

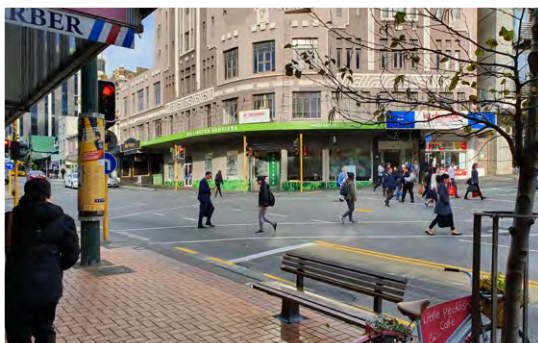


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Appendix H - Golden Mile Consenting Strategy

Golden Mile Single Stage Business Case | Contract No. 1851



Futuregroup »



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REVISION SCHEDULE

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3	1 / 10 / 21	FINAL	SB	SB	SB	GS

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Executive Summary

The purpose of this strategy is to set out the key considerations under the Resource Management Act 1991 (RMA) for obtaining the necessary authorisations for the Golden Mile's Preferred Option. It also identifies what other statutory authorisations might be required.

It is noted that a number of new traffic resolutions will be needed, in order to give effect to the traffic controls necessary to implement the Preferred Option. Accordingly, a traffic regulation strategy has been prepared, and is a separate document to this strategy.

Key consenting issues

The Golden Mile Preferred Option has been developed to a technical standard suitable for a Single Stage Business Case. Based on the available technical information, the key consenting issues identified are as follows:

- Construction / implementation of the works is to be located within the legal road
- No private property is required for the works
- Key construction activities involve construction of:
 - New kerb / channels (including earthworks)
 - New pavement areas (including earthworks)
 - Streetscaping (including new trees, potential rain gardens)
 - Above and below ground service relocations
 - Installation of new bus shelters
 - Possible modification (e.g. pruning) of existing trees, and
 - Re-routing of bus services during construction.
- Potential effects on the environment include:
 - Noise / vibration and dust from construction activities
 - General disruption for local community and businesses
 - Potential disturbance of contaminated land
 - Potential accidental archaeological discoveries
 - Impacts on existing underground services, and
 - Temporary changes to bus routes.
- There are a number of heritage buildings, sites and objects located along the Golden Mile, including:
 - The Wellington Harbour pre-1855 Wairarapa earthquake shoreline is located on, near or along the Golden Mile streets (e.g. it runs along the Lambton Quay Alignment)
 - The former Te Aro Pa and associated settlement are located in Te Aro Park (and surrounds). Te Aro Park is located on the corner of Manners / Dixon Streets, and
 - Māori Site Points 66 (Kumutoto Kainga) and 68 (Waitangi Lagoon) are also of significance for mana whenua.
- The Project's Detailed Design Phase (to commence from December 2021) will provide refined detailed design information, including confirming final construction / implementation requirements, and
- Construction / implementation is expected to commence in late 2022 or early 2023.

Key recommendations

This consenting strategy recommends the following:

- As the physical works needed to implement the Preferred Option are likely to be authorised under the Local Government Act 1974, it is unlikely that there will be a need to make use of the notice of requirement / designation planning instrument under the RMA
- Based on the WCC District Plan's Central Area, Public Open Space and Heritage provisions, it appears that the Preferred Option works would be a permitted activity, subject to construction activities meeting the relevant standards
- Further consideration of compliance with the relevant standards (e.g. the Heritage Area earthworks standards, and earthworks within Contaminated Land) needs further detailed design, and therefore cannot be gauged until the Detailed Design Phase has commenced and / or site investigations have been completed (e.g. HAIL activities). It is noted that non-compliance is likely to require discretionary (restricted) consents. However, if physical works activities are ultimately considered a permitted activity, then consideration should be given to obtaining a certificate of compliance
- It is highly likely that a general Archaeological Authority (Form A) will be required by Heritage New Zealand Pouhere Taonga (Heritage NZ). This application will need to be informed by a detailed cultural and heritage impact assessment in the first instance
- All works around trees located on WCC land must comply with WCC's standard tree protection conditions. It is noted that any proposal to remove a Heritage / Notable Tree¹, partially or completely, or to build, do earthworks or any other work in a Heritage / Notable Tree's root zone, will require a resource consent, and
- Maintaining a watching brief of the WCC District Plan Review process to be undertaken in 2022 / 2023.

Key priorities for the Detailed Design Phase

The following key steps are recommended as a priority for the Detailed Design Phase:

- Undertake an archaeological assessment to inform preparation of a general authority application to Heritage NZ during the early stages of the Detailed Design Phase, and allow sufficient time within the programme to secure this authorisation
- Consider whether HAIL detailed investigations are required during the early stages of the Detailed Design Phase
- Progress the Detailed Design Phase to a point where sufficient design has been undertaken to inform an assessment of the Preferred Option's compliance with the Central Area Zone, Open Space A Zone, Heritage Zone and Contaminated Land provisions as soon as practicable, and
- Progress the Detailed Design Phase to a point that is sufficient for a New Zealand Arboricultural Association-approved contractor to assess whether works will be in compliance with WCC's standard tree protection condition.

¹ It is noted that there are no Heritage Trees listed in the WCC District Plan that are located on the Golden Mile

1. Purpose

The purpose of this strategy is to set out the key considerations for obtaining the necessary authorisations for the Golden Mile's Preferred Option under the Resource Management Act 1991 (RMA). It also identifies what other statutory authorisations might be required.

It is noted that a number of new traffic resolutions will be needed, in order to give effect to any new traffic controls necessary to implement the Preferred Option. Accordingly, a traffic resolutions strategy has been prepared, which is a separate document to this strategy.

1.1 General Purpose of Consenting Strategies

Consent strategies are developed as part of single stage business case processes to outline the pathway for successfully obtaining the necessary approvals under the RMA and other relevant statutes for a particular project. Consenting strategies, at the business case stage, generally identify the following matters:

- The key issues associated with applying for resource consents under the RMA and any other statutory approvals required under other legislation
- The designations and resource consents required under the RMA for the proposed activities, the potential effects associated with the proposed activities and the information required to support any required notices of requirement and / or resource consent applications
- The "other" statutory approvals required under other legislation and the processes involved and information required to obtain the necessary approvals [i.e. under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011]
- The proposed approach to obtaining the necessary RMA approvals
- Identify any areas where further work is required before notice of requirements and / or resource consents applications can be lodged
- The areas where the Project Sponsor may need to make key decisions in order to progress the project, and
- The risks and opportunities for Project Partners, including partnering with mana whenua in consenting.

Furthermore, consenting strategies are designed to be fit for purpose (i.e. right sized for the project).

2. Golden Mile Preferred Option

The Golden Mile Single Stage Business Case (SSBC) has identified Option 3 as the Preferred Option. In summary, this option is described as follows:

- Private motor vehicle (PMV) access removed from the entirety of the Golden Mile
- One bus lane in each direction along the entire Golden Mile (with no physical separation between the lanes)
- Bus stops will be indented at either end of the Golden Mile, with mid-block stops in-line
- Ends of Blair, Allen, Cuba, Mercer, Ballance, Stout, Waring Taylor, Johnson, Brandon and Panama Streets closed (north / south through traffic at the Tory Street / Courtenay Place intersection allowed)
- Dedicated or shared space for cyclists and fast active modes (e.g. e-scooters) on Courtenay Place and Lambton Quay (north of Panama Street)

- Some loading zones and taxi stands relocated to side streets (loading zones for large service vehicles to be provided on the Golden Mile based on temporal arrangements)
- On-street car parking on the Golden Mile removed (existing parking arrangements on side roads connecting to the Golden Mile to be modified)
- Bus stops consolidated to improve bus reliability [a maximum five-minute walk to a bus stop (for someone walking at an average speed)], and
- Emergency vehicle access to be allowed 24 / 7.

Figure 1 sets out the geographical scope of the Preferred Option.

Figure 1: Preferred option's geographical scope



2.1 Key Consenting Issues

The key consenting issues / considerations identified for the Preferred Option's works (to date) are as follows:

- Construction / implementation of the works is to be located within legal road
- No private property is required for the works
- Key construction activities involve construction of:
 - New kerb / channels (including earthworks)
 - New pavement areas (including earthworks)

- Streetscaping (including new trees, potential rain gardens)
- Above and below ground service relocations
- Installation of new bus shelters
- Possible modification (e.g. pruning) of existing trees, and
- Re-routing of bus services during construction.
- Potential effects on the environment include:
 - Noise / vibration and dust from construction activities
 - General disruption for local community and businesses
 - Potential disturbance of contaminated land
 - Potential accidental archaeological discoveries
 - Impacts on existing underground services, and
 - Temporary changes to bus routes.
- There are a number of heritage buildings, sites and objects located along the Golden Mile, including:
 - The Wellington Harbour pre-1855 Wairarapa earthquake shoreline is located on, near or along the Golden Mile streets (e.g. it runs along the Lambton Quay Alignment)
 - The former Te Aro Pa and associated settlement are located in Te Aro Park (and surrounds). Te Aro Park is located on the corner of Manners / Dixon Streets, and
 - Māori Site Points 66 (Kumutoto Kainga) and 68 (Waitangi Lagoon) are also of significance for mana whenua.
- The Project's Detailed Design Phase (to commence from December 2021) will confirm final construction / implementation requirements, and
- Construction / implementation is expected to commence in late 2020 or early 2023.

To further understand the potential effects of the Preferred Option an Environmental and Social Responsibility Screen (ESRS) assessment (using Waka Kotahi's ESRS template). This assessment is set out in **Appendix A**.

The Golden Mile plays a vital role in the success of Wellington's transport system, regional economy and sense of place. Transecting central Wellington, it provides the core spine to the city's bus network and enables thousands of people to access employment, do business, shop, dine and to access other central city destinations each day. It has the highest pedestrian volumes in New Zealand. Given the high number of people travelling on buses and walking along the Golden Mile, any changes made to its transport network will affect the daily movement and access of many people.

2.1.1 General Arrangements

The SSBC's general layout arrangements are attached as **Appendix B**. These arrangements show the locations of where the physical works are proposed.

It is noted that the major kerb / channel, pedestrian pavement and streetscape works are proposed for Lambton Quay and Courtenay Place. The works proposed for Manners and Willis Streets is limited to minor kerb realignments and replacing loading bays with pedestrian pavement.

3. Relevant RMA Planning Instruments and Assessment

The relevant RMA planning and other statutory instruments considered relevant at this point in time include:

- National Planning Instruments
- Wellington City Council (WCC) District Plan, and
- Greater Wellington Regional Council's Proposed Natural Resource Plans.

As discussed further in this strategy, it is likely that archaeological authorisations will be required under the *Heritage New Zealand Pouhere Taonga Act 2014*. Accordingly, the national planning processes associated with this Act are described below in Section 3.4.

3.1 National Planning Instruments

The following national planning instruments are potentially relevant to the Preferred Option's works:

- The National Policy Statement on Urban Development Capacity (2020)
- The Resource Management (National Environmental Standards for Air Quality) Regulations 2004 (amended in 2011), and
- The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

3.1.1 National Policy Statement on Urban Development Capacity

Among other matters, the National Policy Statement on Urban Development ensures that district plans make room for growth both 'up' and 'out', that rules are not unnecessarily constraining growth, and there is alignment and coordinated planning across urban areas.

Although not directly relevant to the Preferred Option's works, it is recommended that the design of the Preferred Option be developed with the outcomes of this national policy statement in mind.

3.1.2 National Environmental Standards for Air Quality

Among other matters, the National Environmental Standards for Air Quality requires regional and district councils to put in place planning provisions for the management of Air Quality. Compliance with this standard is expected to be achieved through compliance with either the GWRC's Proposed Natural Resources Plan and / or WCC District Plan.

3.1.3 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health applies to certain activities undertaken on a "piece of land" on which a Hazardous Activities and Industries List (HAIL) activity may have occurred. It is noted that a 'piece of land' is not the legal boundary of the site but rather the area impacted by the HAIL activity, and may include non-land development activities. The standard does not affect existing land uses, and only applies when certain activities are proposed to take place on land where there is reason to suspect that the land has been contaminated.

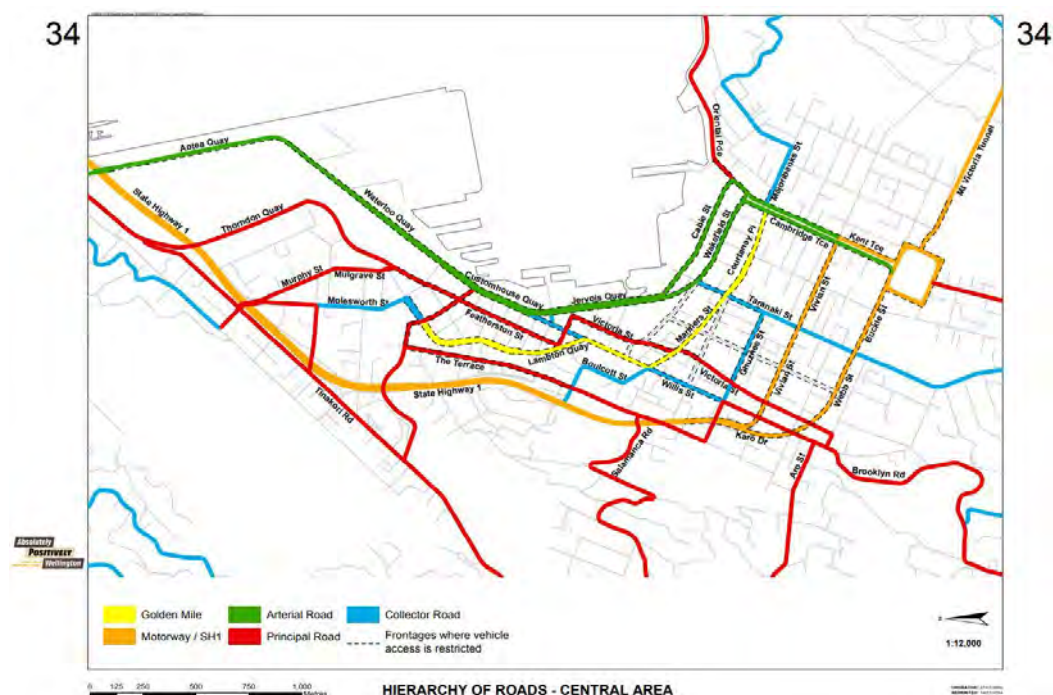
Compliance with this standard is expected to be achieved through compliance with either the GWRC's Proposed Natural Resources Plan and / or WCC District Plan.

3.2 WCC District Plan

The WCC District Plan became fully operative in 2000.² However, WCC have announced they are undertaking a full review of the District Plan as part of its Planning for Growth Project. The review process is to start in late 2021. Consultation is expected in 2022, with formal plan change processes commencing from 2023. Given that the review process has yet to commence, the remainder of this section is premised on consideration of the existing operative provisions of the WCC District Plan. It will be however important that a watching brief on the district plan review is maintained during the course of 2022 prior to construction commencing.

As set out in Figure 2 below, the streets that make up the Golden Mile (i.e. Lambton Quay, Willis Street, Manners Street and Courtenay Place) are identified in Planning Map 34 (Hierarchy of Roads – Central Area) of the WCC District Plan as the “Golden Mile”.

Figure 2: Central Area Road Hierarchy



Section 3.10 of the WCC District Plan defines each component of the Road Hierarchy as follows:

- *Motorway: high standard limited access roads designed to carry long distance through traffic at speed (primary road).*
- *Arterial Road: high standard limited access roads designed to carry long distance through traffic (primary road).*
- *Principal Road: roads that provide access to motorways and to arterial roads having a dominant through-traffic function and carrying the major public transport routes (primary road).*
- *Collector Road: roads that distribute traffic between and within local areas and form the link between principal and secondary roads (secondary road).*
- *Sub-collector Road: roads that distribute traffic within the local area and form the link between collector and local roads (secondary road).*

The Golden Mile does not have a separate road hierarchy definition. However, Section 3.10 of the WCC District Plan does define the Golden Mile as the:

² See: [Plans, policies and bylaws - District Plan - Wellington City Council](#)

“properties that either front or gain access from the main retail and commercial strip extending from the Cenotaph (near Parliament Buildings) to the eastern end of Courtenay Place (see Map 34 Volume III)”³

It is noted that each street of the Golden Mile is classified as an Arterial Road under Waka Kotahi’s One Network Road Classification system.

3.2.1 WCC District Plan Maps 17 and 18

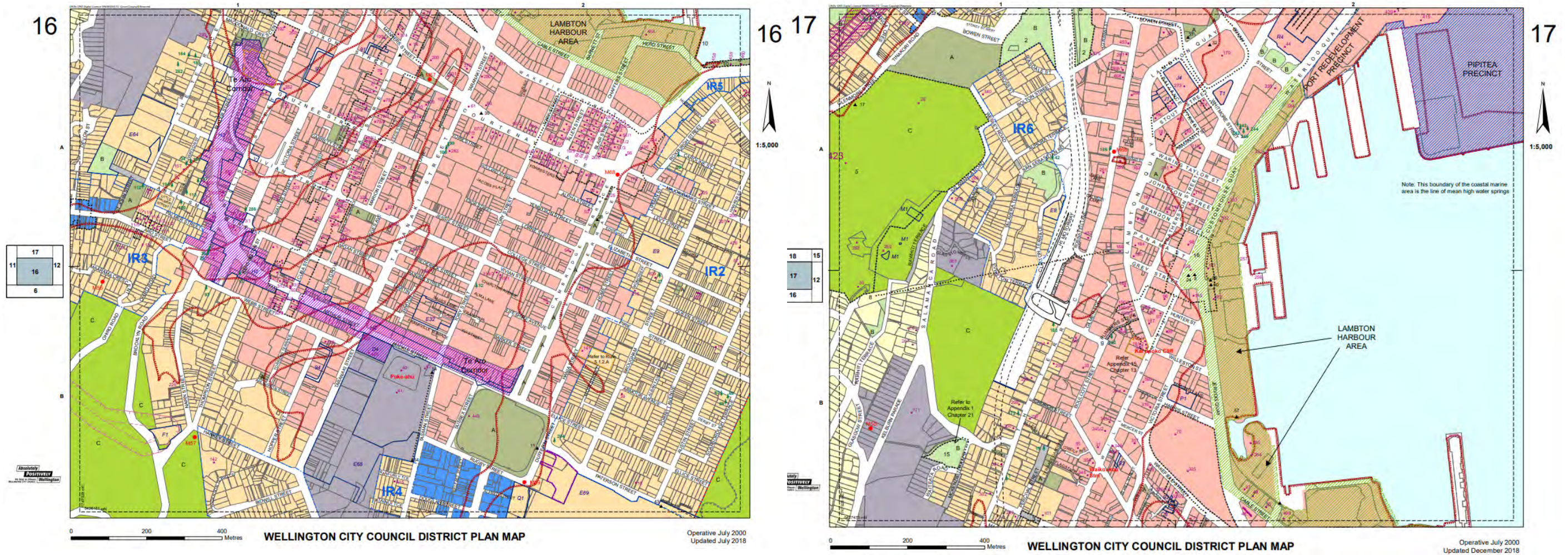
Section 3.7 of the WCC District Plan defines the status of formed and unformed roads, service lanes and motorways. Key summary points from this section include:

- On the District Plan Maps all formed legal roads are uncoloured
- With regard to the application of district plan objectives, policies and rules, the District Plan provisions of the area in which any formed or unformed legal road or service lane or motorway is located shall apply, and
- Where a formed, unformed or stopped road, service lane or motorway, is bounded by different areas, the demarcation between areas is the centre of the legal road.

