
CHAPTER 13: CENTRAL AREA

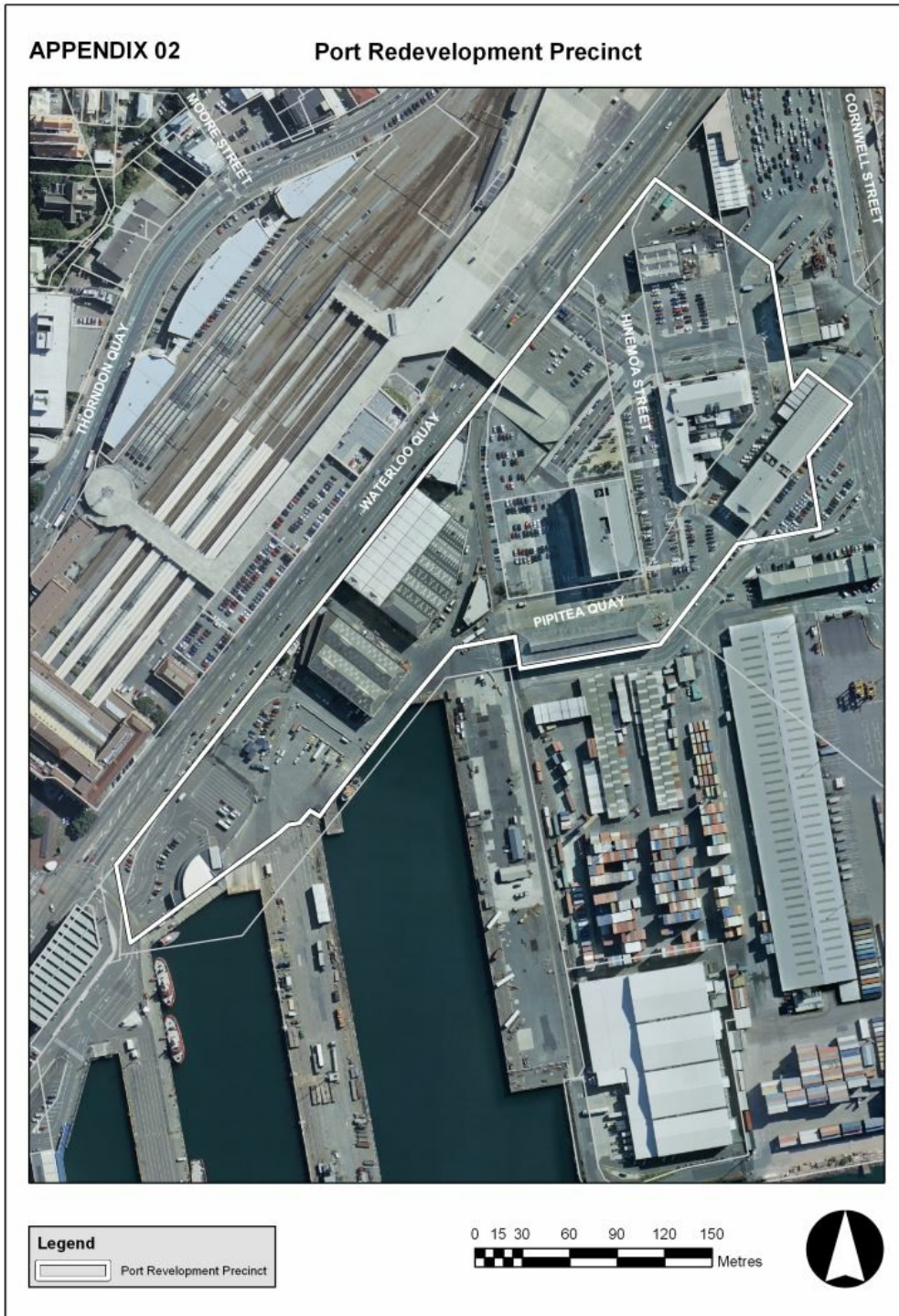
SCHEDULE OF APPENDICES

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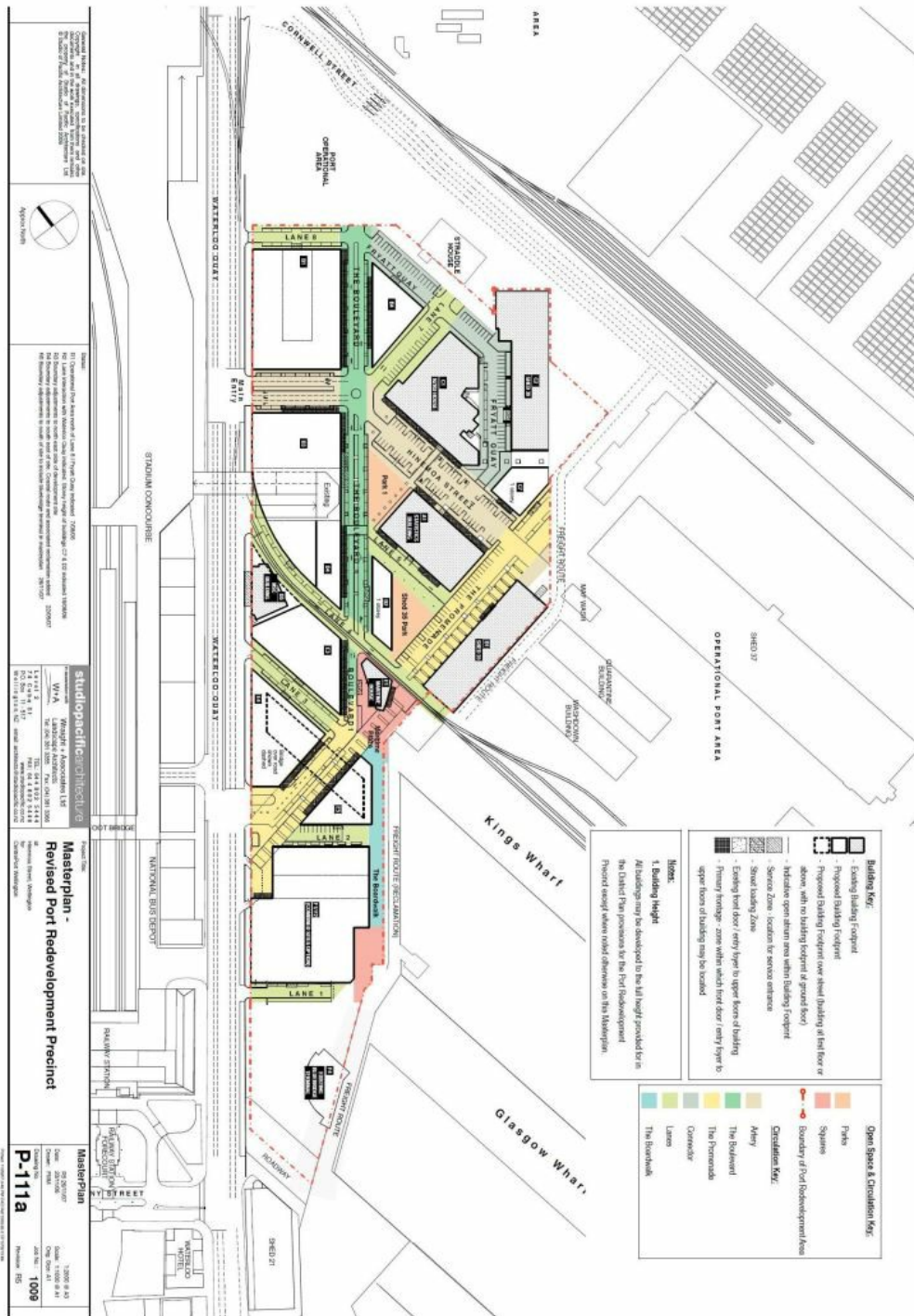
APPENDIX 01: COURTENAY PLACE AREA



