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Mr David Drew
Westfield (New Zealand) Limited
P O Box 109-280
Newmarket
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Dear David

Westfield St Lukes Private Plan Change 8: Further information request.

In response to Section 2.0 of the letter of 16 July 2009 from Mr Richard Osborne of URS New Zealand Limited, outlining the further information request, provided below is an analysis of the effects of the proposed Interface Type E on the amenity and character of Aroha Avenue.

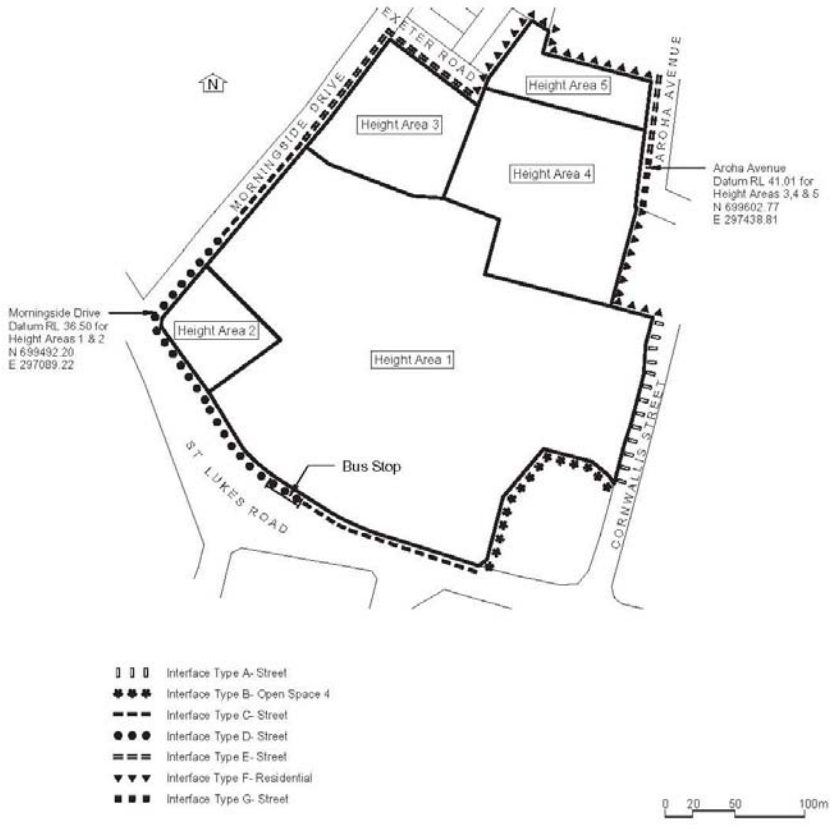

Figure 1: E06-05(2) Concept Plan – Business 8 Zone, St Lukes Road, Mt Albert.

The location of Interface Type E – Street is shown diagrammatically on E06-05(2) Concept Plan – Business 8 zone (see Figure 1).

The approximate location and extent of Interface Type E – Street is illustrated on a Google Earth aerial photograph of the area (see Figure 2).

