

Amend the Policy Section of the Plan by:-

Policy 11.45

Development with frontage to a street should be of a high standard in terms of layout, design and visual appearance, contributing to the development of high quality pedestrian environments within integrated mixed use town centres and their adjoining neighbourhoods. Particular attention should be paid to:

- Development of attractive, safe and active streets that are well defined by their adjacent buildings. Buildings should be designed to contain the street, generally being a minimum of two storeys in height along the mainstreet.
- Activities and development relating positively to the street, creating an attractive public/private interface. The placement and design of buildings should ensure that there is a high degree of integration between buildings and the street through buildings being built up close to the street edge and through the use of substantial areas of doors, windows and display space at ground and upper levels. For developments on sites with extensive road frontage to streets other than a mainstreet and transitional commercial, parts of the building may be set back to accommodate some car parking in the front yard. However in all cases, blank walls along street frontages should be avoided and appropriate articulation, transparent openings and landscaping provided to enhance the visual appearance of the frontage.
- Informal surveillance of streets and public spaces from activities and buildings through the placement of windows, doors, decks and balconies.
- Larger format retail developments, including Mall type developments should be sleeved by outward facing, smaller scale activities along street frontages, avoiding large expanses of blank, inactive facades at street level. Along other street frontages, facades should be articulated. Doors, windows and openings should be provided.
- Along the main retail streets and high pedestrian routes, car parking, loading spaces and storage areas should be located to the rear or within buildings to help retain active street frontages. On other streets, a limited amount of car parking is possible in the front yard, provided that a safe and high quality pedestrian environment is provided.
- Along mainstreets and those streets with existing or potential high volumes of pedestrian traffic, provide continuous weather protection. On other streets, provide weather protection above the pedestrian entrance on the street façade of the building.
- Streets with a predominance of residential activities should provide entrances, habitable rooms, glazing, and balconies facing the street. Car parking and garaging should be recessed to avoid dominating of the street and landscape treatment utilised to soften the appearance of buildings, driveways and car parking.

Explanation

With the prospect of a more mixed, intensive urban environment in existing town centres and the development of new integrated mixed use town centres and neighbourhoods in Massey North/Westgate, Hobsonville Village and Hobsonville Airbase, high standards of urban design are needed to ensure that the centres and neighbourhoods develop as attractive employment, living and community hubs. To this end the policy (and associated rules) sets out a range of matters that need to be taken into account in the design and layout of new development. A particular emphasis is placed on the public / private interface. Active street frontages are sought, whereby development positively integrates with streets. In general, town centres that have a high proportion of their streets lined by active frontages also demonstrate a vibrant mix of retail and employment activities. Together the active street frontages and mix of activities combine to create centres of high amenity that are valued community resources.

To maintain and enhance the amenity values associated with the central part of the New Lynn Town Centre, two different street types have been identified – mainstreet (typology 1) and commercial streets – on the New Lynn Concept Plan. The mainstreet classification applies to those areas of the centre where there is a need for continuous retail frontage. These streets are

characterised by buildings being built up to the street edge and where there are few gaps between buildings. Generally ground floor facades are dominated by windows, doors and display spaces. The New Lynn Concept Plan seeks to extend this character to parts of Clark Street in the vicinity of the train station. Further from the core of the centre, commercial streets are characterised by a range of building types, some of which create active street frontages, while some detract from streetscapes because of their design and set back. Sites with narrow frontages to the commercial streets present particular challenges when parking occurs in the front yards. There is a loss of a feeling of containment of the street because buildings are set back different distances, while numerous vehicle crossing points disrupt the pedestrian environment. The policies and rules seek a consistent treatment of the street frontage in these areas. On larger sites with more road frontage, there is the opportunity to set part of the building back from the street edge.

To develop and enhance amenity values associated with the new town centres at Hobsonville Airbase and the new and extended town centres at Massey North/Westgate and Hobsonville Village, street typologies will be identified in the Urban Concept Plans and Comprehensive Development Plans. These typologies include mainstreet (typology 1 and 2), transitional commercial, periphery and residential. A range of performance standards are provided to recognise and allow varying forms of development which may occur on existing and future high volume pedestrian routes and those streets which may have high traffic volumes and potentially less numbers of pedestrians. New buildings and additions and alternations to existing buildings will also be assessed against the performance standards to ensure the development contributes to an integrated centre with high standards of pedestrian amenity.

