

## PART 4 - STRATEGIC MANAGEMENT AREAS

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**Plan modification annotations - key**



Indicates where content is affected by proposed plan modification x.  
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subject to appeal.

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## PART 4 - STRATEGIC MANAGEMENT AREAS

### 4.0 GENERAL EXPLANATION

The Strategic Management Areas (SMAs) provide the means to achieve integrated resource management for the Central Area.

The Strategic Management Area system forms the basis for establishing and implementing those environmental protection and enhancement measures that apply to the Central Area in general or to the Strategic Management Area in particular. The primary strategies for the SMAs will be implemented through a series of planning overlay maps covering the whole of the Central Area.

The SMAs permit the identification of significant physical, social and development characteristics within the Central Area and the issues affecting each are identified. Objectives and policies are applied to manage the effects of activities and developments that occur within each area.

In order that resource management be fully integrated, the Strategic Management Area objectives and policies link to the higher level resource management objectives and policies for the Central Area as set out in Part 3 and to the lower level objectives and policies within the precinct or quarter provisions.

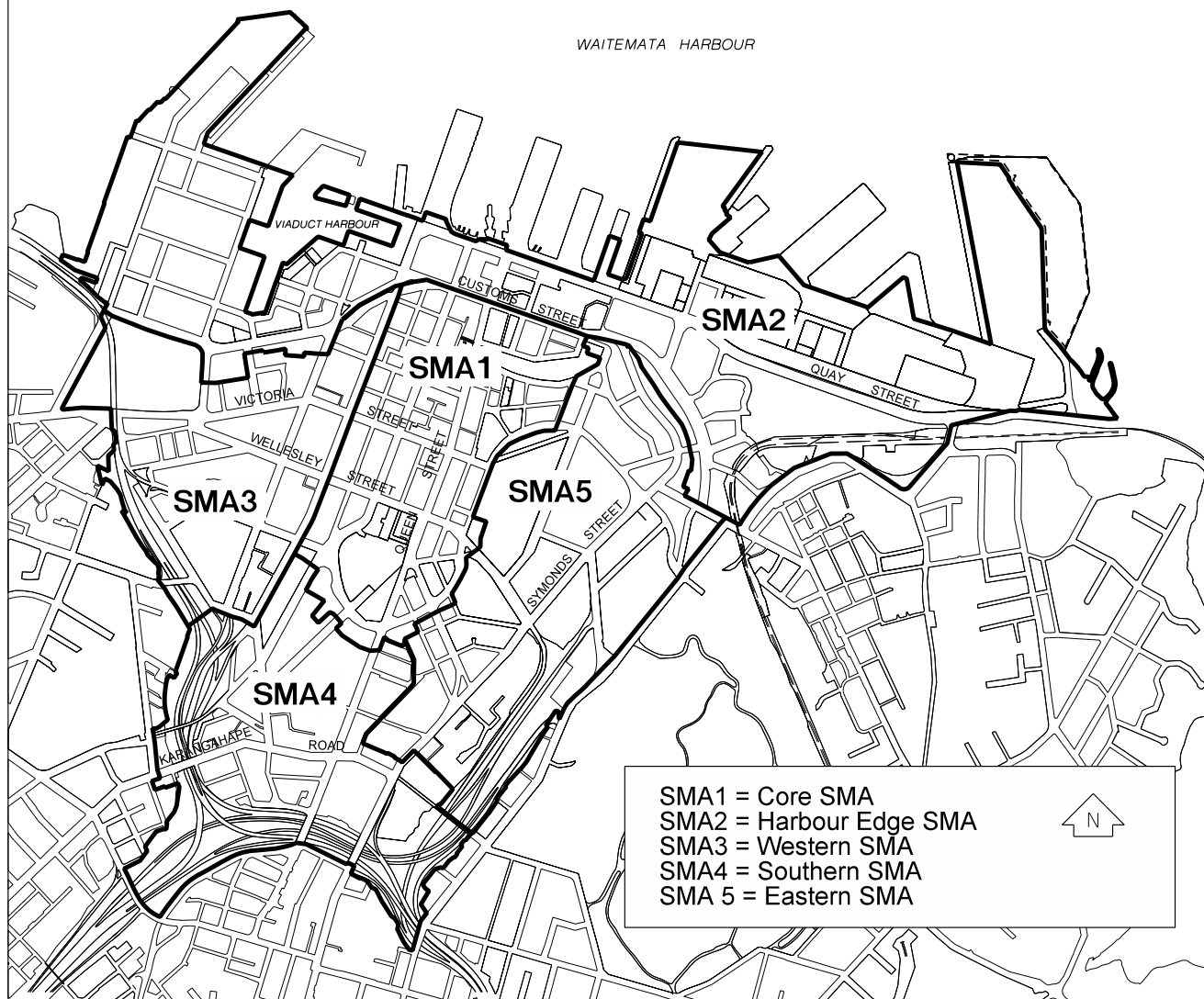
All strategic planning decisions, plan changes and resource consent applications arising from the rules will be assessed against the relevant Strategic Management Area's objectives and policies.

Five SMAs are identified within the Central Area (see Figure 4.1):

- Core Strategic Management Area
- Harbour Edge Strategic Management Area
- Western Strategic Management Area
- Southern Strategic Management Area
- Eastern Strategic Management Area.



Figure 4.1



## PART 4.1 - CORE STRATEGIC MANAGEMENT AREA

### 4.1.1 DESCRIPTION

The Core Strategic Management Area contains the most intensive concentration of commerce, entertainment and retailing activities and development in the region. The development in this SMA represents considerable private and public investment in terms of buildings, infrastructure, community facilities, public spaces, services and street and landscape improvements. In the context of sustainable management, the Core SMA is a valuable physical resource to the City and the region.

The Core SMA is situated in a strategic position at the centre of the urban area of Auckland. The area contains the country's largest concentration of high rise buildings and is a prime location for a range of activities. The status of the Central Area and its proximity to other facilities has enticed a significant number and variety of retail, service, office and residential activities to the Core SMA.

The Core SMA accommodates a well-developed pedestrian network consisting of public open spaces, parks, squares, streets and footpaths.

Although it forms a physically compact environment, the character and function of various parts of the Core SMA are quite diverse. This has led to the emergence of identifiable precincts or quarters which require particular protection measures to be applied within the Core SMA.

### 4.1.2 RESOURCE MANAGEMENT ISSUES

#### 4.1.2.1 A QUALITY ENVIRONMENT

##### Issues

- a) Ensuring that the public amenities of the Core SMA are protected from any significant adverse effects of development and activities.
- b) Managing the existing physical resources of the Core SMA particularly the buildings, infrastructure and transport systems in a sustainable manner.
- c) Ensuring that the scale and form of new developments are appropriate.

#### 4.1.2.2 AN ACCESSIBLE CENTRE

##### Issues

- a) Providing for roading and traffic management improvements.
- b) Providing for an improved passenger transport system.
- c) Providing for a pedestrian-orientated environment
- d) Providing for cyclists.
- e) Providing for improved passenger and private vehicle access.

#### 4.1.2.3 AN ALIVE AND EXCITING PEOPLE PLACE

##### Issues

- a) Protecting the distinctive elements of the Aotea Precinct and the Queen Street Valley Precinct that add special character to the Core SMA.
- b) Enhancing the public places, particularly at street level, that contain sunny outdoor seating areas, eating places, verandahs and pedestrian through-links to transport, shops and the waterfront, for the convenience of pedestrians.

