

**AUCKLAND UNITARY PLAN (OPERATIVE IN PART) – BUSINESS ZONES DEVELOPMENT CONTROLS**

☐ = Not applicable / not provided for  
**Bold underline** = new test to be inserted  
~~Strikethrough~~ = text to be deleted

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
<b>Activities</b>				
<b>General</b>				
Activities not provided for	Non-complying	Non-complying	Non-complying	Non-complying
<b>Residential</b>				
Boarding houses	Permitted	Permitted	Permitted	Permitted
Integrated residential development	☐	Permitted	Permitted	Permitted
Dwellings	Permitted	Permitted	Permitted	Permitted
Conversion of a building or part of a building to dwellings, integrated residential development, visitor accommodation or boarding houses	Restricted discretionary* <i>*excl. integrated residential development</i>	Restricted discretionary	Restricted discretionary* <i>*excl. integrated residential development</i>	Restricted discretionary* <i>*excl. integrated residential development</i>
Retirement villages	Permitted	☐	☐	☐
Supported residential care	Permitted	Permitted	Permitted	Permitted
Visitor accommodation	Permitted	Permitted	Permitted	Permitted
<b>Commerce</b>				
Commercial services	Permitted	Permitted	Permitted	Permitted
Department stores	☐	☐	Discretionary	Discretionary
Entertainment facilities	Permitted	Permitted	Permitted	Permitted
Cinemas	☐	☐	Non-complying	Non-complying
Offices	Permitted	Permitted	☐	☐
Offices within the Centre Fringe Office Control	☐	☐	Permitted	Permitted
Offices up to 500m <sup>2</sup> GFA per site	☐	☐	Permitted	Permitted
Offices greater than 500m <sup>2</sup> GFA per site	☐	☐	Discretionary	Discretionary
Retail	Permitted	Permitted	☐	☐
Retail up to 200m <sup>2</sup> GFA per tenancy	☐	☐	Permitted	Permitted
Retail greater than 200m <sup>2</sup> GFA per tenancy	☐	☐	Discretionary	Discretionary
Food and beverage	☐	☐	Permitted	Permitted
Garden centres	☐	☐	Discretionary	Discretionary
Marine retail	☐	☐	Discretionary	Discretionary
Motor vehicle sales	☐	☐	Discretionary	Discretionary
Conference facilities	Permitted	Permitted	Discretionary	Discretionary
Drive-through facilities	Non-complying	☐	☐	☐
Drive-through restaurants	☐	Restricted discretionary	Permitted	<b><u>Discretionary</u></b>

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
Service stations		Restricted discretionary	Restricted discretionary	<u>Discretionary</u>
Service stations not otherwise provided for	Non-complying			
Service stations fronting Beach Road between Ronayne St and Stanley Street	Discretionary			
Supermarkets up to 450m <sup>2</sup> GFA per tenancy			Permitted	Permitted
Supermarkets exceeding 450m <sup>2</sup> and up to 2000m <sup>2</sup> GFA per tenancy			Restricted discretionary	Restricted discretionary
Supermarkets greater than 2000m <sup>2</sup> GFA per tenancy			Discretionary	Discretionary
Trade suppliers			Discretionary	Discretionary
<b>Community</b>				
Artworks	Permitted	Permitted	Permitted	Permitted
Public amenities	Permitted			
Care centres	Permitted	Permitted	Permitted	Permitted
Community facilities	Permitted	Permitted	Permitted	Permitted
Education facilities	Permitted	Permitted	Permitted	Permitted
Emergency services	Permitted	Restricted discretionary	Restricted discretionary	Restricted discretionary
Healthcare facilities	Permitted	Permitted	Permitted	Permitted
Hospitals	Permitted	Discretionary	Discretionary	Discretionary
Justice facilities		Permitted	Discretionary	Discretionary
Information facilities	Permitted			
Recreation facilities	Permitted	Permitted	Permitted	Permitted
Major recreation facilities	Permitted			
Tertiary education facilities	Permitted	Permitted	Permitted	Permitted
<b>Industry</b>				
Industrial activities		Non-complying	Non-complying	
Industrial laboratories	Permitted	Permitted	Permitted	<u>Discretionary</u>
Light manufacturing and servicing		Permitted	Permitted	<u>Discretionary</u>
Manufacturing	Permitted			
Repair and maintenance services	Permitted	Permitted	Permitted	<u>Discretionary</u>
Storage and lock-up facilities		Discretionary	Discretionary	Discretionary
Waste management facilities		Non-complying	Non-complying	Non-complying
Warehousing and storage	Permitted	Permitted	Permitted	<u>Discretionary</u>
<b>Mana Whenua</b>				
Marae complex	Permitted	Permitted	Permitted	Permitted
<b>Development</b>				
New buildings	Restricted discretionary	Restricted discretionary	Restricted discretionary	Restricted discretionary
Demolition of buildings	Controlled	Controlled	Permitted	Permitted
Minor cosmetic alterations	Permitted	-		
Internal alterations	Permitted	Permitted	Permitted	Permitted

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
External alterations and additions to a special character building within the Queen Street Valley precinct not otherwise provided for	Restricted discretionary			
Alterations to building facades that are less than 25m <sup>2</sup>		Permitted	Permitted	
Additions to buildings that are less than: <ul style="list-style-type: none"> <li>• 25 percent of the existing gross floor area of the building; or</li> <li>• 250m<sup>2</sup></li> </ul> whichever is the lesser		Permitted	Permitted	
Alterations and additions not otherwise provided for	Restricted discretionary	Restricted discretionary	Restricted discretionary	Restricted discretionary
Total or substantial demolition or any demolition of the front facade of a special character building	Restricted discretionary			
Activities not provided for	Non-complying			
Buildings not complying with Standard H8.6.3 Admission of sunlight to public places	Non-complying			
Buildings not complying with Standard H8.6.4 Aotea Square height control plane	Non-complying			
Buildings not complying with Standard H8.6.5 Harbour edge height control plane or Standard H8.6.6 Exception to the harbour edge height control	Discretionary			
Buildings not complying with Standard H8.6.7 Railway station building and gardens view protection plane	Non-complying			
A building that exceeds the basic floor area ratio specified for the site without providing a bonus feature	Non-complying			
A building that exceeds the maximum total floor area ratio in Standard H8.6.21 Maximum total floor area ratio	Non-complying			
Development that does not comply with Standard IX.6.2 or Standard IX.6.3				<b><u>Non-complying</u></b>
Development that does not comply with Standard IX.6.4				<b><u>Restricted discretionary</u></b>
<b>Transport</b>				
<b><u>Parking which is an accessory activity and complies with Standard IX.6.9</u></b>				<b><u>Permitted</u></b>

