 10m.
- (4) The minimum widths specified in I214.6.12(1)-(3) above, must be clear and unobstructed by buildings or structures from ground level upwards, except that verandahs may be provided where they meet [H8.6.26](#) Verandahs of the Business – City Centre Zone rules.
- (5) The lane must be available for public use at all times unless written approval has been obtained from the council. In all circumstances the lane must be available for public use between the hours of 7am and 11pm.
- (6) The registration of an access easement on the title to which the lane applies is required to ensure preservation of the lane and its ongoing maintenance by the owner(s) of the land concerned.
- (7) Structures and buildings, including marine and port facilities, must not be located within or over those parts of wharves and water space identified as coastal view shafts on Precinct plan 6.

I214.6.13. Public access ways - wharves

Purpose: Maintain and enhance public access to the Wynyard Precinct wharves.

- (1) Public access ways on wharves must be provided at ground level in the following locations and to the following dimensions in Table I214.6.13.1:

Table I214.6.13.1. Public access ways - wharves

Wharf	Location	Public accessway dimension
Halsey Street Extension	Western, northern and eastern edge	10m
Western Viaduct	Southern edge	10m

Wynyard	Eastern and northern edge	8m
---------	---------------------------	----

- (2) The access ways must be available to the public at all times unless written approval has been obtained from the council to be temporarily restrict access from time to time for security, safety or operational needs associated with marine and port activities, maritime passenger operations or temporary events.
- (3) Except as allowed by I214.6.13(2) above, the access ways must be clear and unobstructed by structures and buildings, including marine and port facilities from ground level upwards.
- (4) Structures and buildings, including marine and port facilities must not be erected or placed on North Wharf or the Western Viaduct Wharf other than temporary structures or buildings.

I214.6.14. Buildings and structures on the Halsey Street extension wharf

Purpose: Limit building and structures on the Halsey Street extension wharf

- (1) Structures and buildings, including marine and port facilities on the Halsey Street extension wharf must be located within the building platform area shown on Precinct plan 1 and must not cover more than 60 per cent of the building platform.

I214.6.15. Temporary structures or buildings

Purpose: to enable temporary structures while managing public access and risks associated with hazardous industry.

- (1) Temporary structures or buildings within sub-precinct D, and E, and Areas 1, 3, 4 and 6 as identified on Precinct plan 10 must comply with the following:
 - (a) no part of any venue that has been occupied by a building, tent, marquee or air supported canopy may be reoccupied by the same structure within a period of 5 days after the structure's removal.
- (2) Temporary structures or buildings within the Halsey Street extension wharf, and the Western Viaduct wharf as identified on Precinct plan 1:
 - (a) where the temporary structures or buildings wharf and are for the purpose of a major marine event related to an internationally recognised boat race or race series, the associated structures and buildings must not occupy any venue for more than 60 days within any 12 month period, inclusive of the time required for the establishment and removal of all structures and activities associated with the activity. Where the temporary structures or buildings are not for the purpose of a major marine event related to an internationally recognised boat race or race series, I214.6.15(1)(a) above applies;
 - (b) when it is necessary to place vehicles, tents, marquees, seating, canopies and other structures within the 10m wide public accessway around the

western, northern and eastern sides of the Halsey Street extension wharf, the southern side of the Western Viaduct wharf, or the 8m wide accessway along Wynyard wharf, alternative public accessways must be provided and be free of charge and clearly marked; and

- (c) public access around the Viaduct Events Centre shall be available at all time and free of charge except for special events when public access can be restricted provided the restriction is for no more than 60 days in any 12 month period and no more than 20 days consecutively.

I214.7. Assessment – controlled activities

I214.7.1. Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) offices accessory to marine and port activities and marine retail specified as a controlled activity in the activity table:
 - (a) transfer of office space.
- (2) events and associated buildings and structures specified as a controlled activity in the activity table:
 - (a) duration, demographic and number of people attending the event;
 - (b) transportation effects and management;
 - (c) visual amenity;
 - (d) emergency response and management processes; and
 - (e) risk to the activity from adjacent storage and use of hazardous substances.
- (3) marine and port activities and marine and port facilities specified as a controlled activity in the activity table:
 - (a) construction or works methods, timing and hours of operation;
 - (b) location, extent, design and materials used;
 - (c) effects on coastal processes, ecological values, water quality and natural character;
 - (d) effects on views and visual amenity;
 - (e) effects on public access, navigation and safety;
 - (f) effects on existing uses and activities;
 - (g) consent duration; and

(h) traffic and parking.

(4) [Deleted]

(5) building demolition:

(a) the matters of control in [H8.8.1\(5\) of the Business – City Centre Zone](#) apply.

I214.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

(1) offices accessory to marine and port activities and marine retail specified as a controlled activity in the activity table:

(a) whether the amount of ancillary office gross floor area constructed on another site within Sub-precinct C or on land fronting Beaumont Street is recorded by covenant on the donor freehold and leasehold title(s) upon which the ancillary office gross floor area is transferred from to ensure the amount transferred does not exceed the limit specified in the definitions of marine and port activities and marine retail;

(2) events and associated buildings and structures specified as a controlled activity in the activity table:

(a) the relevant assessment criteria in [E40.8.2 Temporary activities](#) in addition to the following criteria; and

(b) whether adverse risk or transport related effects are able to be adequately remedied or mitigated through the preparation and implementation of an emergency evacuation and management plan and event transport plan;

(3) marine and port activities specified as a controlled activity in the activity table:

(a) the relevant assessment criteria in [F2.23.2 Coastal – General Coastal Marine Zone](#) rules apply in addition to the following criteria;

(b) the activity should protect and enhance amenity values and public safety at the sub-precinct interface with existing and proposed public open space (as shown on Precinct plan 6);

(4) [Deleted]

(5) building demolition:

(a) the relevant assessment criteria in [H8.8.2\(5\) of the Business – City Centre Zone](#) rules for building demolition apply in addition to the following criteria; and

(b) whether adverse effects on the marine environment (including water, sediment quality, and ecology) of the coastal marine area are avoided, remedied or mitigated;

I214.8. Assessment – Restricted discretionary activities

I214.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application:

- (1) risk sensitive activities marked # in the activity table identified as a restricted discretionary activity (excluding events):
 - (a) location, extent, design and staging of buildings;
 - (b) design occupancy;
 - (c) risk to the activity from adjacent storage and use of hazardous substances;
 - (d) emergency response processes, including accessibility and the content of evacuation plans; and
 - (e) reverse sensitivity effects;
- (2) an event and associated buildings and structures identified as a restricted discretionary activity in the activity table:
 - (a) duration, demographic and number of people attending the event;
 - (b) transportation effects and management;
 - (c) emergency response and management processes;
 - (d) risk to the activity from adjacent storage and use of hazardous substances; and
 - (e) effects on the navigation and safety of commercial vessels operation in these areas;
- (3) marine and port activities and marine and port facilities:
 - (a) construction or works methods, timing and hours of operation;
 - (b) location, extent, design and materials used;
 - (c) effects on coastal processes, ecological values, water quality and natural character;
 - (d) the location, bulk and scale of the activities and facilities relative to overall development, including the layout and design of roads, lanes, open spaces, earthworks areas and land contours, and infrastructure location;
 - (e) effects on public access, safety and navigation;
 - (f) effects on existing uses and activities including existing and planned significant infrastructure;

- (g) consent duration; and
- (h) traffic, parking and access;
- (4) private use of coastal access areas either vested in the council or areas over which council has a covenant for public access:
 - (a) duration and frequency of the activity; and
 - (b) public access and safety.
- (5) offices that exceed the thresholds of I214.6.2(1) above but do not exceed the restricted discretionary thresholds in I214.6.2(2) above:
 - (a) travel management;
 - (b) traffic generation; and
 - (c) operational capacity and safety of the adjacent road network;
- (6) offices, offices accessory to marine retail and marine and port activities, maritime passenger operations, marine retail, retail, food and beverage, entertainment facilities and education facilities greater than 100m² gross floor area per site:
 - (a) travel management; and
 - (b) traffic generation;
- (7) declamation:
 - (a) construction or works methods, timing and hours of operation;
 - (b) location, extent, design and materials used;
 - (c) effects on coastal processes, ecological values, water quality and natural character;
 - (d) effects on public access, navigation and safety;
 - (e) effects on existing uses and activities; and
 - (f) consent duration;
- (8) maintenance dredging and capital works dredging:
 - (a) effects on coastal processes, ecological values, and water quality;
 - (b) effects on other users of the coastal marine area, navigation and safety; and
 - (c) consent duration and monitoring;
- (9) a bridge across the Viaduct Harbour, linking the Eastern Viaduct to Jellicoe Street:

- (a) construction or works methods, timing and hours of operation;
 - (b) location, extent, design and materials used;
 - (c) effects on coastal processes, ecological values, water quality and natural character;
 - (d) effects on public access, navigation and safety;
 - (e) effects on existing uses and activities;
 - (f) amenity, effects on views and visual amenity; and
 - (g) consent duration and monitoring;
- (10) new buildings, and alterations and additions to buildings:
- (a) the matters of discretion in [H8.8.1\(1\) of the Business – City Centre Zone](#) rules for new buildings and/or alterations and additions to buildings apply;
 - (b) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, lanes, open spaces, earthworks areas and land contours, and infrastructure location; and
 - (c) where one or more buildings infringes the ~~basic site intensity or~~ basic building heights on Precinct plans ~~s 2 and~~ 4, but complies with the ~~maximum site intensity and~~ maximum building heights on Precinct Plans ~~3 and~~ 5:
 - (i) location, physical extent and design of streets, pedestrian connections and open space;
 - (ii) location, form and scale of buildings;
 - (iii) location and staging of activities;
 - (iv) provision of adequate infrastructure.
- (11) subdivision:
- (a) the matters of discretion set out in [E38 Subdivision - Urban under E38.12.1](#); and
 - (b) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, lanes, open spaces, earthworks areas and land contours, and infrastructure location;
- (12) conversion of a building or part of a building to dwellings or visitor accommodation:
- (a) the matters of discretion in [H8.8.1\(3\) in the Business – City Centre Zone](#) apply;