APPENDIX 02: PORT REDEVELOPMENT PRECINCT



APPENDIX 02A: PORT REDEVELOPMENT PRECINCT MASTERPLAN



PORT REDEVELOPMENT PRECINCT MASTERPLAN

VISION STATEMENT

The Masterplan vision is to create a vibrant new precinct that contributes to Wellington's ambitions to be an innovative and artistic city.

A primary aim is to assist in creating a new gateway to the City. It is anticipated that the new precinct will also be a leading example of how successful development can occur in conjunction with an environmentally sensitive design approach.

Site rejuvenation is to be achieved by opening up the site to public use and pedestrians. A unique public and pedestrian friendly environment is sought by incorporating references to the maritime setting and by extensive planting. A mixture of activities and high quality design and materials are to be used to ensure sustainable and diverse development.

INTRODUCTION

The masterplan is influenced by investigations into the site history, location and current site conditions.

The current area is the result of progressive reclamations that have extended into the harbour from the original coastline that bounded Lambton Quay and Thorndon Quay. Subsequent to initial reclamation the land and wharves have continuously been part of the operational port - providing a place for arrival and departure, exchange and commerce. This commercial and social activity links the port to the City.

The existing area composition consists of the primary street, Hinemoa St, orientated parallel to the wharves. This alignment is in opposition to the orientation of Waterloo Quay. The area is located adjacent to the primary northern approach into Wellington City and at the end of the existing Wellington waterfront esplanade.

DESIGN INTENT

The design intent of the masterplan is encapsulated within the following design principles. The principles underlie the approach to development of the Port Redevelopment and Precinct. These principles have been agreed between the Wellington City Council and CentrePort as landowner. They recognise that the area is in the process of transition, and is moving towards a development concept that is made up of integrated open spaces, buildings, and infrastructure. They also recognise that activities will evolve over time, and that commercial realities mean that early stages of development will not achieve all principles at once, but that is important not to foreclose future opportunities for greater density in use of building spaces and public spaces.

1. Existing Buildings

The area history and wharf geometry is articulated by two historic brick buildings – Shed 35 and Maritime House. These buildings are to be retained and reused. New public spaces –the Promenade and Shed 35 Park – are to be created alongside these buildings. Adjacent new buildings should relate to the existing buildings in terms of scale, cladding materials, building openings, proportion and colour.

2. View corridors

Visibility into the area is essential for value and permeability. Three primary directions of view shafts are considered: views into and beyond the site when approaching from the city and Kaiwharawhara, and views into the site from the orthogonal city grid. The orientation of streets and public spaces are designed in order to preserve these view shafts.

3. Linkages

Both vehicle and pedestrian linkages from the city to the area are considered. Vehicle circulation is controlled via three key intersections. It is intended to bring pedestrians into the centre of the area as early as possible from the city (southern) end of the precinct. This is achieved with the extension of the existing waterfront esplanade along the water's edge and with the new promenade along the northern edge of Shed 35 out to Waterloo Quay. The pedestrian walkway along Waterloo Quay will be protected by colonnades provided by new buildings along this edge. The masterplan seeks to implement the following:

- Clear strong pedestrian connections to the CBD, the stadium and railway land, and the Kumutoto area
- Controlled vehicle access to and from Waterloo Quay
- An interconnected vehicle circulation network
- Safe and attractive pedestrian ways
- Pedestrian access to the waterfront (subject to operational port requirements).

4. Precincts

Based on the existing activities within and around the area, there is potential to create specific precincts and communities within the overall masterplan. For example Maritime House and Shed 35, adjacent to the water's edge, may become venues for dining and entertainment.

5. Public Transport

The area is ideally positioned close to existing public transport routes and this will aid in reducing the demand for commuter traffic to and from the area. Building on this concept in the long term, there is future potential for the existing wharves to become terminals for water taxis and ferries with pedestrian links through to the neighbouring railway station and bus interchange.

6. Mixed Use and diversity

Mixed use within the development will be encouraged to ensure that the development is vibrant and safe at all hours of the day and night. The masterplan anticipates a mixed-use scenario, with publicly accessible activities incorporated into the ground floor of all buildings. These activities could include showrooms, restaurants, cafes or boutique retail. The masterplan seeks to implement the following:

- An overall mix of opportunities for work, accommodation, retail/commerce, recreational and/or entertainment space
- Large and small tenancies, buildings and spaces to support a diversity of uses
- Mixed uses within individual buildings, with ground floor uses being different from the upper floors wherever possible.