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change																														
<b>Parking which is an accessory activity and does not comply with Standard IX.6.9</b>				<b>Restricted discretionary</b>																														
<b>Vehicle access</b>				<b>Restricted discretionary</b>																														
<b>Standards</b>																																		
Retail	<i>Activity</i>	<i>Activity status</i>																																
	Retail (excluding department stores and integrated shopping malls) less than 1000m <sup>2</sup> gross floor area per site	P																																
	Retail (excluding department stores and integrated shopping malls) between 1000m <sup>2</sup> and 5000m <sup>2</sup> gross floor area per site	RD																																
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Activities within 30m of a residential zone		Restricted discretionary activities: <ul style="list-style-type: none"> <li>bars and taverns;</li> <li>drive-through restaurants;</li> <li>outdoor eating areas accessory to restaurants;</li> <li>entertainment facilities;</li> <li>child care centres; and</li> <li>animal breeding and boarding</li> </ul>	Restricted discretionary activities: <ul style="list-style-type: none"> <li>bars and taverns;</li> <li>drive-through restaurants;</li> <li>outdoor eating areas accessory to restaurants;</li> <li>entertainment facilities;</li> <li>child care centres; and</li> <li>animal breeding and boarding</li> </ul>	Restricted discretionary activities: <ul style="list-style-type: none"> <li>bars and taverns;</li> <li>drive-through restaurants;</li> <li>outdoor eating areas accessory to restaurants;</li> <li>entertainment facilities;</li> <li>child care centres; and</li> <li>animal breeding and boarding</li> </ul>																														
Building height	Height controls apply – refer Map H8.11.3	72.5m (unless subject to variation control)	16m occupiable 18m total (check variation control)	<table border="1"> <thead> <tr> <th>Height Area on Precinct Plan 1</th> <th>Maximum Height<sup>1</sup></th> </tr> </thead> <tbody> <tr> <td><b>A</b></td> <td><b>55m</b></td> </tr> <tr> <td><b>B</b></td> <td><b>29m</b></td> </tr> <tr> <td><b>C</b></td> <td><b>35m</b></td> </tr> <tr> <td><b>D</b></td> <td><b>0m</b></td> </tr> </tbody> </table>	Height Area on Precinct Plan 1	Maximum Height <sup>1</sup>	<b>A</b>	<b>55m</b>	<b>B</b>	<b>29m</b>	<b>C</b>	<b>35m</b>	<b>D</b>	<b>0m</b>																				
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Admission of sunlight to public places	Buildings within a defined sunlight admission cone must not exceed the relevant height standards.																																	
Aotea Square height control plane	Buildings within the Aotea Square height control plane must not exceed the relevant height standards.																																	
Harbour edge height control plane	Buildings within the Harbour Edge height control plane must not exceed the relevant height standards.																																	
Exception to the harbour edge height control plane	Buildings exceeding the Harbour Edge height control plane must be compensated for by equivalent open space corridors running north-south through the site.																																	
Railway station building and gardens view protection plane	Buildings within the Railway Station protection plane must not exceed the relevant height standards.																																	
Height in Relation to Boundary		<table border="1"> <thead> <tr> <th>Adjacent Zoning</th> <th>Plane<sup>2 2</sup></th> <th>Adjacent Zoning</th> <th>Plane<sup>3</sup></th> <th>Adjacent Zoning</th> <th>Plane<sup>4</sup></th> </tr> </thead> <tbody> <tr> <td>SH or MHS</td> <td>2.5m + 45°</td> <td>SH or MHS</td> <td>2.5m + 45°</td> <td>SH or MHS</td> <td>2.5m + 45°</td> </tr> <tr> <td>MHU</td> <td>3m + 45°</td> <td>MHU</td> <td>3m + 45°</td> <td>MHU</td> <td>3m + 45°</td> </tr> <tr> <td>THAB or MU or GB</td> <td>8m + 60°</td> <td>THAB</td> <td>8m + 60°</td> <td>THAB</td> <td>8m + 60°</td> </tr> <tr> <td>SP Maori or School</td> <td>6m + 45°</td> <td>SP Maori or School</td> <td>6m + 45°</td> <td>SP Maori or School</td> <td>6m + 45°</td> </tr> </tbody> </table>	Adjacent Zoning	Plane <sup>2 2</sup>	Adjacent Zoning	Plane <sup>3</sup>	Adjacent Zoning	Plane <sup>4</sup>	SH or MHS	2.5m + 45°	SH or MHS	2.5m + 45°	SH or MHS	2.5m + 45°	MHU	3m + 45°	MHU	3m + 45°	MHU	3m + 45°	THAB or MU or GB	8m + 60°	THAB	8m + 60°	THAB	8m + 60°	SP Maori or School	6m + 45°	SP Maori or School	6m + 45°	SP Maori or School	6m + 45°		
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<sup>1</sup> Measured from the 'George Street Datum', which is set at a point along the George Street frontage (RL65.7)

<sup>2</sup> Plane only extends for a 30m depth into sites

<sup>3</sup> Plane is taken from the opposite side of the road where adjacent zoned site is on the opposite side of road

<sup>4</sup> Plane is taken from the opposite side of the road where adjacent zoned site is on the opposite side of road

	City Centre (CC)			Metropolitan Centre (MC)		Mixed Use (MU)		Proposed Plan Change	
				Buildings on north boundary of OS	8.5m + 45°	Open Space	8.5m + 45°	Open Space	8.5m + 45°
				Buildings on south, east or west boundary of OS	16.5m + 45°	Buildings on south boundary of OS	16.5m + 45°	Buildings on south boundary of OS	16.5m + 45°
Building in relation to boundary		Angle or rise	Angle or rise						
	No. 1	45°	70°						
	No. 2	35°	50°						
	No. 3	25°	35°						
	No. 4	15°	20°						
Rooftops	Rooftop projections must be contained within a maximum of three structures. Does not apply where roof space contributes to GFA.								
Building Setback at Upper Floors				6m setback above 32.5m height	Opposite residential zone = 6m setback above 18m height Opposite other = 6m setback above 27m height		Opposite residential zone = 6m setback above 18m height Opposite other = 6m setback above 27m height		
Basic floor area ratio	Buildings must not exceed the specified basic floor area for the site.								
Bonus floor area ratio	Bonus floor area is available where development incorporates one or more of the listed features.								
Maximum total floor area	Basic floor area plus the accommodation of any bonus must not exceed the maximum total floor area as it applies to a site.								
Maximum Tower Dimension and Separation	For sites within a special height area: <ul style="list-style-type: none"> <li>Max plan dimension above 28m height = 50m</li> <li>Part above 28m must be set back 6m from all boundaries</li> </ul>			Max plan dimension above 32.5m height = 55m Part above 32.5m must be set back 6m from side and rear boundaries	Max plan dimension above 27m height = 55m Part above 27m must be set back 6m from side and rear boundaries		<b><u>Max plan dimension above 5m height (measured from George Street Datum (RL65.7) = 55m</u></b> <b><u>Part above 5m must be set back 10m when located in Height Areas B and C</u></b>		
Building frontage alignment and height	For sites subject to the minimum frontage height control, either: <ul style="list-style-type: none"> <li>Minimum contiguous height of 19m for a minimum depth of 6m from the frontage; or</li> <li>Minimum contiguous height of 13m for a minimum depth of 6m from the frontage.</li> </ul>								
<b><u>Setback from neighbouring sites</u></b>							<ul style="list-style-type: none"> <li><b><u>Height Area B = part above 5m must be set back 6m from precinct boundaries</u></b></li> <li><b><u>Part above 4m must be set back 4m from boundary with 8 Clayton Street</u></b></li> </ul>		
Streetscape improvement and landscaping	<ul style="list-style-type: none"> <li>Sites subject to the frontage standard must provide the specified minimum landscaped area.</li> <li>No buildings, parking or manoeuvring areas to be located within 3m of the street frontage.</li> </ul>								
Verandahs	Sites subject to the verandah control must provide a continuous verandah along the full width of the building frontage.								
<b><u>Plaza</u></b>							<ul style="list-style-type: none"> <li><b><u>A pedestrian plaza shall be provided within Height Area D and will incorporate the pedestrian connections required by IX.6.3 as shown on George Street Precinct Plan 2.</u></b></li> <li><b><u>Minimum area of 700m<sup>2</sup> and minimum dimension of 20m</u></b></li> </ul>		
<b><u>Pedestrian connections</u></b>							<ul style="list-style-type: none"> <li><b><u>Between Clayton Street and George Street</u></b></li> <li><b><u>Between Morgan Street and the pedestrian plaza</u></b></li> <li><b><u>Shall be publicly accessible between 7am and 11pm</u></b></li> </ul>		
<b><u>Staged delivery of plaza and</u></b>							<ul style="list-style-type: none"> <li><b><u>Pedestrian plaza to be completed before any</u></b></li> </ul>		