- (13) substantial demolition or any demolition of the front façade of a special character building within the Wynyard precinct identified on Business – City Centre Zone – Map [H8.11.1](#):
 - (a) the matters of discretion in of the Business – City Centre Zone apply;
- (14) retail specified as a restricted discretionary activity in the activity table:
 - (a) the matters of discretion in [H8.8.1\(4\) of the Business – City Centre Zone](#) apply;
- (15) roads or lanes:
 - (a) scale, form and dominance/ visual amenity effects;
 - (b) effects on the transportation network (including safety and efficiency);
 - (c) amenity and function of public open space and pedestrian access; and
 - (d) the location, physical extent and design of the transport network and any pedestrian linkages;
- (16) [Deleted]
- (17) building frontage alignment and height:
 - (a) building scale, form, dominance and visual amenity effects; and
 - (b) amenity and function of public open space and pedestrian access.
- (18) infringing the special industrial frontage standard:
 - (a) risk and safety;
- (19) infringing the access to sites with multiple frontages standard:
 - (a) effects on the transportation network (including safety and efficiency); and
 - (b) amenity and function of public open space and pedestrian access;
- (20) infringing the vehicle access over footpaths standard:
 - (a) effects on the transportation network (including safety and efficiency); and
 - (b) amenity and function of public open space and pedestrian access;
- (21) infringing the lanes and viewshafts standards:
 - (a) scale, form, dominance and visual amenity effects;
 - (b) effects on the transportation network (including safety and efficiency); and
 - (c) amenity and function of public open space and pedestrian access;
- (22) infringing the public accessways – wharves standard:
 - (a) building scale, form, dominance and visual amenity effects; and

- (b) amenity and function of public open space and pedestrian access;
- (23) infringing the buildings and structures on the Halsey Street extension wharf standard:
 - (a) building scale, form, dominance and visual amenity effects;
 - (b) reverse sensitivity effects;
 - (c) amenity and function of public open space and pedestrian access; and
 - (d) risk and safety;
- (24) infringing the temporary structures or buildings standard:
 - (a) building scale, form, dominance and visual amenity effects;
 - (b) reverse sensitivity effects; and
 - (c) amenity and function of public open space and pedestrian access.

I214.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) marine and port activities and marine and port facilities:
 - (a) the assessment criteria in [F2.23.2 of the Coastal – General Coastal Marine Zone](#) rules, including [F2.23.2\(17\)](#) for coastal marine area structures & buildings, apply in addition to the criteria below; and
 - (b) whether the activity protects and enhances amenity values and public safety at the interface with existing and proposed public open space (as shown on Precinct plan 6 and the amenity values of existing or approved residential activity, and, in particular, visual and aural privacy;
- (2) offices that exceed the thresholds in I214.6.2(1) above but do not exceed the restricted discretionary thresholds in I214.6.2(2) above:
 - (a) whether the activity together with existing, permitted and consented activities, will adversely affect the current and future operational capacity and safety of the adjacent road network and specifically the Beaumont Street/Fanshawe Street, Daldy Street /Fanshawe Street and Halsey Street/Fanshawe Street intersections. In determining the extent of any potential transportation effects, the following matters shall be taken into account:
 - (i) the extent to which it is demonstrated that the proposed office activity will result in vehicle trips consistent with a maximum formula of:
 - 0.38 trips per parking space, plus
 - 0.16 trips per 100m² proposed office gross floor area;

(ii) whether it is demonstrated that:

- the proposed office activity, together with all other existing, permitted and consented activities, will not exceed the following trip generation ceiling targets for all activities from Wynyard Precinct:
 - 3650 vehicles per hour two way; and
 - 2500 vehicles per hour one way inbound or outbound during the weekday morning peak (7.00am - 9.00 am)
 - 2500 vehicles per hour one way outbound or inbound during the weekday afternoon peak (4.00pm-6.00pm);
- the proposed office activity, together with all other existing, permitted and consented activities, will not exceed the total allowable gross floor area and the predicted total trips for the relevant sub-precinct set out in Table 2 of Part A of the Wynyard Precinct Transport Plan;
- the proposed office activity will not exceed the number of trips per hour inbound or outbound during the weekday morning and afternoon peaks for each sub-precinct set out in the table below:

Sub-precinct	Trips per hour one way in peak direction
A and B	968
C	21
D-F	451
G	0

- (iii) any available information demonstrating the success or otherwise of travel management measures implemented within the precinct;
- (iv) any planned or constructed transport infrastructure improvements;
- (v) the proximity of the site to a regular public transport service;
- (vi) when assessing any application in sub-precincts D, E and F, any agreed reduction in allowable office gross floor area provided in these sub-precincts or sites below that specified in I214.6.2 above;
- (vii) where the proposed activity does not comply with criteria I214.8.2(2)(a)(i) and (ii) above, the council shall have regard to whether the proposed activity could comply with these criteria if either:
 - less than the maximum permitted parking is proposed in the application for the proposed office activity gross floor area, or

- no parking is proposed in the application for the proposed office activity gross floor area;
- (b) in granting any resource consent the council may impose resource consent conditions relating to any of the matters listed in these criteria, including a requirement for ongoing morning and afternoon peak vehicle trip generation monitoring results and supporting review condition(s);
- (3) retail specified as a restricted discretionary activity in the activity table:
 - (a) The assessment criteria in [H8.8.2\(4\) of the Business – City Centre Zone](#) rules apply;
- (4) offices (including offices accessory to marine and port activities and marine retail), maritime passenger operations, marine and fishing retail, retail, food and beverage, entertainment facilities or education facilities greater than 100m² per site:
 - (a) whether it can be demonstrated by the measures and commitments outlined in a detailed site travel management plan that the activity or activities will be managed to minimise private vehicle travel to and from precinct to achieve Policies I214.3(34)-(37) of the Wynyard Precinct using methods outlined in Part A of the Wynyard Precinct Transport Plan (19 August 2010) refer I214.11.1 Appendix 1;
- (5) private use of coastal access areas either vested in the Council or areas over which council has a covenant for public access:
 - (a) whether:
 - (i) the requirement for the use of coastal access areas is based on the operational nature of the activity, including any available alternatives to avoid the use of coastal access areas;
 - (ii) the proposed duration and frequency of the use of the coastal access area is minimised, including the level of certainty provided (through conditions offered by the applicant, site management plans and monitoring) that usage will be appropriately managed and the conditions of use adhered to;
 - (iii) the existing and future potential public use of the subject coastal access area could be compromised, including the timing of the proposed use in relation to peak pedestrian activity;
 - (iv) alternative access along the coastline is available during any periods of closure;
 - (v) the level of public safety risk posed will be avoided, remedied or mitigated, including the provision of a site management plan;
- (6) risk sensitive activities marked # in the activity table identified as a restricted discretionary activity (excluding events):

- (a) whether any unacceptable levels of risk can be avoided or mitigated based on the following:
 - (i) the location of the development, including service areas, parking and outdoor areas, with respect to industrial hazard sources;
 - (ii) the design occupancy of the development, including anticipated design occupation numbers, the predominant and most vulnerable age demographic, hours of operation, estimated mean and maximum occupancy times for individual site dwellers in hours/days and any other pertinent occupancy information;
 - (iii) a description of alternative layout plans considered in order to mitigate risk arising from offsite hazard sources;
 - (iv) methods for advising occupiers of the development of potential safety risks including methods of risk mitigation and control;
 - (v) building design methods for avoiding or mitigating occupant risk resulting from exposure to toxic vapour, thermal radiation and explosion debris from offsite hazard sources;
 - (vi) details of any proposed development staging and any voluntary site occupancy controls to be implemented during the transition period leading up to hazardous industry relocation;
 - (b) for open markets that attract more than 1000 people at any one time, the criteria in I214.8.2(7) below also apply;
- (7) an event and associated buildings and structures identified as a restricted discretionary activity in the activity table:
- (a) whether measures outlined in an emergency, evacuation and management plan and event transport plan avoid or mitigate any unacceptable level of risk or adverse transport related effects associated with the type and duration of event and expected demographic and number of people attending the event including for events within Areas 4 and 6, whether the activity will adversely affect marine and port activities and the navigation, safety or commercial vessels operating in these areas;
- (8) substantial demolition or any demolition of the front façade of a special character building within the Wynyard precinct identified on Business – City Centre Zone Map [H8.11.1](#):
- (a) the assessment criteria in [H8.8.2\(5\) of the Business – City Centre Zone](#) rules for the demolition of special character buildings apply in addition to the criteria below; and
 - (b) the contribution the identified special character building (including its association with any nearby identified character buildings) makes to the character or streetscape quality of the precinct and whether its removal or partial demolition adversely impacts upon those qualities. In assessing

proposals against this criterion particular regard should be had to retaining a link to the past marine industrial aesthetic of the precinct;

(9) new buildings, and alterations and additions to buildings:

- (a) the relevant assessment criteria in [H8.8.2\(1\) of the Business – City Centre Zone](#) rules for buildings or alterations and additions to buildings apply in addition to the criteria below; and
- (b) the proposed building, or alteration or addition to buildings, relative to the location of infrastructure servicing the area and open space should result in an integrated network that is adequate to meet the needs of the overall development area;
- (c) whether internal space at all levels within the building are designed to maximise outlook onto existing public open space and proposed public open space, streets and lanes shown on Precinct plan 6;
- (d) the extent to which activities which engage and activate existing public open space and proposed public open space, streets and lanes shown on Precinct plan 6 at ground level are encouraged;
- (e) at grade private parking areas and parking areas located within buildings which are visible from existing public open space and proposed public open space, streets and lanes shown on Precinct plan 6 are strongly discouraged. It is expected that activated building space will be provided between parking areas within buildings and existing and proposed street and public open space frontages;
- (f) whether vehicle access to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed public open space, streets and lanes shown on Precinct plan 6 and public transport priority lanes, balancing the requirements of access and through-movement;
- (g) where alternative vehicle access is available, the creation of new vehicle crossings across frontages along Jellicoe, Beaumont, Halsey and Daldy Streets is discouraged;
- (h) Precinct plan 6 illustrates the locations of publicly accessible lanes which should be provided to create alternative, shorter, or more convenient pedestrian routes at ground level;
- (i) whether a safe and practical 24hr east-west public pedestrian walkway is provided through the block bound by Daldy, Jellicoe, Beaumont and Madden Streets to provide connectivity between Beaumont and Daldy Streets;
- (j) where a building accommodates greater than 100m² gross floor area of office, marine and fishing retail, retail, food and beverage,

entertainment/gathering or education activity, the criteria listed in I214.8.2(4) above, also apply;

