

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 to accommodate growth and the greatest intensity of development in Auckland and New Zealand while 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 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 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 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 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

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(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 city centre as the top of the centres hierarchy in Auckland;
- respect the existing and planned built form and character of the zone and precincts; and
- avoid 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) 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) 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

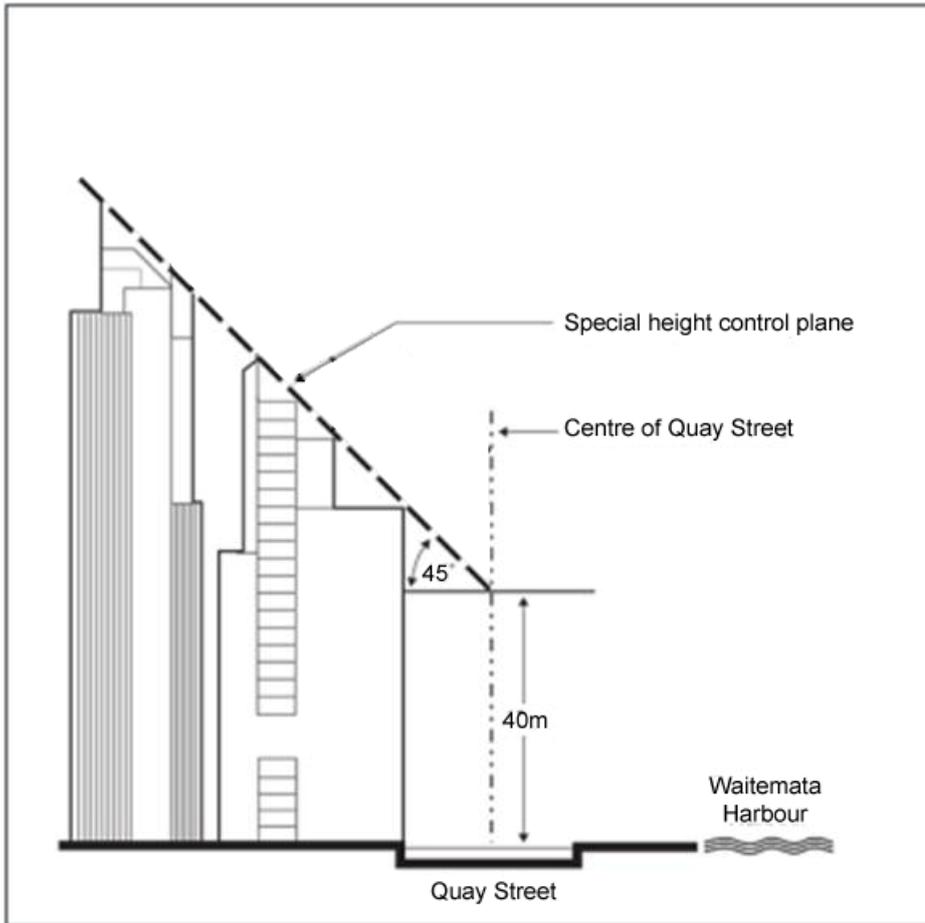
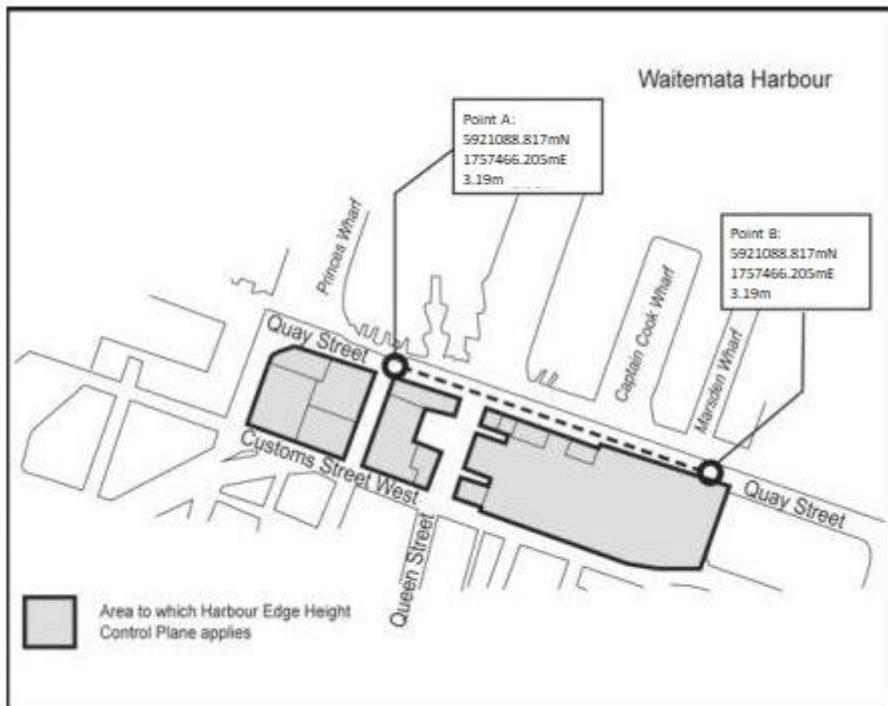


Figure H8.6.5.2 Harbour edge height control co-ordinates



H8.6.6. [Deleted]

Figure H8.6.6.1 [Deleted]

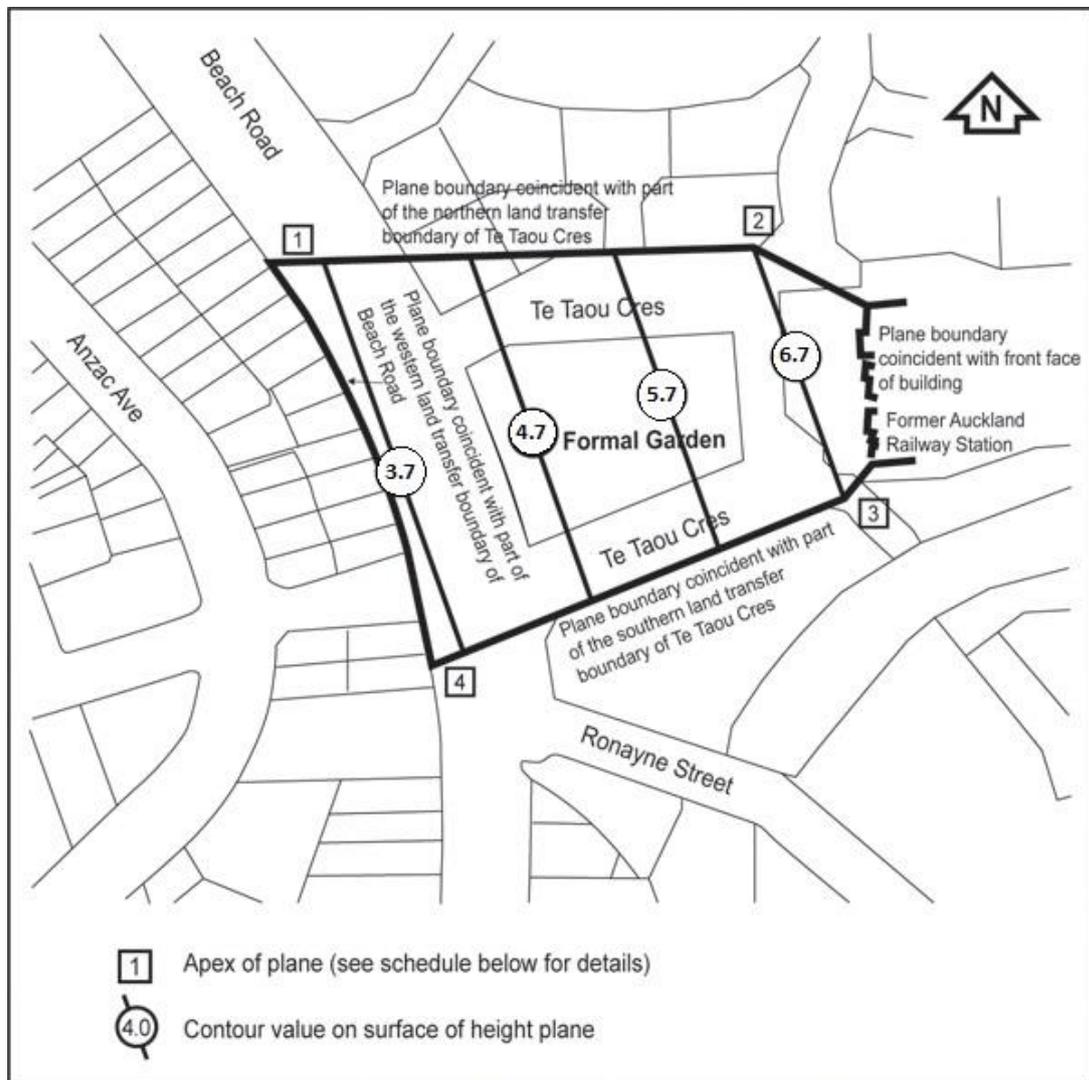
Figure H8.6.6.2 [Deleted]

H8.6.7. Railway station building and gardens view protection plane

Purpose: manage the scale of development to protect the view of the railway station buildings and gardens when viewed from Beach Road.