7. Ground Floor Treatment

The ground floor should contain active uses and relate to the surrounding spaces. The masterplan seeks to implement the following:

- The design and use of buildings should be orientated outwards
- The front entry of buildings should enter off the primary public space (including streets) that surrounds the building
- Carparking to be located within the core of the building wherever possible, and not take up ground floor frontage

- Service and loading bays should not dominate any frontages
- A number of separate smaller ground floor tenancies should be allowed for with separate entries opening to the exterior
- Shelter and lighting should be provided at the building edge and to enhance the main entry to the building
- Allow for the spilling out of activities from buildings into public spaces
- Ground floor heights to exceed 5m wherever practicable.

8. Public space network

Streets have been orientated to provide high visibility into the site and the harbour beyond. Planting responds to the different hierarchies of the streets, and provides a green setting and human scale to this public domain. A network of open spaces has been strategically located to ensure alternative spaces for shade, sun, and shelter from wind. The masterplan seeks to implement the following:

- A clear and permeable hierarchy of internal streets that act as the primary corridors of movement and accessibility within the site;
- High quality interconnected public spaces for pedestrians to easily move through where vehicles will not dominate
- Visual connections and vistas to link from one space to another
- Integrate high quality furniture, lighting and planting to provide for orientation, way finding and safety
- Flexibility of uses and differences between spaces to provide a diversity of experience including spaces to be destination in their own right
- Sustainable urban drainage principles integrated into the design of the open space.

9. Environmental infrastructure

An important motivation in the design of streets and public spaces is the on-site storage, use and recycling of water. The consideration of water is integral to the regeneration of the reclaimed harbour edge site. All stormwater runoff is treated through vegetative swale drains before any excess water is discharged into the harbour.

10. Landscape Character

The current area - comprising of buildings, wharves and cranes; road graphics and barriers; railway lines, containers and heavy machinery - exhibits an industrial maritime aesthetic. A particular area identity will be developed for the area by reinforcing this aesthetic when designing street furniture and landscape elements. A connection to the current Wellington waterfront street furniture is anticipated at the extension of the boardwalk.

11. Site Specificity and Building Design

A site-specific response is essential to the success of both individual buildings and the development. Building orientation and configuration, including the location of 'front doors', lobbies, pedestrian shelter and services, must be considered in relation to site surroundings. Site analysis should include assessment of view aspects, noise issues, heat gain, prevailing wind exposure, visual prominence, view shafts, street hierarchy and public space proximity.

New buildings are to be of a contemporary and environmentally sensitive design. Building designs shall incorporate different forms and articulated facades to create a stimulating built environment and landscape. The masterplan seeks to implement the following:

- High quality architecture, urban design and landscape architecture
- Appropriate scaled buildings that support the public spaces and define the edges of these spaces
- High quality materials to be used, acknowledging the maritime location
- The building should be designed to achieve a high standard of sustainability.

12. Building Form and Façade Treatment

The overall composition of the building must be considered in its entirety and articulated in a co-ordinated way. The masterplan seeks to implement the following:

- A strong active urban edge should be created along Waterloo Quay, through building massing, active ground floor uses and well-designed, open building facades
- Any building bulk is broken down in scale through varied form and articulation
- The façade is to have a richness of detail where it is to be experienced at close range
- Articulation of facades in terms of screening and shading devices is encouraged to add interest and assist with wind mitigation
- Signs are to integrate with the features and composition of facades
- Integrate the top of the building, including plant and services as an explicit and coherent part of its overall composition.

13. Sustainable Development

The development that will occur in the area over the next decade or two will establish the patterns, places and buildings which are likely to remain, in general terms, for the rest of the 21st Century. Sustainable development principles need to be integrated as far as practicable into the area as it changes from port to CBD purposes. The masterplan seeks to implement the following:

- Layout needs to allow for connection to further future development opportunities to the east, west and north, as well as to the south.
- Energy efficiency and conservation is to be integrated into building design.
- Buildings and open spaces should minimise demand for potable water, and conserve, collect and reuse water where practicable.
- Urban stormwater should be stored, naturally treated and reused within the area as far as practicable prior to discharge.
- Public space should facilitate easy public transport, pedestrian and cycle access to and within the area.
- Open spaces should provide opportunities for natural biodiversity, and for sun, shelter and shade for people at different times of the day throughout the area.
- Waste minimisation principles should be applied to the development process
- As far as practicable, eco-sourced materials should be used.

14. Safety

The safety of public places including how any building interacts with the surrounding space. The masterplan seeks to implement the following:

- Safe movement through all public spaces.
- Informal surveillance and sightlines from buildings onto public space.
- Clear layout of streets and paths and clear orientation through the site.
- A mix of activities providing informal surveillance during the day and night.
- A clear sense of ownership of the spaces.
- Quality public environments designed with safety in mind.

URBAN DESIGN AND BUILDINGS

1. Relationship to Waterloo Quay

The masterplan seeks to address Waterloo Quay in a manner that reinforces the Quay's role as an urban street. This will be achieved in part by:

- providing a strong built edge to Waterloo Quay by ensuring that new buildings are sited at the road frontage
- ensuring that buildings present a primary façade to the Quays as this will be the public face of the building for the majority of the city.
- providing multiple tenancies at ground floor, with as many tenancy's as possible maintain frontages to Waterloo Quay to achieve an active edge.

2. Primary Frontages

The primary frontage of each new building will be the principle pedestrian entrance to the building. As indicated on the masterplan the primary frontages for each building will be off the key streets within the Precinct, principally The Boulevard and Hinemoa Street.

3. Design Excellence

The redevelopment of this part of the port area provides an opportunity to achieve new buildings and urban design of the highest quality. The Masterplan provides overall direction to the future urban structure of this area, however the placement and design of individual buildings and the spaces around them will also be critical to achieving a high quality and successful new city precinct. All new buildings will be designed to achieve high quality design, but buildings that extend above 27 metres in height must display design excellence.

The Port Redevelopment Precinct may also be suitable for one or more landmark buildings that celebrate this important northern gateway into the City and its waterfront location. Additional building height would increase the visibility and prominence of a building across a much wider area, particularly as viewed from the harbour. Any such proposal should be carefully considered, and should display a level of design excellence that corresponds appropriately to its visibility relative to other Central Area buildings. The use of a design competition process may be one method of achieving the required level of design.

PUBLIC SPACE

Outlined below is a list of the public spaces contained within the Harbour Quays development and a description of the materials and details to be used in these public spaces.