Some forms of development, such as large internally focused malls, or extension to existing industrial activities may not be able to meet all of the criteria listed in the policy. However the policy seeks to ensure that these developments still meet the intent of the policy to create attractive, mixed use town centres.

On mainstreets, residential activities are not provided for at ground level, thereby maintaining continuous active retail and commercial activity street frontages. Mixed use developments are encouraged fronting all the street typologies to provide a wide range of living, employment and retail opportunities.

It is anticipated that further Urban Concept Plans may be prepared for other town centres and street frontage policies and rules applied in the future.

Methods

District Plan Rules:

Building Design – Street Frontages
Comprehensive Development Plans

Other Methods:

Design Guidelines
Urban Concept Plans

CITY WIDE RULE 3

BUILDING DESIGN – STREET FRONTAGE

3.0 General Performance Standards

The following performance standards apply to Street Typologies

3.1 Standards for Street Typologies

(Note: refer to the relevant *Human Environment* rules for *Permitted Activity* or *resource consent* status)

A. Town Centre – Mainstreet Typology 1

The following Performance Standards apply to buildings or development visible on a site which fronts a street identified on an Urban Concept Plan, Human Environment maps or an Approved Comprehensive Development Plan as Town Centre – Mainstreet Typology 1:

- (i) Buildings with a minimum of two storeys of useable floorspace along the full street frontage of the site.
- (ii) Buildings which are built to the site's street frontage, and which are continuous for the full width of that site's street frontage, provided that development may provide:
 - (a) an outdoor plaza associated with the building's ground floor activities not exceeding 10 metres of the site's street frontage and with a maximum depth from the street to the building of 10 metres, and where the outdoor plaza does not involve walls or other structures of more than 1 metre in height.
 - (b) one vehicular access (but not car parking spaces) not exceeding 3 metres in width except where access can be achieved by a service lane or from a street not identified as Town Centre – Mainstreet Typology 1.
- (iii) Car parking and loading spaces which are located to the rear of the building, in a basement (or semi-basement) below the ground level or within the building at ground level, provided that the building must be able to accommodate a non-residential activity between any ground floor parking area and the street.
- (iv) Buildings with at least 75% of the ground floor street frontage facade as display space or glazing achieved through the use of transparent doors and windows.
- (v) Buildings with a maximum ground level

ASSESSMENT CRITERIA

(Note: refer to the relevant *Human Environment* rules for *resource consent* status)

3(a) General

All development should contribute to high standards of design, pedestrian amenity, safe and attractive streets and public places and assist in stimulating pedestrian activity by:

- i. modulation and detailing of the building's structure through the use of architectural elements (modulation of the building elevations, variation of the roof form, cornices, stairs, columns, windows, bay windows, shutters, entries, eaves, balconies and verandas), materials and colour;
- ii. avoiding blank walls on street frontages. Ground floors should have a predominance of windows, doors and openings, while upper floors should use windows, balconies and other articulations to create active street frontages;
- iii. avoiding excessive earthworks (cut and fill) and retaining walls on the street frontage that affect the continuity of active street frontages, the visual appearance of the street frontage facade and the ease of pedestrian access to the site;
- iv. providing continuous weather protection for pedestrians where a site has street frontage to a Town Centre – Mainstreet Typology 1, Town Centre – Mainstreet Typology 2 or Town Centre – Transitional Commercial;
- v. mitigating blank walls by sleeving large format retail or large buildings (above 2500 m² ground floor area) with smaller building(s) and activities which provide active street frontages;
- vi. designing car parking either:
 - (a) according to a perimeter block layout where car parking is provided behind or within buildings (except for kerbside parking) and with the active street frontages oriented towards public streets rather than parking areas; or
 - (b) as communal car parking lots and/or buildings.

3(b)

Development with street frontage to Town Centre – Mainstreet Typology 1 and Town Centre – Mainstreet Typology 2 should:

- i. be built up to the street edge for the entire length of the street frontage of the site. In the New

tenancy width on the street frontage of 30 metres.

(vi) Buildings with a canopy across the full width of the street frontage of the building sufficient to provide weather protection for pedestrians and connection to canopies on adjoining sites or premises.

(vii) Buildings with the main pedestrian entrance directly accessible from the street. Where the building fronts two different types of street the main pedestrian entrance shall be located on the façade fronting the Town Centre – Mainstreet Typology 1.