- (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



Note 1

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



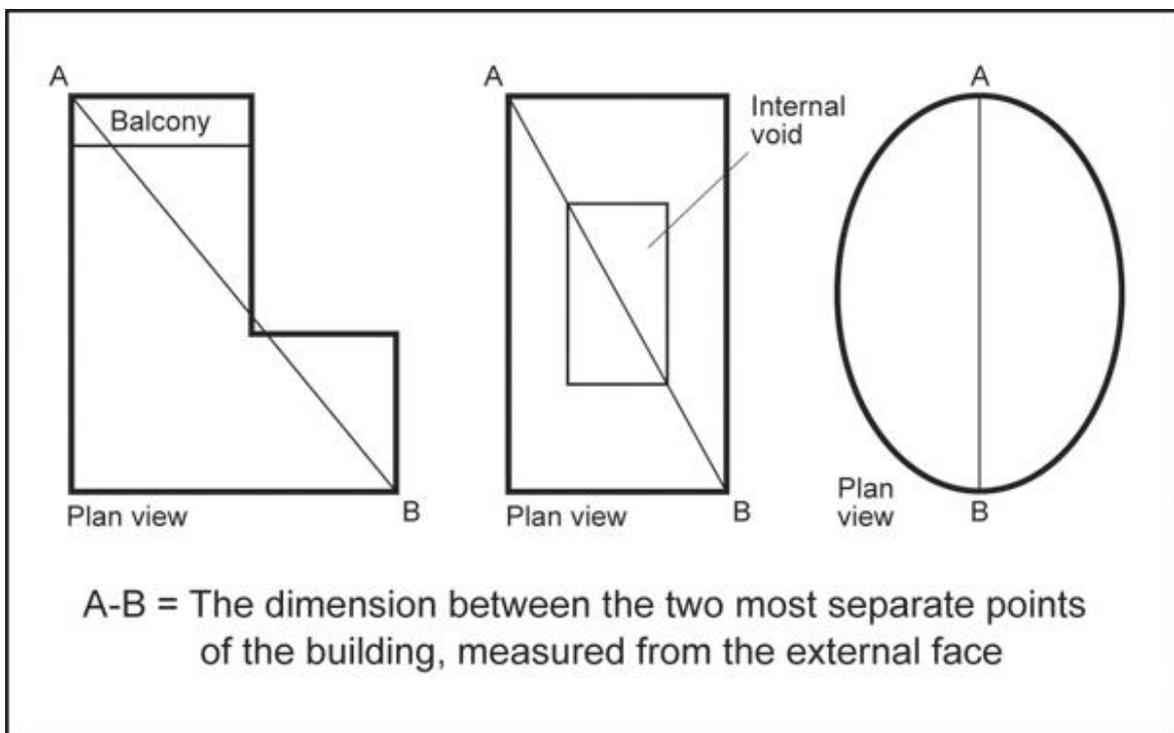
H8.6.24. Maximum tower dimension, setback from the street and tower separation in special height area (shown on Map H8.11.3)

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 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 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.

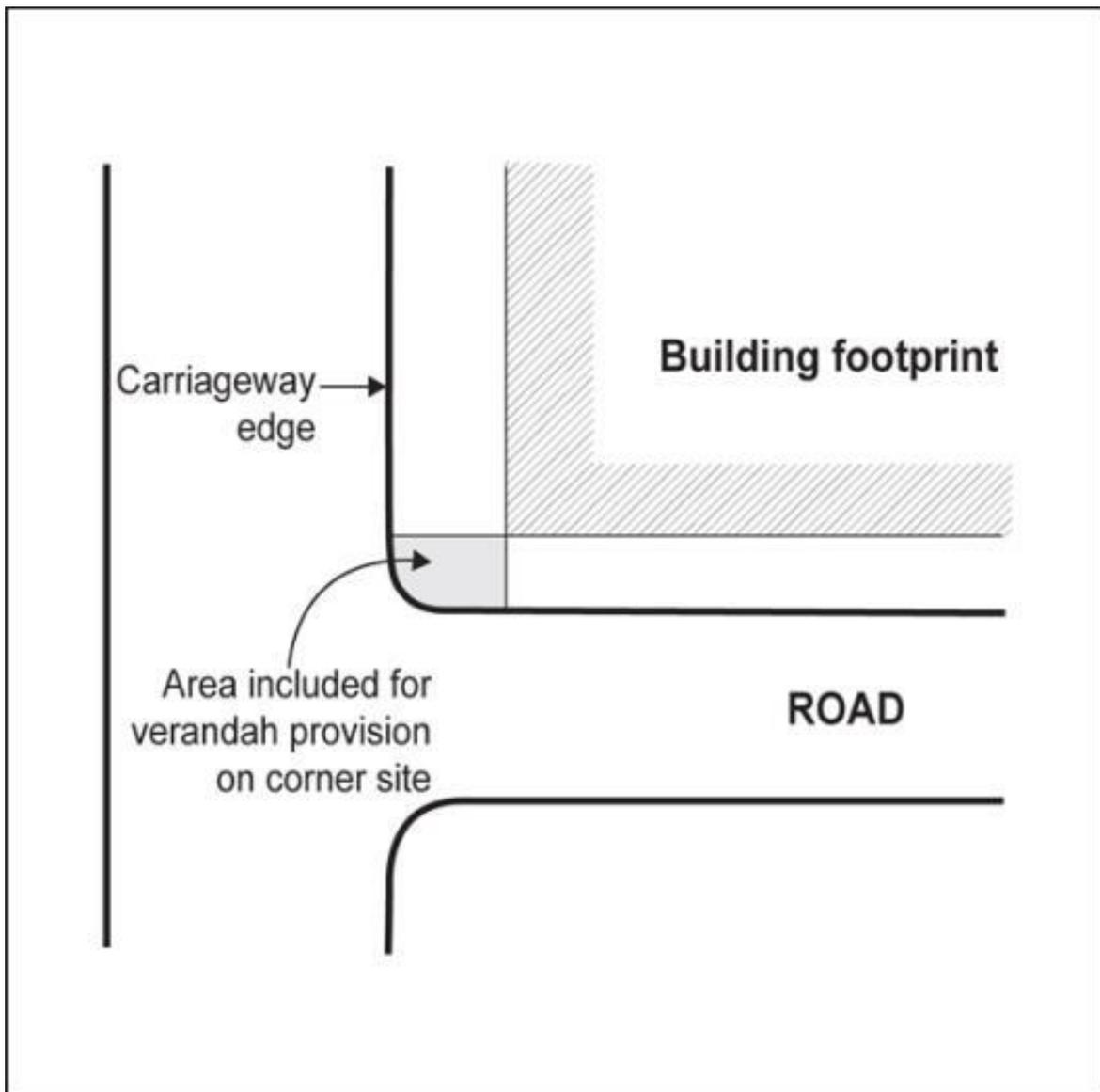
- (1) On every site identified as subject to this standard on Map H8.11.11 a new building or addition to an existing building must comply with the following:
 - (a) For boundaries which have a maximum frontage height (refer H8.6.25(2)), the set back is as stated in H8.6.25(2).
 - (b) For all other boundaries, 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