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
<u>pedestrian connections</u>				<p><b>building in Height Area A exceeding 5m in height is occupied.</b></p> <ul style="list-style-type: none"> <li>• <b>Pedestrian connection between Clayton Street and George Street to be completed before any building in Height Area A exceeding 5m in height is occupied, or before any buildings in Height Areas B and C exceeding 5m in height are occupied, whichever is the earlier.</b></li> <li>• <b>Pedestrian connection between Morgan Street and the pedestrian plaza before any buildings in Height Areas C exceeding 5m in height is occupied.</b></li> </ul>
Minimum floor to floor height	<p>For new buildings:</p> <ul style="list-style-type: none"> <li>• Ground floor = minimum 4.5m for a minimum depth of 10m where adjoining a street or public open space</li> <li>• Above ground floor = minimum 3.6m when accommodating non-residential activities.</li> </ul>			
Residential at Ground Floor		Dwellings must not locate on ground floor where the dwelling has frontage to public open spaces, including streets		
<u>Residential along active edges</u>				<b>Dwellings must not locate on ground floor within the frontages to streets and internal open spaces marked as 'active edges' on the George Street Precinct Plan 2.</b>
Glare	Reflectivity of external surfaces of buildings not to exceed 20 per cent of white light			
Yards	A building must not be at or above ground level within the identified special amenity yards	<p>Side and rear = 3m where adjoining Residential or SP – Maori zone, and planted along the full extent for a depth of 3m</p> <p>Riparian = 10m</p> <p>Lakeside = 30m</p> <p>Coastal = 25m, or otherwise stated</p>		<p><b>Front yard with George Street = 4m</b></p> <p>Side and rear = 3m where adjoining Residential or SP – Maori zone, and planted along the full extent for a depth of 3m</p> <p>Riparian = 10m</p> <p>Lakeside = 30m</p> <p>Coastal = 25m, or otherwise stated</p>
Landscaping (Riparian etc. excluded)		2m deep buffer required along street frontage where car parking, loading or service areas are visible from street (excluding access)		
Maximum impervious area in the riparian yard		Maximum 10 percent		
Wind	New building greater than 25m in height must meet standards			
Street sightlines	Buildings or structures must not locate within the sightlines identified in Appendix 9 Business – City Centre Zone sight lines			
Outlook Space	Principal living areas = dimensions depend on height Bedrooms = 6m measured perpendicular to face		Principal living rooms = 6m depth x 4m width All other habitable rooms = 3m depth x 3m width	
Minimum Dwelling Size	Studio = 35m <sup>2</sup> but can be reduced by 5m <sup>2</sup> where a 5m <sup>2</sup> outdoor space is provided 1+ bedroom = 50m <sup>2</sup> but can be reduced by 8m <sup>2</sup> where an 8m <sup>2</sup> outdoor space is provided		Studio = 30m <sup>2</sup> net internal floor area 1+ bedroom = 45m <sup>2</sup> net internal floor area	
<u>Number of carparking spaces</u>				<b>Maximum 500 spaces within George Street Precinct.</b>
<b>Matters of Control</b>				
Demolition of buildings	<ul style="list-style-type: none"> <li>• Pedestrian amenity and safety;</li> <li>• Reuse of building materials;</li> <li>• Site condition post-demolition; and</li> <li>• Traffic generation.</li> </ul>	<ul style="list-style-type: none"> <li>• Measures required to manage potential adverse effects on the quality and amenity of adjoining streets and public open spaces including pedestrian safety and protection from the weather; and</li> <li>• Measures required to manage potential adverse traffic effects on the surrounding transport</li> </ul>		

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
		network		
The use or transfer of historic heritage and special character floor space for bonus floor area	Recording the use/transfer of floor space on the certificate of title			
<b>Assessment Criteria</b>				
Demolition of buildings	<p>Pedestrian amenity and safety:</p> <ul style="list-style-type: none"> <li>whether temporary hard or landscaped edge is provided along the site boundaries</li> <li>design of edge treatments with respect to graffiti and vandalism</li> </ul> <p>Reuse of building materials</p> <p>Site condition post-demolition:</p> <ul style="list-style-type: none"> <li>The extent of landscaping where the site is not redeveloped; and</li> <li>Whether the site will be used for parking (temporary or permanent)</li> </ul> <p>Traffic generation:</p> <ul style="list-style-type: none"> <li>Hours of operation</li> <li>Frequency and timing of truck movements</li> <li>Location of vehicle access</li> </ul>	<ul style="list-style-type: none"> <li>The visual quality and interest of streets and other public open spaces; and</li> <li>Pedestrian amenity, movement, safety and convenience for people of all ages and abilities.</li> </ul>		
The use or transfer of historic heritage and special character floor space for bonus floor area	Recording the use/transfer of floor space on the certificate of title			
<b>Matters of Discretion</b>				
Drive-through restaurants:		<ul style="list-style-type: none"> <li>Compatibility, including scale and intensity of development and effects of operation</li> <li>Design and location of parking, vehicle access and servicing arrangements on visual amenity</li> <li>Location, design and management of storage and servicing facilities on residential amenity values</li> <li>the functional requirements of the activity</li> </ul>		
Activities within 30m of a residential zone, emergency services and service stations		<ul style="list-style-type: none"> <li>Compatibility, including scale and intensity of development and effects of operation</li> <li>Design and location of parking, vehicle access and servicing arrangements on visual amenity</li> <li>Location, design and management of storage and servicing facilities on residential amenity values</li> <li>The functional requirements of the activity</li> </ul>	<ul style="list-style-type: none"> <li>Compatibility, including scale and intensity of development and effects of operation on amenity</li> <li>Design and location of parking, vehicle access and servicing arrangements on visual amenity</li> <li>Location, design and management of storage and servicing facilities on residential amenity values</li> <li>The functional requirements of the activity</li> </ul>	
Supermarkets greater than 450m <sup>2</sup> and up to 2000m <sup>2</sup> :			<ul style="list-style-type: none"> <li>Compatibility, including scale and intensity of development arising from the numbers of people and/or vehicles on amenity</li> <li>Design and location of parking, vehicle access and servicing arrangements on visual amenity and pedestrian safety</li> <li>The size, composition and characteristics of activities proposed on the function, role and amenity of other centre zones</li> <li>The functional requirements of the activity</li> </ul>	
New buildings and external alterations and additions to buildings not otherwise provided for	<ul style="list-style-type: none"> <li>Building design and external appearance;</li> <li>Form and design of buildings adjoining historic heritage places;</li> <li>Design of parking, access and servicing;</li> <li>Design and layout of dwellings, visitor accommodation and boarding houses; and</li> <li>Functional requirements;</li> </ul>	<ul style="list-style-type: none"> <li>Design and appearance of buildings: <ul style="list-style-type: none"> <li>contribution to public space;</li> <li>the maintenance or enhancement of pedestrian amenity</li> <li>provision of access between the street and building</li> <li>measures for limiting adverse visual effects of blank walls</li> <li>screening of car parking and service areas from the view of public space</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Design and appearance of buildings: <ul style="list-style-type: none"> <li>contribution to public space;</li> <li>the maintenance or enhancement of pedestrian amenity</li> <li>provision of access between the street and building</li> <li>measures for limiting adverse visual effects of blank walls</li> <li>screening of car parking and service areas from the view of public space</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Design and appearance of buildings: <ul style="list-style-type: none"> <li>contribution to public space;</li> <li>the maintenance or enhancement of pedestrian amenity</li> <li>provision of access between the street and building</li> <li>measures for limiting adverse visual effects of blank walls</li> <li>screening of car parking and service areas from the view of public space</li> </ul> </li> </ul>