- (k) the design of building frontages and elevations facing streets and/or other public open spaces should have regard to the setback, form and character of any identified character building(s) adjoining or adjacent to the site. This requires consideration of important character elements and qualities through building design on frontages and elevations visible from streets and other public open spaces;
- (l) a new building abutting, or adjacent to, an identified character building which is set back from the street frontage, may not be required to be constructed predominantly to the street boundary, where a better urban design outcome could be achieved by respecting the spatial location of the character building;
- (m) building elevation, design and materials should respect (rather than replicate) the architectural design composition of the identified special character building(s), and new and contemporary interpretations in form, elevational composition, material and detail may be used;
- (n) where the building works are undertaken within the coastal marine area, the assessment criteria for buildings/structures in the Coastal - General Coastal Marine Zone apply in addition to the following:
 - (i) whether adverse effects associated with the methods of construction on water quality and coastal processes can be avoided, remedied or mitigated;
 - (ii) whether adverse effects on navigation and safety can be avoided, remedied or mitigated; and
 - (iii) whether the buildings or structures are of an appropriate scale, design, colour and location to complement its waterfront setting, maintain or enhance amenity values, and where practicable, maintain views from the land to the coastal marine area, particularly the viewshafts shown on Precinct plan 6; and
 - (iv) with the exception of Wynyard wharf and Halsey Street extension wharf, demonstrate that the purpose for which the structure is required cannot reasonably or practicably be accommodated on the land or by existing structures in the coastal marine area; and
 - (v) where practicable, enhance public access to the coastal marine area; and
 - (vi) whether the building or structure is required for significant infrastructure;
- (o) where one or more buildings infringes the ~~basic site intensity or~~ basic building heights on Precinct plans ~~2 and 4~~, but complies with the

~~maximum site intensity and~~ maximum building heights on Precinct plans ~~3-3~~
~~and-5~~:

- (i) Refer to Policies 1, 2, 3, 39 and 40;
- (ii) Whether building footprints, profile and height (as opposed to detailed building design) establishes an integrated and legible built form and also:
 - 1. Integrates with other approved development (including approved Integrated Development Plans);
 - 2. Enhances the form and function of existing and proposed streets, lanes and public open space, including complementing and enhancing the function of Daldy Street as a major tree-lined boulevard linking Victoria Park to the public open space in sub-precinct F as shown on precinct plan 6;
 - 3. Avoids monotonous built form when viewed from public open space through variation in building footprints, height and form;
 - 4. Maintains the ability for marker buildings within sub-precincts B, C and E to be established to the maximum height provided for on Precinct plan 5;
 - 5. Within sub-precincts D, E, F and G, the extent to which the location or orientation of buildings, and the type and location of any known prospective activities marked # in the activity table, including the use of public open space areas:
 - a. Avoids or mitigates reverse sensitivity issues associated with existing industry, marine industry, fishing industry and maritime passenger operations;
 - b. Avoids unacceptable levels of risk associated with existing hazardous industry, including the adjacent ammonia refrigerant based fish processing plant;
 - 6. Enables or maintains efficient vehicle access to existing industry, marine industry, fishing industry and maritime passenger operations;
 - 7. Supports the role of Jellicoe Street as the major community and visitor focal point of the precinct;
- (iii) The extent to which the building footprints, height, floor to floor heights and profile of buildings enable them to accommodate a wide range of activities and to be adapted to accommodate differing uses in the future;
- (iv) Whether the location and staging of anticipated activity types and/or the location, orientation or layout of buildings avoids or mitigates

potential conflicts between activities within the subject land area and adjacent land areas;

- (v) Whether buildings may provide opportunities for the establishment of community facilities, such as health, educational and care facilities, for future people in the area;
- (vi) Whether the layout and design of public open space within the subject land area will ensure well-connected, legible and safe vehicular and pedestrian routes with appropriate provision for footpaths, servicing, infrastructure services and landscape treatment;
- (vii) Whether the layout and design of public open space and lanes within the subject land area will integrate with and complement the form and function of existing and proposed public open space and lanes network;
- (viii) Whether stormwater, wastewater, water supply, electricity and telecommunication infrastructure will be provided to adequately service the nature and staging of anticipated development within the subject land area;
- (ix) Whether consideration has been given to integration of parking, loading and servicing areas within the subject land area taking account of location and staging of anticipated activity types;

(10) a bridge across the Viaduct Harbour:

- (a) the bridge should contribute to a high quality maritime and urban environment and meets the following outcomes:
 - (i) the bridge design avoids significant visual intrusion into views from public areas across the harbour, or from the harbour out to the wider Waitemata Harbour, particularly within the viewshafts identified on Precinct plan 6.
 - (ii) the bridge contributes to the pedestrian character and amenity of the Viaduct Harbour and Wynyard precinct by:
 - providing safe and pleasant pedestrian and cycle access east and west across the Viaduct Harbour;
 - having a landscape design, character and quality which integrates with existing pedestrian priority areas and other accessways around the Viaduct Harbour;
 - not causing significant adverse effects on the use and enjoyment of Te Wero Island as an area of pedestrian-oriented public space; and
 - ensuring the operation or use of the bridge, or lighting will not cause significant adverse effects on the operation of nearby

activities or on the amenity values of surrounding land or water uses;

(iii) the bridge is designed and operated to provide for:

- vessel access to and from the inner Viaduct Harbour without undue delay;
- navigation and berthage by the existing range of vessels in the inner Viaduct Harbour; and
- any reduction in berthage area to be minimised as far as practicable;

(iv) convenient and easily accessible systems for communicating with vessel users regarding scheduled and unscheduled bridge opening/closing;

(v) appropriate lighting, navigation aids, safety systems and fail-safe mechanisms; and

(vi) a minimum clearance height of 3m above mean high water springs for a 10m wide navigable channel;

(b) the ongoing viable use of the Viaduct Harbour (particularly the Wynyard Precinct mixed use Sub-precinct G) to accommodate marine and port activities and marine events, such as boat shows and internationally recognised boating events such as the America's Cup event, is maintained;

(c) the bridge has a high quality design that:

- (i) enhances the character of the Viaduct Harbour;
- (ii) is simple and elegant;
- (iii) is appropriate within the context of the Viaduct Harbour locality and Auckland's coastal setting;
- (iv) has an appropriate relationship with the Viaduct Lifting Bridge identified in the Historic Heritage overlay; and
- (v) utilises high quality and low maintenance materials and detailing;

(d) the bridge is designed in a manner which may provide in the future for enhanced connectivity for the public between the precinct and the city centre; and

(e) the bridge has no more than minor adverse effects on coastal processes including sedimentation within the Viaduct Harbour;

(11) declamation:

(a) whether the adverse effects of declamation are avoided, remedied or mitigated in respect of the effects of the final land/water configuration on:

- (i) the marine environment (including coastal processes, water quality, sediment quality and ecology) of the coastal marine area;
 - (ii) hydrogeology (ground water) and hydrology; and
 - (iii) sediment accumulation and the need for ongoing maintenance dredging of the coastal marine area;
 - (b) whether declamation works, including the construction of seawalls avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated soils and groundwater, and other contaminants;
 - (c) whether declamation is located and designed so that the adjacent land area can provide adequate public open space adjacent to, and public access along the water's edge whether on land or on the adjacent water space;
- (12) maintenance dredging and capital works dredging:
- (a) the assessment criteria in [F2.23.2\(1\) and F2.23.2\(11\) of the Coastal - General Coastal Marine Zone](#) rules apply in addition to the criteria below;
 - (b) whether the dredging is necessary to achieve the outcomes sought by the objectives and policies for the Wynyard precinct.
- (13) conversion of a building or part of a building to dwellings or visitor accommodation:
- (a) the assessment criteria in [H8.8.2\(3\) in the Business – City Centre Zone](#) apply; and
- (14) subdivision:
- (a) the assessment criteria set out in [E38 Subdivision - Urban under E38.12.2](#); and
 - (b) the location of infrastructure servicing the area and open space should result in an integrated network that is adequate to meet the needs of the overall development area;
- (15) roads and lanes:
- (a) the extent to which pedestrian permeability is maintained and enhanced through the site layout;
 - (b) whether pedestrian access to the water's edge is maintained;
 - (c) the integration of the site with the wider Wynyard Precinct; and
 - (d) whether intrusion of public views into and through Wynyard Precinct are avoided;
- (16) [Deleted]

- (17) infringing the building frontage alignment and height standards:
- (a) the extent to which buildings are of a scale and form appropriate to the setting; and
 - (b) the extent to which pedestrian access and amenity is enhanced through the design of the building;
- (18) infringing the special industrial frontage standard:
- (a) whether the design avoid, remedy or mitigate human injury risks associated with accidental ammonia release associated with the ammonia refrigerant based fish processing plant;
- (19) infringing the access to sites with multiple frontages standard:
- (a) the extent to which access to sites are located to allow safe and efficient access to and from the site;
 - (b) whether the access location and traffic generation from the site compromise the safe and efficient operation of the transportation network; and
 - (c) whether pedestrian function, and safety of pedestrians on footpaths is compromised;
- (20) infringing the vehicle access over footpaths standard:
- (a) whether the pedestrian function, and safety of pedestrians on footpaths is compromised; and
 - (b) whether an alternative access location would better maintain pedestrian and cyclist safety and amenity.
- (21) infringing the lanes and view shafts standard:
- (a) the extent to which pedestrian permeability is maintained and enhanced through the site layout;
 - (b) whether pedestrian access to the water's edge is maintained;
 - (c) the integration of the site with the wider Wynyard precinct; and
 - (d) avoid intrusion of public views into and through Wynyard Precinct.
- (22) infringing the public access ways – wharves:
- (a) the extent of public access to the water's edge; and
 - (b) whether the development control infringement is required to enable marine and fishing industry, maritime passenger operations and events to operate;

(23) infringing the buildings and structures on the Halsey Street extension wharf standard:

- (a) Whether pedestrian access is maintained.
- (b) the extent to which the building design is consistent with the character and amenity of Halsey Street extension wharf.
- (c) whether buildings and structures adversely affect the current and future operation and growth of the marine and fishing industries and maritime passenger operations.