Streets

1. The Boulevard

The Boulevard runs parallel to Waterloo Quay and penetrates through the centre of the site. It is therefore both the primary vehicle access route across the site, and the primary link for the network of public spaces within the area.

Boulevard 1 (adjacent to Maritime House) has a paved pedestrian plaza with a two-way asphalt carriageway, bio-retention planting and trees in the parking lane and a paved footpath.

Other sections of The Boulevard consist of a paved footpath; a parking lane with a row of street trees; an asphalt single lane carriageway; median of bio-retention swale with bridge crossings and a second row of street trees; an asphalt single lane carriageway; a parking lane with a 3rd row of street trees; and a paved footpath.

The camber of the road is to be set to fall into the bio-retention swales along the median.

Footpaths will be punctuated by textured modulated pavers or painted markings at critical pedestrian crossing points.

2. Hinemoa St

Hinemoa St was completed as part of the Statistics Building development, using materials similar to those described for The Boulevard. Hinemoa St can be viewed as an example of the materials and details to be used throughout the rest of the Harbour Quays development.

3. The Promenade

The Promenade connects the central Shed 35 Park to Waterloo Quay, and will be the main pedestrian link between the site and Wellington City.

The asphalt carriageway is to be a two-way, low-speed zone, achieved by the inset of granite rumble strips across its surface. A row of bio-retention swales and street trees distinguish the footpath from the roadway along both road edges.

The extended pedestrian zone along Shed 35 is intended to be a wide, continuous width, pedestrian promenade paved with a mix of modular paving, slab paving and asphalt.

4. Service Lanes

Lanes 1, 3, 4, 7 and 8 are primarily service lanes. The typical design for these lanes will consist of an asphalt-paving roadway with a concrete curb up to a modular paving footpath. These are intended to be mixed pedestrian and vehicle spaces.

5. Pedestrian & Service Lane

Lane 2 is primarily a pedestrian way and will be paved using modular pavers. It is intended that this lane will provide key visual and physical linkage between Waterloo Quay and the waterfront. The lane also facilitates access for service vehicles to the adjacent building.

6. Boardwalk

The Boardwalk is an extension of the existing Wellington waterfront esplanade. It will therefore be composed of a mixture of asphalt paving and inlaid timber to reference the design of the existing esplanade.

7. Swales

Where swales are incorporated within streets they will be detailed as follows:

The swales will have a perimeter concrete car-barrier nib and timber pedestrian bridges at intervals. The nib and bridge will be of a similar detail to that was used in Hinemoa St, The Boulevard and The Promenade.

8. Furniture

A special suite of furniture has been developed for use throughout the site. The Wellington Waterfront suite will be used along the The Boardwalk and into the Ferry, Waterfront and Maritime Plazas.

Plazas

1. Ferry Plaza

Ferry Plaza provides physical and visual links from the Railway station into and beyond the site to the harbour. The plaza will be paved with modular slab, pavers and asphalt with bollards provided to separate pedestrian and vehicle traffic when required.

Development around Ferry Plaza shall provide active frontages to the plaza.

2. Waterfront Plaza

Waterfront Plaza provides a space adjacent to the water's edge where people may pause. The plaza floor will be comprised of a mix of modular slab and asphalt paving.

Development around Waterfront Plaza will provide active frontages to the plaza.

3. Maritime Plaza

Maritime Plaza, adjacent to The Promenade walkway and The Boardwalk, will be constructed of a mixture of asphalt paving and inlaid timber.

Development around Maritime Plaza will provide active frontages to the plaza.

Parks

1. Shed 35 Park

Shed 35 Park together with the adjacent historic brick building, Shed 35, provide a focal point for the development.

Shed 35 Park may contain a combined water feature / water collection reservoir, for the on-site storm water received from the collector swales. The ground surface of the park will be a mixture of soft and hard landscaping; this will include a sunken grassed area with paved edges that can be used as seating.

Development around Shed 35 Park will provide active frontages to the park.

