

# CBD BONUS PROVISIONS PUBLIC SPACE & AMENITY

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## EXECUTIVE SUMMARY

The District Plan sets out incentive zoning in the form of bonus floor area for developments within the central area that incorporate specific features. This report documents those features that are intended to provide amenity for pedestrians including through-site links, plazas, landscape and amenity areas and footpath widening.

A critical examination of the pedestrian amenities that qualify a development for bonus floor area has been undertaken citing examples throughout the central area. As a consequence the report sets out a series of recommendations for each of these bonus features, including changing their activity status and in the case of landscape and amenity areas removal of the bonus altogether.

A plaza is only of value if it fulfills a number of criteria, and in many locations a plaza can have negative effects. For this reason the report recommends that the bonus for a plaza should be made discretionary rather than restricted controlled, and the bonus for a landscape and amenity area should be removed as a separate bonus and instead incorporated within the plaza bonus.

Similarly footpath widening is considered to be of value only where there is a clear, identified need for it. Footpath widening should also be made a discretionary activity. A formula and criteria are proposed for assessing the need and the appropriate width of any footpath widening.

Through-site links, lanes and arcades, on the other hand, have some value regardless of their location, as long as they offer a reasonable alternative route that is clearly available to the public. Current bonuses for through-site links are based on a well-justified formula that rewards a link proportionately to the walking distance saved. In response to the construction of sub-standard links in the 80s, the current rules insist that a link must also meet a number of criteria. However, because through-site links are also currently restricted controlled activities, there is little opportunity to enforce this criteria. Furthermore in many instances there may be reasons why only some of these criteria can be met, in spite of the link still demonstrating some value.

Unlike the criteria for a plaza, most of the criteria for a through-site link (or arcade or lane) can easily be quantified, so it is recommended that through-site links become a restricted discretionary activity, taking the existing formula as a base and adjusting it up or down proportionately in order to calculate an appropriate floor area bonus.

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# 1.0 THROUGH-SITE LINKS

Through-site links are frequently used throughout the city for safely and comfortably getting from one street to another, particularly where a change in levels is involved. There are a number of different “types” of through-site links. For the purposes of this report we have attempted to categorise and illustrate these types.

The through-site link bonus, from the central area plan, applies to a separately defined, continuous and clearly identifiable public walkway taking the most direct route, which is designed specifically to traverse a site to connect roads or other public places or other through-site links and is a pedestrian route which will be of substantial public benefit by providing a shorter and more convenient route than the existing alternative.

The bonus floor area achievable per square metre of through-site link provided is expressed by the ratio L1:L2 where:  
 L1 = The shortest distance between points A and B measured along the road boundary.  
 L2 = The shortest pedestrian

route between points A and B (see Figure I below)

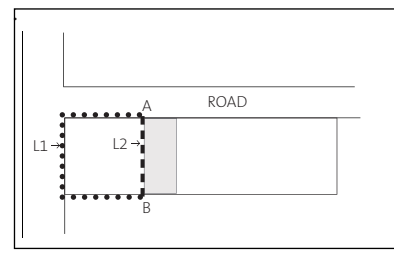


Figure I

- The bonus floor area available per square metre of through-site link provided shall not exceed 10m<sup>2</sup> (ie, where L1:L2 = 10:1); and
  - The bonus floor area available per square metre of through-site link provided shall be no less than 5m<sup>2</sup> (i.e. where L1:L2 = 5:1 or less) provided that throughsite links that attain less than 2m<sup>2</sup> shall not be eligible for a bonus.
- For the purpose of these

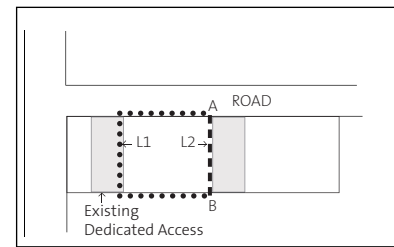


Figure II

measurements the following terms apply:

- a) Road boundary includes the shortest distance between points at either end of a pedestrian access which is protected by a registered easement or similar form of dedication (see Figure II above).

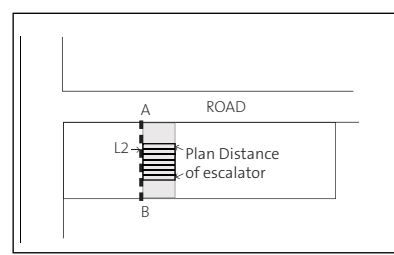


Figure III

b) No part of a through-site link is counted more than once for the measurement of L2.

c) Where escalator pairs are included in the through-site link they count as having zero distance except that the separate bonus available for escalator pairs still applies.

d) Where a single escalator is included in a through-site link, the calculation of L2 includes the plan distance of the escalator (see Figure III).

e) Where stairs are included in a through-site link their actual travel distance applies (see Figure IV below).

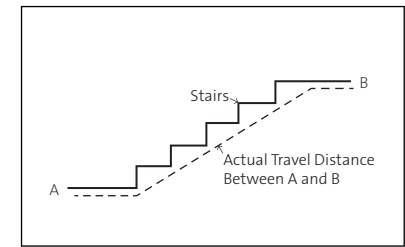


Figure IV

## 1.1 LANES

Lanes are uncovered external spaces that provide permanent pedestrian and/or vehicle connections through the city fabric at all hours. These have not been traditionally a common typology in New Zealand, however there is a growing desire for activated pedestrian spaces of this intimate scale. There is certainly an argument for creating such connections in new developments.