(24) infringing the temporary structures or buildings standard:

- (a) the extent to which buildings are of a scale appropriate to the waterfront setting; and
- (b) whether building location compromises the function of the Wynyard Precinct.

I214.9. Special information requirements

In addition to the general information that must be submitted with a resource consent application (refer [C1.2\(1\)](#) Information requirements for resource consent applications), applications for the activities listed below must be accompanied by the additional information specified.

(1) Events specified as a controlled activity in the activity table:

- (a) an emergency evacuation and management plan and event transport plan.

(2) Marine and port activities:

- (a) a site management plan that details operational procedures and physical measures to be put in place to avoid, remedy or mitigate public safety effects.

(3) [Deleted]

(4) Offices that exceed the permitted thresholds in I214.6.2(1) above but do not exceed the restricted discretionary thresholds in I214.6.2(2) above:

- (a) the Council will require independently verified actual morning and afternoon peak vehicle trip generation monitoring results from existing office activity within and, if appropriate, adjacent to the precinct with similar operational characteristics to the office activity proposed. The trip generation formula set out in the assessment criteria for the activity must be used to predict trips from the proposed, permitted and consented office activities.

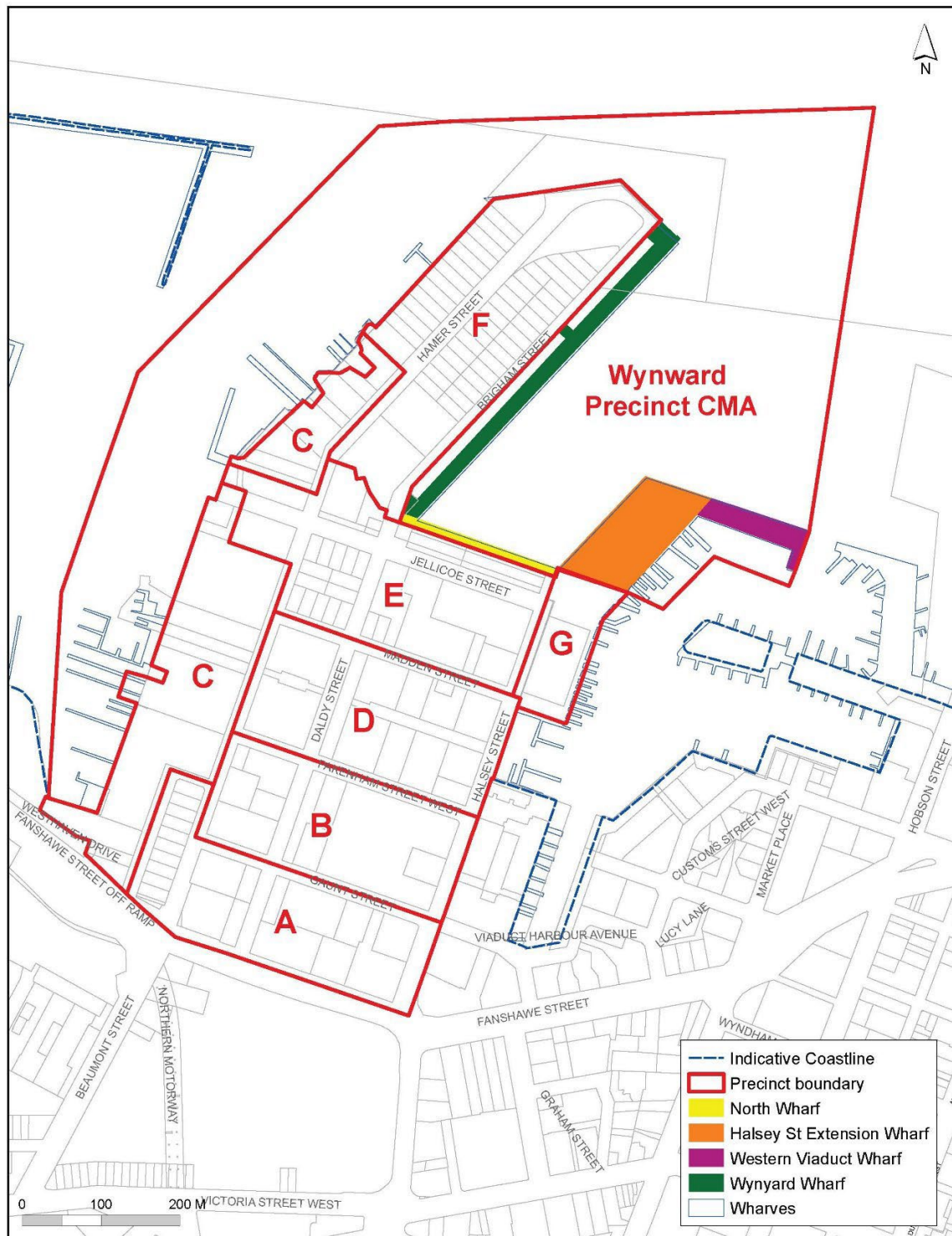
(5) Offices (including offices accessory to marine and port activities and marine retail), marine and fishing retail, retail, food and beverage, entertainment facilities or education facilities greater than 100m² per site:

- (a) a site travel management plan must be provided corresponding to the scale and significance of the activity and containing the following information as a minimum to demonstrate how the development will achieve the objectives of the Wynyard Precinct Transport Plan including:
 - (i) the physical infrastructure to be established or currently established on-site to support the use of alternative forms of transport, such as adequate covered facilities for cyclists, showering, locker and changing facilities; carpool parking areas, travel reduction information boards in foyer areas, such as timetables and route maps; internet service to enhance awareness of alternative transportation services;
 - (ii) the physical linkages to be provided on the site to link with surrounding pedestrian and cycle networks and existing public transport resources;
 - (iii) operational measures to be established or currently implemented on-site to encourage reduced vehicle trips to Wynyard precinct, including car sharing schemes, public transport use incentives, flexitime, staggered working hours;
 - (iv) operational measures to be established to restrict the use of any short term parking area(s) during peak periods;
 - (v) details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures;
 - (vi) the methods by which the effectiveness of the proposed measures outlined in the site travel management plan can be independently measured/monitored and reviewed, including a commitment to undertake travel surveys at the time of building occupation or as otherwise required to provide on-going information regarding travel behaviour; and
 - (vii) the methods by which the travel management measures complement the Precinct wide travel management measures outlined in part B of the Wynyard Precinct Transport Plan (refer I214.11.1 Appendix 1) and use the travel demand management measures outlined in part C of that plan, or other appropriate initiatives.
- (6) private use of the coast access areas either vested in the council or areas over which council has a covenant for public access:
 - (a) a site management plan corresponding to the scale and significance of the activity detailing the operational measures to be establish to address the matters listed in assessment criteria for the activity.
- (7) risk sensitive activities marked # in the activity table located in sub-precinct D, E, F, G or areas 1-6 shown on Precinct plan 10 (excluding events):

- (a) an emergency and evacuation plan prepared by an independent authority or competent safety professional, which clearly indicates communication roles and responsibilities, location of egress points and assembly areas.
- (8) events within sub-precinct D and E and areas 1, 3, 4 and 6 shown on Precinct plan 10:
- (a) an emergency, evacuation and management plan, prepared by an independent authority or competent safety professional, which clearly indicates communication roles and responsibilities, location and management of access and egress points, assembly areas and people movement for the event;
 - (b) an event transport plan, developed in consultation with adjacent hazardous industry, marine industry and maritime passenger operators, which addresses the following matters:
 - (i) measures to ensure the maintenance of safe and efficient access (including at least two access points for emergency service vehicles) to existing hazardous industry, marine industry and maritime passenger operations for the full duration of the event;
 - (ii) measures to prevent event attendees entering into, or parking within Sub-precinct F or Wynyard wharf for the full duration of the event;
 - (iii) communication channels and methods to respond to and remedy traffic issues as they may arise with existing hazardous industry, marine industry and maritime passenger operations; and
 - (iv) where multiple events are planned, review procedures with hazardous industry, marine industry and maritime passenger operators to ensure that issues identified are avoided, remedied or mitigated for future planned events.