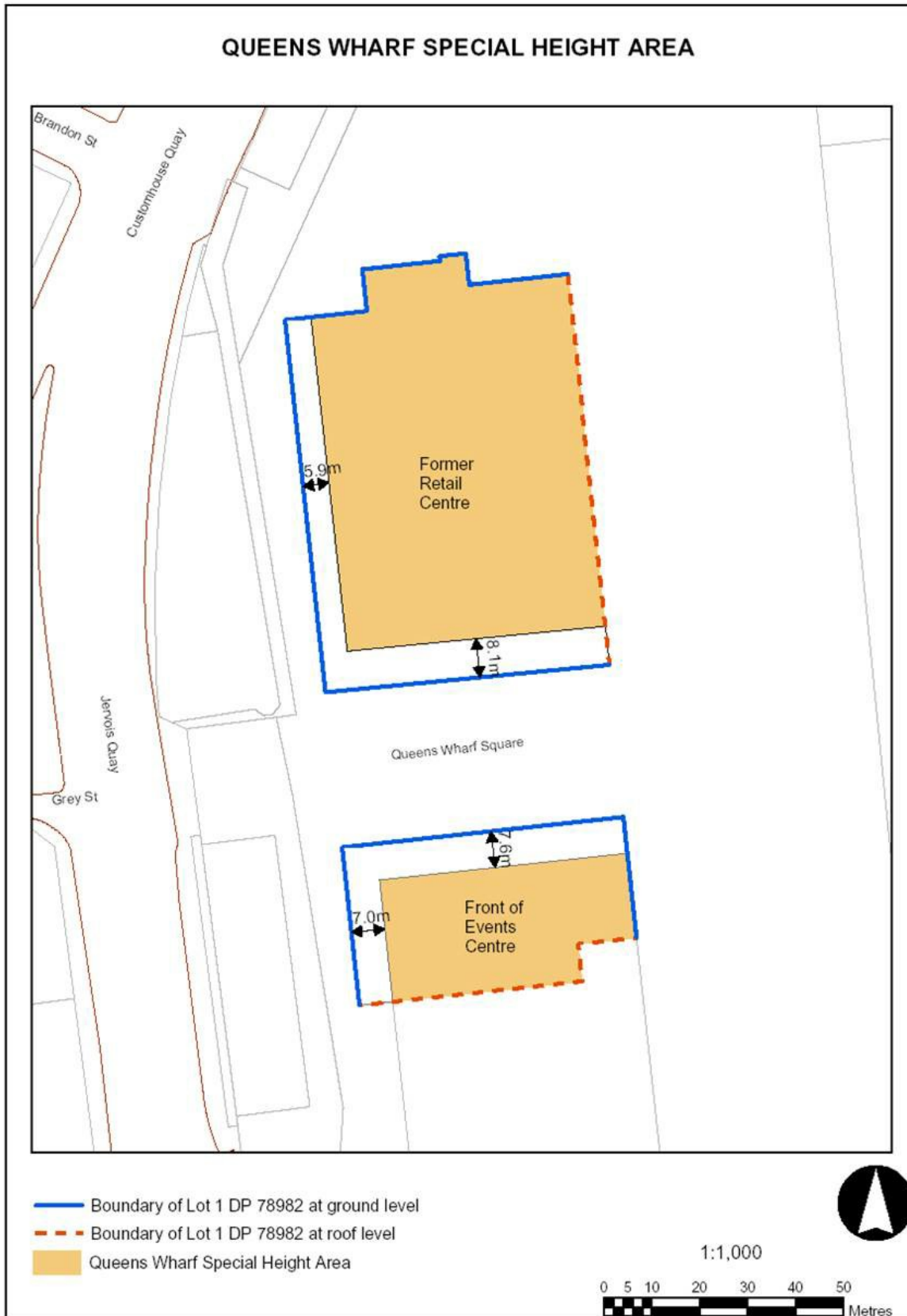
2. Park One

Park One was completed as part of the Area A site works, and can be viewed as an example of the materials and details to be used in the proposed plazas and parks.

APPENDIX 03: PIPITEA PRECINCT



APPENDIX 04: QUEENS WHARF SPECIAL AREA



APPENDIX 05. NOISE

Except where areas are affected by noise from the Operational Port Area, activities must comply with following noise limits. Noise from the Operational Port Area must comply with the third category below.

5.1 Residential (Inner)

Noise emission levels when measured on any residential site in the Inner Residential Area must not exceed:

Monday to Saturday 7am to 7pm - 55dB $L_{Aeq}(15min)$

Monday to Saturday 7pm to 10pm - 50dB $L_{Aeq}(15min)$

At all other times - 40dB $L_{Aeq}(15min)$

All days 10pm to 7am - 70dB L_{AFmax}

Where it is impractical to measure outside a dwelling, then measurements shall be made inside (with windows closed). Where indoor measurements are made the noise limits stated above shall be reduced by 15dB.

5.2 Residential (Outer)

Noise emission levels when measured on any residential site in the Outer Residential Area must not exceed:

Monday to Saturday 7am to 7pm - 50dB $L_{Aeq}(15min)$

Monday to Saturday 7pm to 10pm - 45dB $L_{Aeq}(15min)$

At all other times - 40dB $L_{Aeq}(15min)$

All days 10pm to 7am - 65dB L_{AFmax}

Where it is impractical to measure outside a dwelling, then measurements shall be made inside (with windows closed). Where indoor measurements are made the noise limits stated above shall be reduced by 15dB.

APPENDIX 06: NOISE INSULATION CONSTRUCTION SCHEDULE

(the schedule describes the minimum requirements necessary to achieve an external sound insulation level of $D_{nT,w} + C_{tr} > 30$ dB)

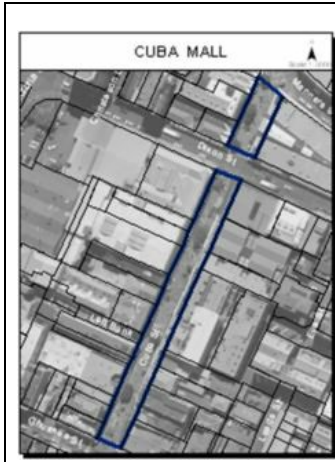
Building Element	Minimum Construction Requirement	
External Walls of Habitable Rooms	Stud Walls:	
	Exterior cladding:	20 mm timber or 9mm compressed fibre cement sheet over timber frame (100 mm x 50 mm). *
	Cavity infill:	Fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m ³) required in cavity for all exterior walls. Minimum 90 mm wall cavity.
	Interior lining:	One layer of 12 mm gypsum plasterboard. Where exterior walls have continuous cladding with a mass of greater than 25 kg/m ² (e.g. brick veneer or minimum 25 mm stucco plaster), internal wall linings need to be no thicker than 10 mm gypsum plasterboard.
	Combined superficial density:	Minimum not less than 25 kg/m ² being the combined mass of external and internal linings excluding structural elements (e.g. window frames or wall studs) with no less than 10 kg/m ² on each side of structural elements.
	Mass Walls:	190 mm concrete block, strapped and lined internally with 10 mm gypsum plaster board, or 150 mm concrete wall.
Glazed Areas of Habitable Rooms	Glazed areas up to 10% of floor area:	6 mm glazing single float
	Glazed areas between 10% and 35% of floor area:	6 mm laminated glazing
	Glazed areas greater than 35% of floor area:	Require a specialist acoustic report to show conformance with the insulation rule.
	Frames to be aluminium window frames with compression seals.	
Skillion Roof	Cladding:	0.5 mm profiled steel or 6 mm corrugated fibre cement, or membrane over 15mm thick ply, or concrete or clay tiles. Sarking: 17mm plywood (no gaps).
	Frame:	Minimum 100 mm gap with fibrous acoustic blanket (batts or similar of a mass of 9 kg/m ³).
	Ceiling:	Two layers of 10 mm gypsum plaster board (no through ceiling lighting penetrations unless correctly acoustically rated). Fibrous acoustic blanket (batts or similar of a minimum mass of 9 kg/m ³).
	Combined superficial density:	Combined mass of cladding and lining of not less than 25 kg/m ² with no less than 10 kg/m ² on each side of structural elements.
Pitched Roof (all roofs other than skillion roofs)	Cladding:	0.5 mm profiled steel or tiles, or membrane over 15mm thick ply.
	Frame:	Timber truss with 100 mm fibrous acoustic blanket. (batts or similar of a minimum mass of 9 kg/m ³) required for all ceilings.
	Ceiling:	12 mm gypsum plaster board.
	Combined superficial density:	Combined mass with cladding and lining of not less than 25 kg/m ² .
Floor areas open to outside	Cladding:	Under-floor areas of non-concrete slab type floors exposed to external sound will require a cladding layer lining the underside of floor joists of not less than 12 mm ply
	Combined superficial density:	Floors to attain a combined mass not less than 25 kg/m ² for the floor layer and any external cladding (excluding floor joists or bearers).
External Door to Habitable Rooms	Solid core door (min 25 kg/m ²) with compression seals (where the door is exposed to exterior noise).	