Links such as Fort Lane and Vulcan Lane offer good models of the narrow pedestrian ways that sustain retail activity and add to the life and ambience of the city. In such streets the narrow width of both street and tenancies engender a sense of intensity and visual richness.

Some examples of lanes in Auckland are:

- Chancery Lane
- Durham Street East
- Vulcan Lane
- Bledisloe concourse

**Fig. V** Chancery lane is a private lane formed as part of the Chancery development in 1999 - 2000. It offers a pedestrian environment that creates an alternative connection between High Street and Albert Park. It has successfully regenerated a formerly dormant part of the city. However, because it is private it can be closed to the public at times.

**Fig. VI** Vulcan lane is part of the public street network. It is arguably the city's most successful lane and a destination for both locals and visitors to Auckland.



Figure V Chancery Lane



Figure VI Vulcan Lane

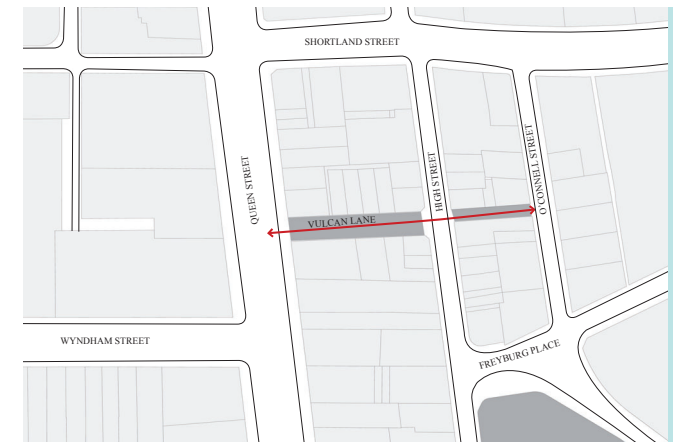




Fig. VII Durham Street East is also part of the street network. The intimacy of scale creates interest in this lane. It has become increasingly active over time and now has bars and cafes opening onto it as well as retail

Figure VII Durham Street East

Fig. VIII Bledisloe concourse is the remnant footpath of Bledisloe Street, which used to run along this alignment and then out to Queen Street. Therefore, it is not strictly a lane but it does afford an important 24/7 public connection between the street network and Aotea Square and includes active frontages opening onto it.



Figure VIII Bledisloe concourse



## 1.1.2 BONUS FLOOR AREA- LANES

The following table sets out the desired characteristics of lanes and recommends a potential scale of bonuses to reward the provision of these characteristics with a development.

It is recommended that lanes be a restricted discretionary activity demonstrating the desired characteristics of lanes and being rewarded accordingly.

Pedestrian amenity	Desired characteristics	Bonus floor area calculation
Lanes	Fully pedestrian or have only limited vehicular access	Reward with base formula. Multiply bonus by 0.3 for every 1m <sup>2</sup> shared with vehicles (i.e. penalty for vehicle access)
	Active frontage along at least one entire length of the lane	Reduce base formula by percentage of <b>inactive</b> frontage (blank walls, non-retail use) along both sides of lane.
	Open air connection	Allow 1m <sup>2</sup> for every meter of sky visible directly overhead
	Connection between two streets or activity nodes to create interest in the city	Reward with base formula for easy link between two streets
	Clear, visible origin and destination	Multiply base formula by 1.1 for ability to clearly see the other end of the lane
	Narrow space lined with buildings of medium scale to create sense of enclosure	Reward minimum width of 6m or more with base formula
	Width proportionate to scale of development at ratio of 1:5 to reduce potential wind effects	Reward with base formula. Multiply bonus by 0.8 for every metre of height exceeding ratio
	At grade or no greater than 1:12 gradient	Reward with base formula. Multiply bonus by 0.5 if gradient greater than 1:12 and no alternative universal access provided.
	Publicly accessible 24/7	Double base bonus if lane is vested as part of the public street network

## 1.2 ARCADES

Arcades are a popular form of mid-block connection. They are enclosed pedestrian routes within developments. The features that make them attractive are that they are lined with small scale shops and are free from traffic. Although arcades do not always provide the most direct link from A to B, they do provide a covered connection and tend to improve pedestrian safety and amenity. The more successful arcades are those with high ceilings and backlit glass ceilings or access to natural light such as the Queens and Strand arcades and clear outlook through to the end.

Some examples of arcades in Auckland are:

- Strand Arcade
- Queens Arcade
- Canterbury Arcade
- St. Kelvin's Arcade

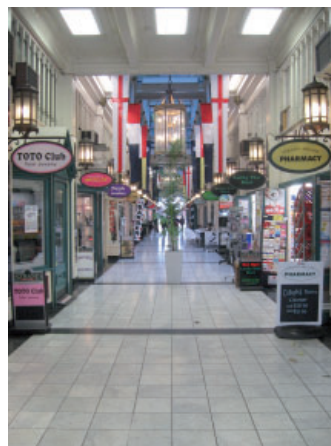
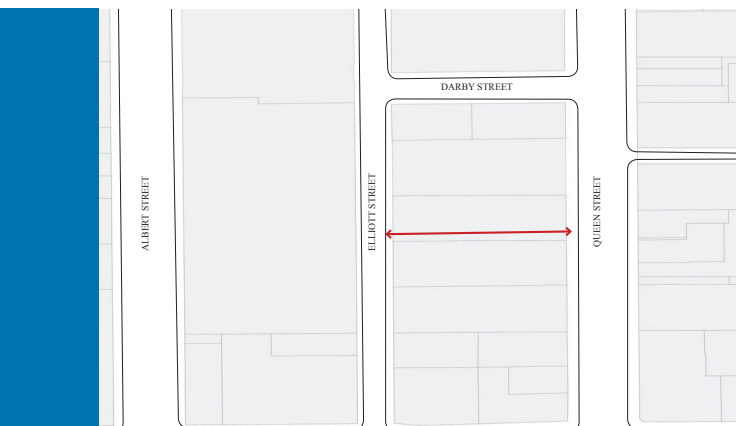