I214.10. Precinct plans

I214.10.1 Wynyard: Precinct plan 1 - Sub-precincts

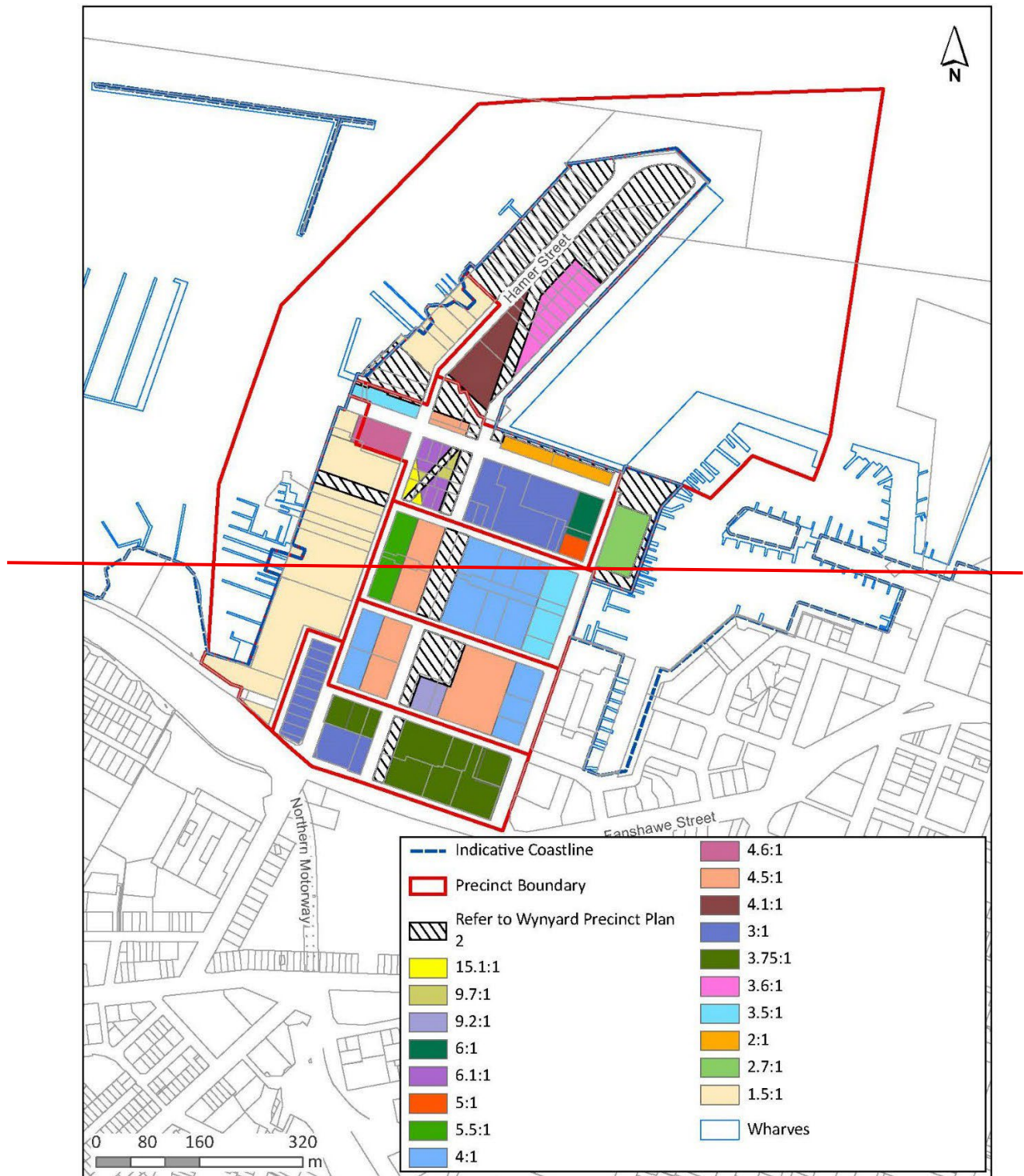


~~**L214.10.2 Wynyard: Precinct plan 2 – Basic floor area ratio**~~

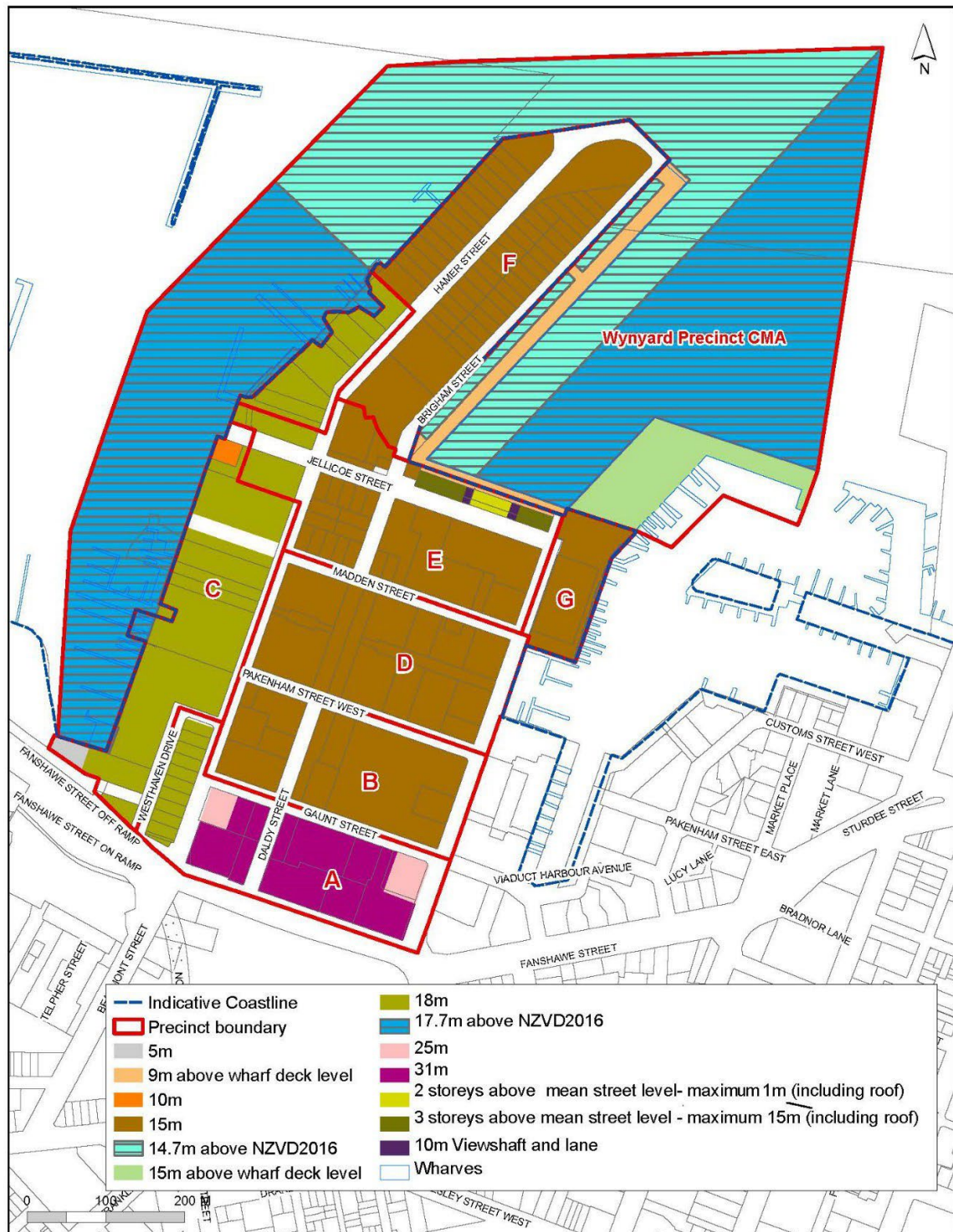


I214.10.3 [Deleted]

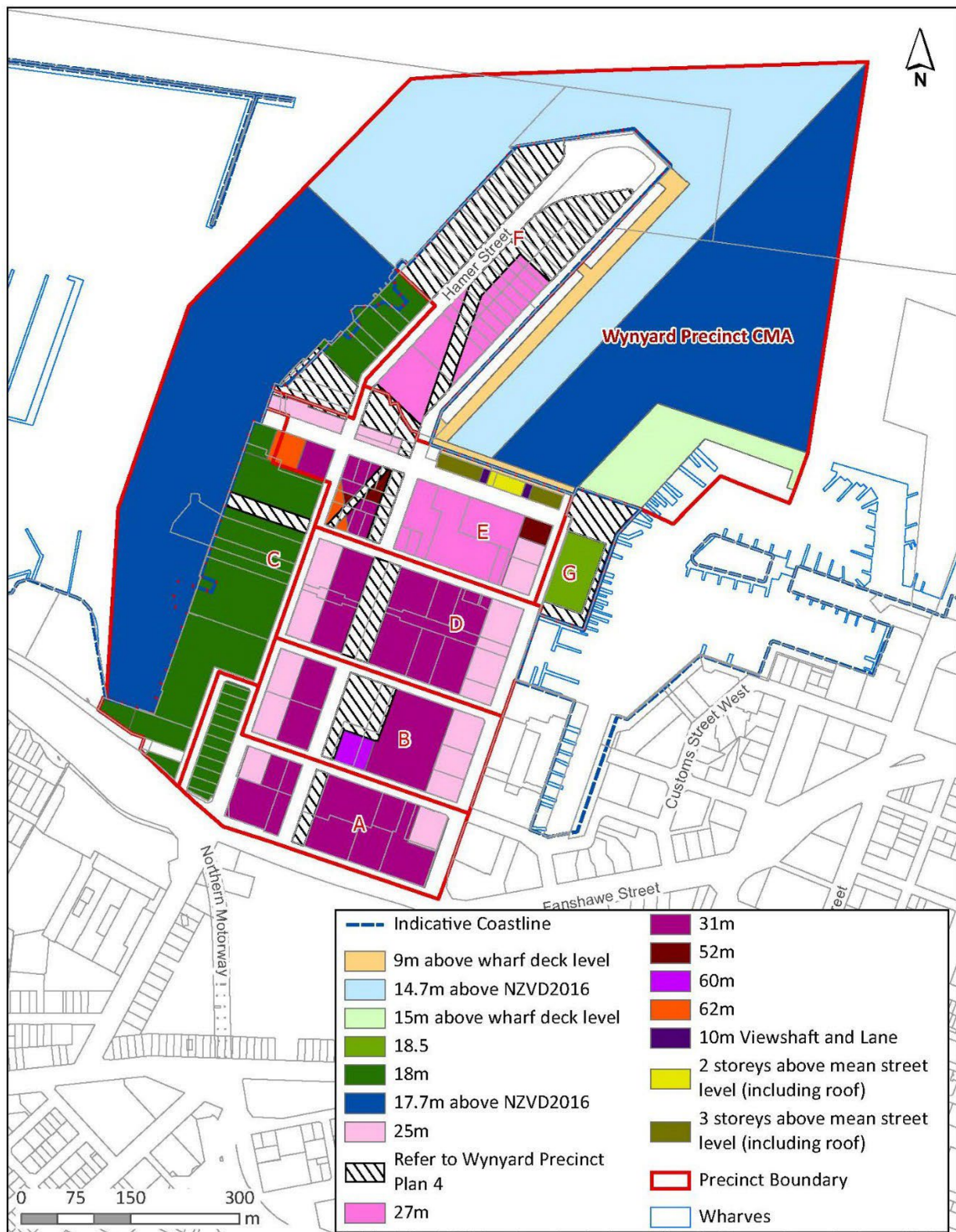
I214.10.3 Wynyard: Precinct plan 3—Maximum floor area ratio