B. Town Centre – Mainstreet Typology 2

The following Performance Standards apply to buildings or development visible on a site which fronts a street identified on an Urban Concept Plan, Human Environment maps or an Approved Comprehensive Development Plan as Town Centre – Mainstreet Typology 2:

(i) Buildings with a minimum of two storeys of useable floorspace along the full street frontage of the site.

(ii) Buildings which are built to the site's street frontage, and which are continuous for the full width of that site's street frontage, provided that development may provide:

(a) an outdoor plaza associated with the building's ground floor activities not exceeding 10 metres of the site's street frontage and with a maximum depth from the street to the building of 10 metres, and where the outdoor plaza does not involve walls or other structures of more than 1 metre in height.

(b) a maximum setback of 1.5 metres to provide a recessed main pedestrian entrance that has a maximum width of 5 metres.

(c) one vehicular access (but not car parking spaces), not exceeding 6 metres in width, per 50 metres of the street frontage, provided that no vehicle access shall be permitted within the Mainstreet identified on the Massey North Urban Concept Plan.

(iii) Car parking and loading spaces which are located to the rear of the building, in a basement (or semi-basement) below the ground level or within the building at ground level, provided that the building must be able to accommodate a non-residential activity between any ground floor parking area and the street.

Lynn Town Centre, where gaps between buildings are necessary for vehicle access, then they should be carefully designed to limit their effect on pedestrian activity, and where appropriate provide only a single lane access. In the Massey North Town Centre Special Area, service lanes should be provided within urban blocks to allow access to the rear of buildings, avoiding gaps in the streetscape;

ii. provide active street frontages along the full length of the street frontage of the site through extensive use of glazing and display space.

iii. be designed so that outdoor plazas and seating areas associated with cafes and restaurants enhance the streetscape. They should be open to the street with limited use of walls and changes in height to delineate the semi public spaces, so as to maintain a visual connection between the activity and the street.

iv. ensure that building forms along street frontages are broken down into horizontal distances that create: a human scale, visual interest, safety and activity for pedestrians.

3(c)

Development with street frontage to a Town Centre – Commercial should:

i. ensure car parking, manoeuvring and loading areas and site access do not dominate the streetscape and pedestrian environment or result in the building being distant from the street;

ii. provide active street frontages for at least 50% of the site's frontage, by bringing parts of the building close to the street edge, as well as through appropriate treatment of ground floor facades.

3(d)

Development with street frontage to a Town Centre – Transitional Commercial should:

i. be built up to the street edge for the entire length of the street frontage of the site. Where gaps between buildings are necessary for vehicle access, then they should be carefully designed to limit their effect on pedestrian activity.

ii. provide active street frontages along the full length of the street frontage of the site through extensive use of glazing and display space.

iii. ensure that building forms along street frontages are broken down into horizontal distances that create: a human scale, visual interest, safety and activity for pedestrians.

- (iv) Buildings where the finished ground floor level of the building is located no higher or lower than 1.5 metres above or below the street.
- (v) Buildings with at least 75% of the ground floor street frontage facade as display space or glazing achieved through the use of transparent doors and windows.
- (vi) Buildings with a maximum ground level tenancy width on the street frontage of 30 metres.
- (vii) Buildings with a canopy across the full width of the street frontage of the building sufficient to provide weather protection for pedestrians and connection to canopies on adjoining sites or premises.
- (viii) Buildings with the main pedestrian entrance directly accessible from the street. Where the building fronts two different types of street the main pedestrian entrance shall be located on the façade fronting the Town Centre – Mainstreet Typology 2.
- (ix) Buildings which do not have residential activities at ground level, except for entrances, lobbies and access ways associated with residential activities on the upper floors.

C. Town Centre – Commercial Typology

The following Performance Standards apply to buildings or development visible on a site which fronts a street identified on an Urban Concept Plan, Human Environment maps or an Approved Comprehensive Development Plan as Town Centre –Commercial:

- (i) Buildings and development on sites with a street frontage of 25 metres or less where:
 - Buildings are set back a maximum of 3 metres from the street.
 - Buildings have a minimum of 2 storeys of useable floorspace along the street frontage.
 - Buildings are built along the entire street frontage of the site, provided that one 6 metre wide vehicle access may be provided.
- (ii) Buildings and development on sites with a street frontage of greater than 25 metres, but less than 50 metres where:
 - Buildings are set back no more than 3 metres from the street.
 - Buildings have a minimum of 2 storeys of useable floorspace along the street frontage.
 - Buildings occupy at least 50% of the street frontage of the site.