#### 4.1.2.4 A PLACE OF OPPORTUNITIES

##### Issues

- a) Enhancing and maintaining the vitality and diversity of business, retail, office, entertainment, tourism, residential and cultural activities.
- b) Providing for new development and the continued use or redevelopment of existing buildings so as to meet the needs of those people wishing to work, or live in or visit, the Central Area.



### 4.1.3 OBJECTIVES AND POLICIES

#### 4.1.3.1 OBJECTIVE

*To maintain the highest intensity of activity in the Central Area emphasising commercial, entertainment, recreational, cultural, educational, retail, residential and tourist activities, in order to ensure the continuation of the Central Area as the principal business and commercial centre of the Auckland region and to achieve vitality, while managing the adverse effects of activities on each other, on public spaces and on the environment.*

#### Policies

- a) By providing for the highest intensity of activity in the Central Area emphasising commercial, entertainment, recreational, cultural, educational, retail, residential and tourist activities.
- b) By imposing rules which mitigate the potential significant adverse environmental effects which may arise from the concentration of development and activities.
- c) By imposing rules that reinforce pedestrian-orientated activities and enhance public amenity in areas of high pedestrian volume.
- d) By protecting established residential precincts against encroachment from incompatible activities and seeking to achieve lower noise levels in these precincts or quarter than in other parts of the Central Area.
- e) By providing for residential activity as a permitted activity in the Core SMA.
- f) By providing for appropriate development potential and activities to enable the Central Area to function as the principal commercial and business area for the region and to meet the needs of those wishing to work, live or visit in the Central Area.

#### 4.1.3.2 OBJECTIVE

*To maintain an urban form and scale that focuses the most intensive development in a core area and mitigates its significant adverse effects.*

#### Policies

- a) By controlling development to foster a concentration of building in the core area.
- b) By protecting and enhancing the special character precincts or quarters within the Core SMA.
- c) By controlling development to protect public open space precincts from the adverse effects of shade and wind.
- d) By applying provisions that minimise the adverse impacts of reflective materials.

#### 4.1.3.3 OBJECTIVE

*To ensure that the character elements that exist in the Core SMA are retained and enhanced.*

#### Policies

- a) By identifying and protecting particular buildings, objects, properties and places that are valued as part of the area's heritage and character.
- b) By adopting measures to protect the Aotea Precinct and the Queen Street Valley Precinct.
- c) By encouraging the use of protected buildings while maintaining their valued features.

#### 4.1.3.4 OBJECTIVE

*To maintain and improve accessibility to, from and within the Core SMA, particularly for public passenger transport and pedestrian movement and cycling.*

#### Policies

- a) By improving accessibility to maintain the function of the Core Area as a major business, cultural, residential, tourist and entertainment destination.
- b) By fostering passenger transport to, from and within the Core SMA and making provision for alternative systems of passenger transport.
- c) By avoiding, remedying, or mitigating the significant adverse effects of transportation on the environment.
- d) By providing for safe, attractive, efficient and identifiable pedestrian linkages, networks and environments.
- e) By providing for improved pedestrian, cycle and vehicular access.
- f) By providing for levels of short term public visitor parking, ancillary parking and non-ancillary commuter



parking, taking into account the limited capacity of the road system, priority for the provision of short term public visitor and ancillary parking and the need to maintain a high level of accessibility to, from and within the Core SMA in a manner that contributes to the attractiveness of the Central Area as a place to work, conduct business, live and visit.

#### **4.1.4 RESOURCE MANAGEMENT STRATEGY**

The resource management strategy for the Core SMA is based on the recognition that it is the most densely developed and used part of the Central Area. The strategy aims to achieve a balance between maintaining a vital and attractive environment and retaining the function of the Central Area as the centre for a range of activities.

The focus of the strategy is to sustain the area as the main commercial, administrative and entertainment centre for the City and the region. The Core SMA has a significant and growing residential population and the Plan continues to offer floor space incentives for the provision of residential accommodation (including non permanent accommodation). Other measures are adopted to improve the amenity of the residential environment where appropriate and controls are imposed in the Plan to emphasise the liveliness and interest of the area, particularly at street level.

The provision for a high concentration of activity in the Core SMA is balanced by the need to ensure that the effect of the intensity of activity and scale of building does not reduce the attraction of the central City. The public spaces are particularly important and vulnerable in the densely built-up parts of the Core SMA and the Plan adopts measures to maintain the comfort, safety and pleasantness of streets and other public spaces. These include limiting the maximum height of buildings by applying sunlight protection planes to maintain sunlight in public places such as Aotea Square, Freyberg Place and St Patrick's Square. Rules controlling the adverse effects of wind and glare caused by buildings, and requiring verandahs along primary pedestrian routes, are also included. The general development controls are complemented by the inclusion of floor space incentives for developments that provide features to enhance the pedestrian environment and are designed to maintain reasonable levels of light and outlook around buildings.

The special areas that make the Core SMA distinctive include the Aotea Precinct and the Queen Street Valley Precinct. While new developments in the precincts are assessed against criteria, the Plan also adopts specific measures to enhance the individual character of the Precincts and to provide additional protection for elements

of particular quality. In the case of the Queen Street Valley Precinct the inherent integrity and human scale of the area is reinforced through the Plan provisions.

The Plan acknowledges the special character of primary pedestrian thoroughfares such as Queen Street, High Street and Lorne Street and contains rules requiring minimum facade heights in certain areas and continuous frontages to maintain attractiveness and scale.

In addition, the special character which the historic buildings in the Core SMA contribute to the quality of the inner City, is recognised. The protected buildings, objects and places of special value are listed in Appendix 1.

The strategy also emphasises the importance of maintaining and improving access to, from and within the Core SMA. This will be achieved by policies and rules that address passenger transport, the quality of pedestrian, cycle and vehicular environments, and the levels of, and respective priorities for, ancillary, short term public visitor and non-ancillary commuter parking within the Core in a manner that contributes to the attractiveness of the Central Area as a place to work, conduct business, live and visit.

#### **4.1.5 PLAN METHODS**

##### **4.1.5.1 Activities**

The Plan allows for a range of activities while ensuring that those that may have a significant adverse effect on the environment of the Core SMA are subject to control through the resource consent process.

##### **4.1.5.2 Overlay Technique**

The Plan applies overlay rules to ensure the significant adverse effects of development are avoided, remedied or mitigated.

##### **4.1.5.3 Precincts or Quarters**

The Plan applies additional controls and assessment criteria to protect the special character of the precincts or quarters identified in the Core SMA.

##### **4.1.5.4 Development Controls**

The Plan encourages the establishment of public facilities and amenities through the use of development bonuses and incentives, while implementing controls to ensure the impact on pedestrians is reduced.

##### **4.1.5.5 Transport**

The Plan implements the Central Area Transportation Strategy as set out in Part 9.

##### **4.1.5.6 Heritage**

The Plan implements the Central Area Heritage provisions as set out in Part 10.



### 4.1.5.7 Financial Contributions

The Plan provides for financial contributions under Section 108 of the Act for any purposes stated in the Plan (refer Part 8). Financial contributions are used to avoid, remedy or mitigate the significant adverse effects of development and are to be applied to develop the following:

- a) public spaces
- b) drainage infrastructure.

Financial contributions may take the form of money, or land, or a combination of these.

### 4.1.6 OTHER METHODS

The Plan considers any alternative methods in addition to the Plan rules for achieving the purposes of the Act. For these alternative methods refer to Annex 1.

### 4.1.7 ANTICIPATED ENVIRONMENTAL RESULTS

The Core SMA provides the opportunity to concentrate development and to accommodate the highest intensity of activity in the Central Area. The provisions will reflect a balance between encouraging activities and managing potential significant adverse effects.