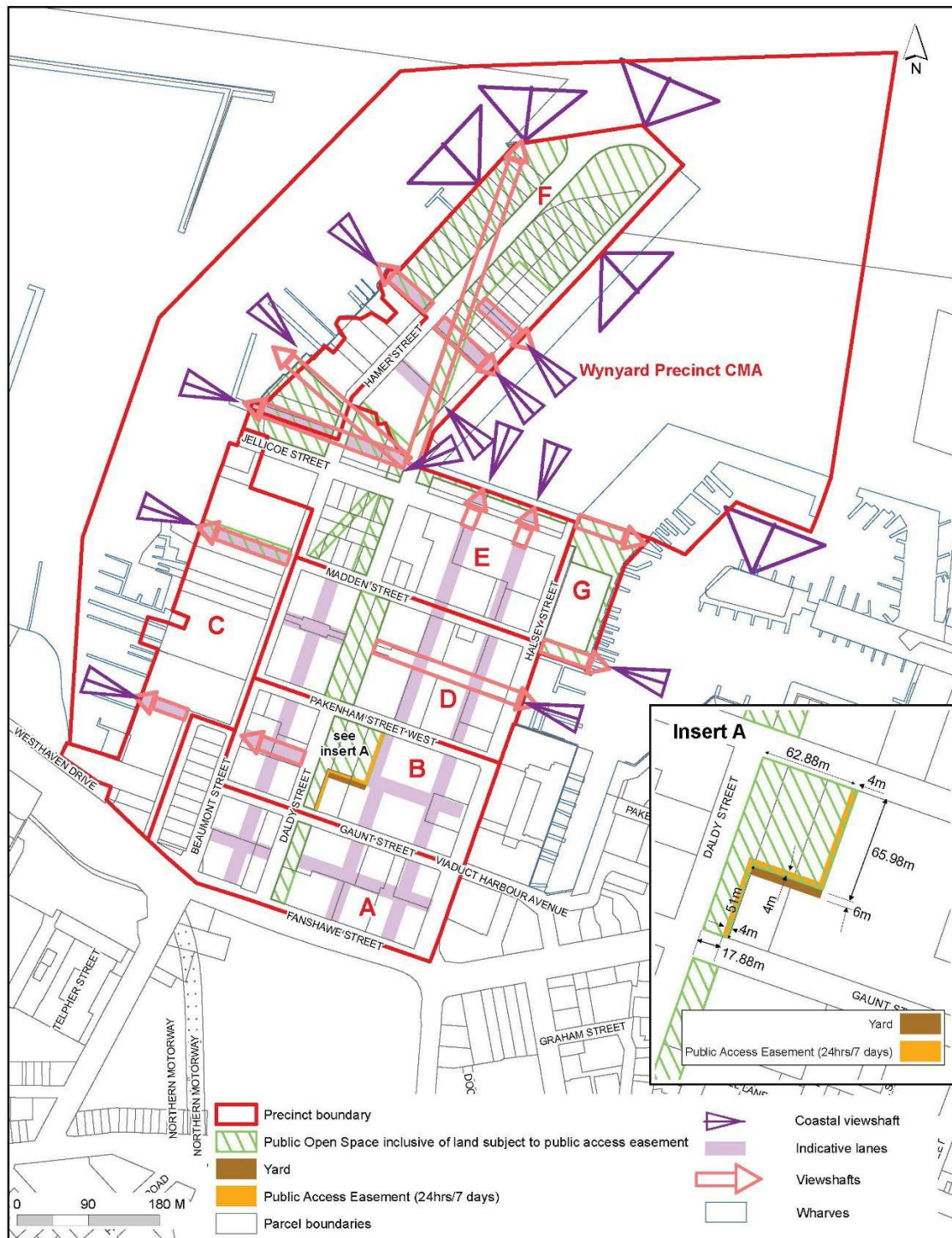
I214.10.4 Wynyard: Precinct plan 4 – Basic height



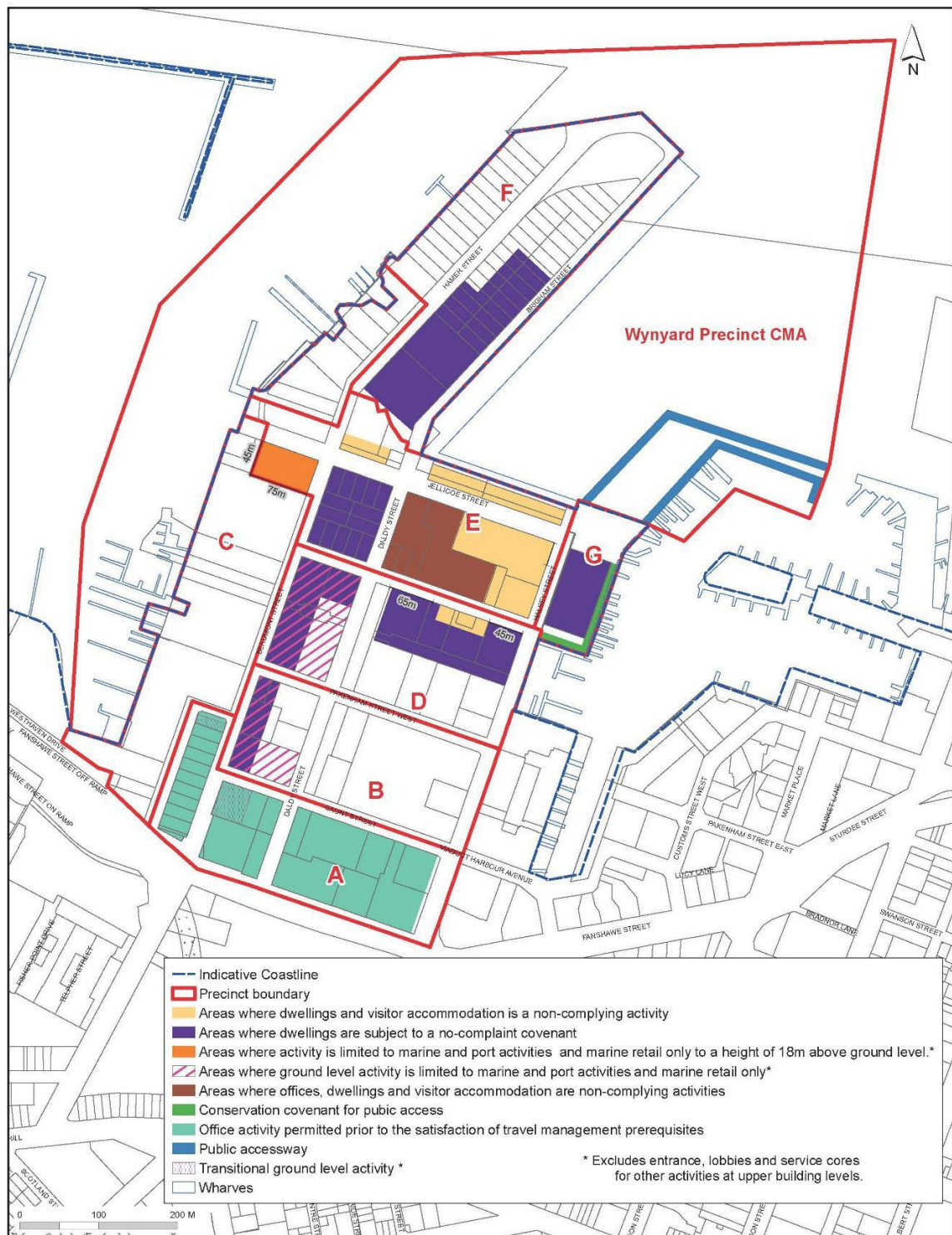
I214.10.5 Wynyard: Precinct plan 5 – Maximum height