On Planning Maps 16 and 17 of the District Plan, the Golden Mile streets are formed and therefore *uncoloured*, and located adjacent to the Central Area Zone, however at key locations the streets also “pass” three Open Space Zones [Te Aro Park (which also includes Māori Site Point 67 – Te Aro Kainga), Midland Park, and Parliament Cenotaph] as set out in Figure 3 below.

³ Section 3.10, page 50

Figure 3: Planning Maps 16 and 17 of the WCC District Plan



LEGEND FOR PLANNING MAPS

AREAS	BOUNDARIES
 Central Area	 District Boundary
 Curtis St Business	 Non Cadastral Boundary
 Business 1	 Designations (number references refer to Chapter 24 Schedule)
 Business 2	 Golf Course Boundary
 Centre	 Airport Control Tower Restriction
 Urban Development Area	 Railway Lines
 Airport	 Specific Rules Apply
 Institutional Precinct	 Operational Port Area
 Inner Residential	 Port Redevelopment Area
 Outer Residential	 Character Areas
 MDRA	 Ridgelines and Hilltops
 Rural	 Transmission Lines
 Open Space A	 Transmission Line Buffer (32m)
 Open Space B	 Educational Precincts
 Open Space C	 Special Residential Areas
 Conservation	
 Sea	HERITAGE
 Over water	 Heritage Areas
 Unformed Legal Road	 Heritage Sea Walls
 Te Aro Corridor	 Heritage Objects
 Lambton Harbour Area	 Heritage Buildings
 Pipitea Precinct Area	 Heritage Trees
HAZARD AREAS	MAORI
 Hazard (Fault Line) Area	 Maori Precinct Boundary
 Hazard (Flooding) Area	 Maori Tracks
 Hazard (Ground Shaking) Area	 Maori Site Points
<small>NB: Other earthquake hazards exist and significant ground shaking may occur outside the Hazard (Ground Shaking) Area</small>	

As set out above in Figure 3, the Golden Mile passes through (or near) the following Heritage Areas (as per the black dotted areas identified in the legend for Figure 3):

- Parliamentary Precinct Heritage Area
- Stout Street Precinct Heritage Area
- BNZ / Head Office Heritage Area
- Cuba Street Heritage Area, and
- Courtenay Place Heritage Area.

Furthermore, there are over 60 heritage buildings located adjacent to the Golden Mile streets (see **Appendix C**). It is noted Heritage Building 61 (Men's Toilets (Former), Constructed 1910 - 1910) and Heritage Object 35 (Courtenay Place Clock) are located within the Courtenay Place carriageway (near the Courtenay Place / Taranaki Street intersection).

The Golden Mile is also located within, or near, the Hazard Ground Shaking Area overlay. That is, both Lambton Quay and Willis Street are located within 100m of the overlay. Both Manners Street and Courtenay Place are however located within the overlay.

3.2.2 Notice of Requirement for a New Designation

A designation is a provision made in a District Plan under Part VIII of the RMA to give effect to a notice of requirement made by a requiring authority (such as WCC). Designations allow land to be secured for public works without the need for a land use consent. Designations are also typically sought when private property is required to give effect to a project.

In order for a notice requirement to be confirmed into a district plan it is necessary for the requiring authority (who would likely be WCC in the case of the Golden Mile Project) to demonstrate that the works and designation are reasonably necessary for achieving the objectives of the requiring authority under Section 171(c) of the RMA.

The Preferred Option is located within legal road and there is no private property required.⁴ It is also noted that WCC has statutory authorisation under Section 316 of the Local Government Act 1974 to undertake upgrades / alterations / repairs (among other matters) to roads within its jurisdiction. Accordingly, it is considered that a designation is not needed to authorise the Preferred Option's works.

3.2.2.1 Designation Summary and Recommendations

On the basis the Preferred Option's works are to be undertaken on legal road only and are therefore authorised under the Local Government Act, it is recommended that a designation to enable the Preferred Option's works is not pursued.

For avoidance of doubt, and if this approach is ultimately confirmed by LGWM, then resource consents and or other statutory authorisations may still be required to be obtained in order to authorise construction of the Preferred Option. On this basis it is necessary to identify the likely resource consent (and other statutory approval) requirements.

3.2.3 Central Area Zone Objectives, Policies and Rules

As noted above in Section 3.2.1 of this report, the District Plan zone that the Golden Mile streets are predominately located within is the Central Area Zone. Chapter 12⁵ and 13⁶ of the WCC District Plan sets out the objectives, policies and rules for this zone. Both chapters are also supported by the provisions / methods cited in the Central Area Appendices and in Volume 2: Design Guide (e.g. Central Area Urban Design Guide).

⁴ It is noted that a property survey will be undertaken as part of the pre-implementation phase to confirm exact property boundaries

⁵ See: [v1chap12.pdf \(wellington.govt.nz\)](#)

⁶ See: [v1chap13.pdf \(wellington.govt.nz\)](#)

The introduction to Chapter 12.1 states that the Central Area provisions in the District Plan are based on the following principles (the provisions specifically mentioning the Golden Mile have been expanded upon):

- 12.1.1 Enhance ‘sense of place’
- 12.1.2 Sustain the physical and economic heart of the Central Area
- 12.1.3 Enhance the role of the ‘Golden Mile’ and ‘Cuba’

The ‘Golden Mile’ refers to the main retail and commercial strip extending from the Cenotaph near Parliament Buildings, to the eastern end and entertainment hub of Courtenay Place. This ‘Golden Mile’ concept reflects the natural form of the Central Area, and helps structure people’s perceptions of the city and the way they move within it. Cuba Street is a premier pedestrian-based retail promenade that forms an important axis with the ‘Golden Mile’. The ‘Golden Mile’ and ‘Cuba’ will be enhanced and supported by reinforcing their key retail function, promoting nearby office location, enhancing the pedestrian environment and improving the roll-out of quality public transport infrastructure.

- 12.1.4 Enhance the Central Area as a location for high quality inner city living (including: increasing the amount and quality of residential dwellings will be encouraged, building on the overall vibrancy of the Central Area and supporting the primary commercial function of downtown Wellington and the ‘Golden Mile’)
- 12.1.5 Enhance the built form of the Central Area
- 12.1.6 Enhance the quality of the public environment, and
- 12.1.7 Enhance city / harbour integration.

3.2.3.1 Objectives and Policies

The Central Area Zone’s objectives and supporting policies are set out in Chapter 12.2 of the District Plan.

An assessment of the Preferred Option against the Central Area Zone’s objectives and policies is set out in **Appendix D**. Generally, this assessment has identified that the Preferred Option is consistent or generally consistent with the objectives and policies directly relevant to the implementation of the Preferred Option. There were some objectives and policies identified that will need additional consideration during the Preferred Options Detailed Design Phase (and if resource consents are ultimately required) as follows:

- *Objective 12.2.3 Urban Form and Sense of Place;* and its supporting policies
- *Objective 12.2.13 Natural and Technological Hazards;* and its supporting policies
- *Objective 12.2.14 Hazardous substances and contaminated sites;* and
- *Objective 12.2.15 Access.*

3.2.3.2 Rules

The Central Area Zone’s rules are set out in Chapter 13 of the District Plan. As set out above in Section 3 of this report, the District Plan provisions of the relevant area in which the formed road is located within applies.

Chapter 13.1 states that any activity is a Permitted Activity provided that it complies with the standards specified in section 13.6.1 (Activities, buildings and structures) and 13.6.2 (Activities) and if not specifically identified in Rules 13.1.1 to 13.1.6.

In terms of Rules 13.1.1 to 13.1.6, altering / repairing / upgrading existing roads is not listed as an exempted activity (so, therefore may qualify as a Permitted Activity).

Table 1 (below) lists the standards identified in Chapter 13.6.2 (Activity Standards) that apply to all activities in the Central Area Zone, and an initial assessment against these standards for the Preferred Option’s proposed works.

Table 1: Central Area Zone’s Chapter 13.6.2 Standards and Initial Assessment

Standard	Standard Summary Description	Golden Mile Assessment Comment
13.6.2.1: Noise	<p>There is a general duty to avoid unreasonable noise under S16 of the RMA. The general noise emission standards are:</p> <ul style="list-style-type: none"> • At all times: 60dBA LAeq (15 min), and • At all times: 85dBA LAFmax. <p>For temporary activities, the above noise standards do not apply from:</p> <ul style="list-style-type: none"> • 9am to 9pm each day (Sunday to Thursday), and • 9am to 10pm (Friday and Saturday). 	<p>Non-compliance with this standard is likely to require discretionary (restricted) resource consents.</p> <p>Non-compliance with this standard is to be determined during the Detailed Design Phase.</p>
13.6.2.2: Lighting	<p>Any activity which requires outdoor areas to be lit shall ensure that direct or indirect illumination does not exceed 8 lux at the windows of residential buildings in any Residential Area.</p>	<p>Non-compliance with this standard for construction at night is likely to require discretionary (restricted) resource consents.</p> <p>Non-compliance with this standard is to be determined during the Detailed Design Phase.</p>
13.6.2.3: Use, storage or handling of hazardous substances	<ul style="list-style-type: none"> • Any area where hazardous substances are used, stored or handled in any manner on-site shall have secondary containment (via bunding or otherwise) using materials. Secondary containment systems also need to comply with any relevant provisions under the Hazardous Substances and New Organisms Act 1996. • All facilities must display signage to indicate the nature of the hazardous substances present, and • Any process waste or waste containing hazardous substances shall be stored in a manner which complies with the above. 	<p>This rule is likely to apply in the case of discovery of a “HAIL site leak” onto the road carriageway from a HAIL Site located on a private property (See Appendix E for a list of “Golden Mile” properties where HAIL activities are registered).</p> <p>Non-compliance with this standard is likely to require discretionary (restricted) resource consents. Non-compliance to be determined during the Detailed Design Phase.</p> <p>It is noted that subsurface investigations of potentially contaminated land (to determine the presence, extent and nature of any contamination) is a permitted activity under Rule 32.1.1.</p>

Standard	Standard Summary Description	Golden Mile Assessment Comment
13.6.2.4: Screening of activities and storage	Sites with yards which abut a Residential Area must be screened from view by a fence not less than 1.8m high.	Non-compliance with this standard for construction at night is likely to require discretionary (restricted) resource consents. Non-compliance with this standard is to be determined during the Detailed Design Phase.
13.6.2.5: Dust	Activities must not create a dust nuisance. A dust nuisance will occur if: <ul style="list-style-type: none"> • There is visible evidence of suspended solids in the air beyond the site boundary; or • There is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure on a neighbouring site, or water 	Non-compliance with this standard for construction at night is likely to require discretionary (restricted) resource consents. Non-compliance with this standard is to be determined during the Detailed Design Phase.
13.6.2.7: Discharge of contaminants	Discharge of contaminants to land, air or water is a Greater Wellington Regional Council responsibility and activities causing discharges may need to obtain a relevant consent from the Regional Council.	The potential need for discharges to land, air and water will be determined during the Detailed Design Phase.

3.2.3.3 Buildings and Structures (Bus Stop Shelters)

It is proposed that new bus stop shelters be installed along the Golden Mile, including in the identified Heritage Areas (i.e. Courtenay Place, BNZ / Head Office Heritage, Cuba Street Heritage Areas). The designs for each bus stop will be developed during the Detailed Design Phase.

The standards for buildings and structures are set out in Chapter 13.6.3 (Buildings and Structures). Among other matters, this chapter identifies the standards for the height and bulk rules for new buildings and structures for the Central Zone, as well as for the Heritage Areas. For avoidance of doubt, and based on the *Golden Mile Design Philosophy Statement*'s 'proposed busstop dimensions', all new bus stop shelters are expected to be well below the height and bulk standards of Chapter 13.6.3, and therefore no resource consents are likely to be required for the erection of bus shelters.

However, installation of new bus stop shelters is expected to comply with the WCC Code of Practice for Land Development (see below) and building consents may ultimately be required.

3.2.3.4 Central Area Appendices

The Central Area appendices sets out a range of matters in support of the rules identified in Chapter 13. Of partial relevance to the Preferred Option's works is Appendix 01, which defines the Courtenay Place general area (and includes the Courtenay Place road carriageway), and Appendix 07, which lists the public spaces protected for the purposes of sunlight access including: West Courtenay Place, Te Aro Park and Midland Park. Despite these provisions not applying directly to the Preferred Option's works, the direction of these provisions should be noted during the Detailed Design Phase.

3.2.3.5 Volume 2: Design Guidelines

Volume 2: Design Guidelines sets out the guidelines for developments of particular types, or in particular areas, as well as suggested guidelines relating to design against crime and wind.

The *Central Urban Design Guide* applies to new buildings, and additions and modifications to existing buildings in the Central Area. Despite it not applying directly to the Preferred Option's works (e.g. the new spaces to be created by the works), its "intention" should be incorporated into the design of the Preferred Option's Works during the Detailed Design Phase, which are as follows:

"To achieve high quality buildings, places and spaces in the Central Area of the city. This will be achieved by ensuring they:

- *are coherently designed*
- *make a considered response to context*
- *address heritage values*
- *establish positive visual effects*
- *provide good quality living and working environments*
- *integrate environmental sustainability principles, and*
- *provide conditions of safety and accessibility."*

It is noted that Volume 2 of the WCC District Plan also includes Guidelines for Design *against Crime*. It is specifically concerned with the design of urban public spaces. Among other activities, urban public space includes places of free public assembly and thoroughfare and publicly owned streets and parks. The Guidelines are recommended to be considered during the Detailed Design Phase for the Preferred Option's works.

3.2.3.6 Central Area Zone Provisions Summary and Recommendations

At the SSBC Stage, the Preferred Option's works are likely to be considered a Permitted Activity under Chapter 13 if the relevant standards can be met. However, this activity status will not be able to be confirmed until the Detailed Design Phase is completed.

It is recommended that whether the Preferred Option's works can be delivered in accordance with the relevant standards, be determined as early as practicable during the Detailed Design Phase.

3.2.4 Open Space A Zone Objectives, Policies and Rules

The objectives, policies and rules for the Open Space Zones are set out in Chapter 16⁷ and 17⁸ of the WCC District Plan.

Open Space A Zones generally provide for passive and active recreational opportunities. Provision of access, including equitable access, is a key focus of the provisions for this Zone.

As identified in Figure 3 above, the Golden Mile's streets "pass by" three Open Space A Zones: Te Aro Park, Midland Park, and Parliament Cenotaph. It is noted that Section 2 of the WCC District Plan identifies Te Aro Pa as an important issue for Tangata Whenua.

The objectives, policies and rules for the Open Space Zone A are predominately focused on activities occurring within the zone.

An initial assessment of the objectives and policies (see Appendix D) has identified that Objective 16.5.1 (*To maintain, protect and enhance the open spaces of Wellington City*) and Objective 16.5.3 (*To prevent or mitigate any adverse effects of the storage, use, disposal, or transportation of hazardous substances, including waste disposal.*) may be of relevance to the Preferred Option's works. The outcomes of the Preferred Option's works are expected to give effect to Objective 16.5.1, whilst no construction activities (including storage of hazardous substances) are expected to occur on Open Space A land.

In terms of the relevant rules, Rule 17.1.14 identifies the *upgrade and maintenance of existing formed roads and [public] accessways [including associated earthworks], except the construction of new legal road, as a Permitted Activity*. Rule 17.1.13 allows the *storage, use or handling of hazardous substances as a Permitted Activity*, provided that they comply with the relevant standards.

3.2.4.1 Open Space Zone Summary and Recommendations

Provided the Preferred Option's works do not occur on Open Space Area Zone land then they are likely to be considered a Permitted Activity under Chapter 17's provisions. However, if this SSBC assumption is incorrect, then this conclusion will need to be revisited.

3.2.5 Heritage Rules

The provisions of Chapter 21A (Heritage Rules: Buildings and Objects) apply to all listed Heritage Buildings and Objects throughout the city.

With the exception of Heritage Building 61 [Men's Toilets (Former)] and Heritage Object 35 (Courtenay Place Clock) located in West Courtenay Place, there are no heritage buildings or objects directly impacted by the Preferred Option works (that is, all works are within legal road and no private property is required).

With regards to Heritage Building 61 and Heritage Object 35, it is currently anticipated by the SSBC that both heritage items will not be directly impacted by the Preferred Option works. If, however this assumption changes during the Detailed Design Phase, then any

⁷ See: [v1chap16.pdf \(wellington.govt.nz\)](#)

⁸ See: [v1chap17.pdf \(wellington.govt.nz\)](#)

modification of these items will require a discretionary (restricted) resource consent to be obtained.

Official signs for management of the legal roads are excluded from the heritage rules.

3.2.5.1 Heritage Areas

The provisions of Chapter 21B (*Heritage Rules: Areas*) also apply to listed heritage areas throughout the city. As set out above, there are five listed heritage areas in the WCC District Plan that encompasses either all or some of the Golden Mile streets. Although Chapter 21B's focus is on buildings and structures within a Heritage Area, it does appear that the Heritage Area rules may still apply to road alterations / repairs with respect to Rule 21B.1.3. This rule states that earthworks are a permitted activity up to 10m³ or a surface area of 10m². Accordingly, if the Preferred Option's earthworks exceed this standard at any one time, then a discretionary (restricted) resource consent may need to be obtained (discretion is restricted to effects on historic heritage).