The provisions contained in the Core SMA are drafted to ensure that the significant existing character and heritage entities are retained.

Furthermore it is expected that movement to, from and within the Core SMA, particularly from a passenger transport and pedestrian perspective, will improve. Policies that discourage private commuter traffic will be used to achieve this.





## PART 4.2 - HARBOUR EDGE STRATEGIC MANAGEMENT AREA

### 4.2.1 DESCRIPTION

The Harbour Edge Strategic Management Area forms the part of the Central Area fronting the Waitemata Harbour. The area is diverse in both function and the extent of development contained within it.

The Harbour Edge SMA is bounded on the southern side by the remnants of the former cliff line and on the northern side by artificial embankments and wharves. The entire area is reclaimed land and is flat.

The Harbour Edge SMA adjoins the Core SMA. It links the Isthmus to the Hauraki Gulf and Islands and accommodates the country's largest port. Along with the Core SMA, the blocks south of Quay St from Princes Wharf as far as Marsden Wharf in the Harbour Edge SMA are intended as a major focus for intensive forms of additional commercial development for the Central Area.

The bulk of the freight from the port passes through the Ferguson Container Terminal and Bledisloe, Jellicoe and Freyberg wharves. Tanker and support facilities as well as liquid bulk cargo storage facilities are concentrated towards the northern end of Wynyard Quarter. Queens, Captain Cook and Marsden wharves are older facilities that deal with smaller freight volumes on the central waterfront. Passenger port facilities are located at Princes Wharf and are used by overseas cruise liners. Hobson Wharf houses the Maritime Museum.

The central wharves from Hobson Wharf to Marsden Wharf, are within the jurisdiction of the Auckland Regional Council and the Auckland Regional Plan: Coastal.

The Harbour Edge SMA is distinguished by the significant development potential of the Viaduct Harbour, Wynyard Quarter, Britomart Place and the Quay Park Precinct. These areas have unique and limited resources because of their location and function. They require particular resource management measures and justify a high degree of public intervention and investment because of the considerable potential for public use.

Change in the maritime industry and the progressive relocation or vacation of the bulk liquids industrial activity from Wynyard Quarter offers Auckland an opportunity to develop strategic parts of the City's foreshore for wider public use and to reintegrate the harbour and City. Significant potential for "people" activities alongside the waterfront occurs from Wynyard Quarter, along the waterfront axis of Jellicoe Street, through the Viaduct

Harbour and the central wharves as far as Captain Cook Wharf. The integration of people spaces and facilities in developments in the blocks south of Quay Street from Marsden Wharf as far as Hobson Wharf, the Viaduct Harbour and along the Jellicoe Street axis, is particularly desirable. Certain of these areas will be the focus of major redevelopment and revitalisation. It is the Council's intention to plan for the redevelopment of these areas to blend visitor, business, residential, and recreational activities in a way that will promote the waterfront's natural advantages and enhance opportunities for public enjoyment. In light of this, new development containing public elements and linkages will be encouraged.

### 4.2.2 RESOURCE MANAGEMENT ISSUES

#### 4.2.2.1 A QUALITY ENVIRONMENT

##### Issues

- Enhancing the pedestrian environment in the Harbour Edge SMA, whilst recognising the operational, safety and security requirements of port activities.
- Recognising the desirability of the long-term relocation of hazardous facilities on the Wynyard Quarter.
- Protecting and enhancing the maritime environment.

#### 4.2.2.2 AN ACCESSIBLE CENTRE

##### Issues

- Integrating the Harbour Edge SMA with the remainder of the Central Area.
- Recognising and enhancing the Harbour Edge SMA as a gateway and destination.
- Improving access to and from the area, particularly from outside the Central Area.



### 4.2.2.3 AN ALIVE AND EXCITING PEOPLE PLACE

#### Issues

- a) Encouraging the further development of those parts of the Harbour Edge SMA adjacent to the water's edge for public use and enjoyment, whilst recognising the operational, safety and security requirements of port activities.
- b) Encouraging a range of activities so as to attract people to work or live in or visit the area, whilst recognising the need for particular constraints within the Port Precinct and Wynyard Quarter.

### 4.2.2.4 A PLACE OF OPPORTUNITIES

#### Issues

- a) Sustaining the strategic function and future viability of the port.
- b) Recognising the contributions of existing development to the qualities of the harbour edge and the development potential of the area extending from Wynyard Quarter, through the Viaduct Harbour, to the Quay Park Precinct and the possibilities these areas offer for increased public use.
- c) Providing for new developments and the continued use or redevelopment of existing buildings and sites in the blocks south of Quay Street from Princes Wharf as far as Marsden Wharf so as to meet the needs of those people wishing to work, or live in or visit, the Central Area.

## 4.2.3 OBJECTIVES AND POLICIES

### 4.2.3.1 OBJECTIVE

*To provide for a wide range of activities in the Harbour Edge SMA with particular emphasis on maritime, entertainment, cultural, recreational, retail, tourist, office and residential activities, while continuing to provide for those specialist activities which require a harbour location.*

#### Policies

- a) By ensuring that development reflects the character, function and intensity of the individual precincts or quarters.
- b) By mitigating the potential significant adverse effects of the concentration of developments and activities.
- c) By providing for the role as a major gateway to the City and region.
- d) By providing for an appropriate level of amenity in those parts of Wynyard Quarter, the Viaduct Harbour and Quay Park Precinct that encourage residential activity.
- e) By providing for activities that will permit the efficient use and development of the port.
- f) By ensuring that the hazardous operations currently existing on Wynyard Quarter are contained and consolidated until such time as they are relocated.
- g) By ensuring that appropriate non-hazardous activities fulfil a transitional role between the current hazardous operations on the northern part of Wynyard Quarter and other activities.
- h) By providing for a people-oriented environment in the Viaduct Harbour, on Hobson and Princes Wharves, and on Queens Wharf (in terms of its longer term potential for such activities), whilst also recognising the operational, safety and security requirements of port activities on those wharves.
- i) By providing for the development of a people-oriented environment in Wynyard Quarter with the progressive relocation and vacation of the bulk liquids industrial activity and provision of appropriate infrastructure.
- j) By making provision for a variety of activities in the Quay Park Precinct including retail activities of an appropriate scale to complement the Core SMA.
- k) By incorporating pedestrian linkages within the redevelopment of the Britomart and Viaduct Harbour Precincts and Wynyard Quarter that complement the network within the Central Area.
- l) By recognising that along with the Core SMA, the Harbour Edge SMA will continue to attract prestige office and business development amongst the range of activities.

### 4.2.3.2 OBJECTIVE

*To provide for an urban form that reflects the location, character, function and amenity of the Harbour Edge SMA's individual precincts or*



***quarters and encourages a transition in height and scale between the Harbour Edge and the Core.***

#### **Policies**

- a) By applying controls that encourage a high standard of amenity in the Viaduct Harbour, Britomart and Quay Park Precincts and Wynyard Quarter.
- b) By applying controls that encourage the transition in height between the Core SMA and the harbour.
- c) By ensuring that development does not compromise the views to and from the Auckland War Memorial Museum.
- d) By applying controls to protect the views of the Mt Eden volcanic cone from the northern approaches to the City.
- e) By applying controls to protect the views to Rangitoto volcanic cone from the south across the port area.
- f) By controlling development to protect public open spaces from the adverse effects of shade and wind.
- g) By applying provisions that minimise the adverse impacts of reflective material on pedestrians and traffic.
- h) By including provisions to ensure pleasant, safe and comfortable pedestrian access to the harbour edge.
- i) By applying urban design guidelines and assessment criteria to encourage harmonious development in the Viaduct Harbour and Britomart Precincts and Wynyard Quarter.