Notes:

- *The table refers to common specifications for timber size. Nominal specifications may in some cases be slightly less than the common specifications stated in the schedule for timber size.
- In determining the insulating performance of roof/ceiling arrangements, roof spaces are assumed to have no more than the casual ventilation typical of the jointing capping and guttering detail used in normal construction.

APPENDIX 07: SUNLIGHT PROTECTION OF LISTED PUBLIC SPACES

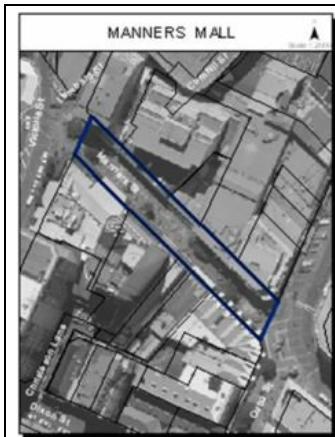
CUBA MALL



The area of Cuba Mall protected for the purpose of sunlight access is defined by:

- To the west and east, the boundaries of the parcels adjoining Cuba Mall, and
- To the north and south at the end of each block, a straight line connecting the corner boundaries of the two end parcels (fronting onto Ghuznee Street, Dixon Street and Manners Street)
- For the sake of clarity, Ghuznee, Dixon and Manners Streets are not protected for sunlight access in respect of Cuba Mall.


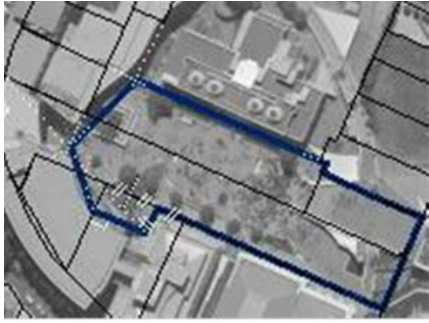
MANNERS MALL




The area of Manners Mall protected for the purpose of sunlight access is defined by:

- To the northeast and southwest, the boundaries of the parcels adjoining Manners Mall,
- To the northwest, extend the western boundary of Lot 1 DP 68737 in a straight line (north northeast) to the point it intersects with the adjacent property boundary,
- To the southeast, extend the eastern boundary of Lot 1 DP 86037 in a straight line (south southwest) to the point it intersects with the adjacent property boundary.


CIVIC SQUARE

	<p>The area of Civic Square protected for the purpose of sunlight access is defined as indicated by property boundary lines and intersecting lines as shown below.</p> 
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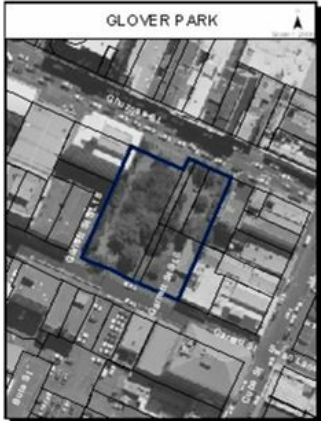
MIDLAND PARK

	<p>The area of Midland Park protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • The extent of Open Space A zoning on Lot 1 DP 83076 as shown on Plan Map 17 <p>Note, the building is not located in the Open Space A zone, it is a distortion of the aerial photography.</p>
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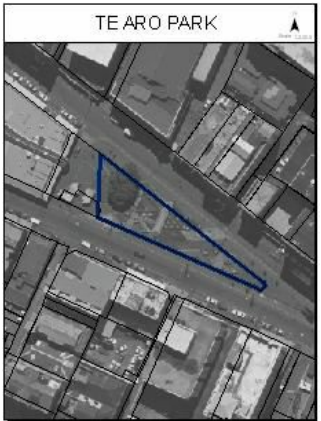

COBBLESTONE PARK

	<p>The area of Cobblestone Park protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • The extent of Open Space A zoning on: <ul style="list-style-type: none"> ◦ Lot 2 DP 40129 ◦ Lot 1 DP 5725 ◦ Lot 2 DP 5725 ◦ Lot3 5725 ◦ Pt Lot 1 DP 366 <p>as shown on Plan Map 16</p>
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GLOVER PARK

	<p>The area of Glover Park protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • The extent of Open Space A zoning on <ul style="list-style-type: none"> ◦ Lot 2 DP 35152 ◦ Pt Sec 150 Town of Wellington ◦ Pt Sec 152 Town of Wellington as shown on Plan Map 16 • Any other part of Lot 2 DP 35152 (that is not zoned Open Space A) • The land between Pt Sec 152 Town of Wellington (8 Garrett St) and Lot 2 DP 35152
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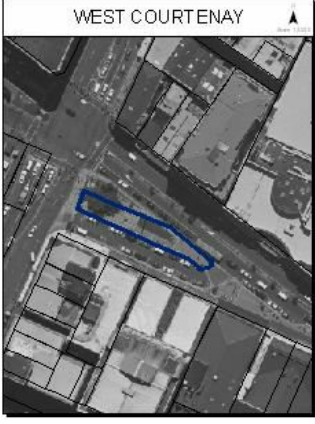
TE ARO PARK

	<p>The area of Te Aro Park protected for the purpose of sunlight access is defined by: The extent of Open Space A zoning on Lot 2 DP 80681 as shown on Plan Map 16, but excluding the westernmost portion as indicated below</p> <ul style="list-style-type: none"> • Connect the northernmost point with the southeastern corner boundary of Lot 1 DP 80681 <p>To identify the northernmost point:</p>
	<p>From the northernmost point of Lot 1 DP 80681, extend the boundary line in a north-easterly direction to a point the line intersects with the boundary of Lot 2 DP 80681 – that point of intersection being the northernmost point.</p>