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
		<ul style="list-style-type: none"> <li>Flexibility of floor to floor heights</li> <li>Extent of glazing on walls fronting public streets and spaces: <ul style="list-style-type: none"> <li>attractiveness and pleasantness of the public space</li> <li>degree of visibility</li> <li>opportunities for passive surveillance</li> </ul> </li> <li>Provision of verandahs to provide weather protection</li> <li>Application of CPTED principles</li> <li>Effects of new roads/service lanes</li> <li>Effects of landscaping on amenity of public spaces</li> <li>Stormwater management</li> <li>Functional requirements of the activity</li> </ul>	<ul style="list-style-type: none"> <li>Flexibility of floor to floor heights</li> <li>Extent of glazing on walls fronting public streets and spaces: <ul style="list-style-type: none"> <li>attractiveness and pleasantness of the public space</li> <li>degree of visibility</li> <li>opportunities for passive surveillance</li> </ul> </li> <li>Provision of verandahs to provide weather protection</li> <li>Application of CPTED principles</li> <li>Effects of new roads/service lanes</li> <li>Effects of landscaping on amenity of public spaces</li> <li>Stormwater management</li> <li>Functional requirements of the activity</li> </ul>	<ul style="list-style-type: none"> <li>Flexibility of floor to floor heights</li> <li>Extent of glazing on walls fronting public streets and spaces: <ul style="list-style-type: none"> <li>attractiveness and pleasantness of the public space</li> <li>degree of visibility</li> <li>opportunities for passive surveillance</li> </ul> </li> <li>Provision of verandahs to provide weather protection</li> <li>Application of CPTED principles</li> <li>Effects of new roads/service lanes</li> <li>Effects of landscaping on amenity of public spaces</li> <li>Stormwater management</li> <li>Functional requirements of the activity</li> <li><b><u>Building design and external appearance;</u></b></li> <li><b><u>Design of the pedestrian connections and the plaza;</u></b></li> <li><b><u>Active edges;</u></b></li> <li><b><u>Design of parking.</u></b></li> </ul>
New buildings and external alterations and additions for integrated retail developments, supermarkets, department stores and large format retail exceeding 1000m <sup>2</sup> GFA per tenancy;		<ul style="list-style-type: none"> <li>The matters for new buildings and external alterations and additions to buildings not otherwise provided for</li> <li>Integration with adjacent existing and planned future centre and zone activities and public spaces</li> <li>Continuity of active public frontages and associated pedestrian amenity</li> </ul> <p>Design and location of parking areas, vehicle access and servicing arrangements on streetscape amenity and pedestrian safety</p>		
New buildings and external alterations and additions for drive-through restaurants and service stations		<p>Effects of the location and design of the following on amenity:</p> <ul style="list-style-type: none"> <li>buildings and associated equipment, parking and service areas;</li> <li>access for vehicles including service vehicles; and</li> </ul> <p>landscaping</p>		
External alterations and additions to a special character building within the Queen Street Valley precinct	<ul style="list-style-type: none"> <li>Building design and external appearance;</li> <li>Architectural style and retention of original building features; and</li> <li>Consistency with an approved character plan;</li> </ul>			
Conversion of a building or part of a building to dwellings, visitor accommodation or boarding houses	<ul style="list-style-type: none"> <li>Design and layout</li> </ul>	Any matters that do not meet the standards set out for the activity, having regard to the need to ensure a good standard of amenity within and between dwellings, visitor accommodation, boarding houses and retirement villages;		
Retail (excluding department stores) between 1000m <sup>2</sup> and 5000m <sup>2</sup> GFA per site	<ul style="list-style-type: none"> <li>Centre amenity and vitality</li> </ul>			
Total or substantial demolition, or any demolition of the front façade of a special character building	<ul style="list-style-type: none"> <li>The matters of control for demolition of buildings; and</li> <li>Special character values</li> </ul>			
<b><u>Vehicle Access</u></b>				<ul style="list-style-type: none"> <li><b><u>Location of vehicle access</u></b></li> <li><b><u>Effects on pedestrian safety on Morgan Street</u></b></li> <li><b><u>Effects on pedestrian safety and amenity on Clayton and George Street</u></b></li> </ul>
Infringements to the standards		<ul style="list-style-type: none"> <li>Any policy which is relevant to the standard;</li> <li>The purpose of the standard;</li> <li>Effects of the infringement of the standard;</li> <li>Effects on the amenity of neighbouring sites;</li> <li>Effects of any special or unusual characteristic of the site which is relevant to the standard</li> <li>The characteristics of the development;</li> </ul>		



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		<ul style="list-style-type: none"> <li>Any other matters specifically listed for the standard; and</li> </ul> Where more than one standard will be infringed, the effects of all infringements.		
<u>Infringement to building height</u>				<ul style="list-style-type: none"> <li>Any policy which is relevant to the standard;</li> <li>The purpose of the standard;</li> <li>Effects of the infringement of the standard;</li> <li>Effects on the amenity of neighbouring sites;</li> <li>Effects of any special or unusual characteristic of the site which is relevant to the standard</li> <li>The characteristics of the development;</li> <li>Any other matters specifically listed for the standard;</li> <li>Where more than one standard will be infringed, the effects of all infringements; and</li> <li><b><u>Building scale, dominance, landscape character and visual amenity effects</u></b></li> </ul>
<u>Infringement to the plaza standard</u>				<ul style="list-style-type: none"> <li><b><u>Effects on pedestrian amenity</u></b></li> </ul>
<u>Infringement to pedestrian connections</u>				<ul style="list-style-type: none"> <li><b><u>Effects on pedestrian amenity, accessibility and connectivity</u></b></li> </ul>
<u>Infringement to staged delivery of plaza and pedestrian connections</u>				<ul style="list-style-type: none"> <li><b><u>Effects on pedestrian health and safety, accessibility and connectivity</u></b></li> </ul>
<u>Infringement to the standard for residential along active edges</u>				<ul style="list-style-type: none"> <li><b><u>Effects on amenity levels of active frontages</u></b></li> </ul>
<u>Infringement to maximum tower dimension and separation</u>				<ul style="list-style-type: none"> <li>Any policy which is relevant to the standard;</li> <li>The purpose of the standard;</li> <li>Effects of the infringement of the standard;</li> <li>Effects on the amenity of neighbouring sites;</li> <li>Effects of any special or unusual characteristic of the site which is relevant to the standard</li> <li>The characteristics of the development;</li> <li>Any other matters specifically listed for the standard;</li> <li>Where more than one standard will be infringed, the effects of all infringements; and</li> <li><b><u>Visual amenity effects on the immediate streetscape, neighbourhood and wider city landscape.</u></b></li> </ul>
<u>Infringement to setback from neighbouring sites</u>				<ul style="list-style-type: none"> <li>Any policy which is relevant to the standard;</li> <li>The purpose of the standard;</li> <li>Effects of the infringement of the standard;</li> <li>Effects on the amenity of neighbouring sites;</li> <li>Effects of any special or unusual characteristic of the site which is relevant to the standard</li> <li>The characteristics of the development;</li> <li>Any other matters specifically listed for the standard;</li> <li>Where more than one standard will be infringed, the effects of all infringements;</li> <li><b><u>Visual amenity effects on the apartment building at 8 Clayton Street, Newmarket; and</u></b></li> <li><b><u>Visual amenity effects on the established development at 47 George Street, 2 Alma Street and 33 Broadway, Newmarket.</u></b></li> </ul>