I214.10.6 Wynyard: Precinct plan 6 - Indicative lanes and viewshafts



I214.10.7 Wynyard: Precinct plan 7 – Additional activity restrictions



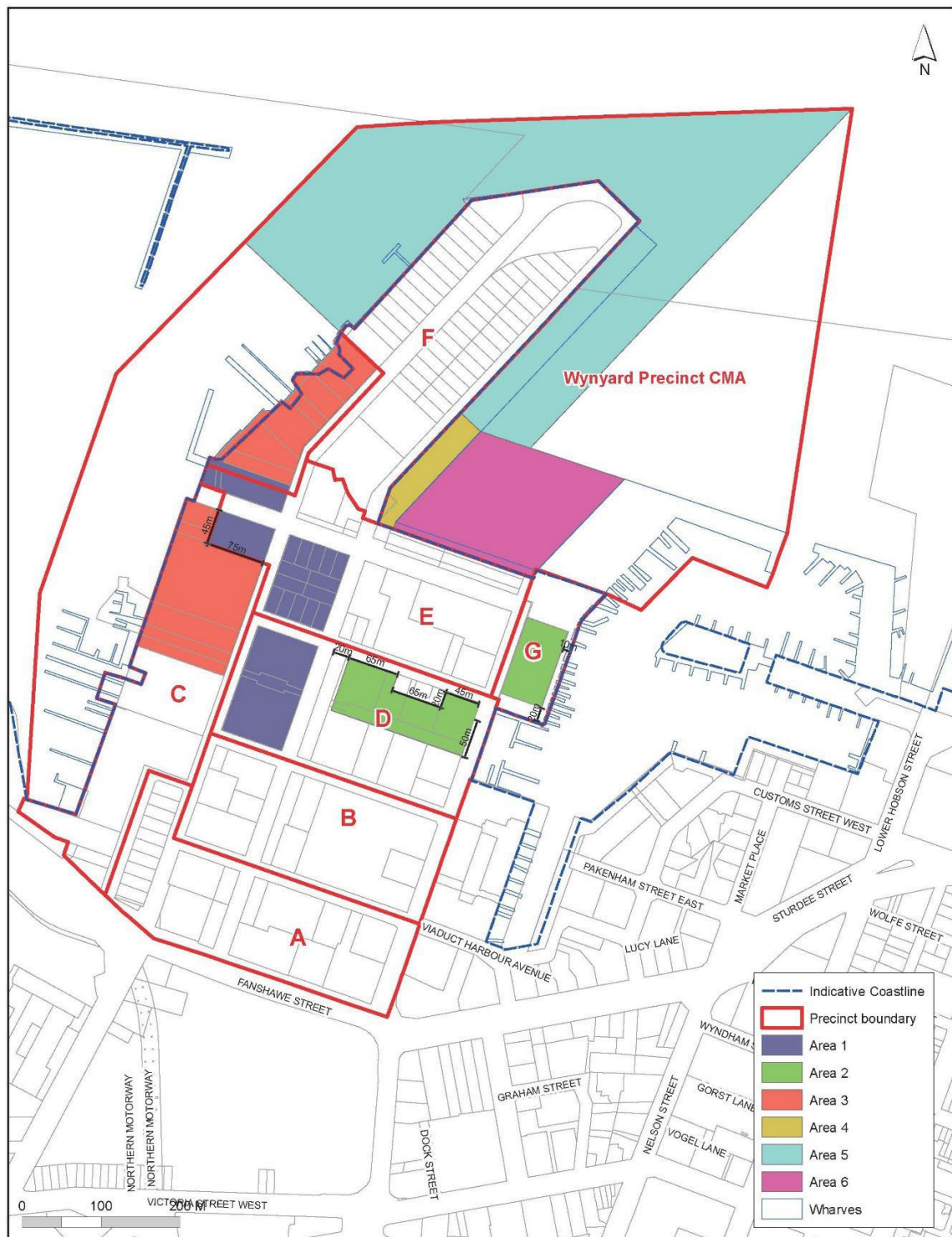
I214.10.8 Wynyard: Precinct plan 8 - Industrial frontages



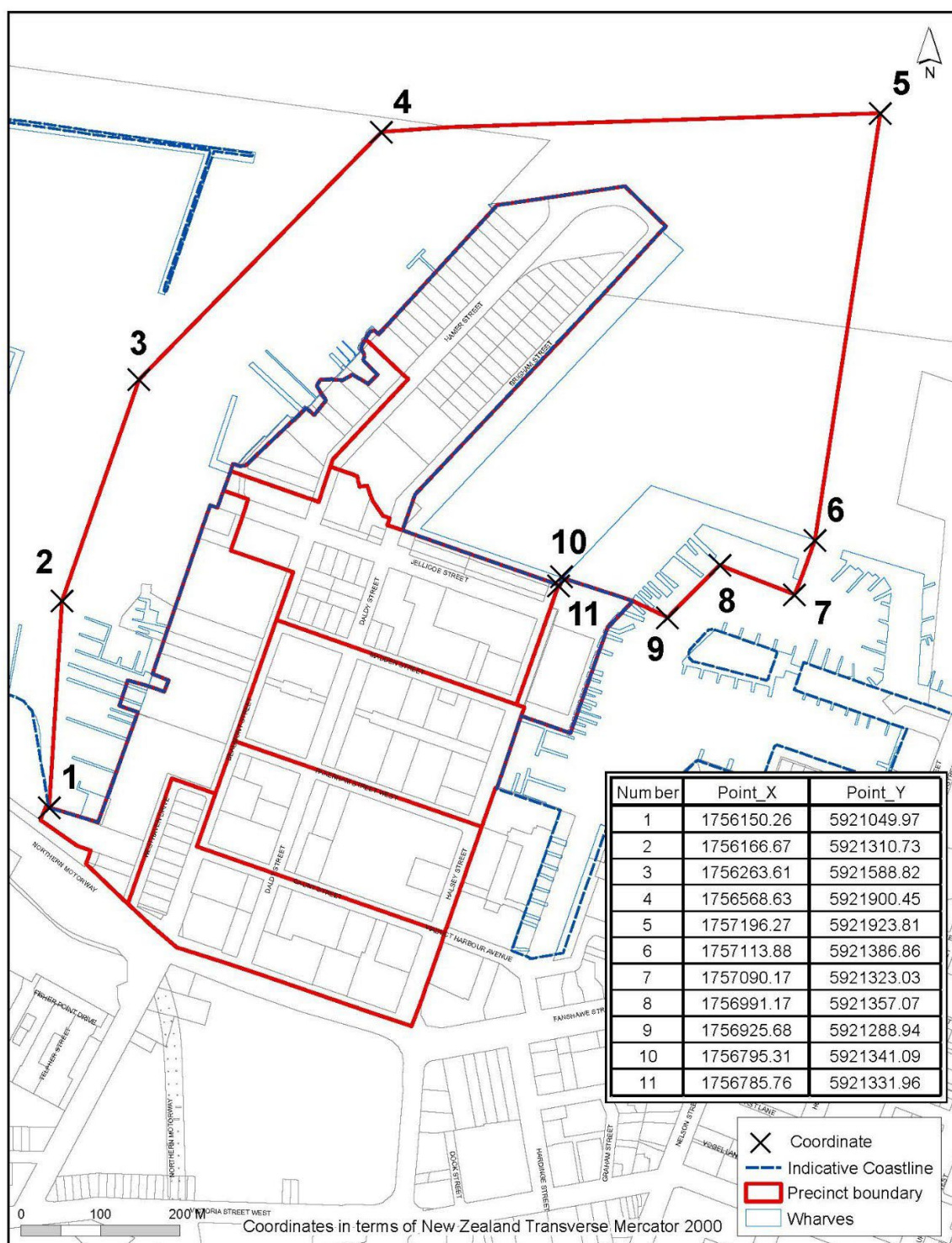
I214.10.9 Wynyard: Precinct plan 9 - Noise areas



I214.10.10 Wynyard: Precinct plan 10 – Risk areas



I214.10.11 Wynyard: Precinct plan 11 – Precinct boundary coordinates in the coastal marine area



I214.11. Appendices

I214.11.1 Appendix 1 - Methodology for undertaking traffic generation surveys in Wynyard Quarter (non-statutory)

Karangahape Road Historic Heritage Area Proposed Changes

Suggested changes to Schedule 14.2 Historic Heritage Areas

Investigation note:

- Amendments to the Schedule 14.2 Historic Heritage Areas shown in **red text underlined** for additions and **~~strike-through~~** for deletions
-

Schedule 14.2 Historic Heritage Areas – Maps and statements of significance

Schedule 14.2.12 Karangahape Road Historic Heritage Area ([Schedule 14.1 ID 02739](#))

Statement of significance

The Karangahape Road Historic Heritage Area has significance for its historical association with the commercial and residential development of Auckland, from the time of the city's colonial establishment through to the mid-20th century. The area retains considerable significance due to the predominance of Victorian and Edwardian-era buildings that have survived modern redevelopment. The decorative physical appearance of these buildings combined with the unity of scale and form reflects the historical pattern of development and creates an urban landscape that is distinctive within Auckland. Despite the many changes that have occurred in the rest of the city throughout the years, Karangahape Road has retained its original purpose, which reinforces its significance as one of Auckland's earliest and most important commercial and entertainment areas.

Karangahape Road rose to prominence as a shopping area for the residential suburbs of Grey Lynn, Newton, and Ponsonby, and this function is tangible through the many shops, theatres and department store buildings that remain. The road serves as a main access point to the inner city from the outer suburbs through its connections with Grafton Bridge, Great North Road and Pitt Street, and provides an entry point to Symonds Street Cemetery, the earliest European cemetery in Auckland. The area also connects to historic Myers Park. Its location along a ridgeline served as a definitive division between the inner city and the suburbs, long before the arrival of the motorway interchanges.

The identified extent of place for the Karangahape Road Historic Heritage Area is the area of Karangahape Road in between Ponsonby Road at its eastern end and Symonds Street Cemetery at its western end. Included within this area are the buildings and areas that were part of the commercial and residential development of this area from Auckland's colonial settlement through to the era of Karangahape Road's decline in the mid-1960s.

The character of the area is dominated by the presence of Victorian, Edwardian, and Interwar-period commercial buildings. The buildings are generally two- to three-storeys and have a verandah that covers all or part of the footpath. These features have maintained the historical pattern of commercial development which define a retail landscape of the early-mid 20th century and reflect the core pattern of development for Karangahape Road. Along the associated side-streets there are more modest early and mid-20th century shops and warehouses that are part of the historical pattern of development and support the area's commercial importance.

~~There has been redevelopment along the road and in its surrounding area, resulting in~~

the presence of modern infill buildings amongst the historic buildings of Karangahape Road. These have been included in the historic heritage area, but have been noted as non-contributors. Past precinct rules have required new buildings in the area to be sympathetic to the historical setting and character of the road, and infill buildings have generally had a neutral impact on the historical integrity of the street. The retention and sensitive adaptation of existing contributing buildings is important to retaining Karangahape Road's historical integrity.