3.2.5.2 Heritage Trees

The provisions of Chapter 21C (*Heritage Rules: Trees*) apply to listed Heritage Trees throughout the city. There are no Heritage Trees located on the Golden Mile, and therefore no Heritage Trees will be impacted by the Preferred Option's works.

3.2.5.3 Heritage Rules Summary and Recommendations

It is not currently proposed to undertake any modifications to Heritage Building 61 or Heritage Object 35, however it is noted a discretionary (restricted) resource consent would be required if this SSBC assumption changes during the Detailed Design Phase.

It is noted earthworks in a Heritage Area exceeding 10m³ or a surface area of 10m² is likely to require a discretionary (restricted) resource consent. Compliance with this standard will need to be further considered early in the Detailed Design Phase, and if it is not considered efficient for the Preferred Option's works, then consideration will need to be given to seeking a global earthworks resource consent for the Heritage Areas.

3.2.6 Other WCC District Plan Provisions

3.2.6.1 WCC Code of Practice for Land Development

The WCC Code of Practice for Land Development⁹ is referenced in Section 3.9 of the WCC District Plan. This section advises that the Code provides the strategic standards, engineering specifications and general guidance for road, sanitary, stormwater and water supply design and construction.

The Code does not form part of the District Plan, it is however expected that developments are undertaken in accordance with the Code. It is noted that the Golden Mile Design Philosophy Statement advises that construction activities will be undertaken in accordance with the Code.

3.2.6.2 Signs

Section 3.10 of the WCC District Plan defines an *Official Sign* to be those signs for the management of the legal road, public parks and reserves. This section's definition of a *Sign* excludes those signs needed for the management of a legal road, public parks and reserves (including official signs).

3.2.6.3 Traffic Management and Control Structures

Section 3.10 of the WCC District Plan defines *Traffic Management and Control Structures* to mean: *any structure and associated devices including plinths located on, above or below legal road for the purpose of managing, controlling or directing traffic and includes*

⁹ See: [Code of Practice for Land Development - 2012 \(wellington.govt.nz\)](https://www.wellington.govt.nz/code-of-practice-for-land-development-2012)

but is not limited to traffic signals, traffic signs (including illuminated signs), monitoring and control devices, and road barriers.

3.2.6.4 Heritage / Notable Trees

There are no Heritage / Notable Trees listed in the WCC District Plan that are located on the Golden Mile. Nevertheless, it is noted that any proposal to remove a Heritage / Notable Tree, partially or completely, or to build, do earthworks or any other work in a Notable Tree's root zone, will require a resource consent.

It is noted that all works around trees located on WCC land must comply with WCC's standard tree protection conditions (see **Appendix F**).

3.3 WCC Drainage and Water Supply Permits

For avoidance of doubt, a public drainage permit (or permits) will be required to alter or add to the WCC public drainage networks¹⁰. Similarly, a water supply permit will be required for any new water connection¹¹.

3.4 Proposed Natural Resources Plan

The Proposed Natural Resources Plan (PNRP) sets out the objectives, policies and methods for the use of the region's resources.¹² Some parts of the PNRP are still under appeal, however once resolved, the Plan will become fully operative.

3.4.1 Regionally Significant Infrastructure

The PNRP defines regionally significant infrastructure to include a number of infrastructure activities / assets within the Wellington region. Included on the asset list are the region's water supply, wastewater and stormwater networks, Wellington Railway Station terminus as well as the strategic transport network. The Golden Mile is not included as part of the latter.

3.4.2 Objectives, Policies and Rules

An initial assessment of the relevant objectives, policies and rules of the PNRP is provided in **Appendix G**. This assessment identifies the objectives and policies of the following Chapters to be of some relevance to the Preferred Option's works:

- *Beneficial use and development*
- *Māori relationships*
- *Air quality*
- *Land use, and*
- *Discharges to land and water.*

The initial assessment indicates that the Preferred Option works are generally consistent with the above chapter's objectives and policies. However, final consistency will not be able to be confirmed until the Detailed Design Phase is completed.

The initial assessment also indicates that the Preferred Option works are likely to meet the Permitted Activity standards for Air quality, Land use and Discharges to land and water rules. However, final compliance will not be able to be confirmed until the Detailed Design Phase is completed. It is noted that there are no specific rules relating to Beneficial use and development or Māori relationships.

¹⁰ See: [Sewerage, wastewater and trade waste - Wastewater & drainage - Wellington City Council](#)

¹¹ See: [Water - Apply for a water connection - Wellington City Council](#)

¹² See the Decisions Version: [Proposed-Natural-Resources-Plan-Part-1.pdf \(gw.govt.nz\)](#)

3.4.3 PNRP Summary and Recommendations

In summary, the Preferred Option works are likely to be considered a Permitted Activity under the PNRP provided the relevant standards can be met for the Chapters set out above (and in Appendix E of this strategy). However, final compliance will not be able to be confirmed until the Detailed Design Phase is completed.

It is recommended that the Detailed Design Phase considers the ability of the Preferred Option's works to be delivered in compliance with the relevant standards as early as practicable.

3.5 Heritage New Zealand Pouhere Taonga Act 2014 / Archaeological Authorities

The *Heritage New Zealand Pouhere Taonga Act 2014* (NZHPT) makes it unlawful for any person to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand Pouhere Taonga (Heritage NZ). An archaeological site is defined by Section 6 of the NZHPT as follows:

“archaeological site means, subject to section 42(3), –

- (a) any place in New Zealand, including any building or structure (or part of a building or structure) that –*
- (b)*
 - (i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and*
 - (ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and*
- (b) includes a site for which a declaration is made under section 43(1).”*

Accordingly, any archaeological sites (including unrecorded sites) that may be modified or damaged by the Preferred Option's works will require an archaeological authority from Heritage NZ.

An initial review of ArchSite identifies that there are a number of potential archaeological sites located within the geographical scope of the Golden Mile Project.

As discussed above, the Golden Mile's streets are located adjacent to numerous heritage buildings, sites, areas and objects and the ArchSite indicates the presence of a number of sites in Central Wellington. Furthermore, the Wellington Harbour pre-1855 Wairarapa earthquake shoreline is located on, near or along the Golden Mile streets (e.g. it runs along the Lambton Quay Alignment). The former Te Aro Pa and associated settlement are located in Te Aro Park (and surrounds) on the corner of the Manners Street / Dixon Street intersection, and the former Kumutoto Pa is located on The Terrace near Woodward Street.¹³ Accordingly, it is likely that an archaeology authority will be required from Heritage NZ, and this authority will be needed prior to any physical works occurring. In addition, it is likely that Heritage NZ will be interested in potential construction impacts (e.g. dust and vibration) on the nearby heritage buildings. It will also want assurance that appropriate engagement with mana whenua has been undertaken.

3.5.1 Archaeology Authority Summary and Recommendations

It is possible that unknown archaeological sites (i.e. under the road carriageway to be upgraded) might be encountered during the Preferred Option's construction activities (e.g. earthworks). As such, it is recommended that a general archaeological authority (Form A¹⁴) be sought early in the Detailed Design Phase process (it is noted that the formal

¹³ It is noted that taonga was recently found during excavation of a new apartment development on Taranaki Street

¹⁴ See: [1Form AApp for Gen Arch Auth \(1\).pdf](#)

application process can take up to 3 months to process from the date of submission).

Any authority application will need to be informed by an archaeological assessment report and an assessment of Māori values of the archaeological site and the effect of the proposed activity on those values. The application must also provide evidence of consultation undertaken with tangata whenua and views expressed for archaeological sites that are of interest to Māori. The archaeological assessment must be prepared by a qualified archaeologist in the first instance. Mana whenua involvement in the assessment will be integral.

It is also recommended that early engagement during the Detailed Design Phase with Heritage NZ on construction effects on nearby heritage buildings be undertaken to ascertain if there are any additional Heritage NZ requirements.

4. Summary and Recommendations

This section of the strategy sets out a recommended approach to obtaining the necessary RMA and other statutory approvals, and to identify any areas where further work / final decisions are required before the relevant applications can be lodged.

4.1 Seek Resource Consents (If Required)

Obtaining a designation for altering / upgrading an existing road does have certain advantages over the resource consent process [e.g eliminates the need for land use consents (but not regional consents), and protects the land needed from future development once design is completed]. However, there appears to be no need for a designation in this instance – that is, all of the works are to be located within the legal road and therefore are authorised under the Local Government Act.

Resource consents however still may be needed under either / both the WCC District Plan or PNRP, and potentially under the NES Contaminated Land.

In terms of the WCC District Plan, and from review of the relevant Central Area Zone provisions (and assuming that there are no activities that directly affect the three Open Space A Zones), and the Heritage Zone rules, it is likely that the Preferred Option works will be a permitted activity provided the relevant standards can be met. It will be important to review this conclusion once the Detailed Design Phase is sufficiently advanced. In particular, compliance with the noise, dust, contaminated land (Chapter 31) and heritage area (Chapter 20) standards will need to be carefully considered. It is highly recommended that if compliance can be achieved that a Certificate of Compliance for a permitted activity be obtained to demonstrate compliance with the WCC District Plan. To obtain this certificate will require LGWM to work closely with the WCC Planning Team.

It is noted that if compliance cannot be achieved then individual or global resource consents can be sought. If the resource consents were to be 'bundled', all of the consents required would be considered at the most restrictive activity class, which would likely be discretionary (restricted), and maybe subject to the public notification and public hearing provisions within the WCC District Plan (and possibly Environment Court appeals), and subject to conditions. Under this scenario, the bundled resource consent application could take anywhere between 6 and 12 months to process and might jeopardise the ability for LGWM to commence works at the end of 2022.

Similarly, from a review of the relevant air quality, land use and discharge provisions of the PNRP, it is also likely that the Preferred Option's works will meet the permitted activity standards. However, final compliance will not be able to be confirmed until the Detailed Design Phase is completed.

Further consideration of the impacts on existing trees located on WCC will be required. It

is noted that all works around trees located on WCC land must comply with WCC's standard tree protection conditions.

4.2 Unrecorded Archaeological Sites

Although the works are to be undertaken within legal road, it is likely that the Preferred Option's works could potentially modify or damage unrecorded archaeological sites that may exist under the road (especially on Lambton Quay and Courtenay Place where the major underground works are proposed).

Accordingly, it is recommended that a general archaeological authority (Form A¹⁵) be sought early in the Detailed Design Phase process (noting that the formal application process can take up to 3 months to process from the date of submission). This application will need to be informed by an archaeological assessment report and an assessment of Māori values of the archaeological site and the effect of the proposed activity on those values. The application must also provide evidence of consultation undertaken with tangata whenua and views expressed for archaeological and will need to be undertaken by a qualified archaeologist in the first instance.

It is also recommended that early engagement during the Detailed Design Phase with Heritage NZ (as well as the WCC Heritage Team) on construction effects on nearby heritage buildings and objects are undertaken to ascertain if there are any additional regulatory requirements.

4.3 Recommendations

This consenting strategy recommends the following:

- If desired by LGWM, it is unlikely that it will be able to demonstrate that there is a need for a notice of requirement / designation to authorise the type of physical works envisaged for the Preferred Option. This is because the proposed works are to be undertaken within the legal road and are therefore authorised under the Local Government Act 1974
- Based on the WCC District Plan's Central Area, Public Open Space and Heritage provisions it appears that the Preferred Option's works would be a permitted activity, subject to construction activities meeting the relevant standards
- Further consideration of compliance with the relevant standards (e.g. the Heritage Area earthworks standards, and earthworks within Contaminated Land) needs further detailed design, and therefore cannot be gauged until the Detailed Design Phase has commenced and / or site investigations have been completed (e.g. HAIL activities). It is noted that non-compliance is likely to require discretionary (restricted) consents. However, if physical works activities are ultimately considered a Permitted Activity, then consideration should be given to obtaining a certificate of compliance.
- It is highly likely that a general archaeological authority (Form A) will be required by Heritage NZ. This application will need to be informed by a cultural values / impact assessment in the first instance
- Further consideration of the impacts on existing trees located on WCC will be required. It is noted that all works around trees located on WCC land must comply with WCC's standard tree protection condition, and
- Maintaining a watching brief of the WCC District Plan Review process should be undertaken in 2022 / 2023.

¹⁵ See: [1Form AApp for Gen Arch Auth \(1\).pdf](#)

4.3.1 Key priorities for the Detailed Design Phase

The following key steps are recommended as a priority for the Detailed Design Phase:

- Undertake an archaeological assessment to inform preparation of a general authority application to Heritage NZ during the early stages of the Detailed Design Phase, and allow sufficient time within the programme to secure this authorisation
- Consider whether HAIL detailed investigations are required during the early stages of the Detailed Design Phase
- Progress the Detailed Design Phase to a point where sufficient design has been undertaken to inform an assessment of the Preferred Option's compliance with the Central Area Zone, Open Space A Zone and Heritage Zone's provisions as soon as practicable, and
- Progress the Detailed Design Phase to a point that is sufficient for a New Zealand Arboricultural Association-approved contractor to assess whether works will be in compliance with WCC standard tree protection condition.



A
Environmental
and Social
Responsibility
Screen

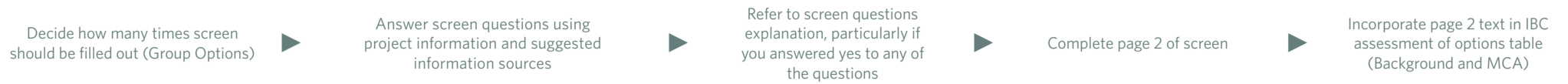
ILLIS ST
ROAD
CLOSED

30

Use to assess options in the [Indicative Business Case](#)

Use this screen to identify opportunities and risks and assess options for state highway projects. Complete the screen for each option to distinguish them from one another or bundle options where appropriate. Screen results will signal where technical assessments are required and provide a written record to support the alternatives assessment required for statutory applications. For further assistance contact the [EUD Team](#).

Additional instructions and content, including information sources, to help complete the screen can be found on the [Highways Information Portal Screen pages here](#).



PROJECT LOCATION:	PROJECT PURPOSE:	DATE:	OPTION DESCRIPTION:		
CATEGORY		QUESTION	ANSWER		USEFUL INFORMATION SOURCES
GENERAL	G1	What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural	Commercial	District/Unitary Plan Zoning Maps
			Industrial	Residential	
			High density residential	Parks/open space	
	G2	Does the option disturb previously undisturbed land?	Y	N	
	G3	What is the construction timeframe?	>18 months	<18 months	
NATURAL ENVIRONMENT	NE1	Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment
	NE2	Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y	N	Regional Plan Maps and Schedules
	NE3	Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y	N	District Plan Maps and Schedules
	NE4	Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y	N	Department of Conservation
	NE5	Will more than 0.5 hectares of vegetation be removed? What type?	Y	N	
CULTURAL AND HISTORIC HERITAGE	CH1	Are there sites/areas of significance to Maori within 200m of the area of interest?	Y	N	Iwi
	CH2	Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y	N	NZTA MapHub Environmental and Social Risk Map- Culture and Heritage
	CH3	Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y	N	Heritage New Zealand List
	CH4	Will the option affect the setting of any historic building/structure or archaeological site?	Y	N	NZ Archaeological Association
	CH5	Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y	N	District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
HUMAN HEALTH	HH1	What is the One Network Road Classification?	National	Regional	NZTA MapHub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
			Arterial	Collector	
	HH2	Is the area of interest designated as a non-compliant airshed?	Y	N	
	HH3	Are there medical sites, rest homes, schools, child care sites, residential properties, maraes or other sensitive receivers located within 200m of the area of interest?	Y	N	
	HH4	Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y	N	
SOCIAL	S1	Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y	N	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
			Which?		
	S2	Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y	N	
URBAN AND LANDSCAPE DESIGN	ULD 1	Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes)
	ULD2	Does the option enhance the development potential of adjacent land where appropriate?	Y	N	Regional Land Transport Plan Project Team
	ULD3	Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y	N	Strategies and District Plan
	ULD4	Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y	N	

Answers and Comments Refer to [screen questions explanation](#) to help complete this part.

1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.

NATURAL ENVIRONMENT:

CULTURAL AND HISTORIC HERITAGE:

HUMAN HEALTH:

SOCIAL:

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN:

Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.

3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?

Completed by

Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table?