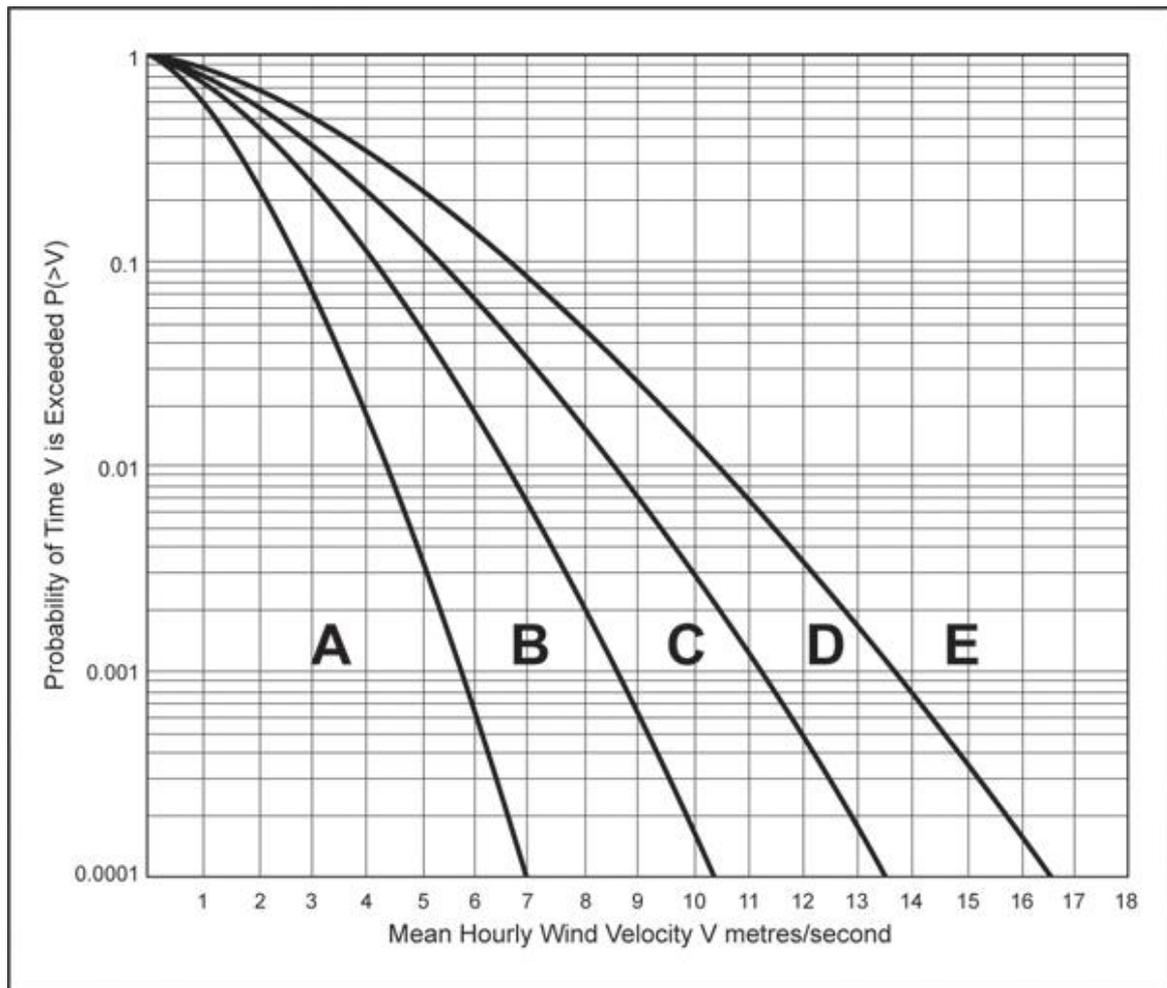
Purpose: mitigate the adverse wind effects generated by high-rise buildings.