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
<u>Infringement to number of carparking spaces</u>				<ul style="list-style-type: none"> <li>Any policy which is relevant to the standard;</li> <li>The purpose of the standard;</li> <li>Effects of the infringement of the standard;</li> <li>Effects on the amenity of neighbouring sites;</li> <li>Effects of any special or unusual characteristic of the site which is relevant to the standard</li> <li>The characteristics of the development;</li> <li>Any other matters specifically listed for the standard;</li> <li>Where more than one standard will be infringed, the effects of all infringements; and</li> <li><b>Effects on pedestrian amenity</b></li> </ul>
Infringement of building height, building in relation to boundary, streetscape improvement and landscaping, maximum tower dimension and tower separation standards	<ul style="list-style-type: none"> <li>Effects of additional building scale on neighbouring sites, streets and public open spaces (sunlight access, dominance, visual amenity, and landscape character);</li> <li>Consistency with the planned future form and character of the area/zone; and</li> <li>Site specific characteristics</li> </ul>			
Infringement of rooftops standard	<ul style="list-style-type: none"> <li>Amenity</li> </ul>			
Exception to the harbour edge height control plane standard	<ul style="list-style-type: none"> <li>Form, scale and dominance effects;</li> <li>Amenity effects;</li> <li>Consistency with the streetscape; and</li> <li>Design of buildings or structures</li> </ul>			
Infringement of minimum floor to floor height ground floor activities, building frontage alignment and height and verandahs standards	<ul style="list-style-type: none"> <li>Effects on the vitality and amenity of streets and public open spaces;</li> <li>Effects on historic heritage and special character buildings; and</li> <li>Effects on the potential of the building to accommodate other uses over time</li> </ul>			
Infringement of outlook space	<ul style="list-style-type: none"> <li>Privacy and outlook for dwellings;</li> <li>Daylight access and ventilation for dwellings; and</li> <li>Privacy, outlook, daylight access and ventilation for visitor accommodation;</li> </ul>			
Infringement of wind standard	<ul style="list-style-type: none"> <li>Pedestrian amenity</li> </ul>			
Infringement of glare	<ul style="list-style-type: none"> <li>Pedestrian amenity; and</li> <li>Traffic safety and efficiency</li> </ul>			
Infringement of special amenity yards	<ul style="list-style-type: none"> <li>Effects on amenity; and</li> <li>Design of buildings or structures.</li> </ul>			
Infringement of street sightlines	<ul style="list-style-type: none"> <li>Design of buildings and structures</li> </ul>			
Infringement of minimum dwelling size	<ul style="list-style-type: none"> <li>Effects of reduced living and circulation space.</li> </ul>			
The use of public open space for bonus floor area	<ul style="list-style-type: none"> <li>Pedestrian safety, interest and amenity</li> <li>universal access;</li> <li>sunlight access; and</li> <li>landscaping, lighting and materials;</li> </ul>			
The use of through-site links for bonus floor area	<ul style="list-style-type: none"> <li>Pedestrian safety, interest and amenity</li> <li>Universal access;</li> <li>Daylight access; and</li> <li>Landscaping, lighting and materials;</li> </ul>			
The use of works of art for bonus floor area	<ul style="list-style-type: none"> <li>Artistic Quality</li> <li>Public access</li> </ul>			

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Securing historic heritage building floor space	<ul style="list-style-type: none"> <li>Effects on historic heritage</li> </ul>			
Securing special character building floor space	<ul style="list-style-type: none"> <li>Effects on special character</li> </ul>			
Securing residential for bonus floor area space	<ul style="list-style-type: none"> <li>Internal and on-site amenity</li> </ul>			
Infringements to bonus floor area standards	<ul style="list-style-type: none"> <li>Public benefit</li> </ul>			
<b>Assessment criteria</b>				
Drive through restaurants		<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>Pedestrian amenity, movement, safety and convenience;</li> <li>The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing</li> <li>Contribution to the function and amenity of the centre;</li> <li>The range and concentration of commercial, leisure, tourist, cultural and community activities and civic services</li> <li>Where subject to the Key Retail Frontage Control, the maximisation of street activation, building continuity, pedestrian amenity and safety and visual quality;</li> <li>Where subject to the General Commercial Frontage Control, achievement of street activation, building continuity, pedestrian amenity and safety and visual quality</li> <li>Any measure to avoid, remedy or mitigate adverse effects on amenity values of adjacent residential zones</li> <li>Design and location of parking on pedestrian and streetscape amenity</li> <li>The functional and operational requirements of activities and development</li> </ul>		
Activities within 30m of a residential zone, emergency services and service stations		<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>Pedestrian amenity, movement, safety and convenience;</li> <li>The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing</li> <li>Contribution to the function and amenity of the centre;</li> <li>The range and concentration of commercial, leisure, tourist, cultural and community activities and civic services</li> <li>Where subject to the Key Retail Frontage Control, the maximisation of street activation, building continuity, pedestrian amenity and safety and</li> </ul>	<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces</li> <li>Pedestrian amenity, movement, safety and convenience</li> <li>The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing</li> <li>Any measure to avoid, remedy or mitigate adverse effects on amenity values of adjacent residential zones</li> <li>Design and location of parking on pedestrian and streetscape amenity</li> </ul> <p>The functional and operational requirements of activities and development</p>	

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
		visual quality; <ul style="list-style-type: none"> <li>Where subject to the General Commercial Frontage Control, achievement of street activation, building continuity, pedestrian amenity and safety and visual quality</li> <li>Any measure to avoid, remedy or mitigate adverse effects on amenity values of adjacent residential zones;</li> <li>Design and location of parking on pedestrian and streetscape amenity ; and</li> <li>The functional and operational requirements of activities and development</li> </ul>		
Supermarkets greater than 450m <sup>2</sup> and up to 2,000m <sup>2</sup>			<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>Pedestrian amenity, movement, safety and convenience;</li> <li>The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing;</li> <li>Design and location of parking on pedestrian and streetscape amenity;</li> <li>The function of the centre as the primary location for commercial activity, according to its role in the hierarchy of centres; and</li> </ul> The functional and operational requirements of activities and development	
New buildings and external alterations and additions to buildings not otherwise provided for	Building design and external appearance: <ul style="list-style-type: none"> <li>Contribution to sense of place;</li> <li>Creating a positive frontage;</li> <li>Materials and finishes;</li> <li>Cultural identity;</li> <li>Functional requirements;</li> </ul> Design and scale of buildings adjoining historic heritage places: <ul style="list-style-type: none"> <li>location and design of buildings;</li> <li>Setbacks;</li> <li>Materials and/or design detail</li> </ul> Design of parking, access and servicing: <ul style="list-style-type: none"> <li>Location (underground, to the rear of the building or separated from the street frontage by active uses;</li> <li>Passive surveillance opportunities at lower building levels;</li> <li>Design of vehicle crossings and accessways;</li> <li>Pedestrian access between parking areas, building entrances/lobbies and the street;</li> <li>Whether separate vehicle and pedestrian access are provided within parking areas;</li> <li>Extent and design of ramps visible from the street;</li> <li>Provision of onsite rubbish storage and sorting of recyclable materials</li> <li>Whether a waste management plan is provided;</li> <li>Location of storage areas; and</li> <li>Adequacy and location of servicing arrangements</li> </ul> Design and layout of dwellings, visitor accommodation and boarding houses: <ul style="list-style-type: none"> <li>The location, proportion and orientation of dwellings within a site to maximise amenity for future residents</li> <li>Internal amenity of visitor accommodation and boarding houses;</li> </ul>	<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>Contribution to the function and amenity of the centre;</li> <li>Pedestrian amenity, movement, safety and convenience;</li> <li>Where subject to the Key Retail Frontage Control, the maximisation of street activation, building continuity, pedestrian amenity and safety and visual quality;</li> <li>Where subject to the General Commercial Frontage Control, achievement of street activation, building continuity, pedestrian amenity and safety and visual quality</li> <li>Universal access of the development, particularly medium to large scale development</li> <li>Design and location of parking on pedestrian and streetscape amenity;</li> <li>Adaptability of buildings at ground floor;</li> <li>Integrated stormwater management; and</li> <li>The functional and operational requirements of activities and development.</li> </ul>	<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>Pedestrian amenity, movement, safety and convenience;</li> <li>Universal access of the development, particularly medium to large scale development;</li> <li>Design and location of parking on pedestrian and streetscape amenity;</li> <li>Adaptability of buildings at ground floor;</li> <li>Integrated stormwater management; and</li> <li>The functional and operational requirements of activities and development.</li> </ul>	<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>Pedestrian amenity, movement, safety and convenience;</li> <li>Universal access of the development, particularly medium to large scale development;</li> <li><del>Design and location of parking on pedestrian and streetscape amenity;</del></li> <li><del>Adaptability of buildings at ground floor;</del></li> <li><del>Integrated stormwater management; and</del></li> <li>The functional and operational requirements of activities and development.</li> </ul> <p><b><u>Building design and external appearance</u></b></p> <ul style="list-style-type: none"> <li><b><u>Buildings demonstrate an overall design strategy that positively contributes to the visual quality of the development when viewed from surrounding streets and area within the precinct;</u></b></li> <li><b><u>Buildings are designed as part of an architecturally coherent scheme while displaying some variety, particularly tall buildings in Height Area A;</u></b></li> <li><b><u>Buildings maximise doors, windows and balconies overlooking the street and publicly accessible spaces within the precinct;</u></b></li> <li><b><u>The contribution of roof profiles of buildings, particularly tall buildings within Height Area A, to the architectural quality of the skyline when viewed from the street and surrounding areas;</u></b></li> <li><b><u>The quality, durability and maintenance of materials and finishes on the façade, particularly at lower levels, along street frontages, and along pedestrian connections and the plaza</u></b></li> <li><b><u>The design process integrates Te Aranga Maori Design Principles;</u></b></li> <li><b><u>Buildings incorporate CPTED principles;</u></b></li> <li><b><u>Incorporation and contribution of landscaping to</u></b></li> </ul>