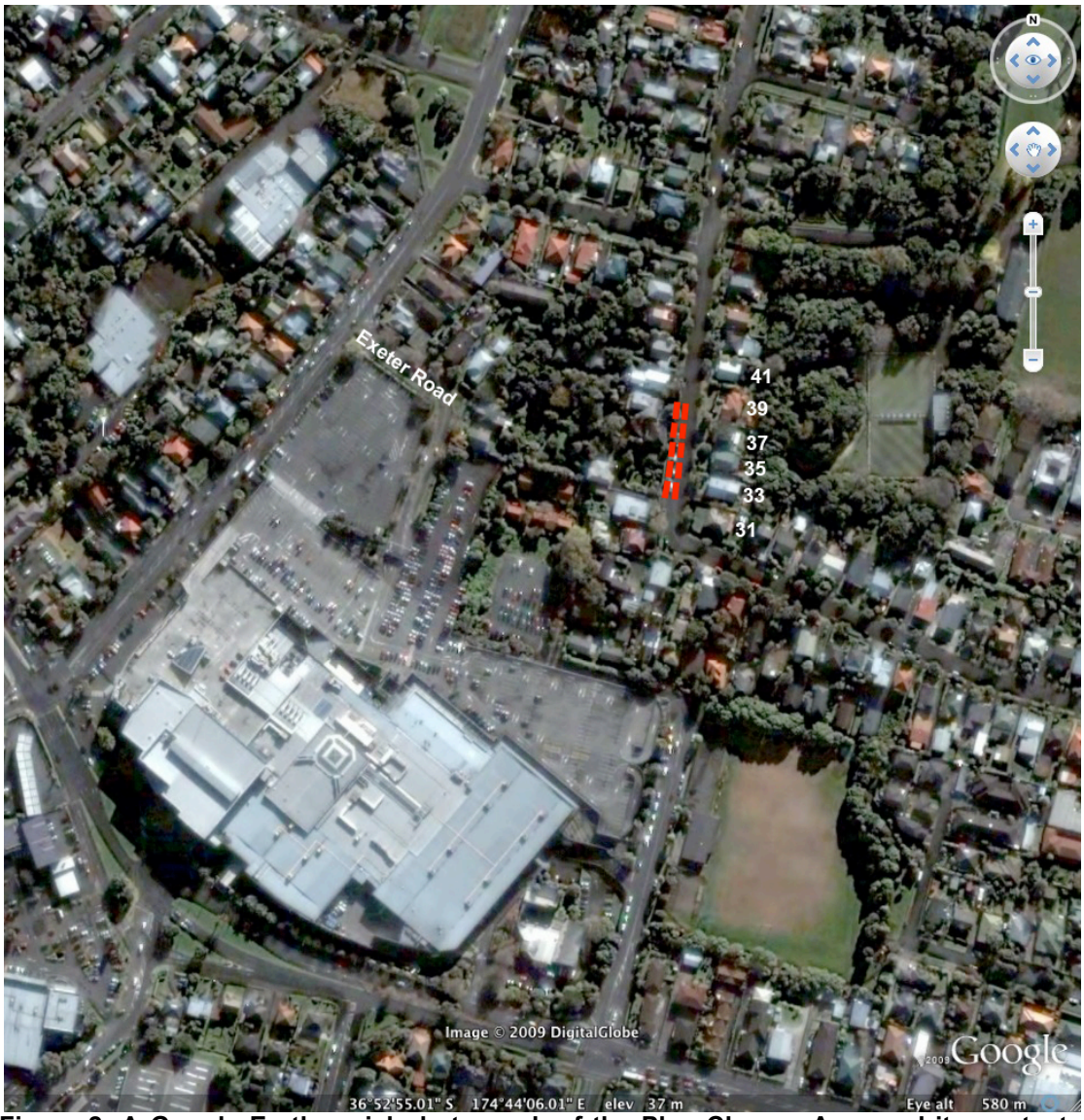

Figure 2: A Google Earth aerial photograph of the Plan Change Area and its context, indicating in red parallel dashed lines the approximate location and extent of 'Interface Type E – Street'. The numbers in white indicate the Aroha Avenue addresses of houses opposite/near proposed Interface Type E.

As can be seen from Figures 1 and 2, Interface Type E applies to the western side of Aroha Avenue, either side of what will be the intersection of Aroha Avenue and Exeter Road extended eastwards.

The properties on the opposite (eastern) side of Aroha Avenue are residential in scale and character, and are typically 1 storey high with moderately pitched roofs. The house at 37 Aroha Avenue is two storeys high. Houses at 31 – 41 Aroha Avenue range in height from approximately 4.5m to 5.5m, excluding the two storey residence which would be approximately 7m high. Several have

high fences and planting in the roadside berm, preventing views from the houses into the street and vice versa (see Figures 3-10). Few, if any, appear to have any significant private outdoor living space facing or visible from the street.

Figure 3: The properties on the eastern (right hand) side of Aroha Avenue that will face westwards towards Interface Type E.

Figure 4: The house at 31 Aroha Avenue on the inner bend in the road.

Figure 5: The house at 33 Aroha Avenue, opposite Interface Type E.

Figure 6: The house at 35 Aroha Avenue, opposite Interface Type E.

Figure 7: The house at 37 Aroha Avenue, opposite Interface Type E.

Figure 8: The house at 39 Aroha Avenue, opposite the northern limit of Interface Type E. (The colour of the roof of this house has changed since the aerial photograph was taken.)

Figure 9: The house at 41 Aroha Avenue, opposite but just to the north of the northern end of Interface Type E.

Figure 10: Looking south along Aroha Avenue from opposite number 41. The houses on the left of the image face across the road towards proposed Interface Type E.

The Interface Type E controls have been designed in recognition of the adjoining 'street' condition of this particular part of the Westfield St Lukes site boundary.

The Type E – Street Interface controls are described in Section 4.4 of the proposed Plan Change as follows:

Type E – Street Interface

(a) Continuous pedestrian shelter shall be provided along the site frontage except for that area of frontage occupied by vehicle crossings. The shelter shall have a minimum height of 3m and a maximum of 4.5m above the footpath immediately below. The shelter shall be located no closer than 600 millimetres from the kerbline of the road and, where practicable, shall have a minimum width of 2.5 metres.

(b) Buildings shall directly abut the street frontages for not less than 50% of their length with no part of the building façade located further than 5 metres from the street frontage at ground level. Where the building façade is set back at ground level, the area between the building and the street frontage shall be occupied by activities or amenities such as outdoor seating, display, landscaping or pedestrian amenities.

(c) Above a height of 20m a 5m set back shall apply for at least 90% of the length of the building façade at the road boundary.

(d) 70% of the façade of buildings at ground level shall comprise glazing and pedestrian entries.

(e) Glazing and balconies shall comprise no less than 30% of the façade of the upper levels of any building.