Yes

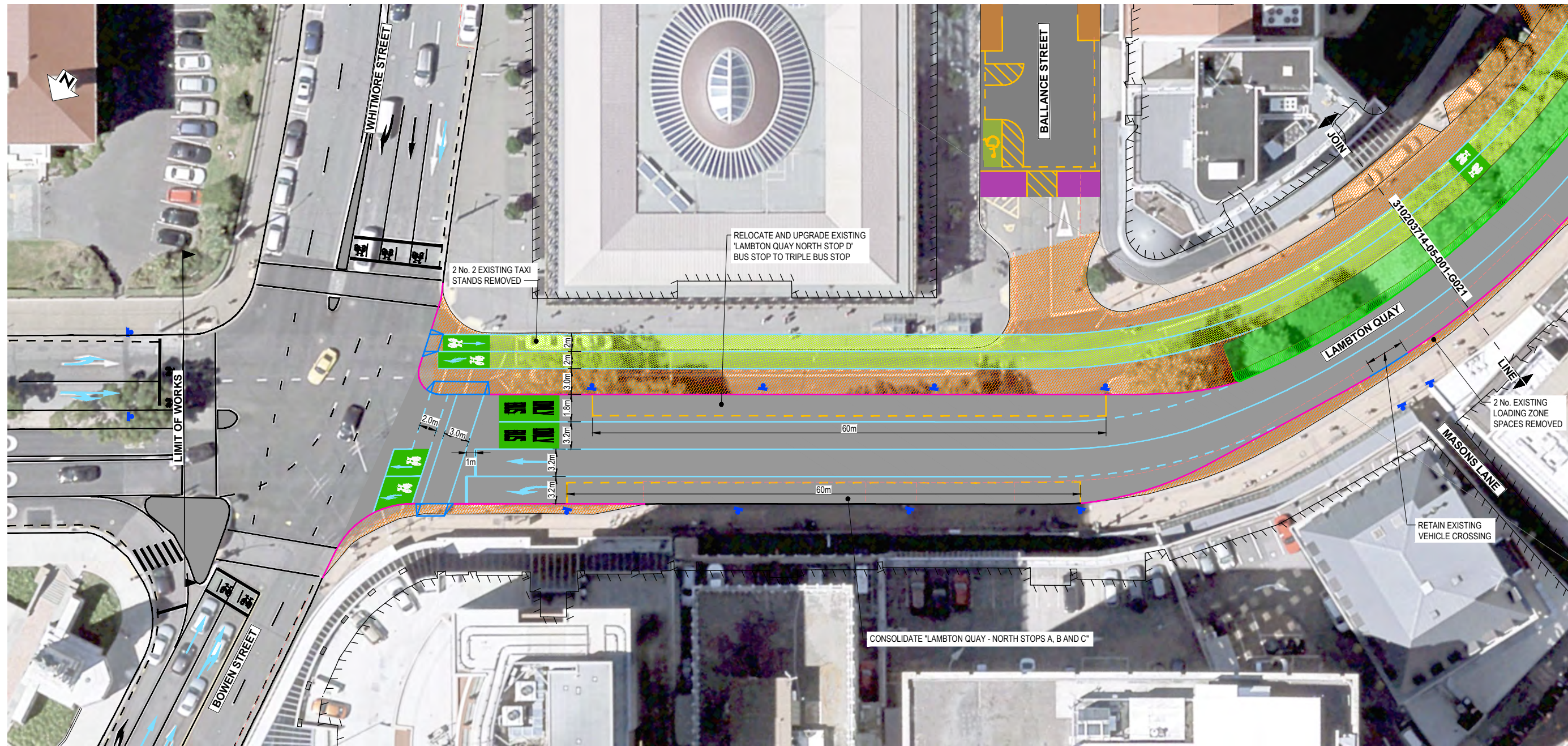
No



B
General Road
Arrangements

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



LEGEND - SIDE STREET WORKS	
	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND	
	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE	PROF REGISTRATION:

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		



GOLDEN MILE IMPROVEMENTS

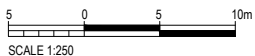
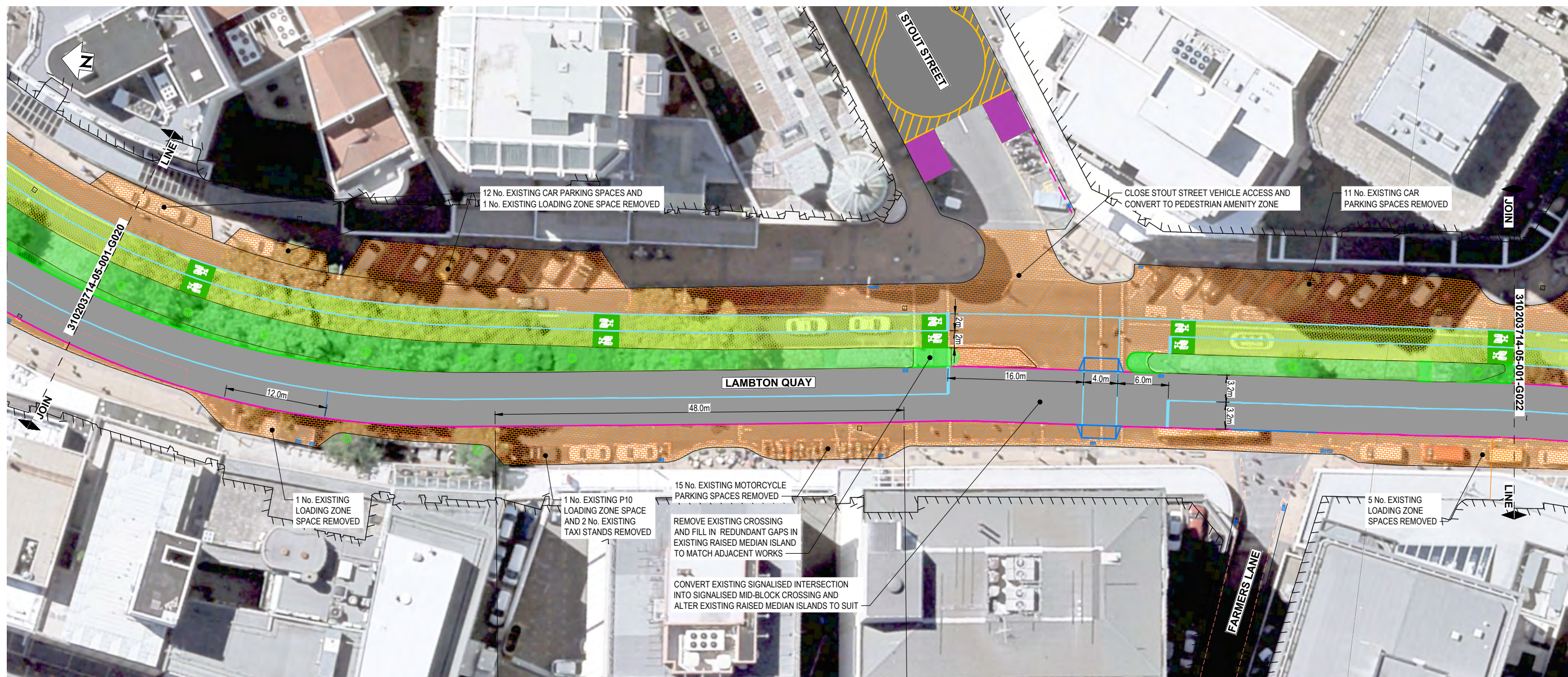
GENERAL LAYOUT PLAN - LAMBTON QUAY

SHEET 1 OF 6

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G020
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1



LEGEND - SIDE STREET WORKS

	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND

	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		



GOLDEN MILE IMPROVEMENTS

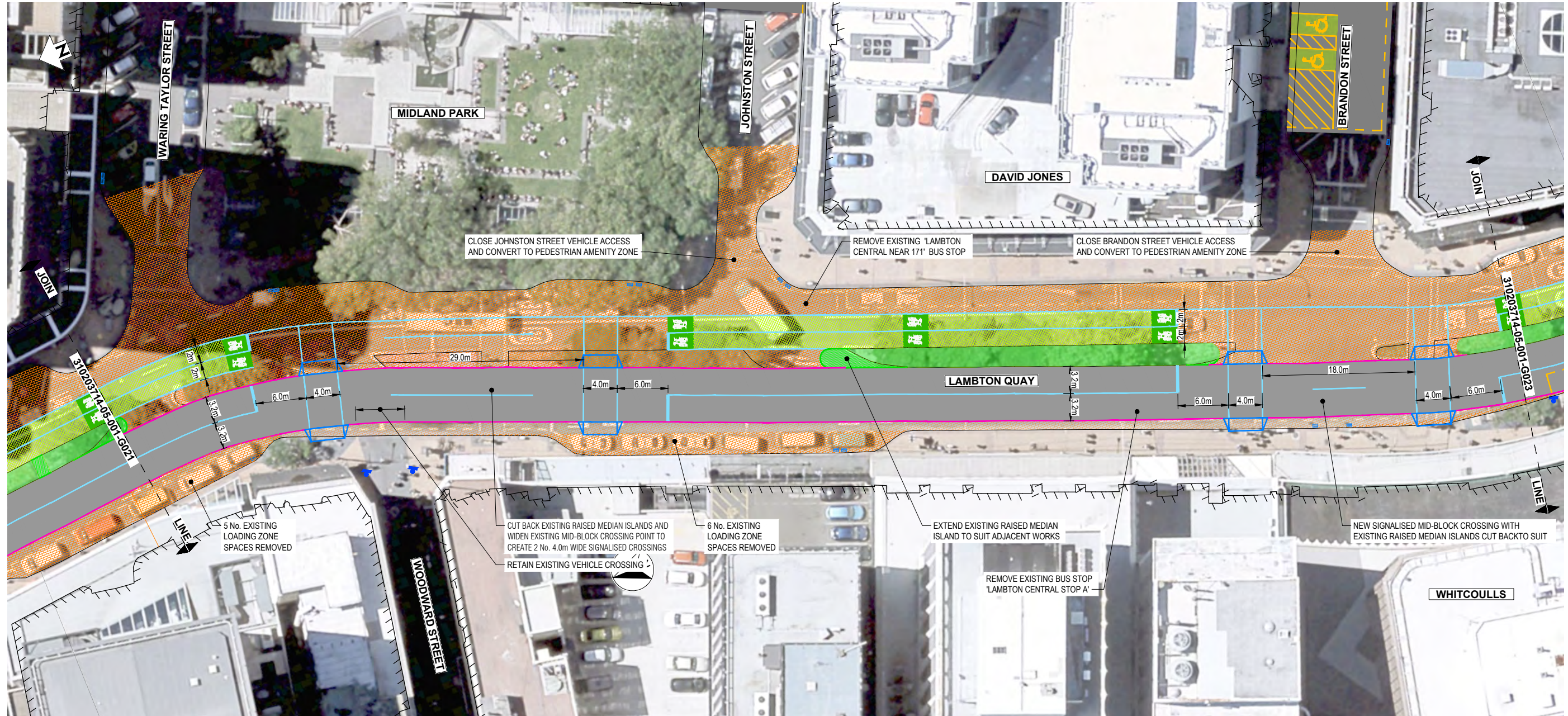
GENERAL LAYOUT PLAN - LAMBTON QUAY

SHEET 2 OF 6

Status Stamp	WORKING PLOT
Date Stamp	30.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G021
Rev.	A

ORIGINAL SIZE A1

SCALE 1:250



REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Client

GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - LAMBTON QUAY

SHEET 3 OF 6

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G022
Rev.	A

LEGEND

- EXISTING KERBLINE / ROAD MARKING
- NEW KERB
- NEW WHITE ROADMARKING
- NEW YELLOW ROADMARKING
- EXISTING KERB / MARKING TO BE REMOVED
- NEW CLAY TILE FOOTPATH
- NEW ASPHALT FOOTPATH
- CYCLIST LANES
- EXISTING RAISED MEDIAN ISLAND
- NEW / EXTENDED RAISED MEDIAN ISLAND
- NEW / RELOCATED SIGN

LEGEND - SIDE STREET WORKS

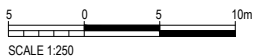
- EXISTING ROAD REMOVED
- MOBILITY PARKING
- LOADING ZONE
- TAXI STAND
- MOTOR CYCLE PARKING

NOT FOR CONSTRUCTION

DO NOT SCALE - IF IN DOUBT, ASK

200 mm
180
160
140
120
100
80
60
40
20
0

ORIGINAL SIZE A1



LEGEND - SIDE STREET WORKS

	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND

	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		



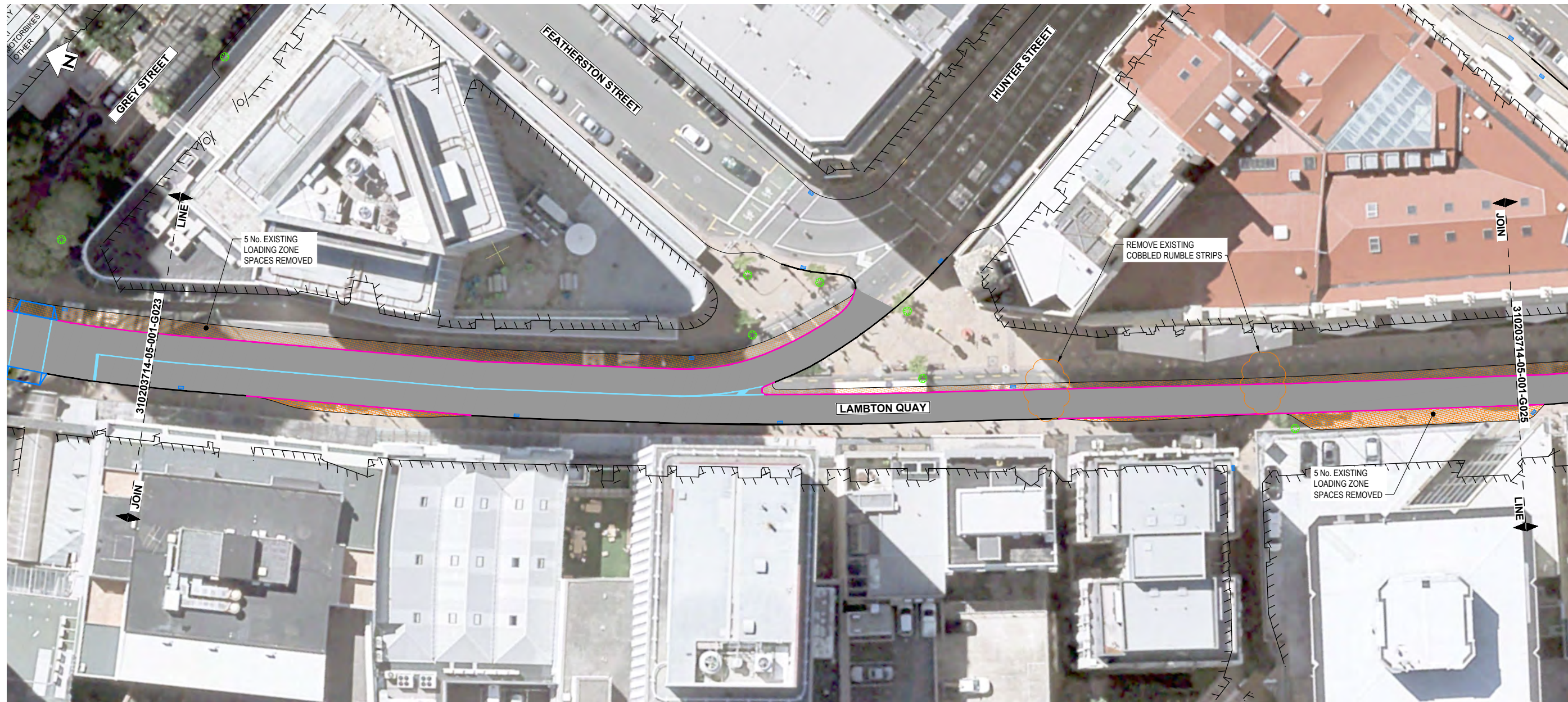
GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - LAMBTON QUAY
SHEET 4 OF 6

Status Stamp	WORKING PLOT
Date Stamp	09.09.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G023
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1



LEGEND - SIDE STREET WORKS

	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND

	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION



REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Client: **Stantec** *Let's GET Wellington MOVING*

GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - LAMBTON QUAY

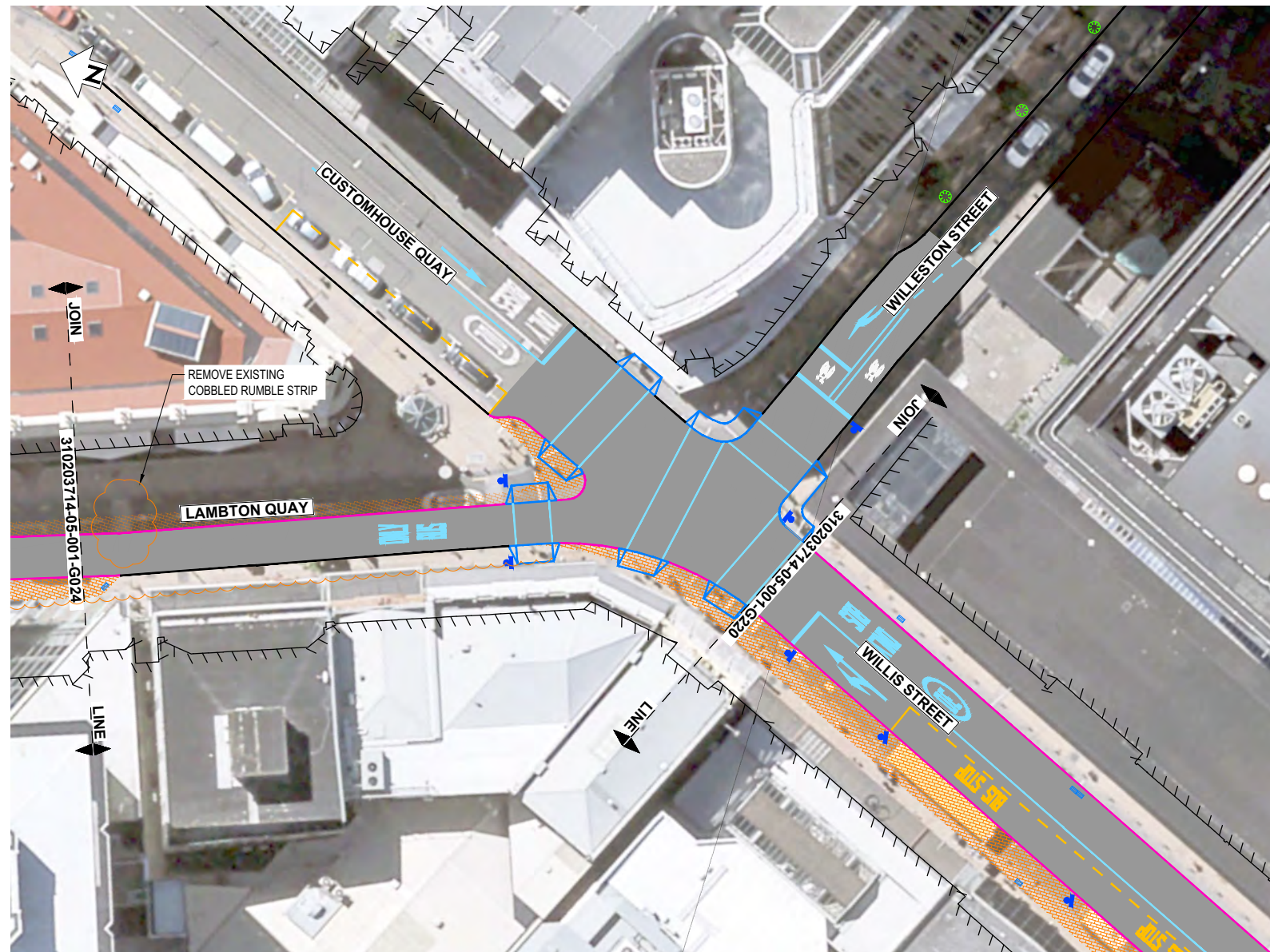
SHEET 5 OF 6

Status Stamp	WORKING PLOT
Date Stamp	30.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G024
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

200 mm
150
100
90
80
70
60
50
40
30
20
10
0

ORIGINAL SIZE A1



LEGEND - SIDE STREET WORKS

	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND

	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Client

GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - LAMBTON QUAY

SHEET 6 OF 6

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G025
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

200 mm
180
160
140
120
100
80
60
40
20
0

ORIGINAL SIZE A1



- NOTES**
1. ALL LOADING BAYS ARE RELOCATED TO SIDE STREETS.
 2. WILLIS STREET BECOMES A BUS ONLY CORRIDOR.
 3. NO CYCLISTS ARE PERMITTED ON WILLIS STREET DUE TO NARROW BUS LANES.