DENTON PARK

	<p>The area of Denton Park protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • The extent of Open Space A zoning on Lot 2A Plan 2072 as shown on Plan Map 17
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SOUTHEASTERN CORNER OF THE INTERSECTION BETWEEN TARANAKI STREET AND COURTENAY PLACE

	<p>The area of the south-eastern corner of the intersection between Taranaki Street and Courtenay Place protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • The western external wall of the listed heritage building 61 extending in a straight line to the south until it meets the existing kerbline • The southern external wall of the listed heritage building 61 extending in a straight line to the east until it meets the existing kerbline • To the northeast, east, and south, the kerbline
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POST OFFICE SQUARE

	<p>The area of Post Office Square protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • To the north, the primary roofline on the southern side of the newspaper agency • To the east and west, the kerbline • To the south, extend the southern boundary of the Intercontinental Hotel (Lot 2 DP 91187) eastward to a point where it intersects with the extended southern boundary of Lot 1 DP 77229
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FRANK KITTS PARK

	<p>The area of Frank Kitts Park protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • To the north, a straight line following the southern boundary of the formed vehicle access (where it traverses the eastern boundary of Pt Lot 1 DP 60890) • To the east and south, mean high water springs • To the west, the boundary adjoining Jervois Quay
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KUMUTOTO PLAZA

	<p>The area within Kumutoto Plaza protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • To the north, extend the southern boundary of Waring Taylor Street in a straight line • To the west, the western boundary of Lot 8 DP 330297 • To the south and east, the nearest part of the roofline of the proposed new building (south) and canopy (east)
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TARANAKI STREET WHARF/ LAGOON AREA

	<p>The part of the Taranaki Street Wharf/ Lagoon area protected for the purpose of sunlight access is defined by:</p> <ul style="list-style-type: none"> • To the north, the northern boundary of the proposed new open space area located immediately south of the Star Boating Club • To the northwest, a line generally following the proposed top step (leading down to the lagoon) • To the southeast, the southeastern boundary of the proposed walkway adjoining (the northwestern side of) the proposed Wharenui, Wharekai and Wharetaonga • To the southwest, the southwestern boundary of the proposed walkway leading from the proposed new bridge towards Te Papa
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APPENDIX 08: WIND

This Appendix details the requirements for wind tunnel tests and describes the form and content of the wind reports, as required by standard 13.6.3.5.3.

1 Aims of the Wind Tunnel Test

The aims of a wind tunnel test are:

- 1.1 to quantify the effect of a building proposal on the surrounding pedestrian level wind environment by measuring and comparing the existing and proposed wind conditions, and
- 1.2 where wind conditions deteriorate as a result of the proposed building, to test alternative designs to it, and
- 1.3 to provide documentary evidence, of the proposed building's positive effect on the wind environment, emphasising measures taken to improve the wind environment, and demonstrating, where required, that every reasonable alternative design has been explored and that the proposed building is the best practical aerodynamic design arising from the other options that have been tested.

2 Form of the Wind Tunnel Test

Wind tunnel studies must meet the following conditions:

- 2.1 Wind studies should comply with the requirements of Australasian Wind Engineering Society Quality Assurance Manual, Wind Engineering Studies of Buildings, AWES-QAM-1-2001, except where the rules and requirements of the Wellington City District Plan supersede them.
- 2.2 The model scale used in the wind tunnel test must not produce models that are smaller than those obtained using a 1:500 scale.
- 2.3 The atmospheric boundary-layer simulation should be equivalent to Category 3 or Category 4 terrain, as defined in the Australia/New Zealand Loading Standard, AS/NZS 1170.2:2002.
- 2.4 Wind speeds shall be measured for the reference wind directions (degrees clockwise with respect to true North) 150°, 170°, 190°, 210°, 320°, 340°, 360° and 020°.
- 2.5 The reference wind speeds for the reference wind directions are those derived from Wellington Airport wind data. These wind speeds are the equivalent annual maximum hourly mean wind speeds at a height of 150m above Wellington City. The reference mean speeds for the reference wind directions are:

150° 15m/s	170° 20m/s	190° 22m/s	210° 22m/s
320° 19m/s	340° 22m/s	360° 20m/s	020° 15m/s
- 2.6 The gust speeds shall be calculated at each measurement location for each wind direction:

$$\text{gust} = v + 3.7\sigma,$$
 where v = the annual maximum hourly mean wind speed for the particular wind direction and
 σ = the corresponding standard deviation of the wind speed.

This overall gust speed will be used to assess the compliance with the safety criteria given in standard 13.6.3.5.2 (a).
- 2.7 The number of days that a 1-hour mean wind speed of 2.5 m/s and 3.5 m/s are equalled or exceeded in a year shall be calculated in order to assess compliance with creep criteria given in standard 13.6.3.5.2 (b). Where applicable, the days that a 1-hour mean wind speed of 2.5 m/s is equalled or exceeded in a year shall be calculated in order to assess compliance with comfort criteria given in standard 13.6.3.5.2 (c).
- 2.8 Where there is no wind speed data of sufficient quality, the days of occurrence shall be derived using wind data from Wellington Airport, with the following correction:
 - Winds at a height of 10m at Wellington Airport have equivalent mean speed to winds at a height of 150m above Wellington City, and
 - Wind directions over Wellington City are the same as those at Wellington Airport, except that the northerly wind directions (i.e. 0°-80° & 280°-360°) are rotated to the west by 10° (e.g. 360° at the airport becomes 350° over the city).
- 2.9 All wind speeds shall be measured at a full-scale height of 2 metres.
- 2.10 The percentage change in days shall be calculated by dividing the change in the number of days by 365 (i.e. the total days in one year).
- 2.11 Flow visualisation tests that show the spatial extent of windy areas throughout public areas that surrounding the development shall be made for the existing situation and for the proposed development. Flow visualisation testing will include at least six different wind speeds, and be undertaken for at least two representative northerly wind directions and two representative southerly wind directions.
- 2.12 Where the standards set in 13.6.3.5.2 are not met, additional wind tunnel testing should be undertaken to quantify the effects of alternative building designs and/or modifications. Clear evidence should be gathered to show that the development is the best practical attempt to achieve these standards. This investigation of alternatives need only be for those areas around the development, and for those wind directions, where problems have been identified. However, sufficient measurements must be taken to quantify all the changes with the alternative designs.