- (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

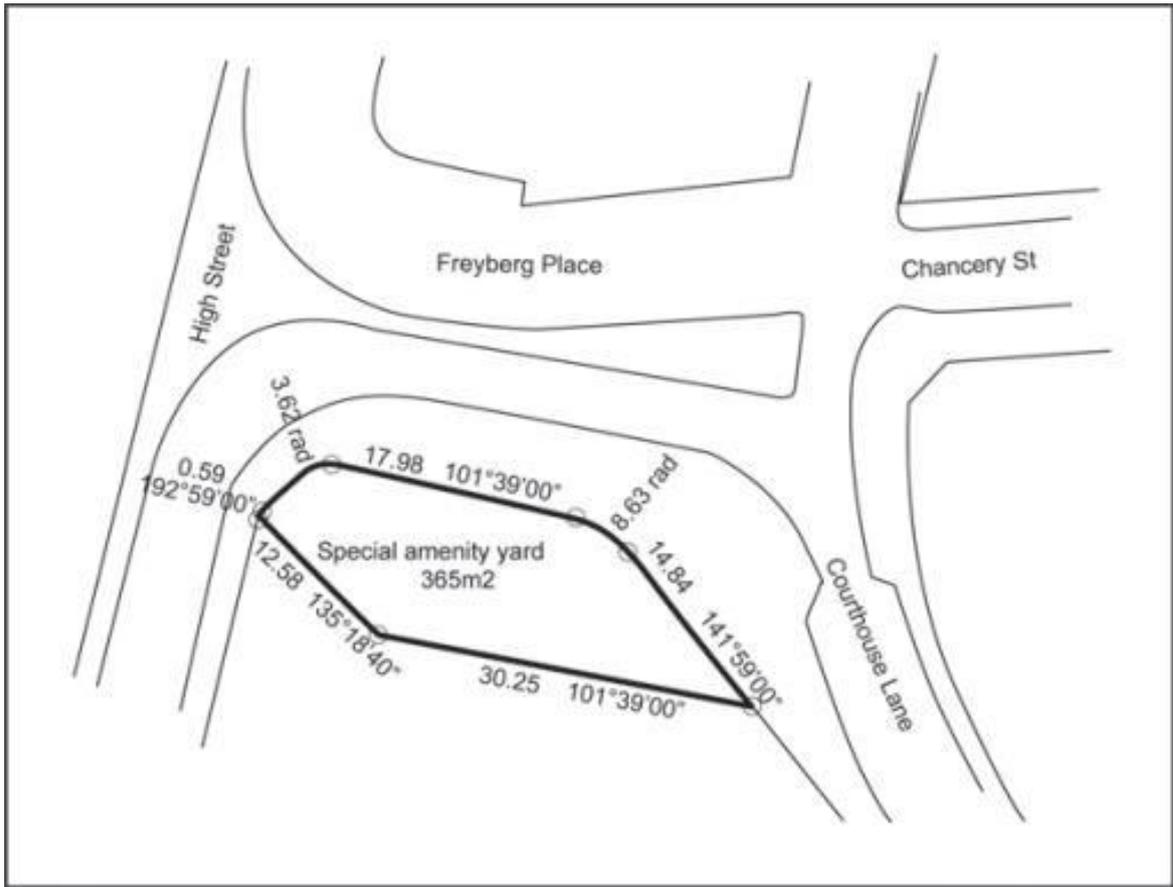


Figure H8.6.30.2 Myers Park special amenity yard

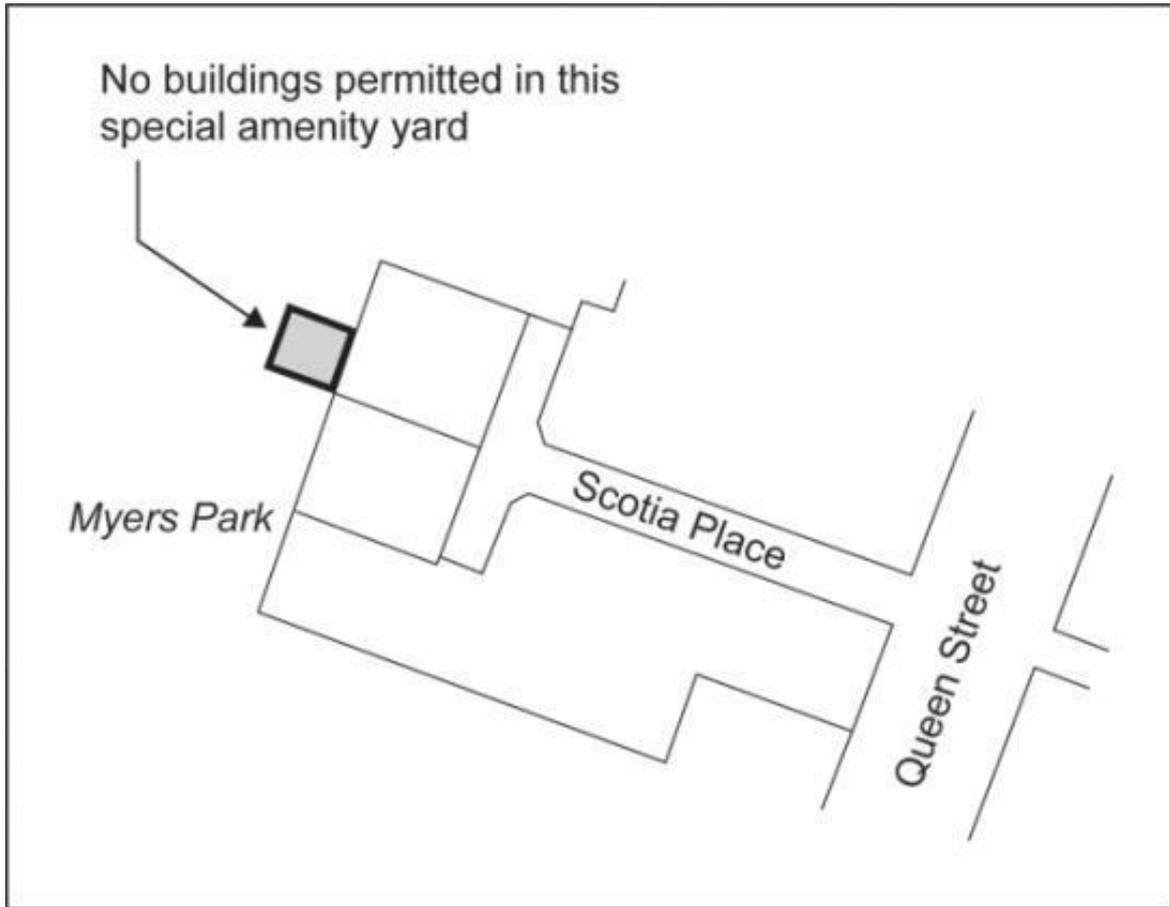


Figure H8.6.30.3 Queen Street special amenity yard

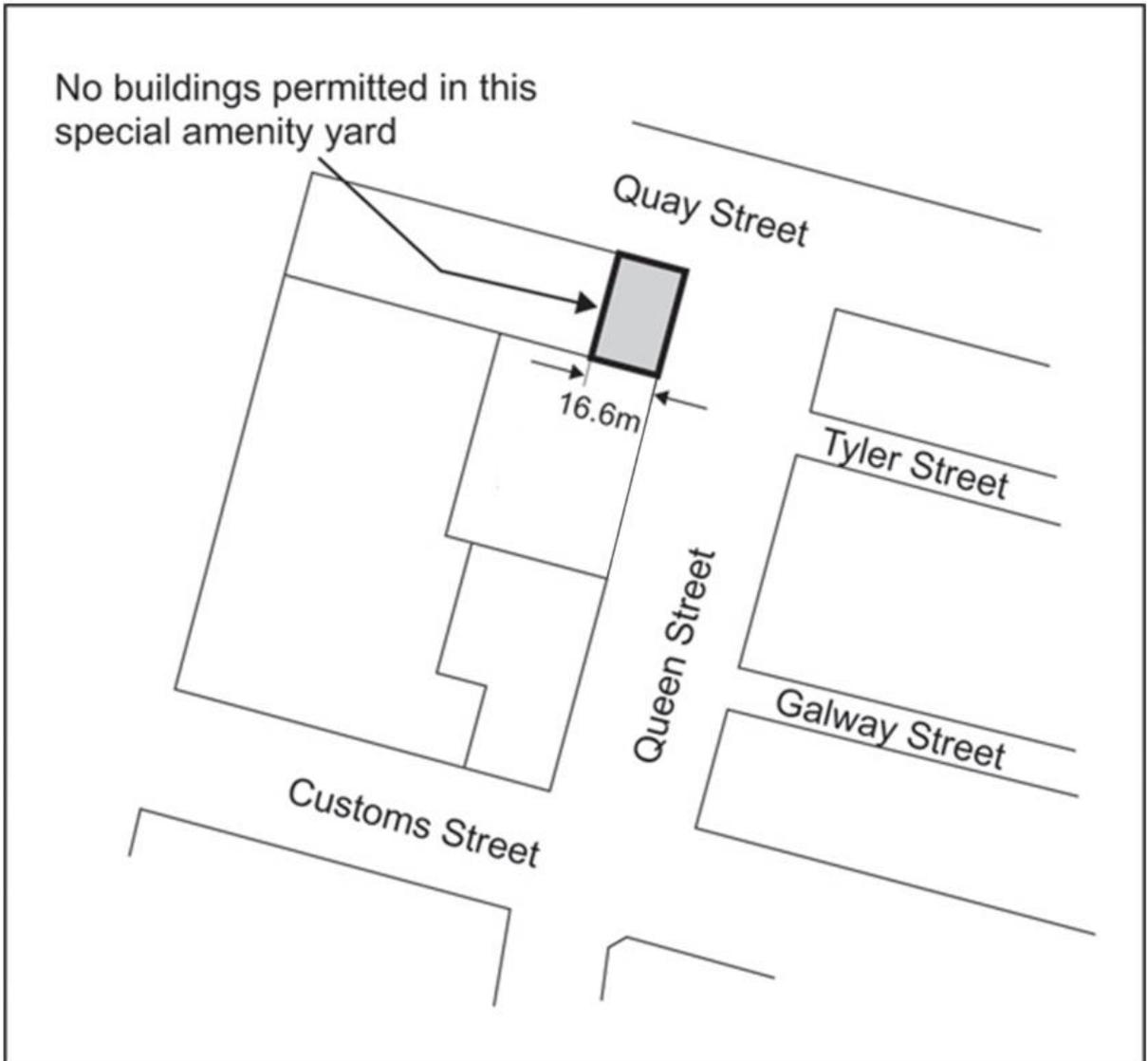
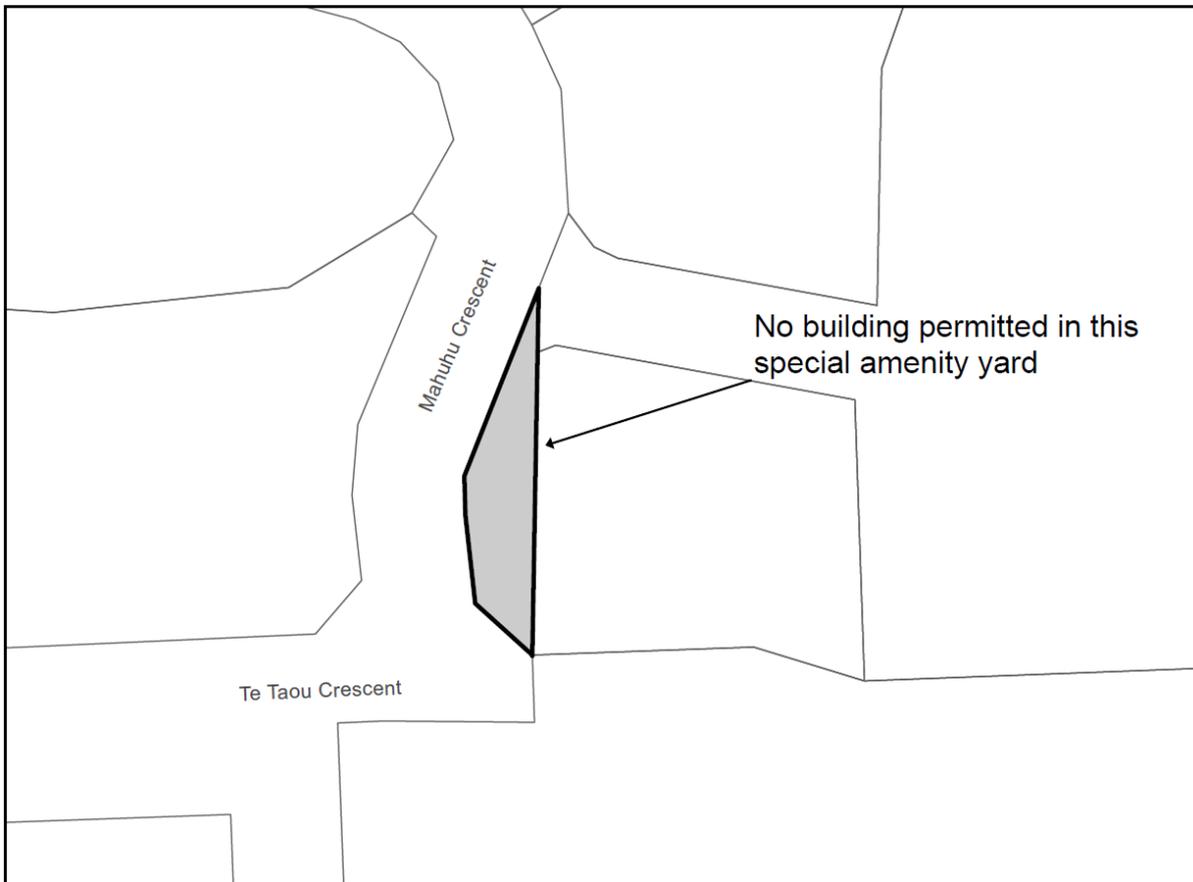


Figure H8.6.30.4 Mahuhu Crescent special amenity yard



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

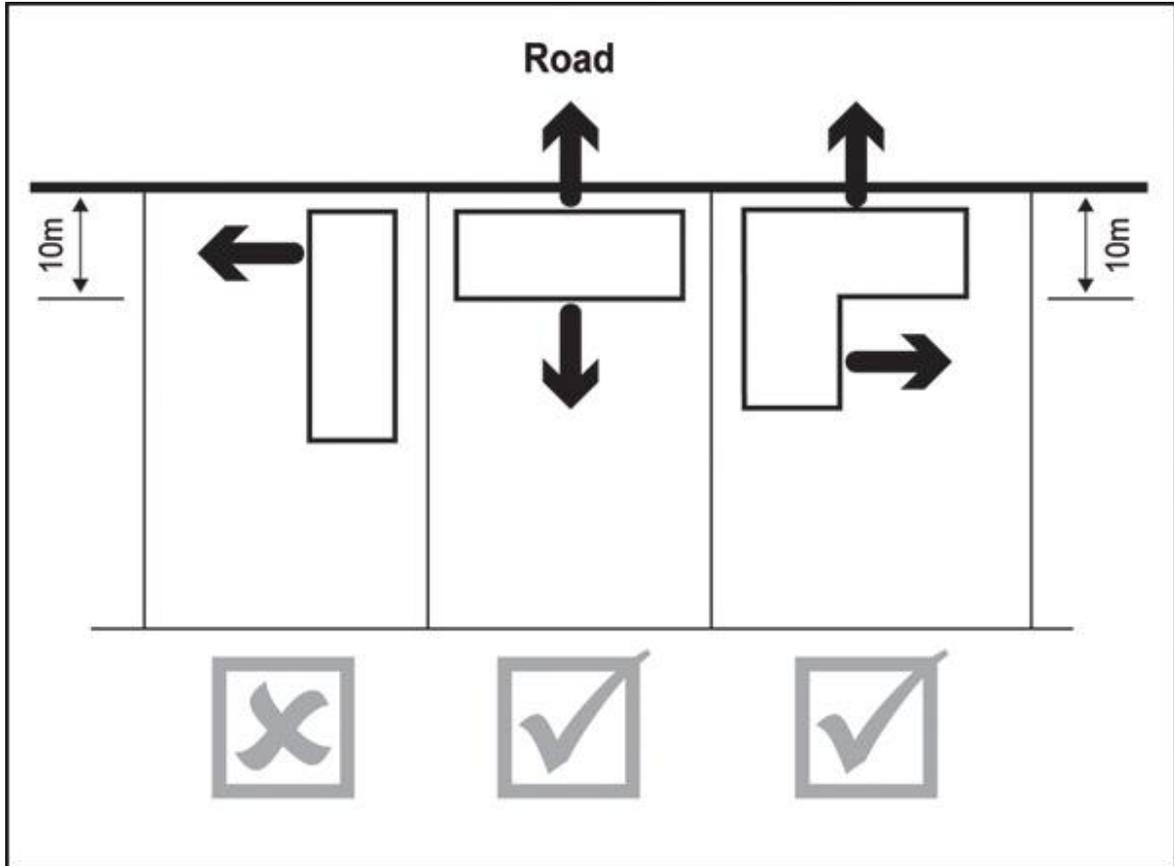


Figure H8.6.32.2 [Deleted]