- LEGEND - SIDE STREET WORKS**
- EXISTING ROAD REMOVED
 - MOBILITY PARKING
 - LOADING ZONE
 - TAXI STAND
 - MOTOR CYCLE PARKING

- LEGEND**
- EXISTING KERBLINE / ROAD MARKING
 - NEW KERB
 - NEW WHITE ROADMARKING
 - NEW YELLOW ROADMARKING
 - EXISTING KERB / MARKING TO BE REMOVED
 - NEW CLAY TILE FOOTPATH
 - NEW ASPHALT FOOTPATH
 - CYCLIST LANES
 - EXISTING RAISED MEDIAN ISLAND
 - NEW / EXTENDED RAISED MEDIAN ISLAND
 - NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Casey Guan	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Client: **Stantec** **Let's GET Wellington MOVING**

GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - WILLIS STREET

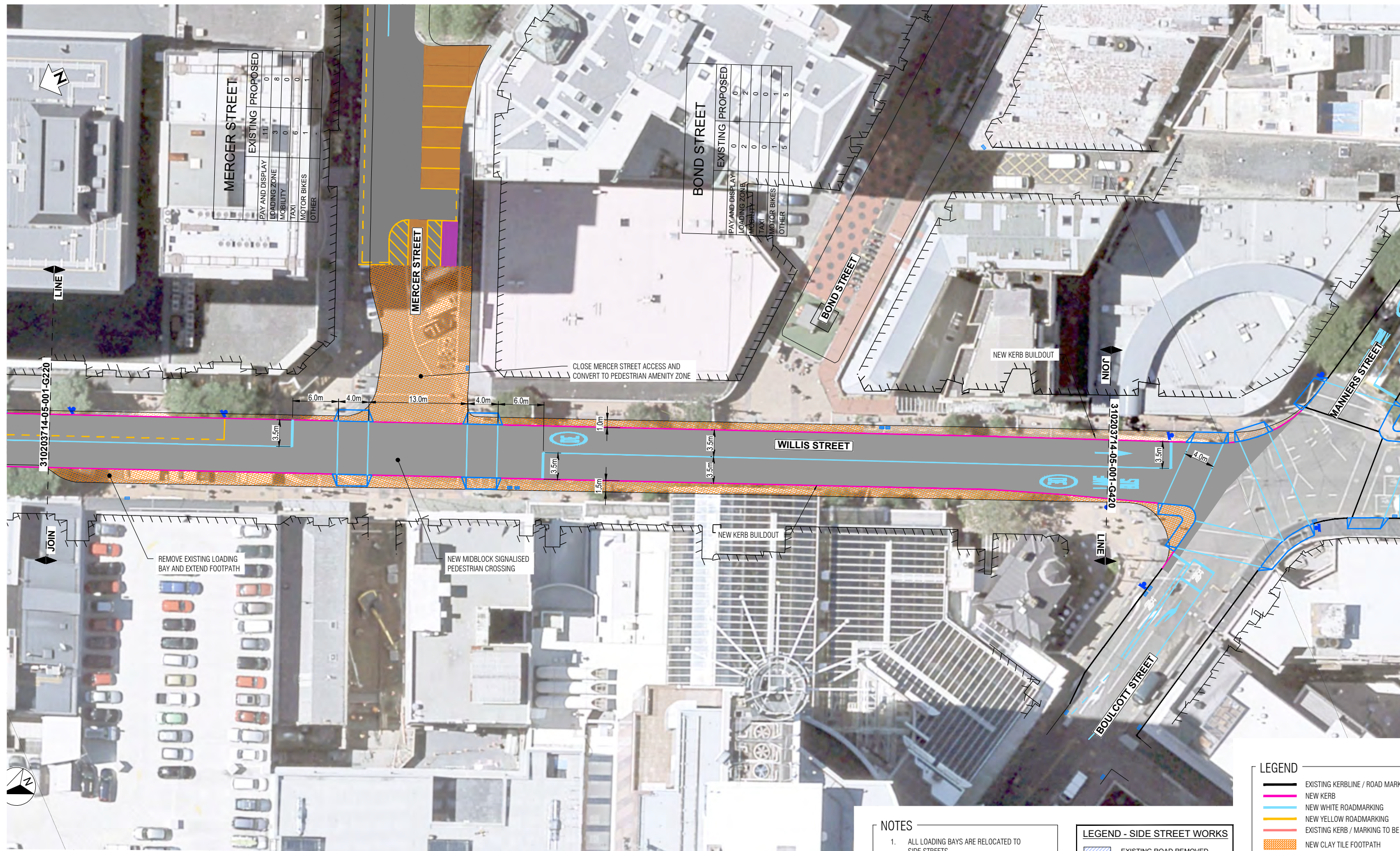
SHEET 1 OF 2

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G220
Rev.	A

DO NOT SCALE - IF NEEDED, ASK

ORIGINAL SIZE A1

SCALE 1:250



MERCER STREET

	EXISTING	PROPOSED
PAY AND DISPLAY	11	0
LOADING ZONE	3	8
MOBILITY	0	0
TAXI	6	0
MOTOR BIKES	1	1
OTHER		

BOND STREET

	EXISTING	PROPOSED
PAY AND DISPLAY	0	0
LOADING ZONE	2	2
MOBILITY	0	0
TAXI	0	0
MOTOR BIKES	1	1
OTHER	5	5

- NOTES**
1. ALL LOADING BAYS ARE RELOCATED TO SIDE STREETS.
 2. WILLIS STREET BECOMES A BUS ONLY CORRIDOR.
 3. NO CYCLISTS ARE PERMITTED ON WILLIS STREET DUE TO NARROW BUS LANES.

LEGEND - SIDE STREET WORKS

	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND

	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Casey Guan	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		



GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - WILLIS STREET

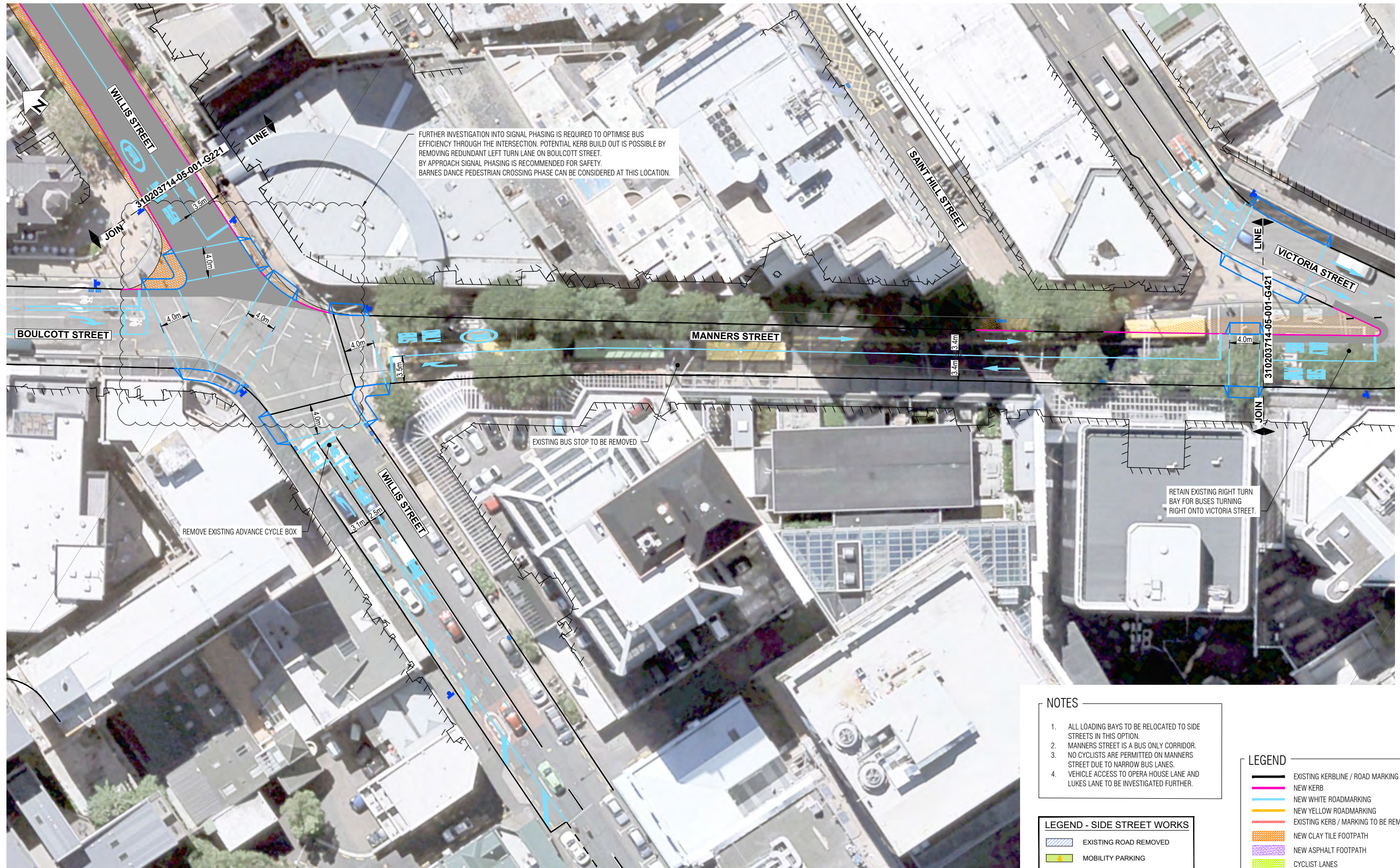
SHEET 2 OF 2

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G221
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

200 mm
180
160
140
120
100
80
60
40
20
0

ORIGINAL SIZE A1



- NOTES**
1. ALL LOADING BAYS TO BE RELOCATED TO SIDE STREETS IN THIS OPTION.
 2. MANNERS STREET IS A BUS ONLY CORRIDOR. NO CYCLISTS ARE PERMITTED ON MANNERS STREET DUE TO NARROW BUS LANES.
 3. VEHICLE ACCESS TO OPERA HOUSE LANE AND LUKES LANE TO BE INVESTIGATED FURTHER.

- LEGEND - SIDE STREET WORKS**
- EXISTING ROAD REMOVED
 - MOBILITY PARKING
 - LOADING ZONE
 - TAXI STAND
 - MOTOR CYCLE PARKING

- LEGEND**
- EXISTING KERBLINE / ROAD MARKING
 - NEW KERB
 - NEW WHITE ROADMARKING
 - NEW YELLOW ROADMARKING
 - EXISTING KERB / MARKING TO BE REMOVED
 - NEW CLAY TILE FOOTPATH
 - NEW ASPHALT FOOTPATH
 - CYCLIST LANES
 - EXISTING RAISED MEDIAN ISLAND
 - NEW / EXTENDED RAISED MEDIAN ISLAND
 - NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION



REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Casey Guan	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		



GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - MANNERS STREET

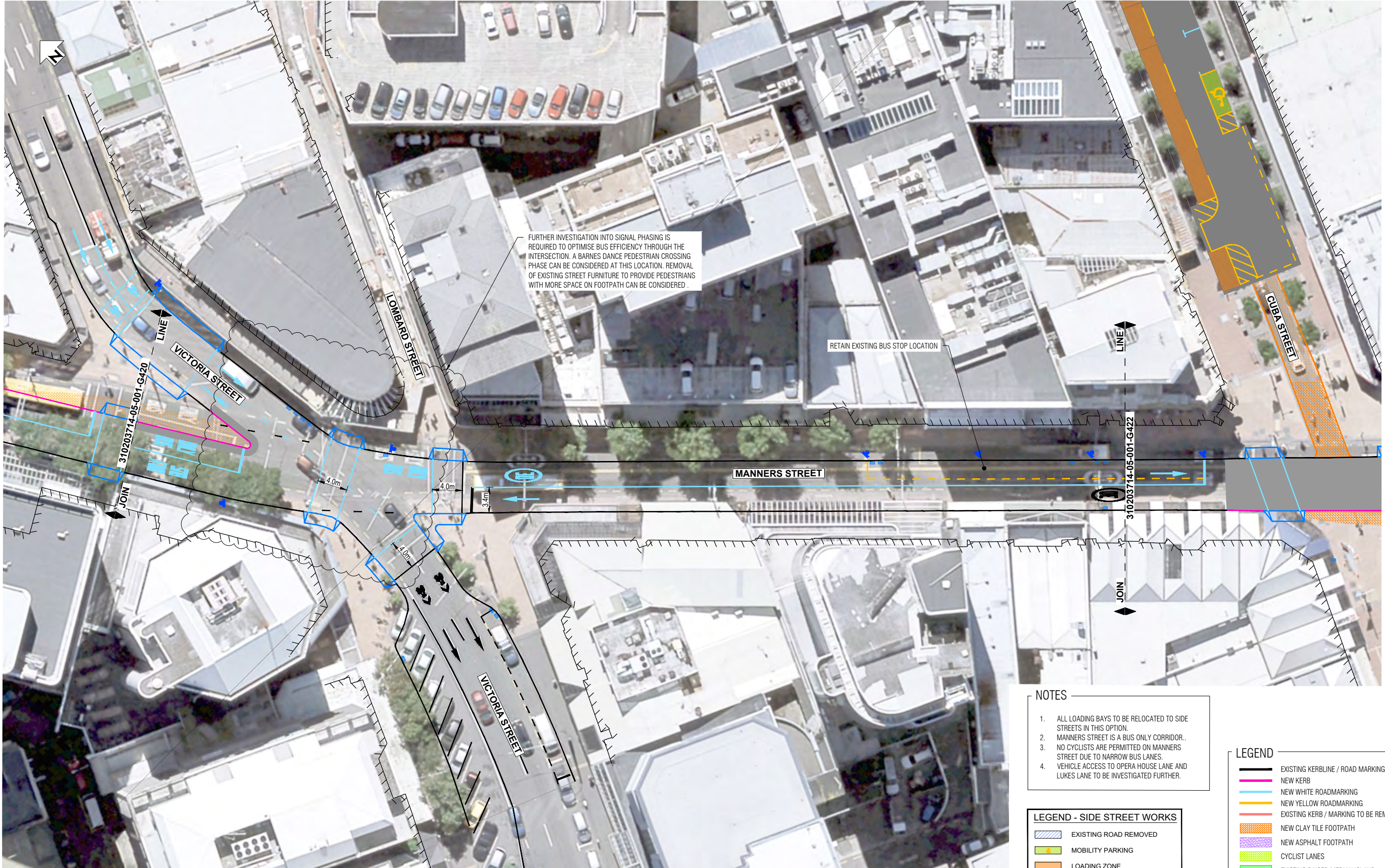
SHEET 1 OF 4

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G420
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

200 mm
180
160
140
120
100
80
60
40
20
0

ORIGINAL SIZE A1



- NOTES**
1. ALL LOADING BAYS TO BE RELOCATED TO SIDE STREETS IN THIS OPTION.
 2. MANNERS STREET IS A BUS ONLY CORRIDOR..
 3. NO CYCLISTS ARE PERMITTED ON MANNERS STREET DUE TO NARROW BUS LANES.
 4. VEHICLE ACCESS TO OPERA HOUSE LANE AND LUKES LANE TO BE INVESTIGATED FURTHER.

- LEGEND - SIDE STREET WORKS**
- EXISTING ROAD REMOVED
 - MOBILITY PARKING
 - LOADING ZONE
 - TAXI STAND
 - MOTOR CYCLE PARKING

- LEGEND**
- EXISTING KERBLINE / ROAD MARKING
 - NEW KERB
 - NEW WHITE ROADMARKING
 - NEW YELLOW ROADMARKING
 - EXISTING KERB / MARKING TO BE REMOVED
 - NEW CLAY TILE FOOTPATH
 - NEW ASPHALT FOOTPATH
 - CYCLIST LANES
 - EXISTING RAISED MEDIAN ISLAND
 - NEW / EXTENDED RAISED MEDIAN ISLAND
 - NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Casey Guan	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		



GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - MANNERS STREET

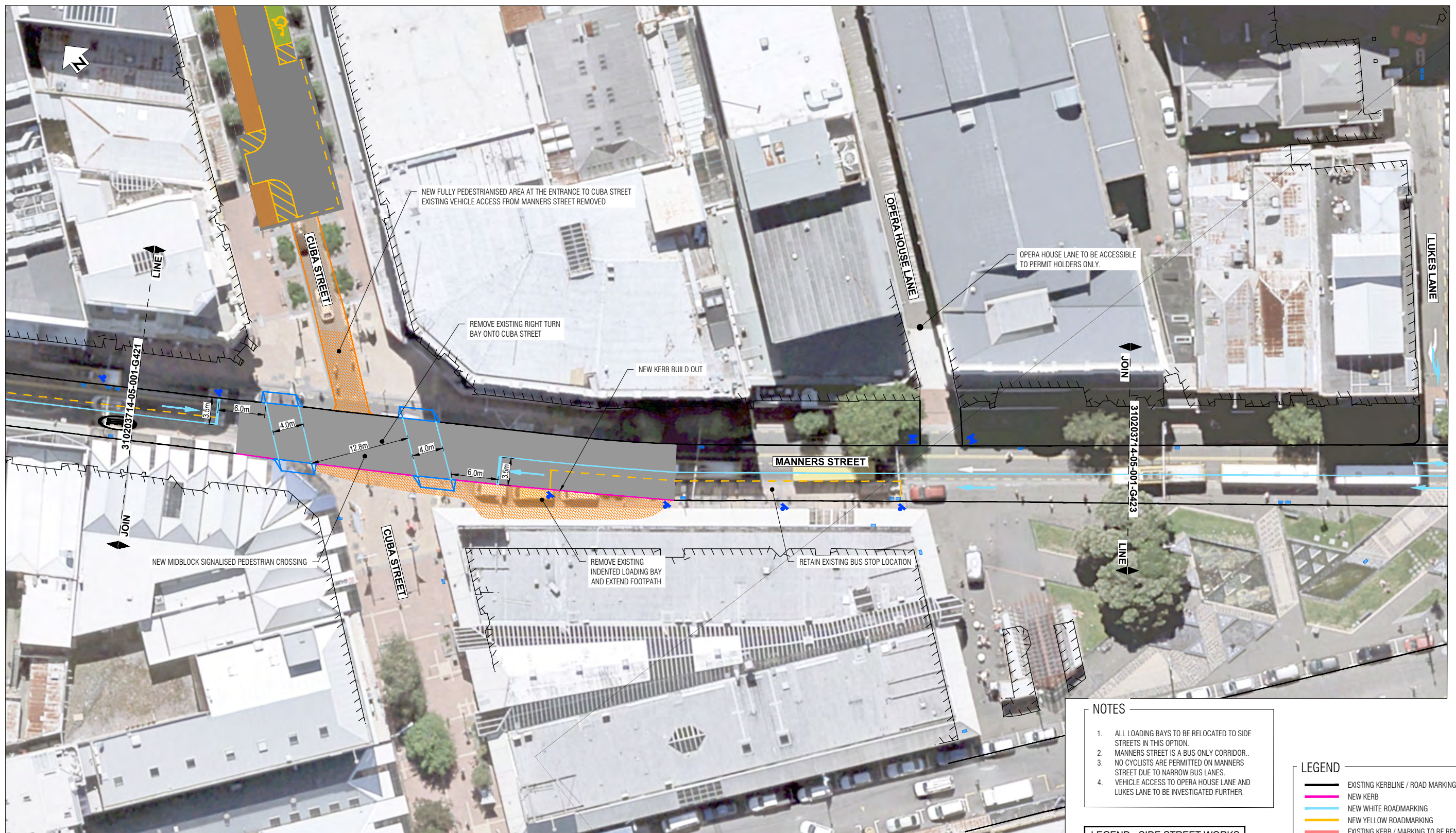
SHEET 2 OF 4

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G421
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

200mm
150
100
90
80
70
60
50
40
30
20
10
0

ORIGINAL SIZE A1

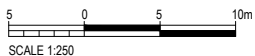


- NOTES**
1. ALL LOADING BAYS TO BE RELOCATED TO SIDE STREETS IN THIS OPTION.
 2. MANNERS STREET IS A BUS ONLY CORRIDOR..
 3. NO CYCLISTS ARE PERMITTED ON MANNERS STREET DUE TO NARROW BUS LANES.
 4. VEHICLE ACCESS TO OPERA HOUSE LANE AND LUKES LANE TO BE INVESTIGATED FURTHER.