Figure IX Strand Arcade

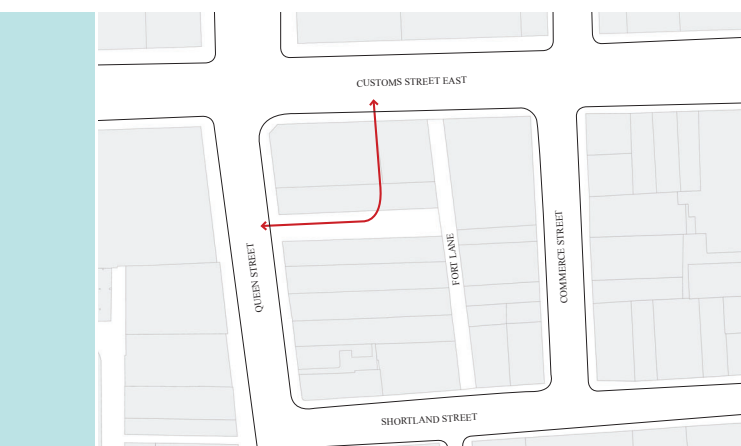
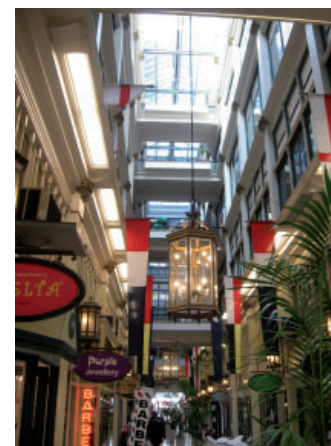


Figure X Queens Arcade

Fig. IX Strand Arcade is an Edwardian shopping arcade that has altered little since it was formally opened in 1900

Fig. X Queens Arcade was built in three parts from the early 1900's to 1929. It was substantially refurbished in the 1980's to create the glazed atrium.



Fig. XI Canterbury arcade is located within four Art Nouveau buildings located on Queen and High Streets. It provides a link via stairs between the two streets. Canterbury arcade is not nearly as successful as Queens or Strand Arcades as it has a relatively low ceiling and narrow accessway. It has active frontage mostly along only one side.



Figure XI Canterbury Arcade



Fig. XII St. Kelvins Arcade was constructed in the 1920s. It provides a strong visual and physical connection to Myers Park to the north of Karangahape Road. It is more successful as a destination than a through-site link - in part due to the perception of Myers Park as unsafe and in part due to the change in levels to get to it



Figure XII St. Kelvins Arcade



## 1.2.1 BONUS FLOOR AREA- ARCADES

The following table sets out the desired characteristics of arcades and recommends a potential scale of bonuses to reward the provision of these characteristics in development.

It is recommended that arcades be made a restricted discretionary activity.

Pedestrian amenity	Desired characteristics	Bonus floor area calculation
Arcades	Covered, but with access to natural light for part of their length	Allow 1m <sup>2</sup> for every meter of sky visible directly overhead
	Lined with active uses at the level of the arcade	Reduce base formula by percentage of <b>inactive</b> frontage (blank walls, non-retail use) along both sides of link
	Publicly accessible for a minimum of normal business hours	Reward with base formula, increase by percentage of additional hours open in a 24 hour day.
	Open and universally accessible at each end and throughout the length of the link	Multiply base formula by 1.1 for ability to clearly see and move through to the other end of the link
	Clearly signed indicating name of arcade, opening hours, and destination	Reward with base formula for clear signage
	Maintain a minimum unobstructed width of 3.5m and a generous height to allow daylight penetration	Reward with base formula on basis that minimum unobstructed width is 3.5m. Additional bonus could be granted on the basis of 1m <sup>2</sup> for every 1m <sup>2</sup> of void space in floor levels above ground floor.

## 1.3 COVERED LINKS THROUGH BUILDINGS

Throughout Auckland there are a number of links through buildings. Some of these provide vital connections for the less able bodied to move around the city. At present the through-site link bonus only requires that the link be available for public use between 8.30am to 5.30pm Mondays to Fridays. These links are therefore not “universally accessible” and fall into their own category of “corporate buildings”. Many of these are well used linkages during opening hours.

For the purposes of this study these links have been grouped into

- 1) Corporate
- 2) Hotels
- 3) Carparks

### 1.3.1 Corporate links

Some examples of corporate links in Auckland are:

- Finance Centre - (Albert St, Victoria St, Queen St and Durham Lane.)
- AXA building- (Shortland St, Chancery St, O’Connell St.)
- Philips Fox building (Darby/Elliott/Queen & Victoria).
- BNZ Centre - (Mills lane to Queen St adjacent to Swanson lane)
- Lumley Tower



Figure XIII Finance centre

Fig. XIII The Finance centre connects four streets via several buildings. It is a tortuous route and achieves little in the way of saving on time or distance. With the exception of the mobility impaired, it would be quicker and safer to use the adjacent street network.