#### **4.2.3.3 OBJECTIVE**

***To retain and reinforce the character elements located within the Harbour Edge SMA and to mitigate against significant adverse effects that may result from developments within the precincts or quarters.***

#### **Policies**

- a) By identifying and protecting particular buildings, objects, properties and places through the heritage provisions of the Plan.
- b) By encouraging the use of protected buildings while ensuring that their valued features are not impaired or destroyed.
- c) By applying controls to protect the views of the Mt Eden volcanic cone from the northern approaches to the City.
- d) By applying controls to protect the views to Rangitoto volcanic cone from the south across the port area.

- e) By applying controls to protect defined views to and from the Auckland War Memorial Museum.
- f) By applying controls to protect views to the Railway Station building and gardens.
- g) By applying controls to protect views in the Viaduct Harbour and Wynyard Quarter as well as certain streets in the Harbour Edge SMA.

#### **4.2.3.4 OBJECTIVE**

***To maintain and improve accessibility to, from and within the Harbour Edge SMA and particularly to the port and the proposed Britomart Transport Centre.***

#### **Policies**

- a) By providing for an integrated passenger transport facility that incorporates rail, bus and ferry services.
- b) By encouraging the provision of passenger transport to, from and within the Harbour Edge SMA.
- c) By avoiding, remedying, or mitigating the significant adverse effects of transportation on the environment.
- d) By providing for safe, attractive, efficient and identifiable networks and environments for pedestrians.
- e) By providing for the upgrading of the maritime gateways into the Central Area, focusing on the central wharves, including the Ferry Building, and the Port Precinct.
- f) By improving accessibility to and from the Harbour Edge SMA, and particularly the port, the motorway and the key arterial routes of Tamaki Drive, Quay Street and The Strand.
- g) By enhancing the pedestrian linkages across the Harbour Edge SMA

#### **4.2.4 RESOURCE MANAGEMENT STRATEGY**

The Harbour Edge SMA is an area of diverse character, quality and function. The roles of the Port Precinct and Wynyard Quarter along with major development opportunities within that Quarter, the Viaduct Harbour, Quay Park Precinct and Britomart Precinct are of strategic importance to the City's growth. The Plan's strategy is to provide for these components, while emphasising the need to protect and reinforce the special qualities and character of the harbour edge as a popular gathering place.



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In order to achieve this strategy, a wide range of activities is permitted. However, the activities provided for in the Harbour Edge SMA Precincts and Wynyard Quarter, reflect their varied functions and character. To maintain the vitality and attraction in the area between the Core SMA and the harbour edge, the activities proposed for the Britomart Precinct, the Viaduct Harbour Precinct and Wynyard Quarter complement those permitted in the Core SMA. In the area adjacent to the central wharves (from the Britomart Precinct to the Viaduct Harbour) and progressively through into the Wynyard Quarter the Plan encourages the establishment of maritime, entertainment, recreational, cultural, retail, tourist, office and accommodation/non permanent accommodation activities. These activities are intended to foster an atmosphere of excitement and liveliness and to acknowledge the area's special qualities.

To the east, the Quay Park Precinct comprises a significant area of development potential. The Plan provisions provide for a range of activities in order to encourage people to move between the Central City and this area. At the same time measures are adopted to manage the scale and intensity of activities and buildings to a level that will not jeopardise the vitality and viability of the established Central Core.

The importance of the major commercial port both for the handling of general cargo and bulk cargo and as a gateway for tourists is recognised in the Plan. In the vicinity of the Wynyard Wharf there are a number of existing hazardous operations. These activities are currently separated from the broader range of activities provided for in the remainder of the Wynyard Quarter. However, with the progressive relocation and vacation of hazardous operations, Wynyard Quarter provides opportunities for significant redevelopment as a vibrant waterfront attraction and community while continuing to provide for the marine and fishing industries.

Methods of protecting harbour and landmark views and providing an appropriate transition of building heights between the Core and peripheral areas are included in the Plan.

General development rules such as wind and glare controls and provision for light and outlook around buildings are applied. These rules maintain the pleasantness of public open spaces and the amenity within buildings in the higher intensity areas of the Britomart Precinct and the adjacent blocks between the Core SMA and the central wharves. In addition, the Plan recognises the particular importance of certain parts of the Harbour Edge SMA as a public amenity area. Appropriate controls are applied to maintain the pleasantness, comfort, safety and accessibility of certain parts of the central wharves, Viaduct Harbour, and progressively through to Wynyard Quarter, that are attractive to the public. These controls include the imposition of lower building heights from the harbour edge

to the Core SMA to reduce the impact of buildings on the amenity areas and to retain views to and from the harbour. The maintenance of views of the harbour and of key landmarks such as the Auckland War Memorial Museum and the Mt Eden and Rangitoto volcanic cones is also recognised as important. The visual amenity of these features is protected through the use of specific view protection planes. Special controls are also applied to ensure the visual dominance and heritage features of the former Railway Station building are maintained and enhanced.

The controls to maintain the attractiveness of public open space and the scale of adjacent buildings are complemented by the use of design guidelines and assessment criteria. The guidelines ensure buildings within the Britomart and Viaduct Harbour Precincts and Wynyard Quarter respect the existing character of the area and relate appropriately to adjacent public open space.

The Council recognises the importance of maintaining and enhancing access to, from and within the Harbour Edge SMA. Central to the strategy is the provision of an integrated transport facility within the Britomart Precinct. This facility will provide linkage between ferry, train, light rail and bus transport for people within the Central Area. Building the facility underground will avoid the adverse effects of vehicle and train movements at ground level. The Plan also makes provision for the maintenance and enhancement of the maritime gateways and the key road and rail transport routes serving freight movements generated by the port.

The Plan includes controls to enable people to walk comfortably and safely to, from and within the Harbour Edge SMA. Rules are included requiring verandah coverage and safety lighting along key pedestrian routes connecting the Core to the central wharves and along the waterfront public spaces within the Viaduct Harbour Precinct and Wynyard Quarter. To encourage the provision of pleasant and easily identifiable pedestrian areas and linkages, bonus incentives are available for developments that provide additional amenities within the higher intensity areas of the Harbour Edge SMA.

### 4.2.5 PLAN METHODS

#### 4.2.5.1 Activities

The Plan allows for a range of activities while ensuring that those activities that may have a detrimental effect on the environment of the Harbour Edge SMA are subject to control through the resource consent process.

#### 4.2.5.2 Overlay Technique

Overlay rules are applied to ensure the significant adverse effects of development are avoided, remedied or mitigated.



#### 4.2.5.3 Precincts or Quarters

Additional controls or guidelines are applied to protect the special character of the Precincts or Quarters identified in the Harbour Edge SMA.

#### 4.2.5.4 Development Controls

The Plan encourages the establishment of public facilities and amenities through the use of development bonuses and incentives, while implementing controls to provide for a graduated scale of built form between the harbour edge and the Core SMA.

#### 4.2.5.5 Transport

The Plan implements the Central Area Transportation Strategy as set out in Part 9.

#### 4.2.5.6 Heritage

The Plan implements the Central Area Heritage provisions as set out in Part 10.

#### 4.2.5.7 Financial Contributions

The Plan provides for financial contributions under Section 108 of the Act for any purposes stated in the Plan (refer Part 8). Financial contributions are used to avoid, remedy or mitigate the significant adverse effects of development and are to be applied to develop the following:

- a) public spaces
- b) drainage infrastructure.

Financial contributions may take the form of money, land, or a combination of these. Separate financial contribution provisions are included for the Viaduct Harbour Precinct as set out in Part 14.7 and Wynyard Quarter as set out in Part 14.9.

