

I205. Downtown West Precinct

I205.1. Precinct description

The Downtown West Precinct is located within the heart of the city centre waterfront, between the established Viaduct Harbour Precinct and regenerating Britomart Precinct. The precinct has a mix of commercial and residential land uses including a major hotel and open spaces.

The block bounded by lower Queen Street, Customs Street West, lower Albert Street and Quay Street is generally held in single ownership and has significant redevelopment potential. Queen Elizabeth Square is legally recognized as a road with pedestrian mall status under the Local Government Act 1974. As such, no zone has been applied to the square. As part of any future development proposal, alternative locations for the square should be investigated and identified, potentially including a combination of both publicly provided open spaces, pedestrian and cycle connections and enhanced through site links within the block.

Council has confirmed approval to sell or lease part of Queen Elizabeth Square to ensure that redevelopment of the block is of the highest 'world class' design quality and the proceeds from the sale of Queen Elizabeth Square are reinvested in new or enhanced downtown public space/s and collectively, these alternative spaces should achieve a better street and open space network than is presently offered within or immediately adjoining the precinct. If the road stop process is approved, the square can be closed and the precinct provisions together with the Business – City Centre Zone objectives, policies and rules will apply.

The land in the Downtown West Precinct is zoned Business – City Centre Zone and Open Space – Informal Recreation Zone.

I205.2. Objectives

- (1) The precinct contains a mix of uses and the form and scale of development is integrated with the core central business district and the waterfront.
- (2) High quality public open space is provided and pedestrian connectivity from the core central business district to the waterfront and from Britomart to the west is enhanced.
- (3) Development recognises the precinct's location as part of Auckland's primary transport centre and supports the transport facilities within and around the precinct.

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

I205.3. Policies

- (1) Enable and encourage a diverse range of activities within the precinct including residential (including visitor accommodation), commercial, recreational, temporary activities and events.

- (2) Encourage an integrated network of attractive streets, lanes and pedestrian connections to improve pedestrian permeability and accessibility through the precinct and supports the transport interchange function of the area.
- (3) Provide for an interconnected network of high quality public open spaces and publicly accessible spaces which vary in form and function in highly accessible locations within the precinct that are activated by uses around their periphery.

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

I205.4. Activity table

Table I205.4.1 Activity table – Sub-precinct A and Table I205.4.2 Activity table – Sub-precinct B specifies the activity status of land use activities in the Downtown West Precinct pursuant to section 9(3) of the Resource Management Act 1991.

- (1) The activities listed in the Business – City Centre Zone apply in the Downtown West Precinct except to Area A identified on Precinct plan 1, or otherwise specified in the activity table below.
- (2) The activity status of activities within existing roads, including streets and lanes (including Area A), is the same as for roads.
- (3) If the legal road within Area A or Sub-precinct B on Precinct plan 1 is closed, the area will be classified as Business – City Centre Zone and Downtown West Precinct.

Table I205.4.1. Activity table - Sub-precinct A

Activity		Activity status
(A1)	Activities in Table H8.4.1 Activity table in the H8 Business – City Centre Zone	
(A2)	Development that does not comply with Standard I205.6.2 Pedestrian connections	RD

Table I205.4.2. Activity table - Sub-precinct B

Activity		Activity status
Development		
(A3)	Minor cosmetic alterations to a building that does not change its external design and appearance	P
(A4)	New buildings, and alterations and additions to buildings	RD
(A5)	Open space or through-site links	RD
(A6)	Vehicle, cycle and pedestrian access	RD

(A7)	Development that does not comply with Standard I205.6.2 Pedestrian connections	RD
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I205.5. Notification

- (1) Any application for resource consent for an activity listed in Table I205.4.1. Activity table - Sub-precinct A and Table I205.4.2. Activity table - Sub-precinct B 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).

I205.6. 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 I205.4.1. Activity table - Sub-precinct A and Table I205.4.2. Activity table - Sub-precinct B must comply with the following standards.

I205.6.1. Area A

- (1) When the legal road within Area A on Downtown West: Precinct plan 1 or the legal road within Sub-precinct B is closed, the standards applying to the adjoining land within the precinct will apply except that Standard H8.6.3 Admission of sunlight to public places does not apply to a building up to 19 metres above mean street level within Area A on Downtown West: Precinct plan 1. The minimum frontage height (19 metres) does apply between points A and B as shown on the Downtown West: Precinct plan 1.