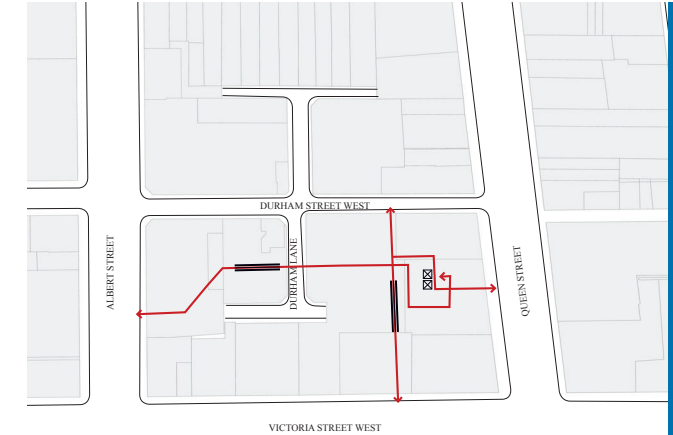




Figure XIV AXA building

Fig. XIV The AXA building occupies much of a large block between Chancery and Shortland Streets. It provides a connection between the two streets both through the building and via a lane. It is also connected to O'Connell Street via an agreed access through the building to its west. This link appears to be most commonly used by office workers in the area.



Figure XV Phillips Fox building

Fig. XV As well as providing covered connections during business hours the Phillips Fox building has a mix of retail on its ground floor and a central cafe. It is spacious, well lit and reasonably inviting.

Fig. XVI The BNZ building offers a connection between Queen Street and Mills lane. Whilst most pedestrians would use the adjacent pedestrian- orientated Swanson Street, the BNZ tower includes escaators and a lift for the mobility impaired.



Figure XVI BNZ centre

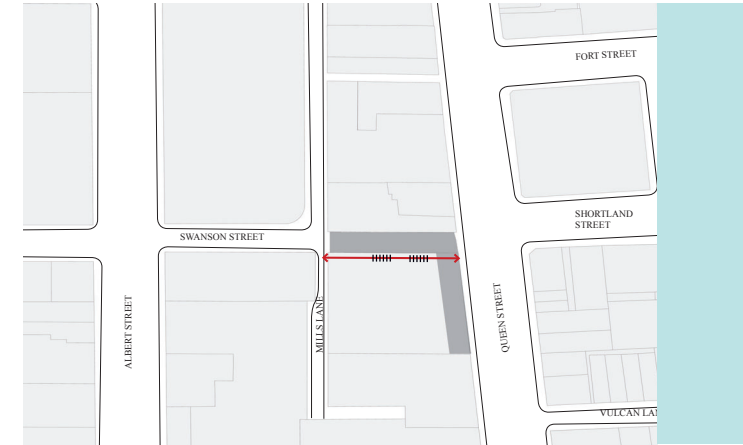
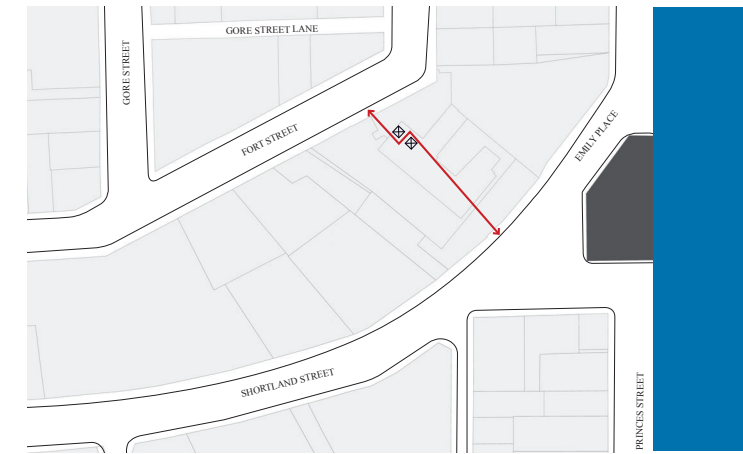


Fig. XVII Lumley Tower offers an all important connection across levels in the city, particularly for the mobility impaired. This link achieves an enormous saving in distance as well as height. One observation, however, was that the public lift connecting Fort Street with Shortland Street/ Emily Place was difficult to locate.



Figure XVII Lumley tower



### 1.3.2 Hotel links

Similar to the above, there are many connections through hotels that are well used. Hotel connections are particularly useful for traversing levels across the city. Hotel opening hours tend to be longer than other businesses so links may be accessible outside of normal business hours. One observation is that these public connections are not always clearly signposted and therefore not easy to find.