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	<ul style="list-style-type: none"> <li>On-site rubbish storage and sorting of recyclable materials;</li> <li>Whether a waste management plan is provided</li> </ul>			<p><u>the overall visual and pedestrian amenity and legibility along pedestrian connections, within the plaza, in the required yard along George Street, and the connection between Newmarket and Auckland Domain;</u></p> <ul style="list-style-type: none"> <li><u>Buildings provide convenient and direct access between the street, pedestrian connections and public spaces;</u></li> <li><u>Measures to minimise adverse effects of any blank walls along street frontages, pedestrian connections and public spaces on pedestrian amenity;</u></li> <li><u>Flexibility and adaptability of floor to floor heights;</u></li> <li><u>Design of balconies as an integral part of residential development, avoiding a predominance of cantilevered balconies, external walkways and breezeways;</u></li> <li><u>Building design recognises the functional and operational requirements of activities.</u></li> </ul> <p><u>Design of pedestrian connections and the plaza</u></p> <ul style="list-style-type: none"> <li><u>Pedestrian connections and the plaza are designed as high amenity spaces with a public realm quality, and provide clear wayfinding through the precinct as follows:</u> <ul style="list-style-type: none"> <li><u>Pedestrian connection type A and the plaza are not enclosed within buildings, while allowing for canopy over and soffit projection where this provides weather protection and visual interest;</u></li> <li><u>Pedestrian connection type B may pass through a building;</u></li> <li><u>Pedestrian connection type A and the plaza retain a good awareness of the sky with views maximised looking north along the Clayton Street entrance;</u></li> <li><u>Design of pedestrian connections and plaza reinforces a sense of openness and public accessibility;</u></li> <li><u>Pedestrian connections, in particular the Clayton Street to George Street link, are designed as legible walking routes through the precinct through building alignment, clear sightlines, spatial volumes of entries and use of landscaping;</u></li> <li><u>Pedestrian connections are direct, safe, and subject to good levels of passive surveillance from ground and upper floor levels</u></li> </ul> </li> <li><u>Alternative options to traverse the north-south level difference across the precinct should demonstrate:</u> <ul style="list-style-type: none"> <li><u>Consistency with the criteria in IX.8.2(b)(i)</u></li> <li><u>Consistency with policies IX.3(3), IX.3(4) and IX.3(7)</u></li> </ul> </li> </ul> <p><u>Active edges</u></p> <ul style="list-style-type: none"> <li><u>Building contain activities that have an interaction with and contribute to the vitality of the adjoining public space or street</u></li> <li><u>The active edge is at the same level as the public space or street</u></li> </ul>

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				<ul style="list-style-type: none"> <li>• <u>Active edges can include foyers to building lifts</u></li> <li>• <u>Buildings align with and provide a defined edge to the space; and</u></li> <li>• <u>Glazing is maximised</u></li> </ul> <p><u>Design of parking areas:</u></p> <ul style="list-style-type: none"> <li>• <u>Parking is located in basement levels, separated from the street and areas with active edges, or screened from view from public spaces</u></li> </ul>
External alterations and additions to special character buildings and buildings constructed prior to 1940 within the Queen Street Valley precinct	<ul style="list-style-type: none"> <li>• Building design and external appearance</li> <li>• Architectural style and retention of original building features:</li> <li>• Consistency with an approved character plan</li> </ul>			
New buildings and external alterations and additions for integrated retail developments, supermarkets, department stores and large format retail exceeding 1000m <sup>2</sup> GFA per tenancy		<ul style="list-style-type: none"> <li>• The function of the metropolitan centres as the primary location for commercial activity, according to their role in the hierarchy of centres</li> <li>• Whether the design quality of large scale development is commensurate with the prominence and visual effects of the development</li> <li>• Whether the development enables growth and intensification in the centre</li> <li>• The location of supermarkets and department stores</li> </ul>	<ul style="list-style-type: none"> <li>• The function of the centre as the primary location for commercial activity, according to their role in the hierarchy of centres.</li> <li>• Whether the design quality of large scale development is commensurate with the prominence and visual effects of the development; and</li> </ul> <p>The scale, intensity and diversity of business, social and cultural activities provided in the zone, and avoidance of adverse effects on the increased residential density within the zone</p>	
New buildings and external alterations and additions for drive through restaurants or service stations		<ul style="list-style-type: none"> <li>• The relevant planning and design outcomes for the zone;</li> <li>• The visual quality and interest of streets and other public open spaces;</li> <li>• Pedestrian amenity, movement, safety and convenience;</li> <li>• Design and location of parking on pedestrian and streetscape amenity;</li> <li>• The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing;</li> <li>• The functional and operational requirements of activities and development;</li> <li>• Contribution to the function and amenity of the centre;</li> <li>• The range and concentration of commercial, leisure, tourist, cultural and community activities and civic services</li> <li>• Where subject to the Key Retail Frontage Control, the maximisation of street activation, building continuity, pedestrian amenity and safety and visual quality;</li> <li>• Where subject to the General Commercial Frontage Control, achievement of street activation, building continuity, pedestrian amenity and safety and visual quality; and</li> <li>• Any measure to avoid, remedy or mitigate adverse effects on amenity values of adjacent residential zones</li> </ul>	<ul style="list-style-type: none"> <li>• The relevant planning and design outcomes for the zone;</li> <li>• The visual quality and interest of streets and other public open spaces;</li> <li>• Pedestrian amenity, movement, safety and convenience;</li> <li>• Design and location of parking on pedestrian and streetscape amenity;</li> <li>• The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing;</li> <li>• The functional and operational requirements of activities and development;</li> <li>• Measure to avoid, remedy or mitigate adverse effects on amenity values of adjacent residential zones</li> </ul>	
Conversion of a building or part of a building to dwellings, retirement villages, visitor accommodation or boarding	Design and layout of dwellings, visitor accommodation and boarding houses	Whether the development increases the density, diversity and quality of housing in the centre, while managing any reverse sensitivity effects		