### 4.2.6 OTHER METHODS

The Plan considers any alternative methods in addition to the Plan rules for achieving the purposes of the Act. For these alternative methods refer to Annex 1.

### 4.2.7 ANTICIPATED ENVIRONMENTAL RESULTS

The diversity of character and function of the Harbour Edge SMA and the uncertainty in timing of development of the various land parcels means that the area will remain in a state of transformation for some time.

The Council expects that the Plan will provide the underlying principles necessary to ensure that development

and land use occurs in a way that will enhance the Harbour Edge SMA as a whole and encourage integration with the remainder of the Central Area. On Wynyard Quarter the consolidation of areas for the marine and fishing industries and the progressive relocation of the bulk liquids industry will provide opportunities for the development of a high quality waterfront visitor destination and community with enhanced pedestrian and passenger transport connections to the CBD core, Viaduct Harbour Precinct and the rest of the Central Area. Strong development growth with an emphasis on high quality architecture and urban design is anticipated to continue in the other parts of the Harbour Edge SMA within the next planning period.

It is anticipated that the provisions will also balance the demand for increased public enjoyment of the area against the need for the continued efficient and effective operation of the commercial port.

The Britomart Transport Centre will ensure that the Harbour Edge SMA fulfils a significant role in the objective of enhancing passenger transportation and patronage.



## PART 4.3 - WESTERN STRATEGIC MANAGEMENT AREA

### 4.3.1 DESCRIPTION

The Western Strategic Management Area slopes westward from Hobson Ridge towards Freemans Bay and the harbour. It accommodates a variety of low and medium intensity activities requiring good road access and deriving benefit from close proximity to the Core SMA.

The Western SMA contains Victoria Park which is the only area for active recreation in the Central Area. Light industrial, residential and commercial activities are established in the Western SMA, taking advantage of rentals that are comparatively lower than those in the City core. The City blocks in this SMA are generally large and reflect the industrial nature of the past.

A feature of the existing built fabric is its flexibility to accommodate a variety of activities. This useful quality enhances the possibilities for both commercial and residential redevelopment. A significant portion of vacant and underutilised land exists in the Western SMA and it is the least developed of the three peripheral Strategic Management Areas.

### 4.3.2 RESOURCE MANAGEMENT ISSUES

#### 4.3.2.1 A QUALITY ENVIRONMENT

##### Issues

- Improving the level of public amenity in the area.
- Managing the area of transition that exists between the north-western edge of the Western SMA and Freemans Bay.
- Preserving views across the Western SMA between the Hobson Street ridge and the harbour edge.
- Improving the permeability of the area for pedestrians, vehicles, passenger transport and cyclists.

#### 4.3.2.2 AN ACCESSIBLE CENTRE

##### Issues

- Encouraging accessibility to the area particularly from outside the Central Area.
- Improving pedestrian access to, from and across the Western SMA, particularly along the east-west axis.
- Recognising the function of the area as a major gateway to the remainder of the Central Area.
- Recognising the finite nature of the road capacity of the Central Area when providing for the location of activities in the Western SMA.
- Improving vehicular access across the Western SMA, especially in terms of small scale access lanes with a strong pedestrian amenity and slow speed environment, in both a north-south and east-west direction.

#### 4.3.2.3 AN ALIVE AND EXCITING PEOPLE PLACE

##### Issues

- Acknowledging, protecting and enhancing the former City Destructor/Victoria Park Market site (Quarter Area 1) as a heritage place accommodating a variety of activities.
- Seeking to address the lack of public open space in the Western SMA and recognising the particular function of Victoria Park as the only facility for active recreation in the Central Area.
- Seeking to enhance the diversity and character of the street network of the area and to provide a range of street environments of varying scale and function.

#### 4.3.2.4 A PLACE OF OPPORTUNITIES

##### Issues

- Acknowledging that much of the built fabric is capable of accommodating a variety of activities.
- Enhancing the support role that the Western SMA currently fulfils with respect to the remainder of the Central Area.



- c) Acknowledging that the area has historically been a favoured location for service industry and is likely to be an area of significant growth and redevelopment in the future.
- d) Recognising that urban scale is diverse across the area, from the nature and pattern of buildings in proximity to the Victoria Park Market, to the large sites along Cook Street and parts of Nelson Street.
- e) Recognising that the Western SMA is capable of accommodating activities requiring extensive space due to the easier access and the larger land parcels within the area.

### 4.3.3 OBJECTIVES AND POLICIES

#### 4.3.3.1 OBJECTIVE

*To provide for an environment that emphasises commercial, entertainment, recreational, tourist, cultural, and residential activities in order to achieve vitality while managing the significant adverse effects of activities on each other, on public spaces in the Western SMA and on the sustainability of the Central Area.*

##### Policies

- a) By providing for a variety of activities including those that rely on good direct vehicular access and which are unlikely to compromise the operation of the major road corridors to and from the Central Area.
- b) By protecting and enhancing the special character elements of the former City Destructor/Victoria Park Market site (Quarter Area 1).
- c) By controlling the location, scale and intensity of activities, including the erection of buildings that may have adverse impacts on public amenity.
- d) By controlling development to protect public open spaces from the adverse effects of shade and wind.
- e) By applying provisions that minimise the adverse impacts of reflective material.

#### 4.3.3.2 OBJECTIVE

*To provide for an urban form which maintains a transition in scale of development and accentuates views across the Western SMA between Hobson Street Ridge and the harbour edge.*

##### Policies

- a) By ensuring that development does not compromise the views of the Mt Eden volcanic cone from the northern approaches to the City.
- b) By encouraging a transition in scale of development which accentuates views across the Western SMA between the Hobson Street ridge and the harbour edge.

#### 4.3.3.3 OBJECTIVE

*To maintain and improve accessibility to, from and within the SMA, the motorway and key arterial routes and to improve the gateway status of the Western SMA.*

##### Policies

- a) By improving passenger transport to, from and within the SMA.
- b) By avoiding, remedying, or mitigating the adverse effects of transportation on the environment.
- c) By providing for safe, attractive, efficient and identifiable networks and environments for pedestrians.
- d) By providing for improvement of the visual amenity at the western gateways into the Central Area.
- e) By providing for improved pedestrian accessibility to, from and across the SMA.
- f) By acknowledging the limited capacity of the road system in the Central Area and imposing limits on the provision for car parking which services activities in the Western SMA.
- g) By enhancing the diversity and character of the street network of the area.

### 4.3.4 RESOURCE MANAGEMENT STRATEGY

The Western SMA acts as a major gateway to the Central Area. It therefore plays an important role in accommodating major road corridors into and out of the



area. The Plan's strategy is to acknowledge this role while also providing the opportunities to develop a variety of activities. The Plan provisions encourage a form of development which relates appropriately to the adjoining Strategic Management Areas and the peripheral areas of the Isthmus which lie to the west of the Central Area.

General development controls such as wind and glare rules and provision for light and outlook around buildings are applied. These provisions maintain the pleasantness of public open spaces and the amenity within buildings, particularly in the higher intensity areas along the Hobson Street ridge. Building heights and floor area ratios are gradually reduced from the Core SMA and Hobson Street ridge to the periphery of the Western SMA. The objective is to maintain views across the Western SMA to the upper reaches of the harbour and to retain features within the landscape leading up to and along the Ponsonby ridgeline and beyond. The controls on the scale and intensity of development support a transition in building form from the Core SMA, through the north western edge of the Western SMA, to the inner suburbs beyond.