3(e) Development with street frontage to a Town Centre – Periphery should:

- i. ensure car parking, manoeuvring and loading areas and site access do not dominate the streetscape and pedestrian environment or result in the building being distant from the street;
- ii. provide active street frontages for that part of the building adjoining the street;
- iii. design and implement a landscape treatment plan to soften the visual appearance of parking areas, manoeuvring areas, buildings and blank walls less than 10 metres in length;
- iv. The extent to which planting:
 - (a) comprises trees rather than shrubs or other low profile vegetation;
 - (b) does not have a detrimental effect on the safe and efficient movement of pedestrians and vehicles around the site and between the site and the surrounding road network;
 - (c) does not adversely effect sight lines at intersections between internal routes and entrances and exits from the site.

3(f) Development with street frontage to a Town Centre – Residential should:

- i. provide opportunities for passive surveillance of the street from habitable rooms.
- ii. ensure car parking, manoeuvring and loading areas and site access do not dominate the streetscape and pedestrian environment or result in the apartment building being distant from the street;
- iii. ensure retaining walls do not dominate the streetscape and pedestrian environment;
- iv. design and implement a landscape treatment plan to soften the visual appearance of parking areas, manoeuvring areas and buildings.
- v. The extent to which planting:
 - (a) comprises trees rather than shrubs or other low profile vegetation;
 - (b) does not have a detrimental effect on the safe and efficient movement of pedestrians and vehicles around the site and between the site and the surrounding road network;
 - (c) does not adversely effect sight lines at intersections between internal routes and entrances and exits from the site.

3(g) Outdoor storage areas should be located, designed or screened to avoid creating adverse visual and odour effects on pedestrian amenity, roads and adjoining sites.

<p>(iii) <u>Buildings and development on sites with a street frontage of greater than 50 metres where:</u></p> <ul style="list-style-type: none"> • <u>50% of the street frontage of the building is set back no more than 3 metres from the street and the remaining building is set back no more than 25 metres from the street.</u> • <u>Buildings have a minimum of 2 storeys of useable floorspace along that part of the street frontage within 3 metres of street.</u> <p>(iv) <u>Buildings with at least 50% of the ground floor street frontage façade (as measured between 1 and 3 metres above the street level) as display space or glazing achieved through the use of transparent doors and windows.</u></p> <p>(v) <u>Car parking areas within the ground floorspace of a building are screened from the street by a non-residential activity.</u></p> <p>(vi) <u>Buildings with a canopy across the building's pedestrian entrance sufficient to provide weather protection for pedestrians.</u></p> <p>(vii) <u>Buildings with the main pedestrian entrance directly accessible from the street. Where the building also fronts a street identified as Town Centre – Mainstreet Typology 1 or Town Centre – Mainstreet Typology 2, then the main pedestrian entrance shall be located on the facade of the building fronting the Town Centre – Mainstreet Typology 1 or Town Centre – Mainstreet Typology 2.</u></p>	<p><u>3(h)</u> The extent to which <i>building(s)</i>, parking, entranceways and footpaths are <i>designed</i> for ease of access for the disabled, elderly and children.</p> <p><u>3(i)</u> The extent to which more than minor adverse effects can be avoided, remedied, mitigated or offset through provision of works and services on or off the <i>site</i> and / or through payment or provision of a <i>financial contribution</i>.</p> <p><u>3(j)</u> <u>Comprehensive retail developments, with street frontage to a Town Centre – Mainstreet (and Typology 2), Town Centre – Commercial or Town Centre – Transitional Commercial, and with a gross floor area greater than 10,000 m2 (either by itself or in combination with existing buildings on the site) involving a shopping mall/multi tenancy complex activity (which generally has shop frontages internally rather than externally focussed) should ensure that:</u></p> <ol style="list-style-type: none"> i. <u>street facades are sleeved by smaller building(s) and activities to avoid blank walls and inactive facades along street frontages. At least 50% of the façade should be treated in this way, with the remaining façade articulated so as to avoid adverse visual effects. Continuous stretches of blank walls should not exceed 10m in length;</u> ii. <u>developments on sites with street frontage to a Town Centre – Mainstreet Typology 1 and Town Centre – Mainstreet Typology 2 are designed and located so that there is at least one main pedestrian entrance to the development, directly from the street;</u> iii. <u>building height is sufficient to create a contained street scene. Development should be a minimum of two storeys in height where it is within 10 metres of the street;</u> iv. <u>weather protection for pedestrians is provided along any street frontage for pedestrian access through or around the site;</u> v. <u>natural features are protected and recognised in the development. Development should relate to these features through the positioning of entrances, windows and outdoor seating and eating areas;</u> vi. <u>car parking, storage areas and vehicular accesses are not located on a Town Centre – Mainstreet Typology 1 and Town Centre – Mainstreet Typology 2 frontage;</u> vii. <u>appropriate pedestrian access routes are incorporated through the site, with these routes open to the public at least during business hours, helping to form part of a logical pedestrian network within the Town Centre.</u>
<p><u>D. Town Centre – Transitional Commercial Typology</u></p> <p>The following Performance Standards apply to <i>buildings</i> or <i>development</i> visible on a <i>site</i> which fronts a <i>street</i> identified on an <i>Urban Concept Plan</i>, <i>Human Environment</i> maps or an <i>Approved Comprehensive Development Plan</i> as <i>Town Centre – Transitional Commercial</i>:</p> <p>(i) <u>Buildings which are built to the site's boundary with the street and which adjoin adjacent buildings, provided that development may provide:</u></p> <ol style="list-style-type: none"> (a) <u>One vehicular access (but not car parking spaces), not exceeding 6 metres in width, per 50 metres of the street.</u> (b) <u>a maximum setback of 1.5 metres to provide a recessed main pedestrian entrance that has a maximum width of 5 metres.</u> <p>(ii) <u>Buildings where the finished ground floor level of the building is located no higher or lower than 1.5 metres above or below the street.</u></p> <p>(iii) <u>Buildings with at least 60% of the ground</u></p>	