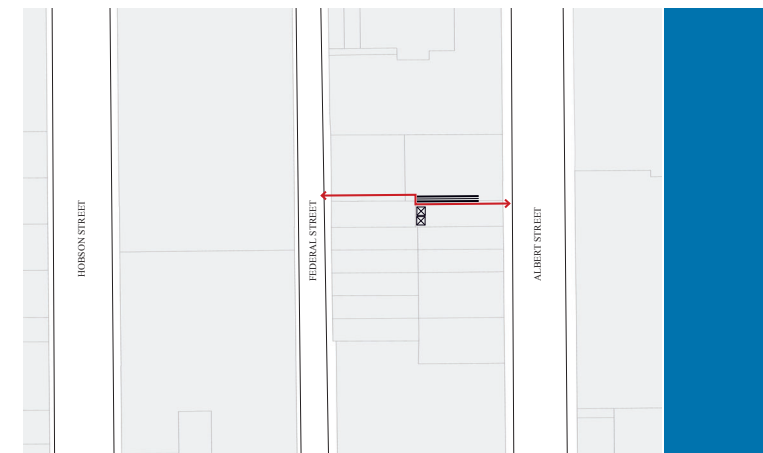
Some examples of hotel links in Auckland are:

- Sky City Grand
- Crowne Plaza/Atrium on Elliott
- Rendezvous Hotel

**Fig.XVIII** The connection through the Sky City Convention Centre includes both escalators and lifts. Although spacious and well-lit, this link feels private. The escalator is placed in such a way that the user ends up walking further than necessary, however the lift is useful.



Figure XVIII Sky City grand



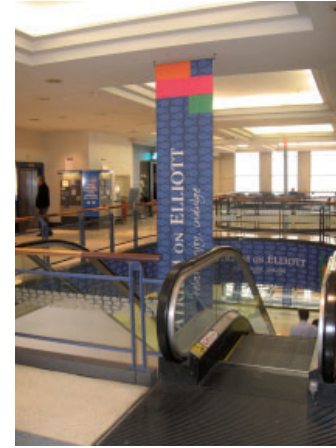
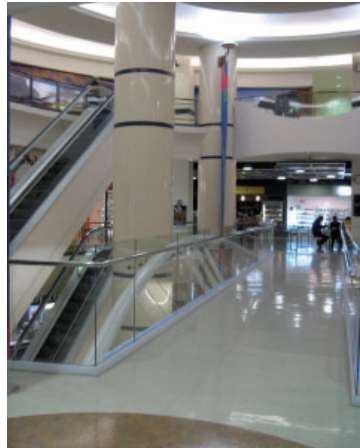


Figure XIX Crowne plaza

Fig. XIX Although not well signed, the connection from Crowne Plaza Hotel down to Elliot Street via the atrium on Elliott is a well-used and visually stimulating link. This connects with the Sky City Convention Centre across Albert Street to offer a good alternative to the steep street network during business hours.

Fig. XX The Rendezvous Hotel provides a universally accessible connection underneath Mayoral Drive. It connects Vincent Street with Aotea Square/ Queen Street via the Rendezvous Hotel and underpass. It does require some nerve and effort on the part of the user to get from A - B

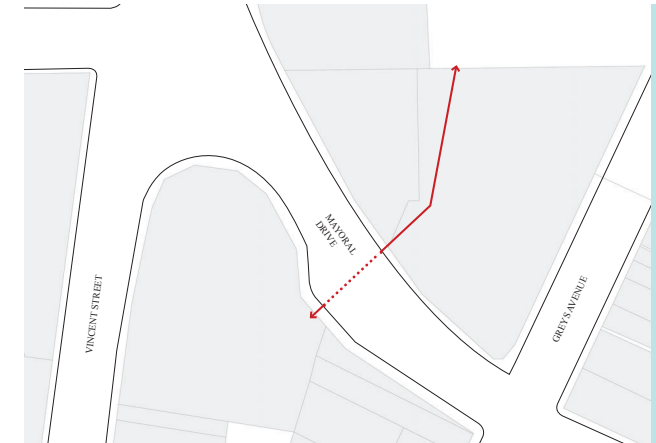


Figure XX Rendezvous Hotel

### 1.3.3 Carpark links

Carpark buildings often have much longer opening hours than businesses and provide vital links to cross busy streets to the more pedestrian friendly street networks.

Some examples of carpark links in Auckland are:

- Downtown carpark across both lower Albert and lower Hobson St
- Kitchener St carpark to Lorne St
- Karangahape Road to Cross St carpark.



Figure XXI Pedestrian overbridge across Lower Albert Street



Downtown carpark

Fig. XXI Downtown carpark is well signposted and connects into the local street network at several locations. Downtown carpark has connections across both lower Albert and lower Hobson St. Both are very useful, but are not within the site. Sites for footbridges across streets need to be chosen very carefully.



Fig. XXII With lifts in place the Kitchener Street carpark provides a link between Lorne and Kitchener streets that is universally accessible. It is not, however, the most inviting connection.



Figure XXII Kitchener Street carpark



Fig. XXIII The Cross Street carpark link provides two alternative connections from Karangahape Road to Cross Street. This is a useful link to Karangahape Road because of the level difference down Mercury Lane. However, one overbridge leads to a dingy arcade with little activity before opening onto Karangahape Road. The other opens straight in to a retail premises with no clear public route through.



Figure XXIII Cross Street overbridges



### 1.3.4 BONUS FLOOR AREA- COVERED LINKS

The following table sets out the desired characteristics for covered links and recommends a potential scale of bonuses to reward the provision of these characteristics in development.

It is recommended that covered links be made a restricted discretionary activity.