The maintenance of views of the Mt Eden volcanic cone from the northern approaches to the City is recognised as a valued visual amenity. This is provided for by view protection rules which limit building heights along the Hobson Street ridge.

The need to enhance the visual amenity of the streets and gateways through quality built form and street planting is acknowledged. These controls mitigate the adverse effects of traffic movements and noise on the pedestrian environment and improve the visual quality of the streetscape. The Plan also contains provisions to improve the comfort and safety of key pedestrian routes. Verandahs are required over the southern side of Victoria Street West and the northern side of Wellesley Street West to provide shelter over footpaths from the Core SMA to the former City Destructor/Victoria Park Market site (Quarter Area 1). These routes provide the primary pedestrian linkage between the Core SMA, the former City Destructor/Victoria Park Market site (Quarter Area 1) and Victoria Park, and beyond to the inner suburbs of Ponsonby and Freemans Bay.

### 4.3.5 PLAN METHODS

#### 4.3.5.1 Activities

The Plan allows for a range of activities while ensuring that those activities that may have a detrimental effect on the environment of the Western SMA are subject to control through the resource consent process.

#### 4.3.5.2 Overlay Technique

The Plan applies overlay rules to ensure the significant adverse effects of development are avoided, remedied or mitigated.

#### 4.3.5.3 Precincts or Quarters

The Plan applies additional controls or assessment criteria to protect and enhance the character of the Victoria Quarter within the Western SMA.

#### 4.3.5.4 Development Controls

The Plan encourages the provision of a graduated scale of built form between Hobson Street ridge and the harbour edge, while implementing controls to reduce the significant adverse effects of development.

#### 4.3.5.5 Transport

The Plan implements the Central Area Transportation Strategy as set out in Part 9.

The Plan encourages the provision of through site links (vehicular and pedestrian) including those specifically identified in the Plan.

#### 4.3.5.6 Heritage

The Plan implements the Central Area Heritage provisions as set out in Part 10.

#### 4.3.5.7 Financial Contributions

The Plan provides for financial contributions under Section 108 of the Act for any purposes stated in the Plan (refer Part 8). Financial contributions are used to avoid, remedy or mitigate the significant adverse effects of development and are to be applied to develop the following:

- a) public spaces
- b) drainage infrastructure.

Financial contributions may take the form of money, or land, or a combination of these.

### 4.3.6 OTHER METHODS

The Plan considers any alternative methods in addition to the Plan rules for achieving the purposes of the Act. For these alternative methods refer to Annex 1.





#### 4.3.7 ANTICIPATED ENVIRONMENTAL RESULTS

It is expected that the provisions will allow the Western SMA to continue to accommodate activities which support the Core SMA. The provisions will also ensure that the area remains a destination for traffic that originates outside the Central Area and gains access via the numerous gateways leading into it. It is also anticipated that the service orientation of activities in the Western SMA will continue.

The capacity of the area to absorb further activities and hence generate traffic and reduce air quality will be balanced against the need for the improvement of passenger transport and the inadequate pedestrian network. The maintenance and further provision of public open spaces within the Western SMA will be achieved.



## PART 4.4 - SOUTHERN STRATEGIC MANAGEMENT AREA

### 4.4.1 DESCRIPTION

The Southern Strategic Management Area occupies much of the topographically dominant southern ridge of the Central Area. It has good aspect towards the north and the harbour. Myers Park, the predominant open space in the Southern SMA, creates a pedestrian link between the linear commercial axis of Karangahape Road and the core of the Central Area.

Karangahape Road is recognised as having a particular architectural character and cultural identity. The wide variety of activities creates a vibrant atmosphere with commercial activities predominating during the daytime and entertainment facilities after dark. The area also benefits from the established linkages with the central Core through Queen Street, Greys Avenue and Vincent Street.

There is an increasing trend to locate corporate offices and residential units in this area. These buildings take advantage of the panoramic views of the harbour from the ridge north of Karangahape Road. Established residential pockets are located along portions of Greys Avenue and on the edges of Myers Park.

### 4.4.2 RESOURCE MANAGEMENT ISSUES

The significant resource management issues for the Southern Strategic Management Area are described below.

#### 4.4.2.1 A QUALITY ENVIRONMENT

##### Issues

- Protecting identified distinctive elements, particularly the heritage character, viewshafts and open space areas along Karangahape Road, Upper Queen Street and Myers Park.
- Protecting the amenity of established residential enclaves.
- Enhancing and maintaining the public parks and spaces that are susceptible to development and the effects of development.
- Encouraging development in accordance with the urban design guidelines that apply to Karangahape Road.

### 4.4.2.2 AN ACCESSIBLE CENTRE

##### Issues

- Maintaining and enhancing the pedestrian environment along Karangahape Road and through the linkages between Karangahape Road and the Core SMA.

### 4.4.2.3 AN ALIVE AND EXCITING PEOPLE PLACE

##### Issues

- Enhancing and maintaining the public open spaces such as Myers Park and the Symonds Street cemetery.

### 4.4.2.4 A PLACE OF OPPORTUNITIES

##### Issues

- Providing for retail and entertainment activities in appropriate parts of this SMA.

### 4.4.3 OBJECTIVES AND POLICIES

#### 4.4.3.1 OBJECTIVE

*To allow for mixed-use development in the Southern SMA while managing the adverse effects of activities on each other, on public spaces and the sustainability of the Central Area.*

##### Policies

- By providing for a level of amenity in the Upper Queen Street, Greys Avenue and Beresford Street Residential Precincts, particularly with regard to noise.
- By providing for a high concentration of retail activity in areas enjoying high pedestrian volumes.



**4.4.3.2 OBJECTIVE**

*To provide an urban form and scale of development which respects the topography and maximises the views towards the harbour without compromising the level of amenity in the Southern SMA.*

**Policies**

- a) By protecting and enhancing the public spaces such as Myers Park and the Symonds Street Cemetery.
- b) By applying height and view protection rules to protect significant views towards the harbour while maintaining a high standard of amenity.
- c) By protecting important viewshafts to and from the harbour.
- d) By controlling development to protect public open spaces from the adverse effects of shade and wind.
- e) By applying provisions that minimise the adverse impact of reflective materials.

**4.4.3.3 OBJECTIVE**

*To retain the character elements that are located within the Southern SMA and to mitigate against significant adverse effects resulting from developments and activities.*

**Policies**

- a) By identifying and protecting particular valued buildings, objects, properties and places, particularly Myers Park and Karangahape Road.
- b) By encouraging the use of protected buildings while ensuring that their valued features are not impaired or destroyed.
- c) By safeguarding the character of Karangahape Road through the adoption of guidelines
- d) By safeguarding the views across Newton Gully to the Mt Eden volcanic cone.

**4.4.3.4 OBJECTIVE**

*To maintain and improve accessibility to, from and within the Southern SMA and from the motorway and key arterial routes.*

**Policies**

- a) By improving passenger transport to, from and within the area.

- b) By including Karangahape Road in existing and new forms of passenger transport in the Core SMA.
- c) By avoiding, remedying, or mitigating the significant adverse effects of transportation.
- d) By providing for safe, attractive, efficient and identifiable networks and environments for pedestrians.
- e) By providing for the upgrading of the southern gateways into the Central Area.

**4.4.4 RESOURCE MANAGEMENT STRATEGY**

The Council's strategy aims to provide a regulatory framework that encourages development in the Southern SMA to occur in a way that retains and fosters those elements that make it unique. These elements relate to the built form of Karangahape Road, the topography, the open spaces and the diverse mix of activities. At the same time the Plan acknowledges the current economic function of the Southern SMA and encourages the continuation of this role.