floor street frontage façade (as measured between 1 and 3 metres above the street level) as display space or glazing achieved through the use of transparent doors and windows.

- (iv) Car parking and loading spaces are located to the rear of the building, in a basement (or semi-basement) below the ground level or within the building at ground level, provided that the building must be able to accommodate a non-residential activity between any ground floor parking area and the street frontage.
- (v) Buildings with a canopy across the full width of the street frontage of the building sufficient to provide weather protection for pedestrians and connection to canopies on adjoining sites or premises.
- (vi) Buildings with the main pedestrian entrance directly accessible from the street. Where the building also fronts a street identified as Town Centre – Mainstreet Typology 1 or Town Centre – Mainstreet Typology 2, then the main pedestrian entrance shall be located on the facade of the building fronting the Town Centre – Mainstreet Typology 1 or Town Centre – Mainstreet Typology 2.

E. Town Centre – Periphery Typology

The following Performance Standards apply to buildings or development visible on a site which fronts a street identified on an Urban Concept Plan, Human Environment maps or an Approved Comprehensive Development Plan as Town Centre – Periphery.

- (i) Buildings are set back a maximum of 3 metres from the street.
- (ii) Buildings have at least 40% of the ground floor street frontage façade (as measured between 1 and 3 metres above the street level) as display space or glazing achieved through the use of transparent doors and windows.
- (iii) Buildings have continuous solid walls (being without glazing or display space) not exceeding a length of 10 metres at the ground floor street frontage façade.
- (iv) Buildings with a pedestrian entrance directly accessible from the street with a canopy across the pedestrian entrance to provide sufficient weather protection for pedestrians.
- (v) A landscape treatment plan providing for planting of:
- (a) the front yard between the building and the street.
- (b) a 2 metre wide planted strip between the car parking areas (excluding driveways) and the street.

3(k)

The extent to which, for any development not meeting the minimum building height where fronting a Town Centre – Mainstreet Typology 1 and Town Centre – Mainstreet Typology 2, there are adverse effects on the vitality and intensification of the Town Centre.

3(l)

In the New Lynn Town Centre, additions and alterations to buildings used for industrial activities do not need to meet all assessment criteria. However, changes in use or large scale site redevelopment should fulfil the criteria.

3(m)

The extent to which areas of open space, plazas, planting and street frontage treatment are used to offset the visual impact of buildings and development.