Pedestrian amenity	Desired characteristics	Bonus floor area calculation
<b>Covered links through buildings (hotels, businesses and between carparks to street)</b>	Covered and designed for ease of pedestrian use	Reward as per base formula
	Clear, obvious and direct link through a building	Reward as per base formula
	Designed incorporating principles of CPTED including well-lit, visible (where possible) and safe	Reward with base formula
	Clearly signed indicating opening hours of building and link, and destination	Reward with base formula for clear signage, if not clearly sign posted by land owner, then an Auckland City Council sign should be provided
	Universal access is provided along the length of the link (via mechanisation where necessary)	Multiply base formula by 1.1 if the nearest street alternative is inaccessible to wheelchairs
	Publicly accessible for a minimum of normal business hours	Reward with base formula, increase by percentage of additional hours open in a 24 hour day.

## 2.0 PLAZAS

Bonuses are available for open space and covered amenity areas such as plazas. Bonuses for public plazas originated in New York in the 1960s. As opposed to squares or parks, plazas are privately owned open areas for public use. Where a plaza is located adjacent to the street network, it can form part of the movement/ pedestrian circulation area.

In New York, it was discovered that a succession of plazas, as encouraged by the early bonus provisions, resulted in an irregular street frontage, lack of a defined edge and confusion between public and private realm. It is noted that a bonus is not generally available for outdoor plazas along the CBD's character streets, such as Queen St, High St and Lorne St, presumably

because outdoor plazas would disrupt the rhythm of the streetscape in much the same way as it has in parts of New York.

There are essentially two types of plazas, covered and uncovered. To be successful these should exhibit the following:

- be at grade
- be integrated with the host building and the street network
- accommodate pedestrian desire-lines
- have good solar orientation
- provide a safe, easily identifiable place for people to congregate within the city, and
- include street furniture distinct from the public street furniture

Bonuses for plazas in Auckland's CBD have existed for some years and have been used with varying success. Some examples of Plazas in Auckland are:

- ASB building – at grade both covered and uncovered
- Price Waterhouse Cooper – at grade

**Fig. XXIV** In 1988 the ASB Tower at 129-139 Albert St was awarded 1,900m<sup>2</sup> for its at-grade plazas on both the Albert St and Federal St frontages. The western (Federal St) plaza is a covered alternative to the public street network and is well used as a pedestrian thoroughfare. However, as a public plaza it is not particularly successful as the height of the cover is relatively low and there are no attractants such as a café within the plaza or immediate proximity to it.



**Figure XXIV ASB Bank**



Figure XXV Vero building

Fig. XXV More recently the Vero Building on Shortland St took advantage of the revised bonus provisions in the Auckland City District Plan: Central Area Section by providing two public plazas. The lobby of the Vero Building consists of an indoor and an outdoor plaza. The plazas contain two cafés and are open

to the public during business hours. The plazas showcase contemporary New Zealand artwork and the outdoor plaza is landscaped with native plants to create an attractive environment. However, in spite of these being publicly accessible, most users of the plazas would be tenants of the building and their visitors.



Figure XXVI Price Water Coopers

Fig. XXVI Price Waterhouse Cooper, formerly the AMP building, was completed after the Vero Building. It contains two plazas, both covered. The lobby has entrances from both Quay Street and the concourse above Albert St. The upper level of the lobby includes a café that is open to the public and overlooks the waterfront. This is well used. However, similar to the Vero building, it is likely that the predominant users would be tenants of the building and their visitors.

## Recommendations

In conclusion, the plaza bonus controls have been applied with varying success. The successful plazas are those that exhibit the key characteristics identified on page 20.

At present substantial bonus floor area is available to developments that provide plazas, particularly at grade uncovered and covered plazas. Although the assessment criteria set out within the District Plan address all those key elements that are required for successful plazas, plazas are listed as restricted controlled activities and therefore there is very little control over them. This can potentially have negative impacts on street frontages and corners where the location of plazas may interrupt the rhythm of the streetscape.

It is recommended that the plaza bonus be amended so that only developments that create at-grade plazas, particularly covered and in limited circumstances uncovered, are awarded bonuses up to a maximum of 3:1 FAR and that the bonus is a discretionary activity. Discretion could then be assessed against, but not limited to, the following criteria (in addition to that already provided within the District Plan).

In considering an application for a plaza, the Council shall consider:

The location of the plaza in relation to the surrounding street network and the host building

- a) Where the plaza is covered it shall integrate with its host building to form an attractive internal space. Or
- b) Where the plaza is uncovered it shall not adversely effect the continuity of verandahs or street façades.

The attraction of people to the plaza

- c) Plazas should provide a safe, easily identifiable place for people to congregate within the city.
- d) Plazas should be located to accommodate pedestrian desire-lines
- e) Outdoor plazas should be orientated and designed to maximise solar access into the space. Seating areas should be located to avoid being shaded from 10am to 3pm in mid-winter.

- f) Indoor plazas should be orientated to maximise light and outlook.
- g) Streetfurniture should distinguish the plaza from the rest of the street network. This should be located in visible, safe locations.
- h) Provision should be made for activities such as cafés and retail to locate within, or adjacent to the plaza to further attract people to the plaza.

Quality

- i) Plazas should be designed as part of the overall development and should be constructed from high quality materials.

## 6.0 LANDSCAPE & AMENITY AREAS



Figure XXVII ASB Bank

Fig. XXVII Although it predates the current operative plan, the ASB building did successfully obtain bonus floor area for landscaping. The water feature, however, was included within the calculation for the plaza. The planting on both street levels and on the terracing enabled additional floor area for the building.