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houses				
Retail (excluding department stores) between 1000m <sup>2</sup> and 5000 <sup>2</sup> GFA per site	<p>Centre amenity and vitality:</p> <ul style="list-style-type: none"> <li>whether retail significantly adversely affect the amenity values and functions of the core retail area</li> <li>provides a net positive benefit in terms of convenient access to commercial activities and community services</li> </ul>			
Total or substantial demolition (more than 30 per cent by volume) or any demolition of the front façade of a special character building	<p>The assessment criteria for demolition;</p> <p>Special character values:</p> <ul style="list-style-type: none"> <li>whether demolition of the front facade significantly adversely affect the built form and streetscape character of the surrounding area.</li> <li>structural or physical condition, costs of the repair work or upgrading necessary to extend the useful life of the building</li> <li>whether the building is beyond rehabilitation to its original state and the costs of the rehabilitation</li> </ul>			
<b><u>Vehicle Access</u></b>				<p><b><u>Location of vehicle access</u></b></p> <ul style="list-style-type: none"> <li><b><u>Location and number of vehicle access points with respect to Precinct Plan 2;</u></b></li> <li><b><u>The precinct's primary access point is via Morgan Street; and</u></b></li> <li><b><u>Large service vehicles access the precinct from Morgan Street frontage.</u></b></li> </ul> <p><b><u>Effects on pedestrian safety on Morgan Street</u></b></p> <ul style="list-style-type: none"> <li><b><u>The Morgan Street vehicle access point is designed in a manner to prioritise pedestrian safety and legibility and positively responds to adjoining pedestrian connections</u></b></li> </ul> <p><b><u>Effects on pedestrian safety and amenity on Clayton Street and George Street</u></b></p> <ul style="list-style-type: none"> <li><b><u>Vehicle access are designed in a manner to prioritise pedestrians, reduce vehicle speed, are visually attractive and positively respond to adjoining pedestrian connections;</u></b></li> <li><b><u>Pedestrian emphasis along the George Street vehicle access may take a variety of forms</u></b></li> <li><b><u>If Clayton Street vehicle access is required, pedestrian emphasis may take a variety of forms</u></b></li> </ul>
<b><u>Infringement to height</u></b>				<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>Whether the infringement is an efficient use of land, can be accommodated without significant adverse effects on adjacent residential zones, and supports public transport, community infrastructure and contributes to centre vitality and vibrancy;</li> </ul> <p><b><u>Building scale, dominance and visual amenity effects</u></b></p> <ul style="list-style-type: none"> <li><b><u>Extent of adverse dominance and visual amenity effects of the surrounding area, particularly on the</u></b></li> </ul>

	City Centre (CC)	Metropolitan Centre (MC)	Mixed Use (MU)	Proposed Plan Change
				<u>relationship to the Auckland Domain and Auckland War Memorial Museum</u>
Infringement to height, height in relation to boundary, building setbacks at upper floors, maximum tower dimension and tower separation		<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing;</li> <li>Whether the infringement is an efficient use of land, can be accommodated without significant adverse effects on adjacent residential zones, and supports public transport, community infrastructure and contributes to centre vitality and vibrancy;</li> <li>Whether the height would have significant adverse effects on identified special character, identified landscape features, or amenity; and</li> <li>Whether the development enables growth and intensification in the centre.</li> </ul>	<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing;</li> <li>Whether the infringement is an efficient use of land, can be accommodated without significant adverse effects on adjacent residential zones, and supports public transport, community infrastructure and contributes to centre vitality and vibrancy;</li> <li>Whether the height would have significant adverse effects on identified special character, identified landscape features, or amenity; and</li> <li>Measures to avoid, remedy or mitigate adverse effects on amenity values of adjacent residential zones.</li> </ul>	
<u>Infringement to maximum tower dimension and tower separation</u>				<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li><del>The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing;</del></li> <li>Whether the infringement is an efficient use of land, can be accommodated without significant adverse effects on adjacent residential zones, and supports public transport, community infrastructure and contributes to centre vitality and vibrancy;</li> <li><del>Whether the height would have significant adverse effects on identified special character, identified landscape features, or amenity; and</del></li> <li><del>Measures to avoid, remedy or mitigate adverse effects on amenity values of adjacent residential zones.</del></li> </ul> <p><u>Visual amenity effects on the immediate streetscape, neighbourhood and wider city landscape</u></p> <ul style="list-style-type: none"> <li><u>The extent of adverse dominance and visual amenity effects on the surrounding area, particularly in relationship to the Auckland Domain and Auckland War Memorial museum</u></li> </ul>
Infringement to residential at ground floor		<ul style="list-style-type: none"> <li>Whether the activity has noxious, offensive, or undesirable qualities being located within the centres, while recognising the need to retain employment opportunities; and</li> <li>Where subject to the Key Retail Frontage Control, the maximisation of street activation, building continuity, pedestrian amenity and safety and visual quality.</li> </ul>		
Infringement to yards and		<ul style="list-style-type: none"> <li>The visual quality and interest of streets and other public open spaces;</li> </ul>		<ul style="list-style-type: none"> <li>The visual quality and interest of streets and other</li> </ul>



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landscaping		<ul style="list-style-type: none"> <li>• Pedestrian amenity, movement, safety and convenience;</li> <li>• Design and location of parking on pedestrian and streetscape amenity; and</li> <li>• The amenity values of adjacent residential or Special Purpose – Maori and School zones, having specific regard to dominance, overlooking and shadowing.</li> </ul>		<p>public open spaces;</p> <ul style="list-style-type: none"> <li>• Pedestrian amenity, movement, safety and convenience;</li> <li>• Design and location of parking on pedestrian and streetscape amenity;</li> </ul> <p><b>Precinct legibility and visual amenity</b></p> <ul style="list-style-type: none"> <li>• <b><u>The extent to which a reduced yard on George Street adversely affects the sense of entry and legibility of the precinct from George Street</u></b></li> </ul>
Infringement to maximum impervious area in a riparian yard		Measures to avoid or mitigate adverse effects on water quality, water quantity and amenity values		
Infringement of building height, building in relation to boundary, streetscape improvement and landscaping, maximum tower dimension and tower separation standards	<p>Effects of scale on neighbouring sites, streets and public open spaces</p> <ul style="list-style-type: none"> <li>• whether the infringements may be appropriate</li> </ul> <p>Consistency with the planned future form and character of the zone/area</p> <p>Site specific characteristics</p>			
Infringement of rooftops standard	Amenity effects			
Exception to the harbour edge height control plane standard	<p>Visual profile</p> <ul style="list-style-type: none"> <li>• effects on the form of the city centre</li> </ul> <p>Waterfront amenity</p> <ul style="list-style-type: none"> <li>• any loss of amenity to adjacent waterfront public areas</li> </ul> <p>Streetscape and street corners</p> <ul style="list-style-type: none"> <li>• consistency with the scale, visual harmony and form of the existing streetscape</li> </ul> <p>Design of upper parts of buildings or structures</p> <p>Particular site development constraints</p>			
Infringement of minimum floor to floor height (ground floor), building frontage alignment and height and verandahs standards	<p>Effects on the vitality and amenity of streets and public open spaces</p> <p>Effects on historic heritage and special character buildings</p> <p>The potential to accommodate other uses over time</p>			
Infringement of outlook space	<p>Privacy and outlook for dwellings</p> <p>Daylight access and ventilation for dwellings</p> <p>Privacy, outlook, daylight access and ventilation for visitor accommodation</p>	Whether the development increases the density, diversity and quality of housing in the centre, while managing any reverse sensitivity effects.		
Infringement of wind standard	<p>Pedestrian amenity</p> <ul style="list-style-type: none"> <li>• wind velocity and turbulence in outdoor pedestrian spaces</li> <li>• potential for mitigation measures</li> </ul>	Measures to avoid, remedy or mitigate adverse wind and glare effects on public open spaces and streets, and shading effects on open space zoned land.		
Infringement of glare	<p>Pedestrian amenity:</p> <ul style="list-style-type: none"> <li>• extent of discomfort or hazards to pedestrians.</li> </ul> <p>Traffic safety and efficiency:</p> <ul style="list-style-type: none"> <li>• extent of hazards for drivers;</li> </ul>			
Infringement of special amenity yards	Amenity effects, including pedestrian and/or streetscape amenity			
Infringement of street sightlines	<p>Design of buildings and structures</p> <ul style="list-style-type: none"> <li>• nature, extent and form of the proposed non-</li> </ul>			