Note see also policies. 1.15, 4.1, 10.3, 10.5, 10.6, 10.8, 10.27, 11.3, 11.8, 11.10, 11.14, 11.15, 11.16, 11.7 11.19, 11.35, 11.36, 11.37, 11.38, 11.42, 11.44, 11.45

(Policy Section of the Waitakere District Plan)

RESOURCE CONSENT CONDITIONS

In granting a resource consent Council may impose conditions. Conditions may include any one or more of the following matters:

- Building height
- Building design and location
- The location and design of vehicle access, including driveways and service lanes
- The design and location of car parking
- Requiring the provision of a landscape treatment plan and implementation of that plan within a given time
- Specifying the design and location of planting
- Specifying the species, height and density of planting
- Provision for weather protection
- Limiting the bulk and scale of activities and other development
- The imposition of a bond to ensure satisfaction of conditions of consent
- Requiring financial contributions in accordance with the Plan
- Requiring onsite or offsite works and services to avoid, remedy, mitigate or offset adverse effects
- Such other matters provided for in section 108 of the Act

- (c) areas of uncovered at grade car parking with 1 specimen tree for every 4 car parking stalls.

F. Town Centre – Residential Typology

The following Performance Standards apply to buildings or development visible on a site which fronts a street identified on an Urban Concept Plan, Human Environment maps or an Approved Comprehensive Development Plan as Town Centre –Residential:

- (i) Buildings are set back no greater than 3 metres from the street, except that garages and car ports shall be setback a minimum of 5 metres from the street.
- (ii) Buildings, where adjoining the street, have the main pedestrian entrance directly accessible from the street.
- (iii) Ground floor Apartments, where adjoining the street, have glazing from a habitable room such as a kitchen, living or dining room overlooking the street.
- (iv) Retaining walls located within 3 metres of the street with a maximum height of 1.0 metre above the street.
- (v) A landscape treatment plan providing for planting of: the front yard between the building, car parking areas (excluding driveways) and the street.

NOTES

1. For the Street Frontage Rule please refer to Rule 5A Building Design – Street Frontage – New Lynn of the Community Environment, or Rule 21 Hobsonville Base Village Special Area, or Rule 25 Hobsonville Village Centre Special Area, or Rule 26 Massey North Town Centre Special Area, all of the Special Areas Rules.
2. If an activity is not controlled or restricted in any way by any part of the Plan it is permitted, but may require consents under other legislation/ plans.
3. Activities must comply with all other relevant rules of the Plan or be the subject of a resource consent. Check all other rules in this Human Environment and also the Natural Area Rules, the City-Wide Rules and, where relevant, the Subdivision Rules.
4. Words in italics are defined - see the Definitions part of the City-Wide Rules.
5. Words in bold are explained - see the Explanations part of the Introduction to the Rules.
6. The Council may have a guideline to help interpret this rule - check at the Council Offices.
7. For resource consents see the Information Requirements in the City-Wide Rules.

Add new or amended definitions

Urban Concept Plan

means a plan prepared by, or on behalf of, the Waitakere City Council, which outlines a concept for urban development of a defined area within the *Living Environment* or within or adjoining a town centre.

Street Typology

Means one or more of the street typologies referred to in the *City-Wide Rules* - "Design - Intensification Developments"

Town Centre – Mainstreet Type 1

means the *street* typology identified on an *Urban Concept Plan, Human Environment* maps or an *Approved Comprehensive Development Plan* to which the standards in the *City-Wide Rules* - "Design - Intensification Developments" apply.

Town Centre – Mainstreet Type 2

means the *street* typology identified on an *Urban Concept Plan, Human Environment* maps or an *Approved Comprehensive Development Plan* to which the standards in the *City-Wide Rules* - "Design - Intensification Developments" apply.

Town Centre – Commercial

means the *street* typology identified on an *Urban Concept Plan, Human Environment* maps or an *Approved Comprehensive Development Plan* to which the standards in the *City-Wide Rules* - "Design - Intensification Developments" apply.

Town Centre – Transitional Commercial

means the *street* typology identified on an *Urban Concept Plan, Human Environment* maps or an *Approved Comprehensive Development Plan* to which the standards in the *City-Wide Rules* - "Design - Intensification Developments" apply.

Town Centre – Periphery

means the *street* typology identified on an *Urban Concept Plan, Human Environment* maps or an *Approved Comprehensive Development Plan* to which the standards in the *City-Wide Rules* - "Design - Intensification Developments" apply.

Town Centre – Residential

means the *street* identified on an *Urban Concept Plan, Human Environment* maps or an *Approved Comprehensive Development Plan* to which the standards in the *City-Wide Rules* - "Design - Intensification Developments" apply.