Landscape and amenity are defined as *small landscaped areas within developments which enhance the exterior of that development whilst not compromising the integrity of the street frontage.*

(ACC district plan- central area section)

The examples found are those where there is some attention to landscape features adjacent to the building where the building is set back from the street. These seem to occur in conjunction with plazas. In researching this document, it was difficult to find information on where bonus floor area has been awarded exclusively for provision of landscape amenity yards.

Some examples of Landscape amenity areas in Auckland are:

- ASB building
- ANZ building
- Vero building



Figure XXVIII ANZ building



**Fig. XXVIII** The ANZ building is an imposing tower on a prominent street corner. It is set amongst two plazas on Federal/Swanson St and Albert St respectively. Both are uncovered plazas and are heavily planted. The upper plaza is more successful for a number of reasons including its solar orientation, its proximity to St Patrick's Square, the café that opens onto it and the seating, planting and water feature that creates a pleasant environment in which to meet or enjoy lunch.



Figure XXIX Vero building



**Fig. XXIX** The Vero building takes advantage of the landscape amenity yard in conjunction with the outdoor plaza for bonus floor area. As mentioned in relation to plazas, the outdoor plaza is landscaped with native plants. For tenants of the building and their visitors this can provide some respite from the surrounding part of the city.

## Recommendations

At present landscape amenity yards are treated and assessed in much the same way as plazas and are also restricted controlled activities. However, from the few examples highlighted it is concluded that landscape amenity areas add little value to the urban environment within the central area. It is considered that it is inappropriate to award bonus floor area for landscape amenity areas on the basis that effort is better applied to creating quality open spaces for the public to enjoy. The recommendation is to remove the landscape and amenity area as a separate bonus, and include high quality planting within the assessment criteria for a plaza bonus.

## 3.0 FOOTPATH WIDENING

Footpath widening bonus is available for developments which are designed to provide wider footpaths along the frontages of certain streets within the Queen St Valley and the Aotea Quarter. Widening of the footpath in these areas is intended to contribute to ease of pedestrian movement along the CBD's most intensively used streets. Spacious footpaths also enable city life such as cafés to spill out onto the surrounding pavement.

The following examples demonstrate a variety of responses to footpath widening. One approach is to simply increase the width of the footpath outside the development. Although the development will have given up some of their land

to achieve this, on the street it reads as a single wider surface.

Sometimes where this occurs, the development includes active frontage onto the widened footpath with verandahs over the footpath. In these instances the footpath still reads as one surface, but with the option of cover over part of it.

The other approach that has been illustrated is where a development chooses to create a colonnade. Examples of this include the BNZ building on Queen St, the Metropolis building along its High St frontage and along the western edge of the Princes wharf development. From observation, although the colonnade provides a

sheltered passage adjacent to the development which often includes active frontage, it creates confusion in the public realm. Essentially the colonnade creates two separate pedestrian paths adjacent to one another that do not read as one surface.

Some examples of Footpath widening in Auckland are:

- ASB building on corner of Albert and Wellesley Streets
- Metropolis building along Courthouse lane and High St (colonnade)
- BNZ (colonnade along Queen St)
- AXA building on Chancery Street

**Fig. xxx** Footpath widening was one of the many bonuses utilised in construction of the ASB tower. The footpath has been widened along the Albert St frontage together with a corner setback at Wellesley St in conjunction with the plaza on this frontage. It does assist in creating a better environment for pedestrians along this heavily trafficked street.



Figure xxx ASB Bank







Figure XXXI Footpath widening on Courthouse lane



Figure XXXII Metropolis building- colonnade on High Street



Fig. XXXI & XXXII The Metropolis was constructed in the late 1990s. It includes footpath widening along Courthouse Lane and a colonnade on High St. The colonnade detracts from High St. It is debatable whether it is of any benefit to pedestrians or to the tenants of the shops fronting it. It possibly would have worked better if tenants could have been confined to the hospitality industry (i.e. cafés and restaurants)

Fig. XXXIII The BNZ colonnade was most probably designed as part of the refurbishment of an historic building and offered an opportunity to provide an internal shopping street. This is quite separate to the public footpath, but offers an interesting alternative for the pedestrian.



Figure XXXIII BNZ building



## Recommendations

At present footpath widening only qualifies for bonuses within the Queen St valley/ Britomart precinct and the Aotea Quarter as these areas tend to be more pedestrian orientated. The Auckland urban environment is constantly evolving therefore there may be other areas where footpath widening may be appropriate such as the Viaduct Harbour and the Victoria Quarter.

Although footpath widening can facilitate outdoor seating for cafés, avoid congestion on footpaths and in some locations enable places to gather, it potentially disrupts the rhythm of the street and is not appropriate in all instances. It is therefore considered that it should be a discretionary activity maintaining the maximum floor area ratio limit to bonuses of 0.5:1.

The standards and criteria set out within the District Plan for footpath widening need to be strengthened to only allow footpath widening in exceptional circumstances along the following lines.

Footpath widening may be considered in developments that:

- 1) front onto streets that are heavily trafficked by pedestrians; and
- 2) demonstrate location of retail along their street frontage; and
- 3) the existing street footpath is considered insufficient width to support café furniture in addition to pedestrians.