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 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 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 5000m² 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 standards 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)):

- (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

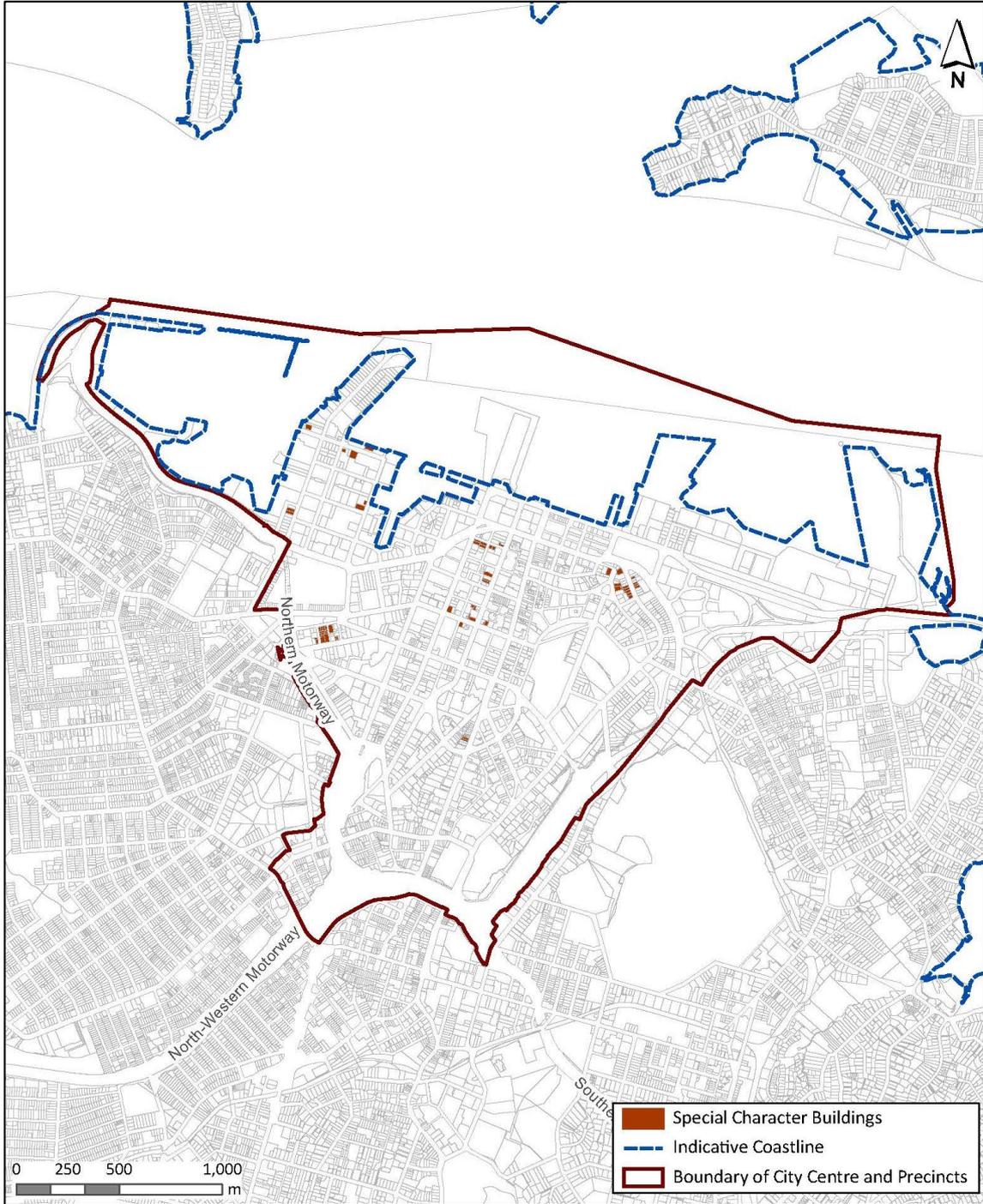
H8.10.1. Alterations and additions to buildings identified as historic heritage and special character

- (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.

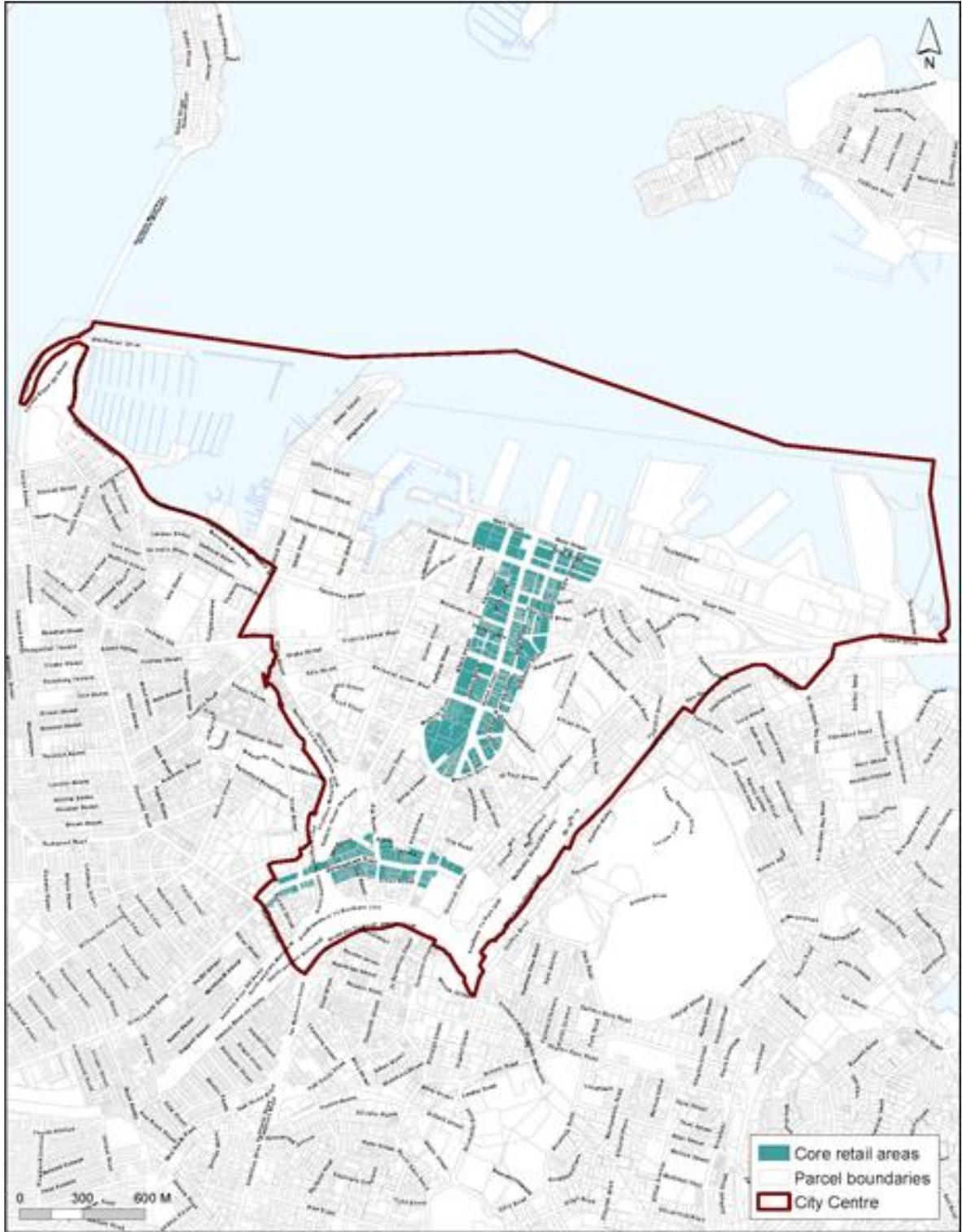
- (2) For any application for works affecting identified special character buildings, the applicant must prepare a character plan that details how the significant features of the building that contribute to streetscape amenity will be retained and enhanced. The plan must demonstrate that a programme 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