I205.6.2. Pedestrian connections

- (1) Upon the erection of any new building on either of the blocks between Lower Queen Street and Lower Hobson Street, and unless already provided, an at-grade, east-west pedestrian connection across the block must be provided, and must achieve the following:
 - (a) provide straight pedestrian routes between streets, with a clear pedestrian movement width of at least 5 metres;
 - (b) protect pedestrians from the weather;
 - (c) incorporate natural daylight through glazed canopies of glazed roof structures;
 - (d) be publicly accessible 24 hours a day, 7 days a week; and
 - (e) incorporate active uses at ground floor level framing the pedestrian connection;

Purpose: To support the transport interchange function of the area by facilitating clear and unobstructed pedestrian movement through the precinct at-grade.

Note: The above requirement applies only to the development site, and accordingly it is acknowledged that the laneway may be developed incrementally, particularly across the block bounded by Lower Albert Street, Customs Street West, Lower Hobson Street and Quay Street.

- (2) Redevelopment of the block between Lower Queen Street and Lower Albert Street must include an at-grade, north-south pedestrian laneway connection between Customs Street West and Quay Street.

Purpose: To support pedestrian movement between the City Centre Core and the waterfront.

- (3) Redevelopment of the block between Lower Albert Street and Lower Hobson Street must include an at-grade, north-south pedestrian laneway connection between Customs Street West and Quay Street, being generally aligned with Federal Street.

Purpose: To support pedestrian movement between the City Centre Core and the waterfront.

I205.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I205.8. Assessment – restricted discretionary activities

I205.8.1. 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 buildings:
- (a) the matters of discretion in H8.8.1(1) for new buildings and external alterations and additions to buildings not otherwise provided for; and
 - (b) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location; and
 - (c) design, bulk and location of buildings;
- (2) open spaces or through-site links
- (a) the location, physical extent and design of the transport network;
 - (b) the location, physical extent and design of open space;
 - (c) integration of development with neighbouring areas, including integration of the transport network with the transport network of the wider area; and

- (d) layout and design of public open space should meet the demand of future occupants of the site and be of a high quality, providing for public use and accessibility, views, sunlight access and wind protection within the application area.
- (3) vehicle, cycle and pedestrian access and circulation:
 - (a) the location, physical extent and design of the transport network; and
 - (b) integration of development with neighbouring areas, including integration of the transport network with the transport network of the wider area;
- (4) infringing the pedestrian connections standard:
 - (a) functional, safe, and convenient pedestrian access between Lower Queen Street and Lower Hobson Street, and between Customs Street West and Quay Street.

I205.8.2. 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 buildings:
 - (b) the assessment criteria in H8.8.2(1) of the Business - City Centre zone rules for new buildings and/or alterations and additions to buildings apply.
 - (c) the proposed building, alteration or addition 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;
- (2) open spaces or through-site links:
 - (a) the transport network (roads, public transport connections, pedestrian connections and cycle connections) is generally provided in the location identified in the precinct plan to achieve a legible street network. Where no location is identified, an integrated and efficient street and pedestrian network should be provided, including connections to existing and future streets and networks;
 - (b) public open spaces are generally provided in the location(s) identified in the precinct plan to meet the needs of the local community. Where no location is identified, open space should be provided to and located to serve the future needs of the local community; and
 - (c) layout and design of public open space should meet the demand of future occupants of the site and be of a high quality, providing for public use and accessibility, views, sunlight access and wind protection within the application area.

(3) vehicle, cycle and pedestrian access and circulation:

- (a) the transport network (roads, public transport connections, pedestrian connections and cycle connections) is generally provided in the location identified in the precinct plan to achieve a legible street network. Where no location is identified, an integrated and efficient street and pedestrian network should be provided, including connections to existing and future streets and networks;

(4) infringing the pedestrian connections standard:

- (a) whether development that infringes the pedestrian connection standard demonstrates that:
 - (i) there is a safe, legible and direct link through the block;
 - (ii) the width of the lane or link is sufficient to provide a functional connection between the adjoining streets;
 - (iii) there is adequate provision for pedestrian movement in support of existing east-west options, and in support of the transport interchange function of the area; and
 - (iv) north-south pedestrian movement options are increased through blocks in support of pedestrian flows between the City Centre core and the waterfront, with a focus on the quality and interest provided through and along those routes.
- (b) consistency with the planned future form and character of the Downtown Precinct:
 - (i) where the pedestrian connection standard is infringed, whether the proposal demonstrates that Policies I205.3(2) and I205.3(3) above are met.

I205.9. Special information requirements

There are no special information requirements in this precinct.

I205.10. Precinct plans

I205.10.1 Downtown West Precinct: Precinct plan 1 – Extent of sub-precincts A and B, and Area A