- LEGEND - SIDE STREET WORKS**
- EXISTING ROAD REMOVED
 - MOBILITY PARKING
 - LOADING ZONE
 - TAXI STAND
 - MOTOR CYCLE PARKING

- LEGEND**
- EXISTING KERBLINE / ROAD MARKING
 - NEW KERB
 - NEW WHITE ROADMARKING
 - NEW YELLOW ROADMARKING
 - EXISTING KERB / MARKING TO BE REMOVED
 - NEW CLAY TILE FOOTPATH
 - NEW ASPHALT FOOTPATH
 - CYCLIST LANES
 - EXISTING RAISED MEDIAN ISLAND
 - NEW / EXTENDED RAISED MEDIAN ISLAND
 - NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION



REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Casey Guan	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		



GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - MANNERS STREET

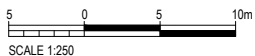
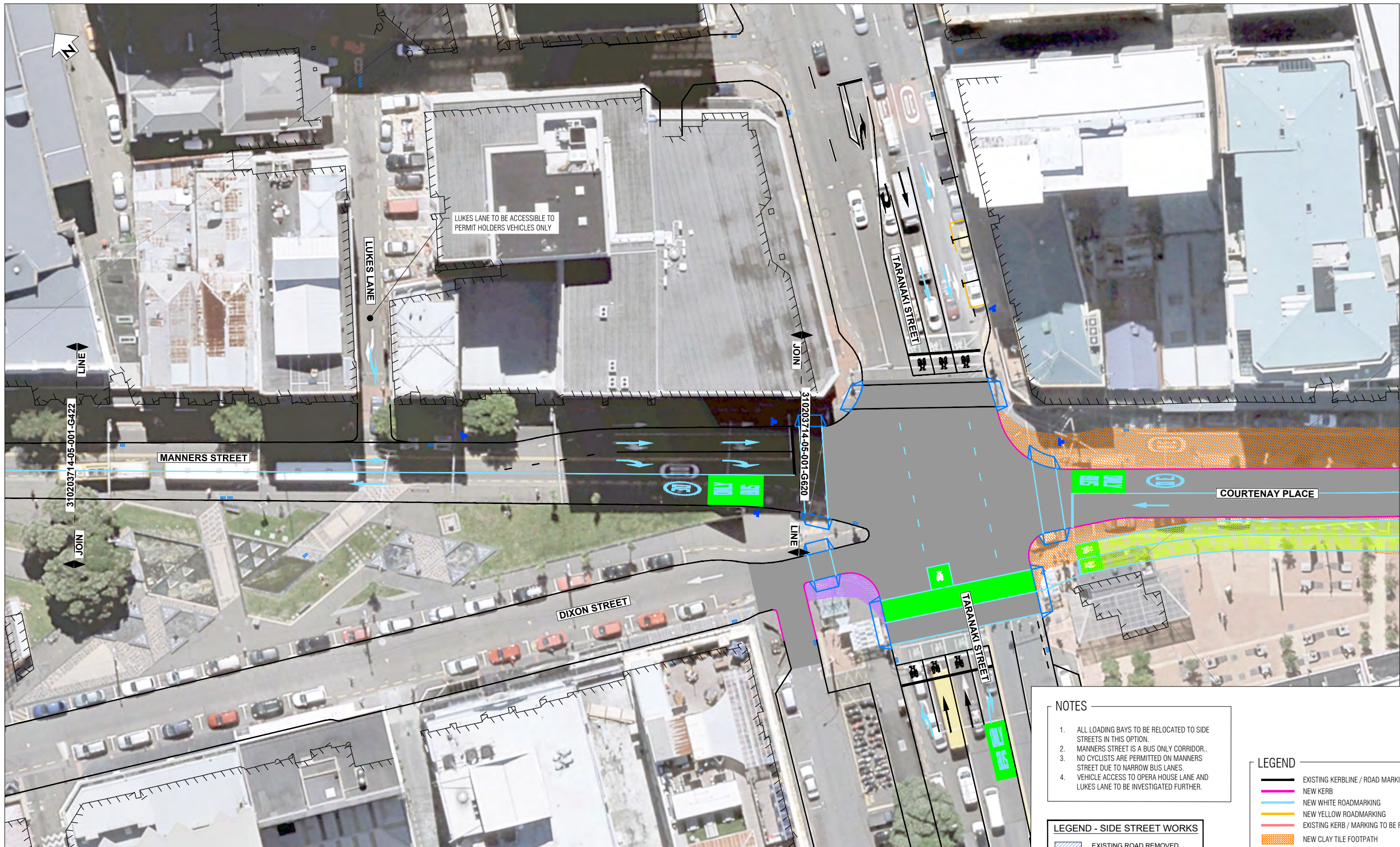
SHEET 3 OF 4

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G422
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

200mm
150
100
90
80
70
60
50
40
30
20
10
0

ORIGINAL SIZE A1



- NOTES**
1. ALL LOADING BAYS TO BE RELOCATED TO SIDE STREETS IN THIS OPTION.
 2. MANNERS STREET IS A BUS ONLY CORRIDOR. NO CYCLISTS ARE PERMITTED ON MANNERS STREET DUE TO NARROW BUS LANES.
 3. VEHICLE ACCESS TO OPERA HOUSE LANE AND LUKES LANE TO BE INVESTIGATED FURTHER.

- LEGEND - SIDE STREET WORKS**
- EXISTING ROAD REMOVED
 - MOBILITY PARKING
 - LOADING ZONE
 - TAXI STAND
 - MOTOR CYCLE PARKING

- LEGEND**
- EXISTING KERBLINE / ROAD MARKING
 - NEW KERB
 - NEW WHITE ROADMARKING
 - NEW YELLOW ROADMARKING
 - EXISTING KERB / MARKING TO BE REMOVED
 - NEW CLAY TILE FOOTPATH
 - NEW ASPHALT FOOTPATH
 - CYCLIST LANES
 - EXISTING RAISED MEDIAN ISLAND
 - NEW / EXTENDED RAISED MEDIAN ISLAND
 - NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE	PROF REGISTRATION:

SURVEYED		
DESIGNED	Casey Guan	08/2020
DRAWN	Kerry Ware	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		



GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - MANNERS STREET

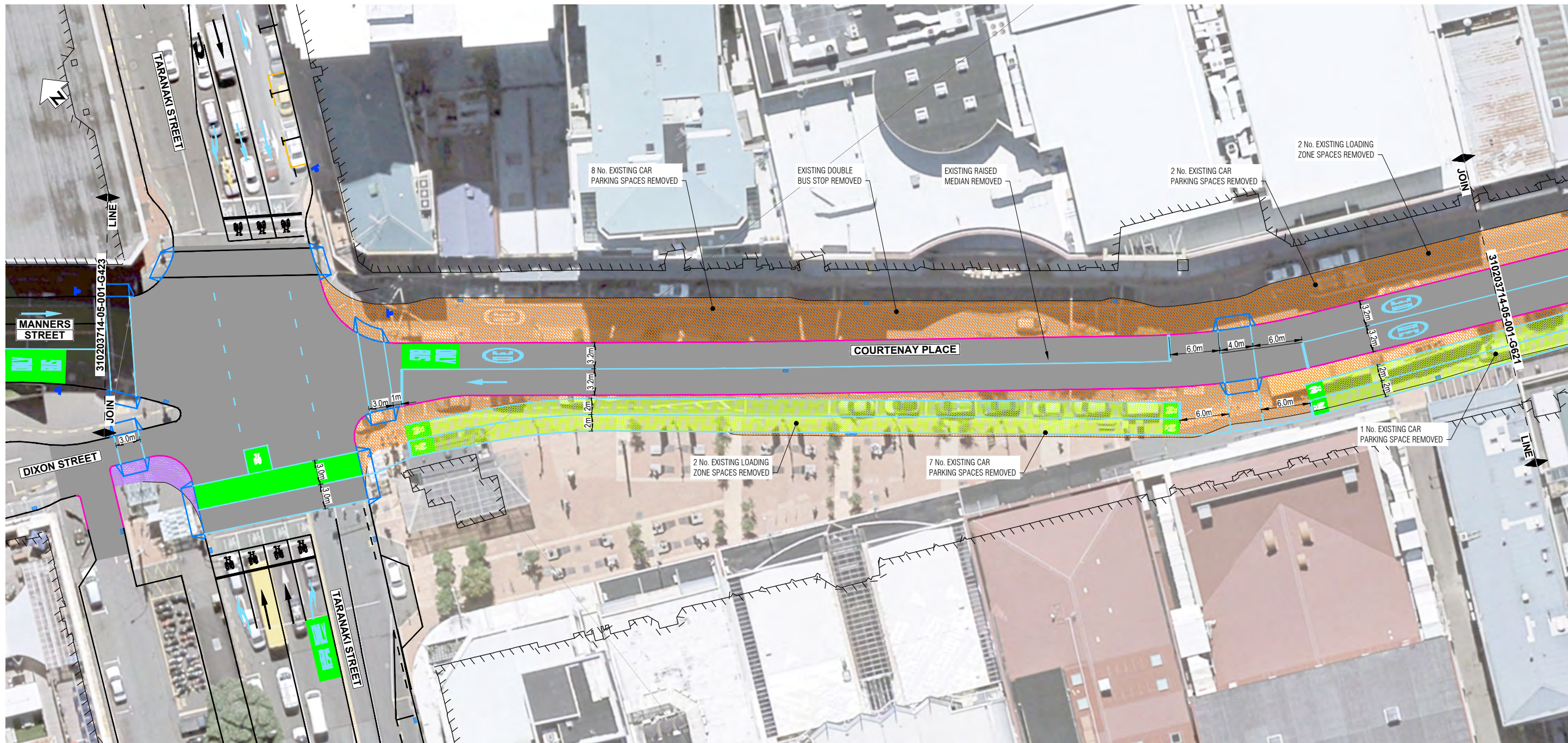
SHEET 4 OF 4

Status Stamp	WORKING PLOT
Date Stamp	08.09.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G423
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

200 mm
180
160
140
120
100
80
60
40
20
0

ORIGINAL SIZE A1



LEGEND - SIDE STREET WORKS

	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND

	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Siu Puletiutua	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		



GOLDEN MILE IMPROVEMENTS

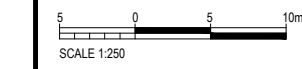
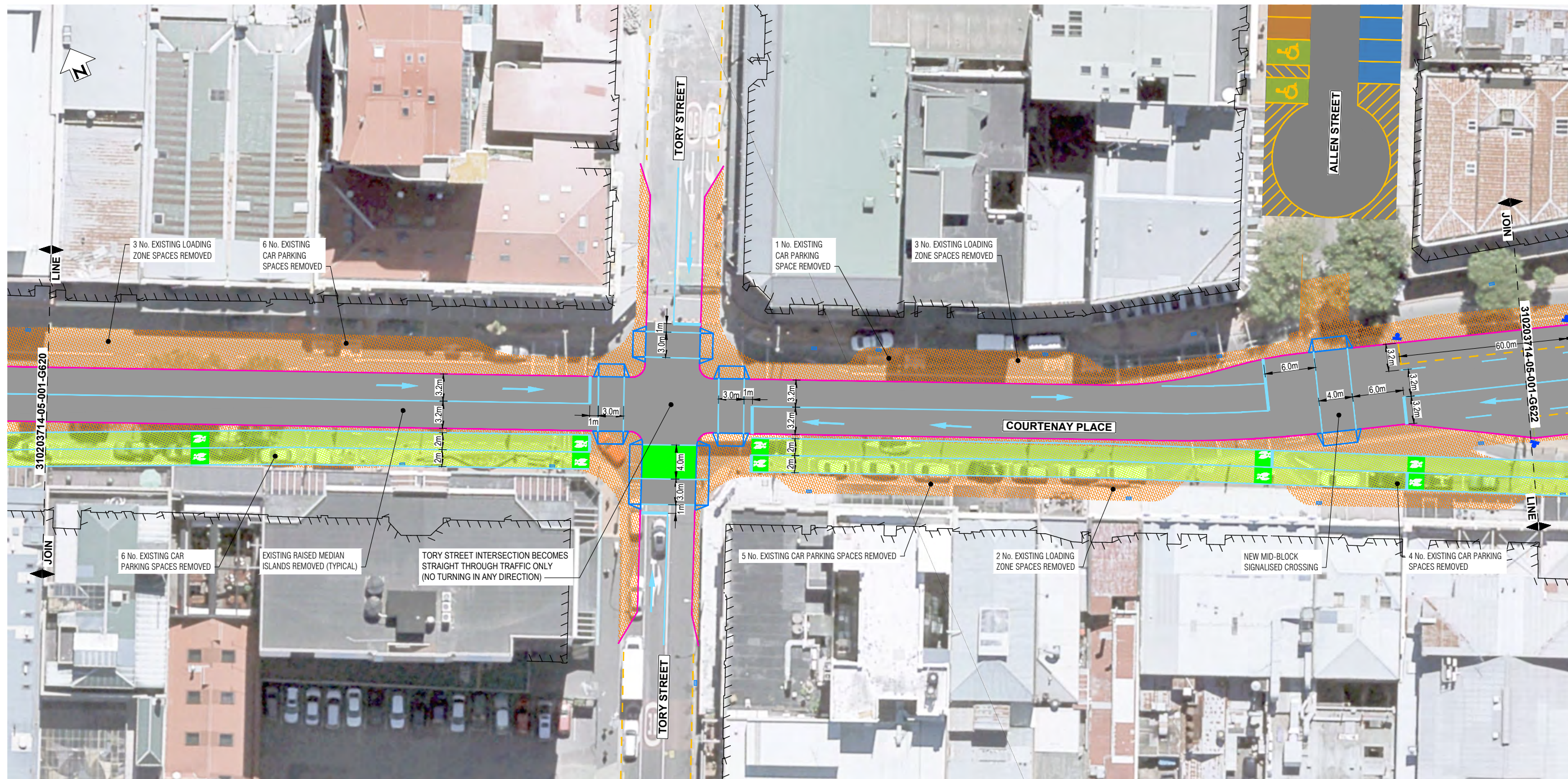
GENERAL LAYOUT PLAN - COURTENAY PLACE

SHEET 1 OF 3

Status Stamp	WORKING PLOT
Date Stamp	08.09.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G620
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1



LEGEND - SIDE STREET WORKS

	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND

	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Siu Puleituaota	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		

Client:

GOLDEN MILE IMPROVEMENTS

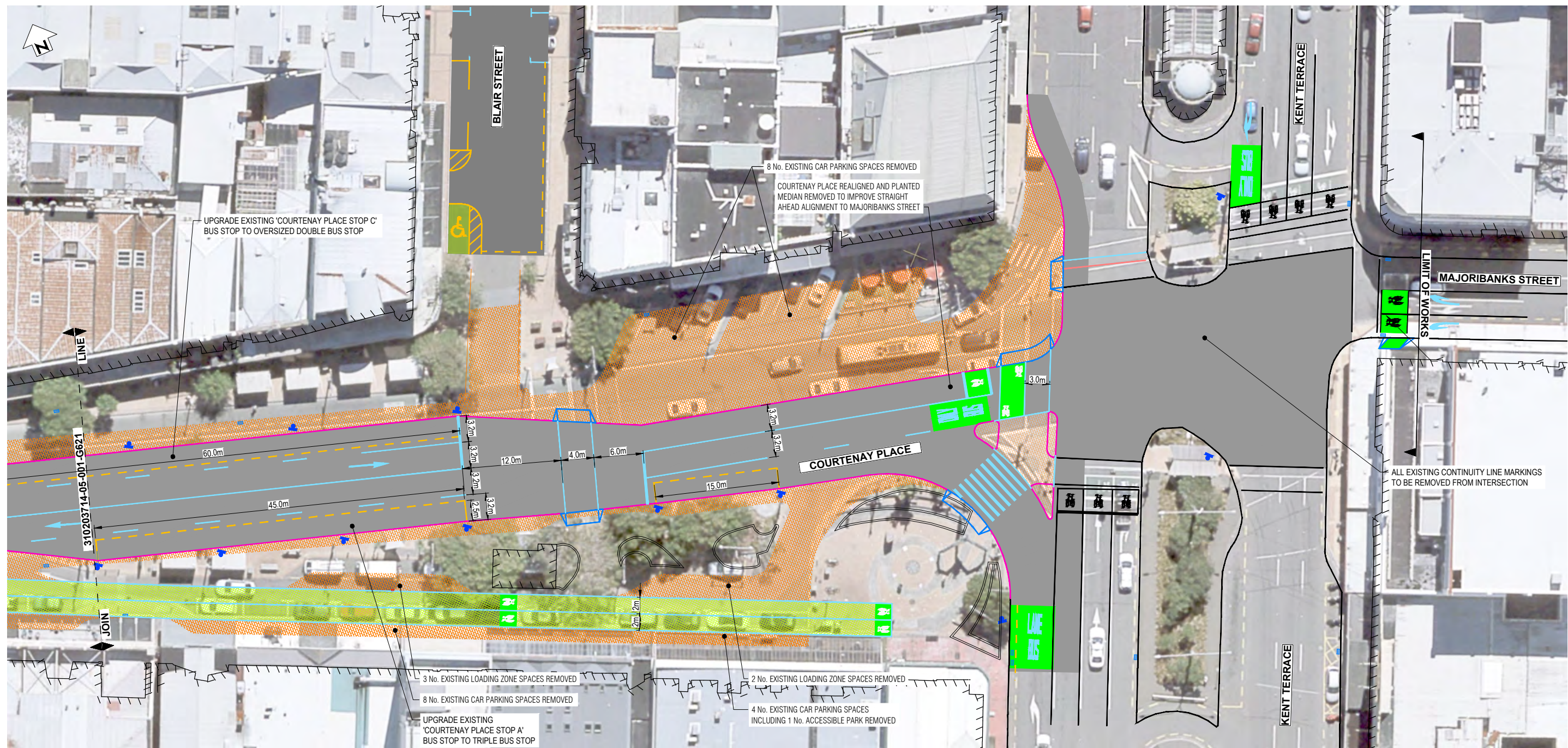
GENERAL LAYOUT PLAN - COURTENAY PLACE

SHEET 2 OF 3

Status Stamp	WORKING PLOT
Date Stamp	09.09.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G621
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1



LEGEND - SIDE STREET WORKS

	EXISTING ROAD REMOVED
	MOBILITY PARKING
	LOADING ZONE
	TAXI STAND
	MOTOR CYCLE PARKING

LEGEND

	EXISTING KERBLINE / ROAD MARKING
	NEW KERB
	NEW WHITE ROADMARKING
	NEW YELLOW ROADMARKING
	EXISTING KERB / MARKING TO BE REMOVED
	NEW CLAY TILE FOOTPATH
	NEW ASPHALT FOOTPATH
	CYCLIST LANES
	EXISTING RAISED MEDIAN ISLAND
	NEW / EXTENDED RAISED MEDIAN ISLAND
	NEW / RELOCATED SIGN

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Heidi Kwan-Tsang	08/2020
DRAWN	Siu Puletiutao	08/2020
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW		
APPROVED		
PROF REGISTRATION:		



GOLDEN MILE IMPROVEMENTS

GENERAL LAYOUT PLAN - COURTENAY PLACE

SHEET 3 OF 3

Status Stamp	WORKING PLOT
Date Stamp	31.08.21
Scales	AS SHOWN
Drawing No.	310203714-05-001-G622
Rev.	A



C
Heritage Properties
Listed by WCC

Heritage Properties Listed by WCC

Lambton Quay

1. Kelburn Chambers, 280 – 284 Lambton Quay, Constructed 1901 - 1901
2. Kirkcaldie and Stains Department Store, 165-177 Lambton Quay, Constructed 1909 - 1909
3. DIC Department Store (Former), 179 – 193 Lambton Quay, Constructed 1929 - 1929
4. Whitcoulls Building (Former), 312 – 316 Lambton Quay, Constructed 1907 - 1908
5. Public Trust Building, 131 – 135 Lambton Quay, Constructed 1909 - 1909
6. Hamilton Chambers (Former), 199-201 Lambton Quay, Constructed 1928
7. Old BNZ Building 1 and 2, Old Bank Arcade, 233-247 Lambton Quay Constructed 1899 - 1901
8. State Insurance Building (Former), 143-149 Lambton Quay, Constructed 1940 - 1942
9. Government Buildings, 15 Lambton Quay, Constructed 1876 - 1876
10. Prudential Assurance Building, 332-340 Lambton Quay, Constructed 1934 - 1934
11. CBA Building (Former), 328-330 Lambton Quay, Constructed 1936 - 1936
12. South British Insurance Building (Former), 326 Lambton Quay, Constructed 1936 – 1936
13. Australian Temperance and General Mutual Life Assurance Society (T&G) Building, 203 – 213 Lambton Quay (also 30 Grey Street), Constructed 1928 - 1928
14. Equitable Building and Investment Co. Building, 360 Lambton Quay, Constructed 1887 - 1887
15. Massey House, 126 - 132 Lambton Quay and 47 - 57 The Terrace, Constructed 1955 - 1957
16. Fraser Statue, Old Government Building, 15 Lambton Quay, Constructed 1989
17. MLC Building (Former), 231 Lambton Quay, Constructed 1939 - 1940
18. Stewart Dawson's Corner, 366 Lambton Quay, Constructed 1900 - 1900
19. Wellington Cenotaph, Cnr Bowen Street and Lambton Quay, Constructed 1929 – 1931
20. Plimmer Steps

Willis Street

21. Hibernian Building, 89 Willis Street, Constructed 1930 - 1930
22. Hotel St George, 124 Willis Street, Constructed 1929 - 1930
23. Dr Henry Pollen House, 122 Willis Street (corner of Boulcott Street), Constructed 1902 - 1902
24. Commercial Building, 35 Willis Street, Constructed 1906
25. Preston's Building, 92-96 Willis Street, Constructed 1902 - 1912
26. Commercial Building, 99 Willis Street, Constructed 1920
27. Macarthy Building, 50 – 52 Willis Street, Te Aro Wellington
28. Evening Post Building (Former), 82 Willis Street, Constructed 1927 - 1928
29. McDonald Building, 128 Willis Street, Constructed 1919 - 1920
30. House, 81 Abel Smith Street (formerly 319 Willis Street), Constructed 1897
31. Fletcher's Building (Former), 2-4 Willis Street, Constructed 1872 - 1872

Manners Street

32. The Opera House, 109-117 Manners Street, Constructed 1911 - 1914
33. Bank of New Zealand – Te Aro Branch, 79-85 Manners Street, cnr Cuba Street, Constructed 1912 - 1913
34. James Smith Ltd Department Store (former), 49-65 Cuba Street & 93-97 Manners Street, Constructed 1907 - 1907
35. Commercial Building, 88 Manners Street, Constructed 1900 - 1908
36. Edwards' Building, 131 Manners Street, Te Aro Wellington

37. Postal Box, Corner of Cuba Street and Manners Street (Manners Mall), Constructed 1879 - 1910

Courtenay Place

- 38. National Bank Building, 49-53 Courtenay Place, Constructed 1928 - 1928
- 39. Commercial Building, 120 – 126 Courtenay Place, Constructed 1904 – 1908
- 40. Wellington Gas Company Building (Former), 60-64 Courtenay Place, Constructed 1898 - 1898
- 41. Paramount Theatre, 25-29 Courtenay Place, Constructed 1917 - 1927
- 42. Westpac Building, 10-12 Courtenay Place, Constructed 1936 - 1936
- 43. Griffith's Building (Former), 31 - 39 Courtenay Place, Constructed 1917 - 1917
- 44. Commercial Building, 30-36 Courtenay Place, Constructed 1900 - 1900
- 45. Colonial Motor Company Building (former), 89 – 95 Courtenay Place, Constructed 1920 - 1986
- 46. Men's Toilets (Former), Courtenay Place, Constructed 1910 - 1910
- 47. Commercial Building, 11-13 Courtenay Place, Constructed 1911 - 1911
- 48. St James Theatre, 77 – 81 Courtenay Place, Constructed 1912 - 1912
- 49. Commercial Building, 24 - 26 Courtenay Place, Constructed 1895
- 50. A & T Burt Ltd Building (Former)/ St James Theatre Foyer, 87 Courtenay Place, Constructed 1900
- 51. Commercial Building, 14 - 16 Courtenay Place (corner Blair Street), Constructed 1905
- 52. Hooson's Building (Former), 55 Courtenay Place, Constructed 1922 - 1922
- 53. Harper's Corner (Former), 15-20 Cambridge Terrace (1 Courtenay Place), Constructed 1928
- 54. Victory Buildings, 66 - 72 Courtenay Place, Constructed 1919
- 55. Stewart's Building, 43 Courtenay Place, Constructed 1919 - 1919
- 56. Newport Chambers, 48 Courtenay Place, Constructed 1930
- 57. Commercial Building, 46 Courtenay Place, Constructed 1931
- 58. Athenic Building, 45-47 Courtenay Place, Constructed 1922 - 1922
- 59. Courtenay Chambers, 15 Courtenay Place, Constructed 1927 - 1927
- 60. Commercial Building, 28 Courtenay Place, Constructed 1906
- 61. Commercial Building, 41 Courtenay Place, Constructed 1909 - 1910
- 62. Commercial Building, 18 - 22 Courtenay Place, Constructed 1907 - 1907



D

Assessment of Preferred
Option against the Central
Area and Public Space A
Zone's Objectives and
Policies



Assessment of the Preferred Option against the Central Area and Public Open Space A Zone's Objectives and Policies

Central Area Zone Objectives and Policies

Objectives	Supporting Policies	Consistency with the Golden Mile Preferred Option
<p>Objective 12.2.1 (Containment and Accessibly)</p> <p><i>To enhance the Central Area's natural containment, accessibility, and highly urbanised environment by promoting the efficient use and development of natural and physical resources.</i></p>	<p>To achieve this objective, the Council will implement the following policy:</p> <ul style="list-style-type: none"> 12.2.1.1: <i>Define the extent of the Central Area in order to maintain and enhance its compact, contained physical character"</i> 	<p>The Preferred Option is consistent with this objective and policy.</p>
<p>Objective 12.2.2 (Activities)</p> <p><i>To facilitate a vibrant, dynamic Central Area by enabling a wide range of activities to occur, provided that adverse effects are avoided, remedied or mitigated.</i></p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> Policy 12.2.2.1: <i>Encourage a wide range of activities within the Central Area by allowing most uses or activities provided that the standards specified in the Plan are satisfied.</i> Policy 12.2.2.2: <i>Ensure that activities are managed to avoid, remedy or mitigate adverse effects in the Central Area or on properties in nearby Residential Areas.</i> Policy 12.2.2.3: <i>Provide for temporary activities that contribute to the social, economic and cultural wellbeing of the community, and control the adverse effects of temporary activities in a manner that acknowledges their infrequent nature and limited duration.</i> Policy 12.2.2.4: <i>Control the adverse effects of noise in the Central Area.</i> Policy 12.2.2.5: <i>Ensure that appropriate on-site measures are taken to protect noise sensitive activities that locate within the Central Area from any intrusive noise effects.</i> 	<p>The Preferred Option is consistent with this objective and its supporting policies.</p> <p>Matters relating to construction activities (e.g. noise and dust) will need to be taken into account during the Detailed Design Phase. If the relevant Central Rule Standards cannot be complied with, resource consents may be required.</p>
<p>Objective 12.2.3 (Urban Form and Sense of Place)</p> <p><i>To recognise and enhance those characteristics, features and areas of the Central Area that contribute positively to the City's distinctive physical character and sense of place.</i></p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> 12.2.3.2 <i>Promote a strong sense of place and identity within different parts of the Central Area.</i> 12.2.3.2 <i>Promote a strong sense of place and identity within different parts of the Central Area.</i> 	<p>The Preferred Option is consistent with this objective and its supporting policies.</p> <p>However, consideration of sense of place and identity is recommended to be considered during the Detailed Design Phase (e.g. the outcomes of the Central Design Guide will be considered during the Detailed Design Phase).</p>
<p>Objective 12.2.4 (Sensitive Development Areas)</p> <p><i>To ensure that any future development of large land holdings within the Central Area is undertaken in a manner that is compatible with, and enhances the contained urban form of the Central Area.</i></p>	<p>The policies supporting this objective are recorded in Policies 12.2.4.1 to 12.2.4.5.</p>	<p>This objective and its supporting policies are not directly relevant to the Preferred Option's development (i.e. they relate to the Port Redevelopment Precinct, Pipitea Precinct and Te Aro / Inner City Bypass Corridor).</p>
<p>Objective 12.2.5 (Effects of New Building Works)</p> <p><i>Encourage the development of new buildings within the Central Area provided that any potential adverse effects can be avoided, remedied or mitigated.</i></p>	<p>The policies supporting this objective are recorded in Policies 12.2.5.1 to 12.2.5.10.</p>	<p>This objective and its supporting policies are not directly relevant to the Preferred Option's development.</p>
<p>Objective 12.2.6 (Buildings and Public Amenity)</p> <p><i>To ensure that new building works maintain and enhance the amenity and safety of the public environment in the Central Area, and the general amenity of any nearby Residential Areas</i></p>	<p>The policies supporting this objective are recorded in Policies 12.2.6.1 to 12.2.6.19. The following policies reference the Golden Mile / pedestrian shelters in relation to construction of new buildings:</p> <ul style="list-style-type: none"> 12.2.6.8: <i>Ensure that pedestrian shelter is continuous on identified streets where there are high volumes of pedestrians, and on identified pedestrian access routes leading to the Golden Mile from the outskirts of the Central Area.</i> 12.2.6.9: <i>Ensure that in providing pedestrian shelter any adverse effects on the architectural integrity and historic heritage value of a building to which the shelter is affixed, and any adverse effects on public safety and the informal surveillance of public spaces are avoided, remedied or mitigated.</i> 	<p>This objective and its supporting policies are not directly relevant to the Preferred Option's development.</p> <p>However, Policies 12.2.6.8 to 12.2.6.11 (relating to provision of Pedestrian Shelters for New Buildings) are recommended to be taken into account during the Detailed Design Phase.</p>

Objectives	Supporting Policies	Consistency with the Golden Mile Preferred Option
	<ul style="list-style-type: none"> 12.2.6.10: Encourage the provision of pedestrian shelter along streets and public spaces throughout the Central Area (including within the Pipitea Precinct). 12.2.6.11: Enhance the informal pedestrian network within the Central Area, by encouraging the retention and enhancement of existing pedestrian thoroughfares, and promoting the creation of new thoroughfares where they would enhance walkability and permeability for pedestrians. 	
<p>Objective 12.2.7 (Building Amenity)</p> <p><i>To promote energy efficiency and environmental sustainability in new building design.</i></p>	<p>The policies supporting this objective are recorded in Policies 12.2.6.1 to 12.2.6.19. 12.2.7.1 to 12.2.7.3</p>	<p>This objective and its supporting policies are not directly relevant to the Preferred Option's development.</p>
<p>Objective 12.2.8 (Lambton Harbour Area)</p> <p><i>To ensure that the development of the Lambton Harbour Area, and its connections with the remainder of the city's Central Area, maintains and enhances the unique and special components and elements that make up the waterfront.</i></p>	<p>The policies supporting this objective are recorded in Policies 12.2.8.1 to 12.2.8.9</p>	<p>This objective and its supporting policies are not directly relevant to the Preferred Option's development.</p>
<p>Objective 12.2.9 (Wellington Regional Stadium)</p> <p><i>To support the use and development of the regional stadium so that it continues to contribute to the well-being of the local and regional community.</i></p>	<p>The policies supporting this objective are recorded in Policies 12.2.9.1 to 12.2.9.5</p>	<p>This objective and its supporting policies are not directly relevant to the Preferred Option's development.</p>
<p>Objective 12.2.10 – (Signs)</p> <p>To achieve signage that is well integrated with and sensitive to the receiving environment, and that maintains public safety.</p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> 12.2.10.1: Guide the design of signs (and their associated structures and affixtures) to enhance the quality of signage within the Central Area. 12.2.10.2: Manage the scale, intensity and placement of signs to: <ul style="list-style-type: none"> maintain and enhance the visual amenity of the host building or site, and ensure public safety. 12.2.10.3: Ensure signs in the Central Area do not adversely affect the architectural integrity of the building on which the sign is located. 12.2.10.4: Ensure that signs contribute positively to the visual amenity of the building neighbourhood and cityscape above the fourth storey level. 12.2.10.6: Ensure that signs contribute positively to the context of the Parliamentary Precinct Heritage Area. 12.2.10.7: Ensure that signs in the Central Area do not adversely affect the amenity values of nearby Residential Areas. 	<p>The Preferred Option is expected to be consistent with this objective and its supporting policies.</p> <p>Permanent traffic signs erected to support implementation must comply with the <i>Traffic Control Device Manual</i>.</p> <p>However, Policies 12.2.10.1 to 12.2.10.7 are recommended to be considered during the Detailed Design Phase if other signage is to be involved in the Preferred Option's implementation.</p>
<p>Objective 12.2.11 (Subdivision)</p> <p><i>To ensure that the adverse effects of new subdivisions are avoided, remedied or mitigated.</i></p>	<p>The policy supporting this objective is Policy 12.2.11.1</p>	<p>This objective and supporting policy are not directly relevant to the Preferred Option development.</p>
<p>Objective 12.2.12 (Coastal Environment)</p> <p><i>To maintain and enhance access to, and the quality of the coastal environment within and adjoining the Central Area.</i></p>	<p>The policies supporting this objective are recorded in Policies 12.2.12.1 to 12.2.12.4</p>	<p>This objective and its supporting policies are not directly relevant to the Preferred Option development.</p>
<p>Objective 12.2.13 (Natural and Technological Hazards)</p> <p><i>To avoid or mitigate the adverse effects of natural and technological hazards on people, property and the environment.</i></p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> 12.2.13.1 Identify those hazards that pose a significant threat to Wellington, to ensure that areas of significant potential hazard are not occupied or developed for vulnerable uses or activities. 	<p>The Preferred Option is expected to be consistent with this objective and its supporting policies.</p> <p>The Golden Mile streets are not located on a major fault line, however they are located near or within Hazard Ground Shaking Areas. Accordingly, consistency of the</p>