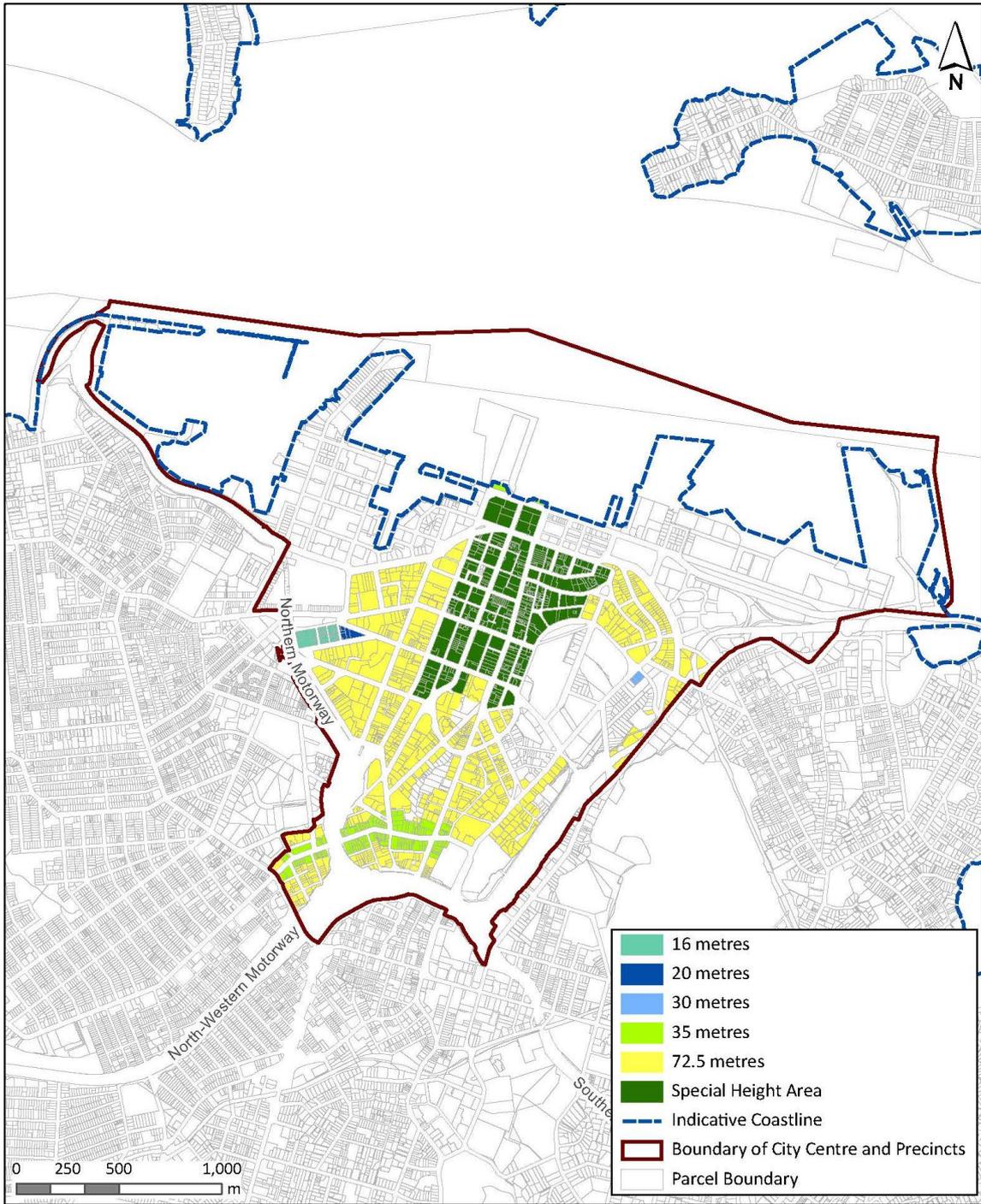
Map H8.11.1 Special character buildings



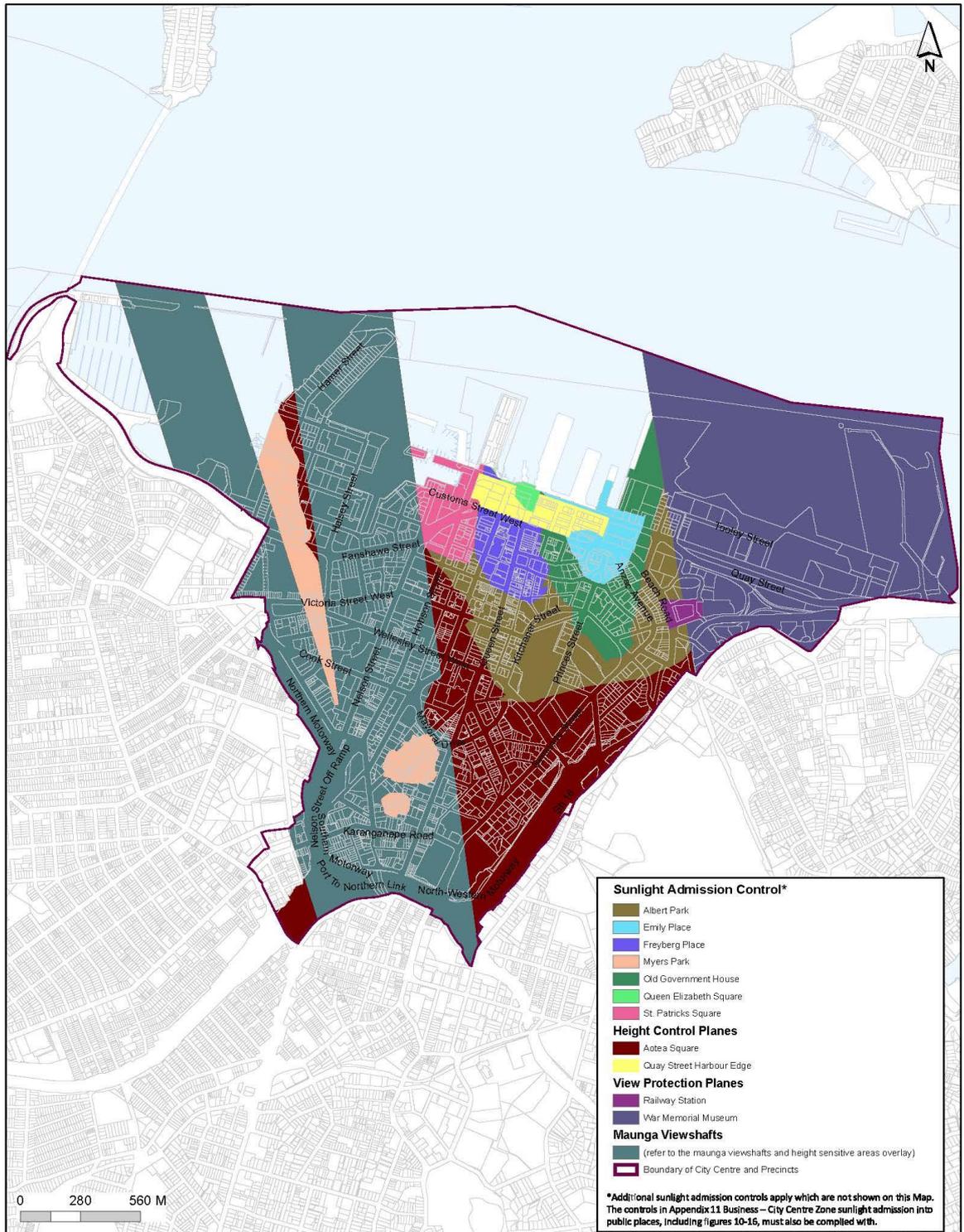
Map H8.11.2 Core retail areas



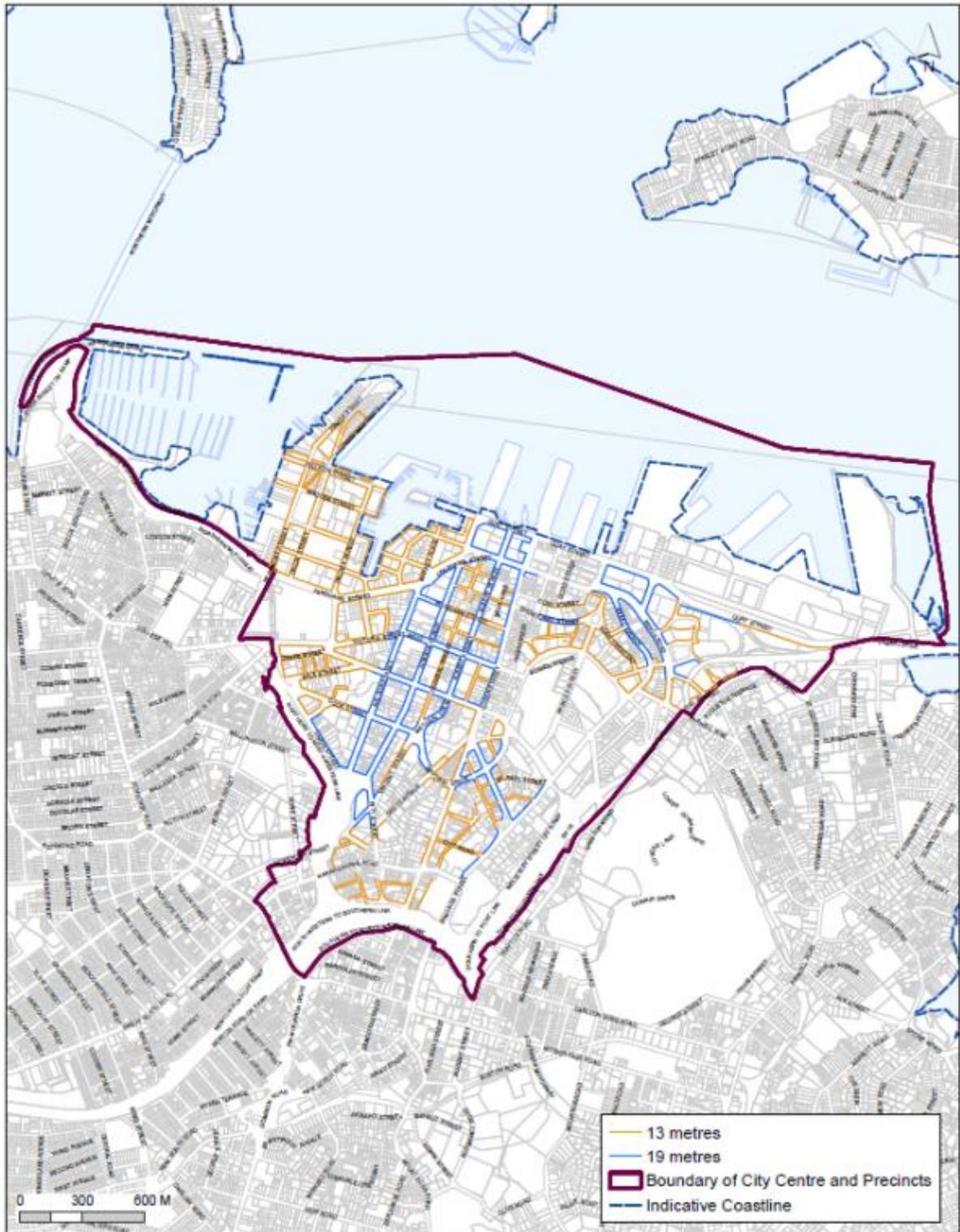
Map H8.11.3 General height controls



