

**Appendix A: APP10 – Inner Harbour Port Precinct and Multi-User Ferry Precinct Requirements – Tracked Changes**

Red underline and ~~strike-out~~: show additions and deletions to the notified APP10 – Ngā Herenga ā-Mahere Whakataki o Te Paeurunga Waka Kaiwhakamahi-Rau me te Paetumu Herenga Waka, APP10 – Inner Harbour Port Precinct and Multi-User Ferry Precinct Requirements Appendix, as recommended in the section 42A Report dated 19 January 2024.

This entire chapter has been notified using the RMA Part One, Schedule 1 process ([P1 Sch1](#)).

# APP10 – Ngā Herenga ā-Mahere Whakataki o Te Paeurunga Waka Kaiwhakamahi-Rau me te Paetumu Herenga Waka

## APP10 – Inner Harbour Port Precinct and Multi-User Ferry Precinct Requirements

### Appendix 10-A: Inner Harbour Port Precinct requirements

Any application [that is required](#) for development must:

1. Contribute to the compatibility of existing and future activities, buildings and public space within the site and integrate with the transport network and adjacent sites, particularly at interfaces with the Waterfront Zone, City Centre Zone and Commercial Port [and activities within the coastal marine area](#).
2. Demonstrate the extent to which existing and future buildings and the enhancement of facilities, including any provision for office, retail and commercial activities, delivers a high degree of functional integration within the site.
3. Demonstrate the extent to which development of the site has regard to the long-term vision of the Precinct and its relationship to the Waterfront Zone and City Centre Zone.
4. Minimise, as far as practicable, effects on adjacent public spaces (including footpaths) in terms of safety, shading, daylight and wind.
5. Ensure building design and development minimises, as far as practicable, any adverse effects on adjoining zones.
6. Specify whether the development is to be staged, the manner and proposed timeframes for any staging (if known) and the means of managing any vacant land during the staging process.
7. Provide an Integrated Transport Assessment prepared by a suitably qualified transport engineer or transport planner that demonstrates and assesses the effects on safety, effectiveness, access and the capacity of the transport network in relation to:
  - a. Provision of vehicle access and movement within the site;
  - b. Provision of pedestrian and cycle access and movements within the site, including the location of existing and proposed walkway and cycleway links within the site and to adjacent sites;
  - c. Provision of access and connections to the public transport network;
  - d. The extent to which traffic generation will affect intersection form and safety, and the safety and efficiency of Waterloo Quay and the surrounding road network;
  - e. Any anticipated upgrades to the transport network that may be of relevance to the proposal;
  - f. The level of mode accessibility to the Inner Harbour Port Precinct, particularly access to facilities and safety; and
  - g. The effects on the transport network of all modes operating within the precinct, including freight, and the effects allied transport infrastructure will have on the environment. This could include

transport modelling and measures incorporated to mitigate adverse effects.

8. Identify and demonstrate how ~~relevant guidelines in the Centres and Mixed Use Design Guide have been given effect to.~~ the development fulfils the intent of the Centres and Mixed Use Design Guide.
9. Identify protected natural and historical heritage, sites of significance to Māori, and cultural features and how any effects on these are proposed to be avoided or mitigated.
10. Provide a mana whenua engagement plan and either a Cultural Impact Assessment, a Cultural Values report or an assessment prepared by mana whenua.

## Appendix 10-B: Multi-User Ferry Precinct requirements

Any application that is required for development must:

1. Demonstrate and describe the configuration, bulk and interrelationships of existing and future activities, buildings, and public space, and specify whether development is to be staged, the manner and proposed timeframes for any staging (if known) and the means of managing any vacant land during the staging process.
2. Demonstrate the extent to which existing and future buildings and the enhancement of facilities, including any provision for retail and commercial activities, delivers a high degree of functional integration within the site.
3. Demonstrate the extent to which development of the site has regard to the long-term vision of the Precinct and its relationship to the City Centre Zone.
4. Provide an Integrated Transport Assessment prepared by a suitably qualified transport engineer or transport planner that demonstrates and assesses the effects on safety, effectiveness, access and the capacity of the transport network in relation to:
  - a. Provision of vehicle access and movement within the site;
  - b. Provision of pedestrian and cycle access and connections to the State Highway network;
  - c. Provision of pedestrian and cycle access and movement within the site, including the location of existing and proposed walkway and cycleway links within the site and to adjacent sites;
  - d. Provision of access and connections to the public transport network, particularly services that provide direct access the City Centre, including whether a safe and efficient transport network interchange is required or is to be provided;
  - e. Provision of bus parking, cycle parking, end of trip facilities, and drop-off and pick-up points;
  - f. Estimated trip generation of all traffic modes;
  - g. Provision of parking, and loading arrangements and capacity of these to meet anticipated demand;
  - h. The extent to which the proposed provision of vehicular and pedestrian access and circulation facilitates ready dispersal of vehicles and passengers;
  - i. The extent to which traffic generation will affect intersection form and safety, and the safety and efficiency of Hutt Road, Aotea Quay, State Highway 1 and the surrounding road network;
  - j. Any anticipated upgrades to the transport network that may be of relevance to the proposal;
  - k. The level of mode accessibility to the Multi-User Ferry Precinct, particularly access to facilities and safety; and
  - l. The effects on the transport network of all modes operating in the precinct, including freight, and the effects allied transport infrastructure will have on the environment. This could include transport modelling and measures incorporated to mitigate adverse effects.
5. Identify and demonstrate how ~~relevant guidelines in the Centres and Mixed Use Design Guide have been given effect to.~~ the development fulfils the intent of the Centres and Mixed Use Design Guide.
6. Identify protected natural and historical heritage, sites of significance to Māori, and cultural features and how any effects on these are proposed to be avoided or mitigated.
7. Provide a mana whenua engagement plan and either a Cultural Impact Assessment, a Cultural Values

report or an assessment prepared by mana whenua.