Objectives	Supporting Policies	Consistency with the Golden Mile Preferred Option
	<ul style="list-style-type: none"> 12.2.13.2 In relation to the Wellington fault, discourage the location of new structures and buildings within the 'fault rupture hazard area'. 12.2.13.4 Ensure that the adverse effects on the natural environment arising from a hazard event are avoided, remedied or mitigated 	Preferred Option with this objective and its supporting policies will need further consideration during the Detailed Design Phase.
<p>Objective 12.2.14 (Hazardous substances and contaminated sites)</p> <p>To prevent or mitigate any adverse effects of the storage, use, disposal, or transportation of hazardous substances, including waste disposal.</p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> 12.2.14.1 Ensure that the use, storage, handling and disposing of hazardous substances does not result in any potential or actual adverse effects on the environment, by requiring that the proposed activity is assessed using the Hazardous Facilities Screening Procedure, and where appropriate, the resource consent process. 12.2.14.2 Reduce the potential adverse effects of transporting hazardous substances. 12.2.14.3 Control the use of land for end point disposal of waste to ensure the environmentally safe disposal of solid and hazardous waste. 12.2.14.4 To require hazardous facilities to be located away from Hazard Areas. 12.2.14.5 In assessing an application for a resource consent relating to hazardous substances, the following matters will be considered..... 	<p>The Preferred Option is expected to be generally consistent with this objective and its supporting policies.</p> <p>Based on the GWRC's SLUR there are no HAIL activities. However, there are a number of properties recorded along the Golden Mile where HAIL activities have occurred or may have occurred. Although it is assumed that these activities were contained on-site, further consideration of "leakage" maybe required during the Detailed Design Phase, and resource consents maybe required.</p> <p>Management of hazardous substances in support of construction activities will need to be specifically considered during detailed design (and the need for resource consents determined at the time).</p>
<p>Objective 12.2.15 (Access)</p> <p>To enable efficient, convenient and safe access for people and goods within the Central Area.</p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> 12.2.15.1 Seek to improve access for all people, particularly people travelling by public transport, cycle or foot, and for people with mobility restrictions. 12.2.15.2 Manage the road network to avoid, remedy or mitigate the adverse effects of road traffic on the amenity of the Central Area and the surrounding Residential Areas 12.2.15.3 Manage the road system in accordance with a defined road hierarchy. 12.2.15.4 To permit appropriate extensions to the existing road network, and make provision for these. 12.2.15.5 Enable development within the Pipitea Precinct by allowing for the design and construction of new roads and access points, where appropriate. 12.2.15.6 Manage the supply of commuter car parking. 12.2.15.7 Consider waivers from parking requirements where: <ul style="list-style-type: none"> the nature of the activity on the site necessitates the provision of additional parking; or the additional provision is for short-stay customer parking. 12.2.15.8 Manage on-site parking to ensure any adverse effects on the surrounding street network are avoided, remedied or mitigated. 12.2.15.9 Require the provision of servicing or loading facilities for each site in the Central Area 12.2.15.10 Ensure that the design and location of servicing or loading facilities is appropriate having regard to the nature of the development and the existing or likely future use of the site. 12.2.15.11 Consider waivers from the servicing or loading requirements: <ul style="list-style-type: none"> where suitable alternative off-street provision can be made; or where site access restrictions apply and there is no suitable alternative means of access; or where it is necessary to protect any listed heritage item. where the topography, size or shape of the site, the location of any natural or built features on the site, or other requirements such as easements, rights of way, or restrictive covenants impose constraints which make compliance impractical. 	<p>The Preferred Option is expected to be generally consistent with this objective and its supporting policies.</p> <p>It is noted that the Preferred Option specifically seeks to improve public transport, active mode and mobility access and enhance access to public spaces. Provision for loading bays and service vehicles will be provided for on the Golden Mile or on adjacent side streets.</p> <p>The Preferred Option removes on-street car parking from the Golden Mile (about 86 car-parks), and is likely to result in a further reduction of on-street car parking from side roads once detailed designs are completed.</p>

Objectives	Supporting Policies	Consistency with the Golden Mile Preferred Option
	<ul style="list-style-type: none"> 12.2.15.12 Manage the creation of new vehicle accessways along identified roads in the Central Area, to ensure: <ul style="list-style-type: none"> efficient, convenient and safe movement of pedestrians, vehicles and public transport; and, continuity of key commercial frontages. 12.2.15.13 Require all vehicular access to sites to be safe. 12.2.15.14 Protect and enhance access to public spaces in the Central Area. 12.2.15.15 Recognise the role of the Pipitea Precinct as a strategic public transport corridor for the City, to recognise the continuing role of the railway system for both passenger and freight transport, and to promote the provision and use of public transport to generally enhance accessibility within the Pipitea Precinct 	
<p>Objective 12.2.16 (Tangata Whenua)</p> <p><i>To facilitate and enable the exercise of tino rangatiratanga and kaitiakitanga by Wellington's tangata whenua and other Maori.</i></p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> 12.2.16.1 Identify, define and protect sites and precincts of significance to tangata whenua and other Maori using methods acceptable to tangata whenua and other Maori. 12.2.16.2 Enable a wide range of activities that relate to the needs and wishes of tangata whenua and other Maori, provided that physical and environmental standards specified in the Plan are met. 12.2.16.3 In considering resource consents, Council will take into account the principles of the Treaty of Waitangi/Te Tiriti o Waitangi. 	<p>The Preferred Option is expected to be generally consistent with this objective and its supporting policies.</p> <p>The Preferred Option is not impacting on, or affecting access, to Te Aro Pa and / or Maori Site Point 68 (Waitangi Lagoon). Mana whenua have identified that they will be contributing to the Detailed Design Phase.</p>

Open Space A Zone

Objectives	Supporting Policies	Consistency with the Golden Mile Preferred Option
<p>Objective 16.5.1</p> <p><i>To maintain, protect and enhance the open spaces of Wellington City.</i></p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> 16.5.1.1: Identify a range of open spaces and maintain their character, purpose and function, while enhancing their accessibility and usability. 	<p>The Preferred Option works are generally consistent with this objective and supporting policy.</p>
<p>Objective 16.5.3</p> <p><i>To prevent or mitigate any adverse effects of the storage, use, disposal, or transportation of hazardous substances, including waste disposal.</i></p>	<p>To achieve this objective, the Council will implement the following policies:</p> <ul style="list-style-type: none"> 16.5.3.1 Require that the storage, use, handling and disposal of hazardous substances are subject to analysis using the Hazardous Facilities Screening Procedure and, where appropriate, the resource consent procedure in order that any potential or actual adverse effects are managed in such a way as to safeguard the environment. 16.5.3.2 Reduce the potential adverse effects of transporting hazardous substances. 	<p>The Preferred Option is highly unlikely to involve any storage, use, handling and disposal of hazardous substances on the three identified Open Space Zones.</p>



E

Private Properties
Listed in the SLUR
as Containing HAIL
Activities

Private Properties Listed in the SLUR as Containing HAIL Activities

Site Name	File No	HAIL Description
Serco National FM	SN/05/419/02	Chemical manufacture, application and bulk storage Storage tanks or drums for fuel, chemicals or liquid waste
15 Stout St	SN/05/413/02	
Midland Tower Company Ltd	SN/05/076/02	
Brandon Chambers	SN/05/293/02	
National Bank Building	SN/05/254/02	
ANZ Building	SN/05/278/02	
BNZ Centre	SN/05/246/02	
Majestic Tower	SN/05/415/02	
James Smiths Corner	SN/05/267/02	Vehicle refuelling, service and repair Service stations including retail or commercial refuelling facilities
Ex Courtenay Place Gasworks	SN/05/176/02	Chemical manufacture, application and bulk storage Gasworks including the manufacture of gas from coal or oil feedstocks
St James Theatre	SN/05/232/02	Vehicle refuelling, service and repair Service stations including retail or commercial refuelling facilities



F
WCC Standard
Tree Protection
Conditions

Appendix F WCC Standard Tree Protection Conditions

Wellington City Council standard tree protection conditions

These conditions are designed to minimise the impact of any construction activity on tree health while allowing projects to be completed.

Standard tree conditions

Prior to any works commencing on the site a Council-approved consulting arborist (Project Arborist) must be engaged by the applicant. The Project Arborist shall prepare an arboricultural impact assessment in accordance with AS 4970 - 2009 Protection of Trees on Development Sites. As part of this assessment the Project Arborist will identify trees and vegetation that is to be removed and retained as part of the project and develop a tree protection plan. This assessment is to be provided to Council's Arboricultural Officer for review and acceptance.

On completion of work the Project Arborist shall, at their discretion, sign off the work of the applicant's contractor and provide a brief account of the project to the Council arborist and compliance officer that documents:

- i. Photographs showing stages of any work within the RPA
- ii. Effects of work on the trees
- iii. Remedial works required

Tree Protection Zone (TPZ)

(...) The TPZ shall be fenced as indicated in the arboricultural impact assessment.

(...) A permanent fence shall be erected at edge of the TPZ. The protective fence shall be installed before construction and remain there until the work is finished. The fence should be clearly visible and strong enough to protect the tree trunk, branches and tree roots from any accidental damage and machinery impact.

(...) Any work within the TPZ is at the discretion of project arborist and shall be done in accordance with the tree protection plan developed as part of the arboricultural impact assessment.

(...) All vehicles, structures, building materials and debris associated with construction must not be stored within the Tree Protection Zone of any tree, unless prior approval from the Project Arborist or Council's Compliance Monitoring Officer (in liaison with the Council's Arboricultural Officer) has been obtained.

Excavations within the TPZ

(...) All excavations which are to take place in the TPZ shall be done so in conjunction with the Project arborist in accordance with the agreed arboricultural impact assessment and to the satisfaction of the Project arborist.



G

Assessment of the Preferred
Options Work against
Relevant Objectives and
Policies of the Proposed
Natural Resources Plan

Assessment of the Preferred Options works against the Relevant Objectives and Policies of the Proposed Natural Resources Plan (Decision Version 31.07.2019)

Objectives	Supporting Policies	Rules	Consistency with the Golden Mile Preferred Option
<p>Section 3.2: Beneficial use and development</p> <p><i>Objective O12: The social, economic, cultural and environmental benefits of regionally significant infrastructure, and renewable energy generation activities, the utilisation of mineral resources are recognised.</i></p>	<ul style="list-style-type: none"> <i>Policy P12: Benefits of regionally significant infrastructure and renewable electricity generation facilities</i> The benefits of regionally significant infrastructure and renewable energy generation activities are recognised by having regard to: <ol style="list-style-type: none"> the strategic integration of infrastructure and land use, and the location of existing infrastructure and structures, and the need for renewable energy generation activities to locate where the renewable energy resources exist, and the functional need and operational requirements associated with developing, operating, maintaining and upgrading regionally significant infrastructure and renewable energy generation <i>Policy P14: Incompatible activities adjacent to regionally significant infrastructure, renewable electricity generation activities and significant mineral resources.</i> Regionally significant infrastructure, renewable energy generation activities and significant mineral resources shall be protected from incompatible use and development occurring under, over or adjacent to it, by locating and designing new use and development to avoid, remedy or mitigate any reverse sensitivity effects. 	<p>No specific rules</p>	<p>The Preferred Option will support the functioning of the Wellington Station.</p> <p>Impacts on the regionally significant water supply, wastewater and stormwater networks will be further considered during the Detailed Design Phase.</p>
<p>Section 3.3: Māori relationships</p> <p><i>Objective O14: The relationships of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga are recognised and provided for, including:</i></p> <p>(d) <i>protecting sites with significant mana whenua values from use and development that will adversely affect their values and restoring those sites to a state where their characteristics and qualities sustain the identified values.</i></p> <p><i>Objective O15: Kaitiakitanga is recognised and mana whenua actively participate in planning and decision-making in relation to the use, development and protection of natural and physical resources.</i></p>	<ul style="list-style-type: none"> <i>Policy P20: Exercise of kaitiakitanga</i> Kaitiakitanga shall be recognised and provided for by involving mana whenua in the assessment and decision-making processes associated with use and development of natural and physical resources including: <ol style="list-style-type: none"> managing activities in sites with significant mana whenua values listed in Schedule C (mana whenua) in accordance with tikanga and kaupapa Māori as exercised by mana whenua, and the identification and inclusion of mana whenua attributes and values in the kaitiaki information and monitoring strategy in accordance with Method M2, and identification of mana whenua values and attributes and their application through tikanga and kaupapa Māori in the maintenance and enhancement of mana whenua relationships with Ngā Taonga Nui a Kiwa 	<p>No specific rules</p>	<p>The Te Aro Pa site is a Site of Significance to Taranaki Whānui. Waitangi Lagoon is also of significance.</p> <p>Mana whenua are partners in the LGWM programme (which includes the Golden Mile Project).</p>
<p>3.8 Air quality</p> <ul style="list-style-type: none"> <i>Objective 39: Ambient air quality is maintained or improved to the acceptable category or better in Schedule L1 (ambient air).</i> <i>Objective O40: Human health, property, and the environment are protected from the adverse effects of point source discharges of air pollutants.</i> <i>Objective O41: The adverse effects of odour, smoke and dust on amenity values and people's well-being are minimised.</i> 	<ul style="list-style-type: none"> <i>Policy P52: Managing ambient air quality</i> Ambient air quality shall be managed to protect human health and safety by: <ol style="list-style-type: none"> maintaining the acceptable category or better identified in Schedule L1 (ambient air) for the specific contaminants, and improving unacceptable or poor ambient air quality to at least the acceptable category or better identified in Schedule L1 (ambient air), and managing the discharge of other contaminants so that the adverse effects on human health, including cumulative adverse effects, are minimised. 	<ul style="list-style-type: none"> <i>Rule R32: Petroleum storage or transfer facilities – permitted activity provided the prescribed standards are met.</i> <i>Rule R34: Gas, water and wastewater processes – permitted activity provided the prescribed standards are met.</i> <i>Rule R41: All other discharges - The discharge of contaminants into air that are not permitted, controlled, discretionary, non-complying or prohibited is a discretionary activity</i> 	<p>The local airshed is in compliance with the National Environmental Standards for Air Quality.</p> <p>Potential discharges to air as part of construction activities will be further considered during the Detailed Design Phase.</p>
<p>3.10 Land use</p>	<ul style="list-style-type: none"> <i>Policy P67: Minimising effects of discharges to water or land</i> 	<ul style="list-style-type: none"> <i>Rule R54: Detailed site investigation (of contaminated land) is a permitted activity</i> 	<p>Potential impacts on soil and water from construction activities will be further considered during the Detailed Design</p>

Objectives	Supporting Policies	Rules	Consistency with the Golden Mile Preferred Option
			Phase.
<p><i>Objective O44: The adverse effects on soil and water from land use activities are minimised.</i></p> <p>3.11 Discharges to land and water</p> <ul style="list-style-type: none"> Objective O46: The runoff or leaching of contaminants to water from discharges to land is minimised. Objective O47: The amount of sediment-laden runoff entering water is minimised. Objective O51: The environment is protected from the adverse effects of discharges of hazardous substances and the creation of contaminated land is avoided. Objective O43: The environment is protected from more than minor adverse effects of discharges from contaminated land. 	<p><i>Discharges of contaminants to water or land will be minimised by adopting the following hierarchy:</i></p> <ol style="list-style-type: none"> <i>avoiding the production of the contaminant,</i> <i>reducing the amount of contaminants, including by reusing, recovering or recycling contaminants,</i> <i>minimising the volume or amount of the discharge,</i> <i>discharging to land is promoted over discharging direct to water, including using land-based treatment, constructed wetlands or other systems to treat contaminants prior to discharge</i> <ul style="list-style-type: none"> Policy P95: Discharges to land <i>The discharge of contaminants to land shall be managed to:</i> <ol style="list-style-type: none"> <i>minimise adverse effects on the life-supporting capacity of soil, and</i> <i>avoid create creating contaminated land,</i> <i>not exceed the capacity of the soil to treat, use or remove the contaminant,</i> <i>not exceed the available capacity of the soil to absorb and infiltrate the discharge</i> <i>avoid significant adverse effects on public health and amenity, and</i> <i>not result in a discharge to water that causes more than a minor adverse effects.</i> Policy P62: Promoting discharges to land <i>The discharge of contaminants to land is promoted over direct discharges to water, particularly where there are adverse effects on:</i> <ol style="list-style-type: none"> <i>aquatic ecosystem health and mahinga kai, or</i> <i>contact recreation and Māori customary use.</i> Policy P79: Managing land use impacts on stormwater <i>Land use, subdivision and development, including stormwater discharges, shall be managed so that runoff volumes and peak flows:</i> <ol style="list-style-type: none"> <i>avoid or minimise scour and erosion of stream beds, banks and coastal margins, and</i> <i>do not increase risk to human health or safety, or increase the risk of inundation, erosion or damage to property or infrastructure,</i> <i>including by retaining, as far as practicable, pre-development hydrological conditions in new subdivision and developmen.</i> Policy P90: Discharges of hazardous substances <i>The adverse effects of the discharge of a hazardous substances (excluding a discharge subject to Policy P89) to land, fresh water, including groundwater, coastal water or air shall be avoided.</i> Policy P98: Land use activities, erosion and associated discharges <i>Earthworks, vegetation clearance and plantation forestry harvesting activities that have the potential to result in significant accelerated soil erosion, or to lead to off-site discharges of silt and sediment to surface water bodies, shall use measures, including good management practice, to:</i> <ol style="list-style-type: none"> <i>minimise the risk of accelerated soil erosion, and</i> <i>control silt and sediment runoff, and</i> <i>ensure the site is stabilised and vegetation cover is restored.</i> 	<p>provided the relevant standards are met</p> <ul style="list-style-type: none"> Rule R55: Discharges from contaminated land is permitted provide the relevant standards are met (otherwise a discretionary resource consent is required) Rule R42: Minor discharges is a is permitted provide the relevant standards are met Rule R99: Earthworks is a permitted activity provided it complies with the relevant standards (non-compliance will required a discretionary resource consent) 	<p>Potential discharges to land and water from construction activities will be further considered during the Detailed Design Phase.</p> <p>It is noted that Section 2.2 of the PNRP definition of Earthworks excludes repair or maintenance of existing roads.</p>



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