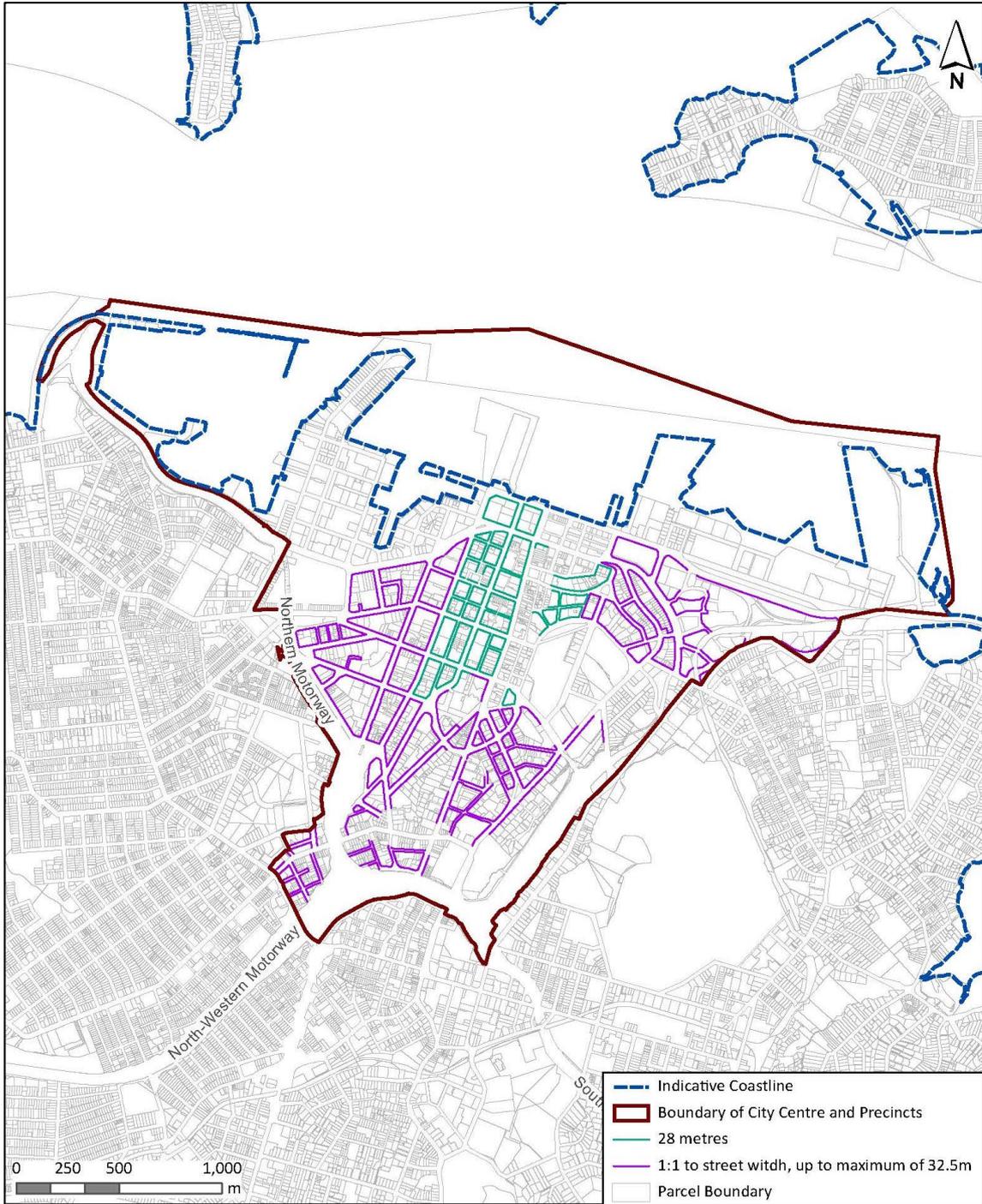
Map H8.11.4 Special height controls



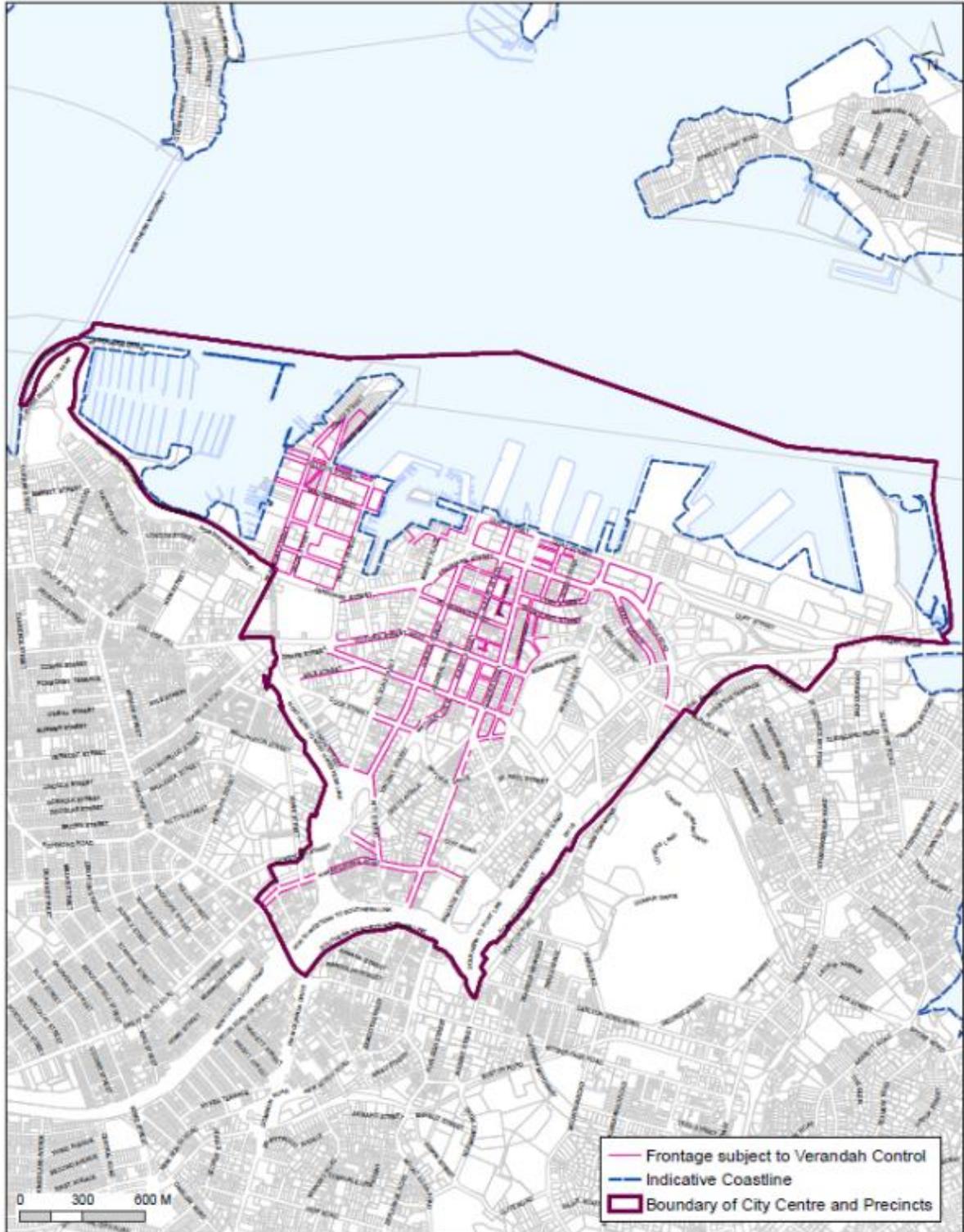
Map H8.11.5 Minimum frontage height



Map H8.11.5A Maximum frontage height



Map H8.11.6 Verandahs