Map 14.2.12.1 Historic Heritage Area: Karangahape Road





Suggested changes to Schedule 14.1 Schedule of Historic Heritage – Table 2 Historic Heritage Areas

Investigation note:

- Amendments to the Schedule 14.1 Historic Heritage Areas Table 2 Historic Heritage Areas shown in **red text underlined** for additions and **strike through** for deletion

Table 2: Historic Heritage Areas

ID	Area Name and/or Description	Verified Location	Heritage Values	Extent of Place	Exclusions	Additional Controls for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02511	Princes Street Historic Heritage Area	Refer to planning maps; area is bounded by Kitchener Street, Bankside Street, Emily Place, Princes Street, Waterloo Quadrant, Parliament Street, Anzac Avenue, Constitution Hill, Churchill Street, Alten Road, and Wellesley Street East, Auckland Central	A,B,C,D,E,F,G	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place	Yes	Yes	Refer to Schedule 14.2.10	Refer to Schedule 14.2.10; stand-alone accessory buildings or garages built after 1940; tower behind ID 02002 (Grand Hotel (former) (façade), 9 Princes Street); University of Auckland Equity Office, situated to rear of ID 02009 (Old Arts Block, 22 Princes Street)
02512	Renall Street Historic Heritage Area	Refer to planning maps; Renall Street, Ponsonby	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.11	Refer to Schedule 14.2.11; stand-alone accessory buildings or garages built after 1940
02513	Burnley Terrace and King Edward Street Historic Heritage Area	Refer to planning maps; area includes Burnley Terrace and part of King Edward Street, Mt Eden	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.2	Refer to Schedule 14.2.2; stand-alone accessory buildings or garages built after 1940
02514	Monte Cecilia Park Historic Heritage Area	Refer to planning maps; Monte Cecilia Park, Hillsborough, bounded by Hillsborough Road and Korma Road to the west and east, and Mt Albert Road and Herd Road to the north and south	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.7	Refer to Schedule 14.2.7
02515	Herne Bay Road Historic Heritage Area	Refer to planning maps; area includes part of Herne Bay Road, Herne Bay	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.5	Refer to Schedule 14.2.5; stand-alone accessory buildings or garages built after 1940
02516	Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area	Refer to planning maps; area includes Ardmore Road, Wanganui Avenue, Albany Road, and part of Trinity Street, Herne Bay	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.1	Refer to Schedule 14.2.1; stand-alone accessory buildings or garages built after 1940
02517	Elgin Street Historic Heritage Area	Refer to planning maps; includes part of Elgin Street, Grey Lynn	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.4	Refer to Schedule 14.2.4; stand-alone accessory buildings or garages built after 1940
02518	Cooper Street Historic Heritage Area	Refer to planning maps; Cooper Street, Arch Hill	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.3	Refer to Schedule 14.2.3; stand-alone accessory buildings or garages built after 1940
02562	Part of Renown Estate Subdivision Historic Heritage Area	Refer to planning maps; area includes parts of Marsden Avenue, Kingsford Road and Thorley Street, Balmoral	A,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.9	Refer to Schedule 14.2.9; stand-alone accessory buildings or garages built after 1940 on contributing sites; all buildings on non contributing sites

Schedule 14.1 Schedule of Historic Heritage

ID	Area Name and/or Description	Verified Location	Heritage Values	Extent of Place	Exclusions	Additional Controls for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02564	Lippiatt Road Pegler Brothers Housing Area Historic Heritage Area	Refer to planning maps; Lippiatt Road, Otahuhu	A,B,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.6	Refer to Schedule 14.2.6; stand-alone accessory buildings or garages built after 1940 on contributing sites; all buildings on non contributing sites
02565	Railways Workers Housing Area Historic Heritage Area	Refer to planning maps; includes part of Awa Street, Otahuhu	A,B,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.8	Refer to Schedule 14.2.8; stand-alone accessory buildings or garages built after 1940
02739	Karangahape Road Historic Heritage Area	Refer to planning map; area includes Karangahape Road and Symonds Street Cemetery, Auckland Central	A,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.12	Refer to Schedule 14.2.12; stand-alone accessory buildings or garages built after 1940 on contributing sites; all buildings on non-contributing sites
02832	Winstone Model Homes Historic Heritage Area	Refer to planning maps; area includes part of Eldon Road, Balmoral Road and Cambourne Road, Balmoral	A,E,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place; stand-alone accessory buildings or garages built after 1940			Refer to Schedule 14.2.14	Refer to Schedule 14.2.14
02834	Point Chevalier Shops Historic Heritage Area	Refer to planning maps; area includes part of Point Chevalier Road, Point Chevalier	A,B,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place; fences and boundary walls built after 1935; stand-alone accessory buildings or garages built after 1935			Refer to Schedule 14.2.16	Refer to Schedule 14.2.16; rear addition behind 149-153 Point Chevalier Road; 1970s house at 157A Point Chevalier Road; covered terrace at the north side of 157 Point Chevalier Road; 1960s two-storey rear addition behind 179 Point Chevalier Road; 1970s rear addition behind 328-332 Point Chevalier Road.
02841	Upland Village Historic Heritage Area	Refer to planning maps; area includes parts of Remuera Road, Upland Road and Minto Road	A,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place; stand-alone accessory buildings or garages on contributing sites built after 1940			Refer to Schedule 14.2.17	Refer to Schedule 14.2.17; 561 and 565 Remuera Road, Remuera

Schedule 14.1 Schedule of Historic Heritage

ID	Area Name and/or Description	Verified Location	Heritage Values	Extent of Place	Exclusions	Additional Controls for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02849	Pūhoi Township Historic Heritage Area	Refer to planning maps; area includes part of Ahuroa Road, Domain Road, Krippner Road, Pūhoi Road, Saleyards Road and the Pūhoi River, Pūhoi	A,B,D,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place; all stand-alone structures and buildings built after 1939; modern rear and side additions to the general store at 109 Puhoi Road; the modern southeast corner addition to the convent school at 83 Puhoi Road; the modern rear carports of the former Presbytery and former Convent (83 Puhoi Road).	Yes, limited to: remnants of the Pūhoi wharf (1877); remnants of the Pūhoi Road bridge (washed away in 1924), as shown in Map 14.2.18.1 Historic Heritage Area: Pūhoi Township		Refer to Schedule 14.2.18	Refer to Schedule 14.2.18
02851	Parkfield Terrace Historic Heritage Area	Refer to planning maps; Parkfield Terrace, Newmarket	A,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place; stand-alone accessory buildings built after 1940			Refer to Schedule 14.2.20; plane trees located on Parkfield Terrace road reserve	Refer to Schedule 14.2.20; buildings on 19 Parkfield Terrace, Newmarket
02852	Jervois Road Streamline Moderne/Art Deco Block Historic Heritage Area	Refer to planning maps; area includes part of Jervois Road and Salisbury Street, Herne Bay	A,F,G,H	Refer to planning maps	Interior of building(s); stand-alone accessory buildings or garages built after 1945			Refer to Schedule 14.2.21	Refer to Schedule 14.2.1; buildings on 183 and 185 Jervois Road, Herne Bay
02853	Workers' Dwellings Act Housing Area Historic Heritage Area	Refer to planning maps: Findlay Street and Hewson Street, Ellerslie	A, F, H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place; stand-alone accessory buildings, structures or garages built after 1923			Refer to 14.2.22	Refer to 14.2.22

Appendix D

Examples of Contributing and Non-Contributing sites - Karangāhape Road Historic Heritage Area

Examples of Contributing and Non-Contributing sites in the Karangahape Road Historic Heritage Area

1. Contributing sites

These are buildings, structures or features within the extent of a scheduled historic heritage area that have heritage value or make a contribution to the significance of the area.

Examples of contributing sites

Name or description	Location	Heritage values ⁱ (if scheduled)	Photo
Bank of New South Wales (former)	111 Karangahape Road	F,G,H	
St Kevins Arcade	183 Karangahape Road	B,F,G,H	

Name or description	Location	Heritage values ⁱ (if scheduled)	Photo
George Courts Department Store (former)	238 Karangahape Road	A,F,G,H	 A photograph of the George Courts Department Store building at night. The building is a multi-story, light-colored structure with many windows that are brightly lit from within, creating a warm glow. It has a classical architectural style with a prominent cornice. The building is situated on a street corner, and some cars and pedestrians are visible in the foreground.
Central Fire Station	50-60 Pitt Street	A,B,E,F	 A photograph of the Central Fire Station building. It is a two-story, light-colored building with a prominent central tower and a series of large, arched windows. The words "CENTRAL FIRE STATION" are visible on the facade. The building is surrounded by trees and a clear blue sky.
Baptist Tabernacle	429 Queen Street	A,F,G,H	 A photograph of the Baptist Tabernacle building. It is a large, white, classical-style building with a prominent portico supported by several columns. The words "BAPTIST TABERNACLE" are inscribed on the pediment. The building is situated on a street corner, and some trees and a clear blue sky are visible in the background.
Family Bar and Nightclub Downunder Bar(basement)	270 Karangahape Road	Not scheduled	 A photograph of the Family Bar and Nightclub building. It is a two-story, light-colored building with a series of arched windows on the upper floor. The building has a modern, industrial feel. The entrance is visible, and there are some flags hanging from the building. The building is situated on a street corner, and some cars and pedestrians are visible in the foreground.

Name or description	Location	Heritage values ⁱ (if scheduled)	Photo
473-501 Karangahape Road	473-501 Karangahape Road	Not scheduled	

2. Non-contributing sites

These are buildings, structures or features within the extent of a scheduled historic heritage area that do not themselves have historic heritage values.

Examples

Name or description	Location	Photo
Ironbank	150-154 Karangahape Road	

Name or description	Location	Photo
Samoa House	283 Karangahape Road	
City Sales building	445 Karangahape Road	
	75 Karangahape Road	

Name or description	Location	Photo
Hopetoun Theta	8-10 Beresford Square	
Mobil	565 Karangahape Road	
Wilson Parking – Gundry Street	536 Karangahape Road	

Name or description	Location	Photo
Hopetoun Alpha carpark	27 Beresford Square	

Criteria used to identify and evaluate historic heritage value

(a) historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality

(b) social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value

(c) Mana Whenua: the place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value

(d) knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality

(e) technology: the place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials;

(f) physical attributes: the place is a notable or representative example of:

- (i) a type, design or style;
- (ii) a method of construction, craftsmanship or use of materials; or
- (iii) the work of a notable architect, designer, engineer or builder;

(g) aesthetic: the place is notable or distinctive for its aesthetic, visual, or landmark qualities;

(h) context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.

From B5. Ngā rawa tuku iho me te āhua – Historic heritage and special character of the Auckland Unitary Plan (Operative in Part)