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	<p>complying feature</p> <ul style="list-style-type: none"> <li>extent and significance of the infringement</li> </ul>			
Infringement of minimum dwelling size	Effects on residential amenity	Whether the development increases the density, diversity and quality of housing in the centre, while managing any reverse sensitivity effects.		
<u>Infringement to the plaza standard</u>				<p><b>Effects on pedestrian amenity</b></p> <ul style="list-style-type: none"> <li><u>The extent to which a plaza is able to fulfil a role as a focus of activity for the precinct and assists in reinforcing wayfinding along pedestrian routes</u></li> </ul>
<u>Infringement of pedestrian connections</u>				<p><b>Effects on pedestrian connectivity</b></p> <ul style="list-style-type: none"> <li><u>The extent to which the infringement provides a publicly accessible space at podium level the creates a legible pedestrian through-route between George Street and Clayton Street, that is predominantly open to the sky, enhanced by landscaping, and ensures space for a plaza between the adjoining buildings</u></li> </ul>
<u>Infringement of staged delivery of plaza and pedestrian connections</u>				<p><b>Effects on pedestrian health and safety, accessibility and connectivity</b></p> <ul style="list-style-type: none"> <li><u>The extent to which the health and safety of pedestrians using the pedestrian connections or plaza is compromised by the wider construction within the precinct</u></li> </ul>
<u>Infringement of residential along active edges</u>				<p><b>Effects on activity levels of active edges</b></p> <ul style="list-style-type: none"> <li><u>The extent to which residential use at ground level along active edges adversely effects the vitality and levels of pedestrian activity in the adjoining public space</u></li> </ul>
<u>Infringement to setback from neighbouring sites</u>				<ul style="list-style-type: none"> <li>The relevant planning and design outcomes for the zone;</li> <li>The visual quality and interest of streets and other public open spaces;</li> <li>Whether the infringement is an efficient use of land, can be accommodated without significant adverse effects on adjacent residential zones, and supports public transport, community infrastructure and contributes to centre vitality and vibrancy;</li> </ul> <p><b>Visual amenity effects on the apartment building at 8 Clayton Street:</b></p> <ul style="list-style-type: none"> <li><u>The extent to which reduced building setback along the precinct boundary with 8 Clayton Street or an infringement to the tower dimension results in visual amenity effects on the apartment building</u></li> </ul> <p><b>Visual amenity effects on the established development at 47 George Street, 2 Alma Street and 33 Broadway</b></p> <ul style="list-style-type: none"> <li><u>The extent to which reduced building setback along the precinct boundaries with 47 George Street, 2 Alma Street and 33 Broadway, or an infringement to the tower dimension results in visual amenity effects on the established development on these sites</u></li> </ul>
<u>Infringement to the number of car parking spaces</u>				<p><b>Effects on the transport network</b></p> <ul style="list-style-type: none"> <li><u>The extent to which vehicle movements associated with additional parking spaces affect the safe and efficient operation of the transport network,</u></li> </ul>

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				<p><u>including public transport and the movement of pedestrians, cyclists and general traffic;</u></p> <ul style="list-style-type: none"> <li>• <u>The trip characteristics of the proposed activities on the site requiring additional parking;</u></li> <li>• <u>The availability of alternative parking in the surrounding area, including street and public parking;</u></li> <li>• <u>The availability of parking provision in the immediate vicinity to accommodate parking demands from surrounding activities;</u></li> <li>• <u>The adequacy and accessibility of public transport and its ability to serve the proposed activity;</u></li> <li>• <u>Mitigation measures to provide the additional parking, such as a shared parking arrangement with another site or sites in the immediate vicinity;</u></li> <li>• <u>The extent to which the demand for additional parking can be adequately addressed by management of existing or permitted parking. This may be supported by a travel plan outlining measures and commitments for the activity or activities onsite to minimise the need for private vehicle use and make efficient use of any parking provided; and</u></li> </ul> <p><u>Effects on pedestrian amenity</u></p> <ul style="list-style-type: none"> <li>• <u>The extent to which vehicle movements associated with any additional parking spaces affect pedestrian amenity, particularly along required pedestrian connections</u></li> <li>• <u>E27.8.2(4) does not apply</u></li> </ul>
The use of public open space for bonus floor area	<p>Pedestrian safety, interest and amenity</p> <ul style="list-style-type: none"> <li>• extent and provision of pedestrian lines to, from and within the space</li> <li>• Design of the public open space, sense of order and proportion</li> <li>• Orientation and design for wind protection</li> <li>• Visibility from the street</li> <li>• Design and use of adjoining buildings</li> <li>• Visibility to, from and within the space for public safety</li> </ul> <p>Sunlight access</p> <ul style="list-style-type: none"> <li>• Location of seating areas</li> </ul> <p>Landscaping, lighting and materials</p> <ul style="list-style-type: none"> <li>• Extent of landscaping vs. paving</li> <li>• Location, visibility and convenience of seating</li> <li>• Materials</li> <li>• Vertical luminance of lighting</li> </ul>			
The use of through-site links for bonus floor area	<p>H8.9.2.2(1)(a)(v) - (vi), H8.9.2.2(1)(b)(i) and H8.9.2.2(1)(d)(iii) above apply;</p> <p>Pedestrian safety, interest and amenity</p> <ul style="list-style-type: none"> <li>• Visibility of origin and destination</li> <li>• Consideration of pedestrian desired routes in design</li> <li>• Width, proportion and scale</li> <li>• Extent of active uses</li> </ul> <p>Daylight access</p>			

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	<ul style="list-style-type: none"> <li>Extent of active uses within arcades</li> <li>Height and maximisation of space</li> </ul>			
The use of works of art for bonus floor area	Artistic quality <ul style="list-style-type: none"> <li>Media</li> <li>Artistic merit, scale and placement</li> </ul> Public access <ul style="list-style-type: none"> <li>Accessibility during daylight hours</li> </ul>			
Securing historic heritage building floor space	The relevant policies and assessment criteria in D17 Historic Heritage Overlay			
Securing special character building floor space	Effects on special character <ul style="list-style-type: none"> <li>Identification of significant features that contribute to built and streetscape character</li> </ul>			
Securing residential for bonus floor area space	Internal and on-site amenity <ul style="list-style-type: none"> <li>Compliance with the standards and consistency with the assessment criteria for residential development</li> </ul>			
Infringements to bonus floor area standards	Public benefit <ul style="list-style-type: none"> <li>Whether the proposal meets the intent of the bonus</li> <li>Whether the infringement would achieve the objectives and policies of the Business – City Centre Zone</li> </ul>			