Karangahape Road is identified as a special character Precinct which recognises and maintains the distinctive built form and architectural style for which the Karangahape Road area is well known. The Precinct contains measures to protect the special character frontage and limit the height of buildings on and above the street facade. These controls, combined with the retail frontage rule, will continue to promote the cosmopolitan market-place atmosphere which encourages high pedestrian use of Karangahape Road.

As in the Western SMA, building heights are restricted along and down the Karangahape Road ridge to Queen Street by applying view protection rules that maintain views to the Mt Eden volcanic cone.

Many residential apartments have been established to take advantage of the amenities this SMA offers. The valued aspects are the openness and attractive outlook over Myers Park, and the views towards the harbour from the Karangahape Road ridge.

The Plan also seeks to achieve a balance between fostering the mixed use nature of the area and providing for special residential precincts or quarters where appropriate. To encourage this the Plan includes bonus floor space incentives for developments which incorporate residential accommodation.

The areas of public open space which include the streets and parks provide pedestrian linkages from Queen Street through to the fringe suburbs of Ponsonby and Eden Terrace. The maintenance of the comfort, safety and pleasantness of the pedestrian environment is important in encouraging the use of these links. Controls are applied to



protect these public open spaces from adverse wind conditions and glare and verandahs are required along primary pedestrian routes. In addition, measures are imposed to maintain the valued and important environmental amenities of the open space areas of Myers Park and the Symonds Street Cemetery. The rules seek to avoid the significant adverse effects of shade on Myers Park during those times of the day when it is most intensively used and to maintain the admission of daylight to the Symonds Street Cemetery.

### 4.4.5 PLAN METHODS

#### 4.4.5.1 Activities

The Plan allows for a range of activities while ensuring that those activities that may have a detrimental effect on the environment of the Southern SMA are subject to control through the resource consent process.

#### 4.4.5.2 Overlay Technique

The Plan applies overlay rules to ensure that the significant adverse effects of development are avoided, remedied or mitigated.

#### 4.4.5.3 Precincts or Quarters

The Plan applies additional controls or guidelines to protect the special character of the Precincts or Quarters identified in the Southern SMA.

#### 4.4.5.4 Development Controls

The Plan encourages the establishment of public facilities and amenities through the use of development bonuses and incentives while implementing controls to ensure the impact of development for pedestrians is reduced.

#### 4.4.5.5 Transport

The Plan implements the Central Area Transportation Strategy as set out in Part 9

#### 4.4.5.6 Heritage

The Plan implements the Central Area Heritage provisions as set out in Part 10.

#### 4.4.5.7 Financial Contributions

The Plan provides for financial contributions under Section 108 of the Act for any purposes stated in the Plan (refer Part 8). Financial contributions are used to avoid, remedy or mitigate the significant adverse effects of development and are to be applied to develop the following:

- a) public spaces
- b) drainage infrastructure.

Financial contributions may take the form of money, or land, or a combination of these.

### 4.4.6 OTHER METHODS

The Plan considers any alternative methods in addition to the Plan rules for achieving the purposes of the Act. For these alternative methods refer to Annex 1.

### 4.4.7 ANTICIPATED ENVIRONMENTAL RESULTS

The Plan provisions are expected to allow the Southern SMA to continue to accommodate the wide variety of activities which have contributed to the vitality of the area. The provisions will also ensure that the public spaces and pedestrian linkages are protected and enhanced. It is anticipated that the heritage controls will safeguard the character which makes the Karangahape Road Precinct a special environment in the Central Area.



## PART 4.5 - EASTERN STRATEGIC MANAGEMENT AREA

### 4.5.1 DESCRIPTION

The Eastern Strategic Management Area is dominated by tertiary education facilities and related uses such as those for student accommodation and research facilities.

The student population of the Eastern SMA comprises a substantial proportion of the people who come to the area on a daily basis. This population profile therefore has a profound impact not only in the Eastern SMA but also on other parts of the Central Area.

The Eastern SMA is characterised by areas with significant heritage value, some of which overlap. Examples of these are the High Court, the Princes Street Conservation Area, Albert Park, the Old Government House Grounds and Alten Reserve. These form a system of well-integrated public spaces and buildings.

The southern part of the Symonds Street ridge features a series of office towers on the summit and diverse forms of residential accommodation / non permanent accommodation on the border with Grafton Gully.

Two established residential enclaves are the Anzac Avenue ridge, a popular location for tourist accommodation, and the Symonds Street ridge.

The generally high quality amenity of this SMA and its close proximity to the central City makes it a sought after environment, particularly for offices. There are good internal linkages within the area but connections with the Core SMA are less satisfactory. The sense of tranquillity experienced in parts of the Eastern SMA is attributed to the presence of well functioning public spaces which are complemented by the pedestrian linkages with the Core SMA.

### 4.5.2 RESOURCE MANAGEMENT ISSUES

The significant resource management issues for the Eastern Strategic Management Area are described below.

#### 4.5.2.1 A QUALITY ENVIRONMENT

##### Issues

- Ensuring the integrated management of the valuable heritage elements.
- Improving the permeability of the area for pedestrians, vehicles, passenger transport and cyclists.
- Ensuring that the level of amenity that prevails, including the residential precincts or quarters, is protected from the significant adverse effects of development and activities.
- Enhancing the public places, particularly the well-integrated parks and other spaces that are present and which are susceptible to development pressure.
- Recognising that much of the area is characterised by a distinct form and style, often blending both built and natural environments.

#### 4.5.2.2 AN ACCESSIBLE CENTRE

##### Issues

- Preserving the good internal pedestrian and vehicular linkages that exist.
- Improving the pedestrian linkages with the Core and Harbour Edge SMAs.
- Improving vehicular access across the Eastern SMA, especially in terms of small scale access lanes with a strong pedestrian amenity and slow speed environment in both a north-south and east-west direction.

#### 4.5.2.3 AN ALIVE AND EXCITING PEOPLE PLACE

##### Issues

- Recognising the effect of tertiary education as the primary activity.
- Recognising the existence of support activities in proximity to the tertiary education facilities.
- Recognising the presence of established residential precincts or quarters.



- d) Seeking to enhance the diversity and character of the street network of the area and to provide a range of street environments of varying scale and function.

### 4.5.2.4 A PLACE OF OPPORTUNITIES

#### Issues

- a) Acknowledging that retail activity does not relate strongly to the Core SMA and tends to service both the immediate vicinity and other areas outside the Central Area.
- b) Acknowledging that the commercial activities along the western edge of Stanley Street are likely to relocate as a result of the proposed motorway extension in Stanley Street.

### 4.5.3 OBJECTIVES AND POLICIES

#### 4.5.3.1 OBJECTIVE

*To provide for an environment in the Eastern SMA that accommodates a range of activities with an emphasis on education, residential accommodation/non permanent accommodation, commercial, tourism, entertainment and culture while managing the adverse effects of activities on each other, on the public spaces and on the sustainability of the remainder of the Central Area.*

#### Policies

- a) By providing for a Precinct which recognises tertiary education as its principal activity.
- b) By encouraging activities that benefit from being near to tertiary education facilities.
- c) By mitigating any significant adverse effects of development and activities.
- d) By recognising the established residential precincts or quarters and applying appropriate controls to maintain these.

#### 4.5.3.2 OBJECTIVE

*To provide an urban form and scale of development which retains the existing quality of the public spaces and pedestrian linkages in the Eastern SMA.*

#### Policies

- a) By applying provisions that encourage a transition in building height between the Anzac Avenue and Symonds Street ridges and the harbour edge.
- b) By controlling development to protect public open spaces from the significant adverse effects of shade and wind.
- c) By applying provisions that minimise the significant adverse impacts of reflective materials.
- d) By controlling development to ensure that residential properties and public open space receive adequate amounts of daylight.
- e) By applying provisions relating to streetscape improvement and landscaping in the residential areas in order to develop a spacious and well vegetated appearance.
- f) By providing for a level of amenity in the Anzac Avenue and Upper Symonds Street Residential Precincts, particularly with regard to noise.