To aid in determining 1) above, a recommended formula to avoid congestion on a footpath used by shoppers is:

Minimum width of footpath (m) = No. of pedestrians per minute ÷ 20

Or for commuters, moving mainly in one direction: minimum width of footpath (m) = No. of pedestrians per minute ÷ 30

In applying these formulae an extra metre and a half should be allowed for the “dead” width alongside kerbs and shop windows, plus up to two metres for café frontages.

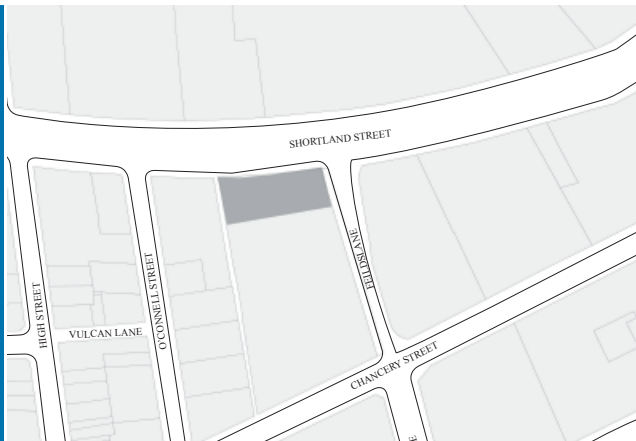


Figure XXXIV AXA building

Fig. XXXIV The AXA building is set back from the building line along both Chancery and Shortland Streets. This has both advantages and disadvantages as it provides more space for pedestrian movement but at the same time disrupts the rhythm of the street frontages.

## APPENDIX

Through Site links, Plazas, Landscape & Amenity Areas, Footpath Widening.	10)	145-147 Nelson St / 27 Union St (Owned by Equity Pacific - Resource Consent)	19)	23-29 Albert St (ANZ Tower)	27)	280 Queen St	42)	High St (Canterbury Arcade)
1) 295 K'Rd			20)	99 Albert St (AA House)	28)	6/10 Kitchener (to car park building)	36)	16 Wyndham St
2) Samoa House – 283- 287 K'Rd	11)	61 Cook St (Pelago Development – Resource Consent)	21)	109-123 Albert St (Sky City Entertainment Centre/Grand Hotel)	29)	246 Queen St (Dymocks)	37)	Wyndham St / Mills Lane
3) 208-212 K'rd (K'Rd to Cross St Car Park)	12)	192-196 Victoria St	22)	135 Albert St (ASB Centre/Plaza)	30)	237-249 Queen St (Mid-City Arcade)	38)	125 Queens St (BNZ Centre)
4) 183 K'Rd (St Kevin's Arcade)	14)	12 Viaduct Harbour Ave	23)	28-32 Wellesly St West (Bledisloe Concourse)	31)	233-237 Queen St (Strand Arcade)	39)	95 Queen St (Queens St / Mills Lane)
5) 8 Scotia Place	15)	35 Hobson St (Gorst Lane - Heritage Hotel)	24)	285/287 Queen St (Sky City Metro/Civic Theatre)	32)	209 Queen St (Philips Fox Centre)	40)	71-87 Mayoral Drive (Rendevous Hotel – under road)
6) 77-89 Symonds St (Langholm Hotel)	16)	2-8 Nelson St (Deloitte's)	25)	302-314 Queen St (St James Theatre – not active)	33)	27-35 Victoria St West/22 Durham St West/161 Queen St/92-96 Albert St (Former Finance Centre)	41)	34 Queen St (Queens Arcade)
7) 5-7 City Rd	17)	85-97 Customs St West (Sebel Hotel)	26)	38 Lorne St (New Art Gallery)	34)	210 Queen St / 57 High St (Whitcoulls)	42)	48-52 Customs St East (Takitu Lane)
8) 15-17 Mount st (AUT Walkway)	18)	1 lower Albert St (ACC Carpark/Westfield Shopping Centre)			35)	166-179 Queen St	43)	34 Shortland St
9) 157-159 Greys Ave (YMCA)								

- |        |  |     |   |     |                       |
|--------|--|-----|---|-----|-----------------------|
| 44)    | 64 Fort St / 74-88 Shortland St                            | 56) | Anzac Ave / Beach Rd (Steps at base of Parliament St) | 65) | Durham St East        |
| 45)    | 2-8 Chancery St / 41 Shortland St (AXA building).          | 57) | Lower Hobson st/ Viaduct (overbridge)                 | 66) | Swanson lane          |
| 46)    | 50 Kitchener St / 47 Chancery St / Freyberg Place          | 58) | Quay park / Tapora St (Vector Arena)                  | 67) | BNZ footpath widening |
| 47)    | 11 Princes St / Bankside St                                | 59) | 115-119 Cook St (Landscape)                           | 68) | AXA footpath widening |
| 48)    | 25 & 29 Princes St / Bowen Lane                            | 60) | Crowne Plaza/ Atrium on Elliott                       |     |                       |
| 49-52) | University of Auckland                                     | 61) | Quay St/ Customs St                                   |     |                       |
| 53)    | High St / Courthouse Lane (Metropolis – footpath widening) | 62) | Customs St West/ Pakenham St (Lucy lane)              |     |                       |
| 54)    | 1-9 Emily Place  | 63) | Wellesley St/ Victoria St (Les mills)                 |     |                       |
| 55)    | Beach Rd (Scene 3 Apartments)                              | 64) | Vulcan lane   |     |                       |

**KEY**

- Through-site links
- Footpath widening
- Motorways
- City boundary