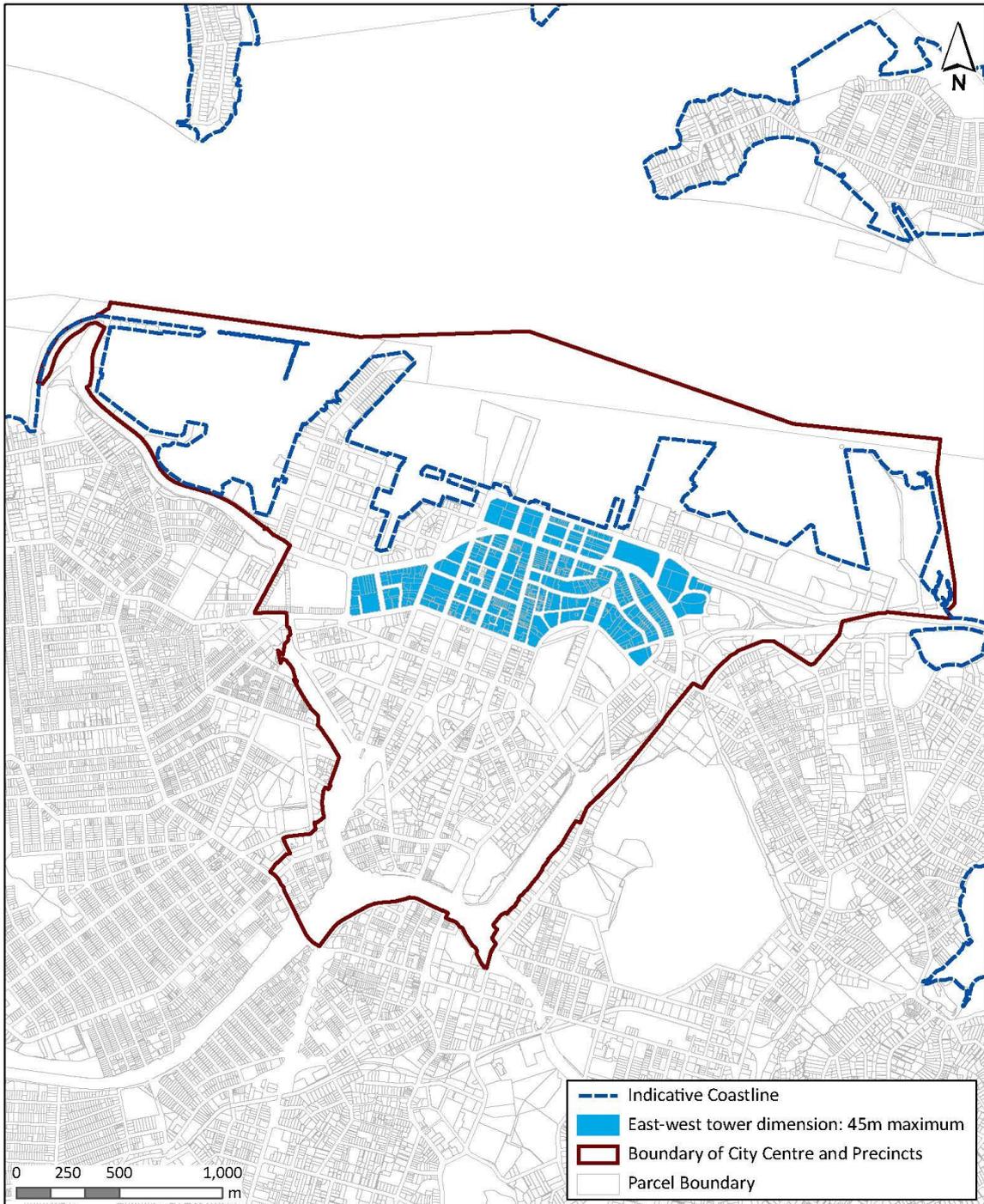
Map H8.11.7 [Deleted]

Map H8.11.7A [Deleted]

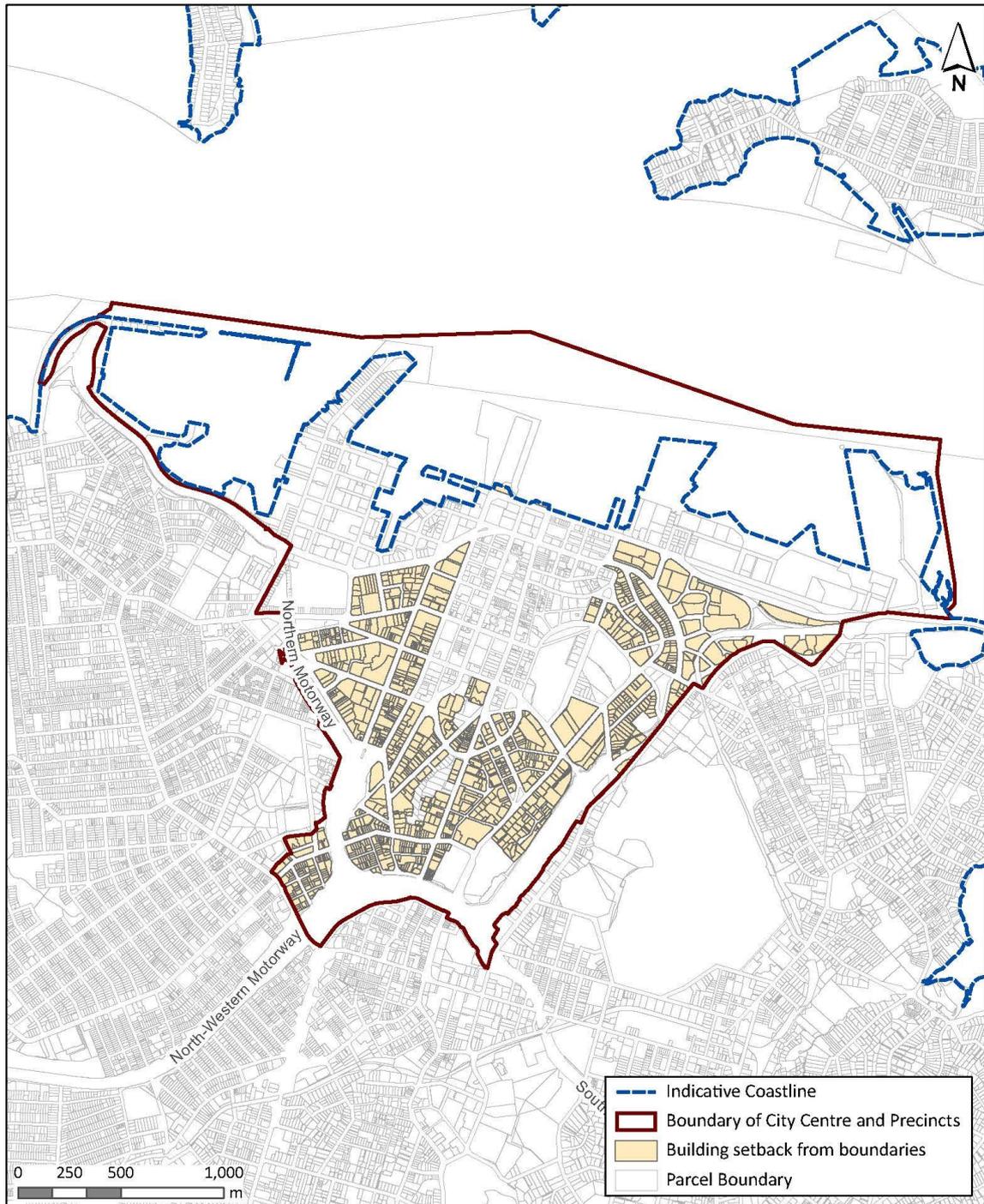
Map H8.11.8 [Deleted]

Map H8.11.9 [Deleted]

Map H8.11.10 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