#### 4.5.3.3 OBJECTIVE

*To retain the Eastern SMA's heritage and character elements and to mitigate against the negative effects resulting from developments.*

#### Policies

- a) By identifying and protecting particular buildings, objects, properties and places valued as part of the heritage of the area.
- b) By encouraging the use of protected buildings while ensuring that their valued features are not impaired or removed.
- c) By protecting and enhancing the heritage elements contained in Albert Park, the original university area, the Old Government House Grounds, the barracks area and the Waterloo Quadrant area.
- d) By protecting and maintaining the closed cemetery on both sides of Symonds Street.
- e) By protecting and enhancing the heritage elements of Alfred Street.



- f) By protecting and enhancing the heritage elements of Emily Place.
- g) By protecting and enhancing the heritage elements of Alten Reserve.
- h) By protecting and enhancing the character elements of upper Airedale Street and Wakefield Street.
- i) By protecting and enhancing the heritage elements of the Wellesley Street/Princes Street/Symonds Street block.
- j) By protecting and enhancing the heritage elements of the Auckland Institute of Technology.

#### 4.5.3.4 OBJECTIVE

*To maintain and improve accessibility to, from and within the Eastern SMA and from the motorway and key arterial routes while avoiding adverse effects on the environment.*

##### Policies

- a) By improving public transport to, from and within the area and particularly in relation to the needs generated by the tertiary education facilities.
- b) By avoiding, remedying, or mitigating the adverse effects of transportation particularly as a result of the proposed extension of the motorway.
- c) By providing for safe, attractive, efficient and identifiable networks and environments for pedestrians.
- d) By enhancing the diversity and character of the street network of the area.
- e) By providing for the upgrading of the eastern gateways into the Central Area in Grafton Gully, including the proposed extension of the motorway along Stanley Street and Wellesley Street East.
- f) By providing for improved public accessibility between the Eastern, Core and the Harbour Edge SMAs.
- g) By acknowledging the limited capacity of the road system of the Central Area when making provision for car parking.

#### 4.5.4 RESOURCE MANAGEMENT STRATEGY

The strategy aims to present a regulatory framework which accommodates future development and ensures that the diversity and high quality environment of parts of the

Eastern Strategic Management Area are retained. The Plan seeks to provide for the range of activities located in this SMA which support the Core, while encouraging specialist activity and protecting its character. The Precincts comprise areas of historic importance, tertiary education facilities and residential activity which all fulfil an important role in attracting people to the area.

The Eastern SMA contains a number of areas of significant heritage value, high pedestrian amenity and distinctive built form. These areas include the High Court, the Princes Street Conservation Area, Albert Park, and various parts of the University, including the Old Government House Grounds and the barrack wall. The Plan contains provisions that protect particular heritage buildings, objects, places and special environments that are recognised for their character and amenity, and which are considered to have historical merit.

Tertiary education facilities and ancillary activities will continue to play a dominant role in this SMA. The Plan acknowledges the importance of the University of Auckland and the Auckland Institute of Technology by providing for the Learning Quarter. The Learning Quarter recognises the particular needs of the tertiary education sector and provides for the traditions and the atmosphere of vitality that the sector brings to the Eastern SMA and to the Central Area.

The established nature of the residential activities in the vicinity of Eden Crescent and Whitaker Place is recognised by identifying these as residential precincts. Landscaping requirements and a streetscape control apply to the Symonds Street ridge in order to foster and maintain the spacious and landscaped appearance. To ensure that adequate amounts of daylight are admitted to residential properties and public open spaces, a building-in-relation-to-boundary rule is included in the development controls. The relationship between built form and topography is recognised by adopting height provisions that encourage a transition of height between the Anzac Avenue and Symonds Street ridges and the harbour edge.

Albert Park is the major open space in the Eastern SMA and it attracts people from the surrounding tertiary education and commercial areas. The Park also provides an attractive pedestrian link between parts of the Eastern SMA and the inner city.

The open space areas in the Eastern SMA are particularly valued for their environmental qualities such as openness, sunlight and tranquillity. Provisions are included in the Plan to protect sunlight admission to Albert Park and Emily Place during those times of the day when they are most intensively utilised. In addition specific measures are adopted to maintain the comfort, safety and pleasantness of streets and other public spaces. These rules control the significant adverse effects of wind and glare caused by



buildings and provide for verandahs and safety lighting along primary pedestrian linkages.

The Plan recognises that the maintenance and improvement of access to the Eastern SMA is an important issue and encourages the provision of passenger transport, particularly to meet the demands of the tertiary education users. The Council acknowledges that the proposed extension of the motorway along Stanley Street and Wellesley Street East will have a major effect on this SMA. The limited capacity of the road system is taken into account in the provision for car parking activities in the Eastern SMA.

### 4.5.5 PLAN METHODS

#### 4.5.5.1 Activities

The Plan allows for a range of activities while ensuring that those activities that may have a detrimental effect on the environment of the Eastern SMA are subject to control through the resource consent process.

#### 4.5.5.2 Overlay Technique

The Plan applies overlay rules to ensure the significant adverse effects of development are avoided, remedied or mitigated.

#### 4.5.5.3 Precincts or Quarters

The Plan applies additional controls or guidelines to protect the special character of the precincts.

The Plan applies the Learning Quarter: Area 1 to provide for the particular requirements of the existing tertiary education campuses within the Eastern SMA. The Learning quarter: Area 1 applies additional controls and guidelines which seek to ensure that new use and development respects, enhances and where appropriate protects, those particular built form, heritage and amenity qualities which contribute to the special character of the campuses and their environment.

#### 4.5.5.4 Development Controls

The Plan encourages the establishment of residential accommodation through the use of development bonuses and incentives, while implementing rules to reduce the impact of development on the amenity of the Eastern SMA.

#### 4.5.5.5 Transport

The Plan implements the Central Area Transportation Strategy as set out in Part 9.

The Plan encourages the provision of through site links (vehicular and pedestrian) including those specifically identified in the Plan.

#### 4.5.5.6 Heritage

The Plan implements the Central Area Heritage provisions as set out in Part 10.

#### 4.5.5.7 Financial Contributions

The Plan provides for financial contributions under Section 108 of the Act for any purposes stated in the Plan (refer Part 8). Financial contributions are used to mitigate the significant adverse effects of development and are to be applied to develop the following:

- a) public spaces
- b) drainage infrastructure.

Financial contributions may take the form of money, or land, or a combination of these.

### 4.5.6 OTHER METHODS

The Plan considers any alternative methods in addition to the Plan rules for achieving the purposes of the Act. For these alternative methods refer to Annex 1.

### 4.5.7 ANTICIPATED ENVIRONMENTAL RESULTS

The Plan provisions permit the tertiary education activities to continue to predominate in this part of the Central Area. The policies and implementation of the rules will balance the pressure for development against the need to retain the special qualities which this SMA possesses.

A major impact on the area in the future will be the increased capacity of the motorway which will increase traffic volumes in much of the Eastern SMA. This will need to be taken into consideration when assessing applications for traffic-generating developments and activities in this SMA.

The provisions will allow for residential growth in specific parts of the Eastern SMA, particularly on the southern Symonds Street ridge and in enclaves in the vicinity of Eden Crescent.