(f) The minimum height of building facades at the boundary shall be 6 metres.

(g) *No parking shall be located in front of a building at ground level. Parking at or above street level within a building shall be located more than 10m from the site boundary.*

Each of these controls will now be analysed as to their appropriateness and effectiveness in protecting the existing amenity of Aroha Avenue as a residential street.

(a) Continuous pedestrian shelter shall be provided along the site frontage except for that area of frontage occupied by vehicle crossings. The shelter shall have a minimum height of 3m and a maximum of 4.5m above the footpath immediately below. The shelter shall be located no closer than 600 millimetres from the kerbline of the road and, where practicable, shall have a minimum width of 2.5 metres.

This control will ensure that people walking from the residential area to the north of Westfield St Lukes and into the extended Exeter Road will be provided with appropriate and effective protection from inclement weather at the earliest possible location along that route. A verandah or canopy of the dimensions required will also provide visual depth to, and a play of light and shade across, the eastern elevation of buildings on this part of the site.

(b) Buildings shall directly abut the street frontages for not less than 50% of their length with no part of the building façade located further than 5 metres from the street frontage at ground level. Where the building façade is set back at ground level, the area between the building and

the street frontage shall be occupied by activities or amenities such as outdoor seating, display, landscaping or pedestrian amenities.

This control will ensure that there is an overall sense of the street space being edged, defined and contained by built form. It will also ensure that the edge is attractive for pedestrians to walk along/past. The last sentence ensures that any areas between the building and the street boundary will not be able to be used for at grade car parking.

(c) *Above a height of 20m a 5m set back shall apply for at least 90% of the length of the building façade at the road boundary.*

This control does not apply to Aroha Avenue because it is, in effect, over-ridden by the 12.5m maximum height limit applying to this part of the site under the provisions of Height Area 5. The control exists primarily to apply to those other areas of the site to which the Interface Type E controls also apply, but which are subject to different (and higher) Height Area controls (such as along the eastern side of Morningside Drive and the southern side of the existing Exeter Road east. The 12.5m height limit (approximately 3-4 storeys) will ensure that the scale of any buildings aligning or set back from the western side of Aroha Avenue will be of a scale compatible with the residential 6a zoning of properties on the opposite side of the street, which enables a maximum building height of 8m.

(d) *70% of the façade of buildings at ground level shall comprise glazing and pedestrian entries.*

This control will ensure that the edge of the street at ground level will be visually attractive, activated and engaging. It will prevent blank walls at street level. The control will also ensure that pedestrians are able to enter and leave the building/buildings from Aroha Avenue. These entries will generally ensure that the building fronts and addresses the street at ground level. The specified percentage of facade to which the control applies is generally regarded as urban design 'best practice'.

(e) *Glazing and balconies shall comprise no less than 30% of the façade of the upper levels of any building.*

This control will ensure that floor levels above the street level will not be blank. Instead, they will be characterised by windows and balconies that will make them attractive and visually activated. Windows and balconies occupying a minimum of 30% of the area of a building elevation above the ground floor level will also ensure that the occupants will be able to overlook the street thereby providing passive surveillance and increasing the level of public safety. In this regard, the relatively low 12.5m maximum permitted height of the building/buildings, the planting in the street berm, and the distance from houses on the opposite side of the street is such, that it is considered that any overlooking of the street will result in no more than minor potential adverse effects on the privacy of the residential properties on the eastern side of Aroha Avenue.

(f) The minimum height of building facades at the boundary shall be 6 metres.

This control will ensure that the height of the building facades at the Aroha Avenue boundary is sufficient to adequately define and contain the approximately 20m wide street space. At the same time, this minimum height which is equivalent to only 2 storeys is not so great that it will visually dominate or have any adverse shading or privacy effects on residential 6a zoned properties on the opposite (eastern) side of the approximately 20m wide Aroha Avenue.

(g) No parking shall be located in front of a building at ground level. Parking at or above street level within a building shall be located more than 10m from the site boundary.

This control will ensure that this section of the western side of Aroha Avenue will not be edged by an open-air car park at ground level. Any parking building will have to be set back from the Aroha Avenue boundary a minimum of 10m. In conjunction with Interface Type E Control (b) above, this control has the effect of creating a building interior zone ranging in depth between 5m (where the building face is set back 5m from the street boundary) and 10m (where the building face abuts the street boundary). Such an arrangement would provide a 'sleeve' of activities to screen any car parking at or above street level. A 'sleeve' depth of 5m-10m is generally accepted to be practical and flexible in the uses to which it can be put.

Conclusion
From an urban design perspective, it is considered that the controls provided by E06-05 Concept Plan – St Lukes Road, Mt Albert, Interface Type E - Street, will deliver an entirely compatible and suitable retail environment interface with the existing residential streetscape amenity and character of Aroha Avenue.

I trust this analysis provides the additional urban design information sought in the Further Information Request.

Yours faithfully,

Clinton Bird

Director