In situations where the standards set in 13.6.3.5.2 are not met because the wind speed criteria in the surrounding area are already exceeded with the existing situation, and cannot be practically improved by changing the design of the development

(e.g. because the location is too far away to be influenced by the design), analysis of the wind tunnel data should be provided to demonstrate this.

3 Form of Wind Tunnel Test Report

A wind tunnel test report must contain:

- 3.1 A description of the atmospheric boundary layer simulation that is used in the wind tunnel. This will include plots of the mean wind speed profile and turbulence intensity profile.
- 3.2 A description of the reference wind speeds that have been used to derive the wind speeds listed in the wind report. Any assumptions and limitations of the reference wind speed analysis and a description of the meteorological data used must be provided.
- 3.3 A calibration section, which contains images of the flow visualisation tests when applied to an isolated building model, subjected to the same wind tunnel test conditions as those used in the wind study. The building model shall be a square prism, 15 metres square in plan and 60 metres high, at the scale used in the test. Images of the flow visualisation test shall be taken for at least six different reference wind speeds. The final wind speed should correspond to an area of influence, that is identified by the flow visualisation, that is equal to 80 % of a diameter of 50 metres (at the scale of the model), centred on the back face of the model. The intermediate speeds will be chosen to divide this maximum speed into equal parts.
- 3.4 An analysis of the errors limits and the precision that is achievable in the wind speeds and their frequency of occurrence that are listed in the body of the report. The relationship of the model (wind tunnel) to full-scale Wellington conditions, as far as it is known, should also be documented through reference to externally refereed papers or reports.
- 3.5 A diagram that clearly shows and identifies the locations/areas that were measured during testing.
- 3.6 A table of the gust wind speeds for each wind direction and for each of the locations measured during testing. This will include listings for both the existing situation and for the proposed development.
- 3.7 A table of hours that the mean wind speeds of 2.5 m/s and 3.5 m/s are equalled or exceeded each year, for each of the locations measured during testing.
- 3.8 Records/diagrams of the flow visualisation tests.
- 3.9 A description of the effects of the proposed development on wind conditions in the surrounding area.
- 3.10 An analysis of the 3-dimensional wind flows around the proposed building indicating the way in which its effect on the air flow affects pedestrian-level winds. This should clarify:
 - 3.10.1 the cause(s) of any observed problems;
 - 3.10.2 the ways in which the problems might be avoided; and
 - 3.10.3 the ways in which these wind problems might be mitigated.
 At its simplest this might mean stating (for example):
 - that the root cause is the downwash caused by the building being very much bigger in scale than its neighbours;
 - that reducing the size of the proposed building would remove this root cause;
 - that large canopies around the building could provide shelter from the downwash in the immediate vicinity of the entry ways, although this may result in the carparking area beyond the canopy being made uncomfortable
- 3.11 Where the standards set in 13.6.3.5.2 are not met, additional wind tunnel testing should be undertaken to quantify the effects of alternative building designs and/or modifications. Clear evidence should be gathered to show that the development is the best practical attempt to achieve these standards. This investigation of alternatives need only be for those areas around the development, and for those wind directions, where problems have been identified. However, sufficient measurements must be taken to quantify all the changes with the alternative designs.

In situations where the standards set in 13.6.3.5.2 are not met because the wind speed criteria in the surrounding area are already exceeded with the existing situation, and cannot be practically improved by changing the design of the development (e.g. because the location is too far away to be influenced by the design), analysis of the wind tunnel data should be provided to demonstrate this.

4 Form of Wind Assessment Report

A wind assessment report is not based on the results of a wind tunnel test and so ultimately relies on the expert knowledge and opinion of the qualified wind specialist. However, it must contain the following:

- 4.1 A description of the existing wind conditions, including sources and limitations of information used in the assessment.
- 4.2 A description of the likely interaction of the existing buildings with the wind that leads to the existing wind conditions.
- 4.3 A review of the design of the development, and its appropriateness for a windy environment. The WCC Wind Design Guide should be used as a basis for a design evaluation checklist for this review.
- 4.4 A description of the expected influence of the proposed development on pedestrian level wind speeds in areas open to the public. The WCC Wind Design Guide should be used as the basis for a design evaluation checklist for this review. The review should also examine the role of amelioration measures, including large setbacks of upper levels from the street façade, deep balconies and full-width verandahs.
- 4.5 A discussion of the building design, including the effectiveness of ameliorative measures or major design changes that are recommended. It is intended that the wind assessment should provide clear evidence that the proposed building is the best practical aerodynamic design with respect to achieving the wind standards.
- 4.6 A statement at the conclusion of the report that, in the professional opinion of the expert, the proposal is highly likely to comply

with standard 13.6.3.5.2.

APPENDIX 09: PIPITEA PRECINCT MASTERPLAN

The following provisions shall apply to the preparation, implementation and alteration of any masterplan for the Pipitea Precinct, as defined in Appendix 3 Chapter 13.

Purpose

The purpose of the masterplan is to ensure that development occurs in an orderly manner and provides a high quality urban environment that is a positive addition to this important gateway to the City. The development of this area is likely to occur over a long period of time and the masterplan will provide the ability to stage development. Integration with the surrounding transport and service networks, land uses and communities will be critical to achieving a sustainable urban extension.

Process and Status

A masterplan is to be prepared by the relevant landowners and submitted to the Council before any resource consent can be assessed. The masterplan is intended to be used as part of the assessment criteria for a resource consent.

Spatial Extent

The Pipitea Precinct is defined in the map in Appendix 3 Chapter 13. A masterplan for development within the Precinct must address those matters outlined in Part A and B below. For the matters contained in Part A the masterplan must consider both the development site, and neighbouring land within and surrounding the Precinct as appropriate (see Policy 12.2.4.2 for further guidance on this matter). In relation to Part A matters the masterplan must also demonstrate an awareness of its impact on the Precinct as a whole. The matters outlined in Part B must be addressed for the extent of the development proposal.

Amendments

Amendments may be promulgated by either Council or the landowners(s) from time to time to reflect further development proposals.

Matters to be included in the masterplan

The masterplan must consider the following issues:

Part A:

- The mix of land uses including the including the proposed amount of office, industrial, retail or entertainment floorspace and the number of residential units.
- The staging of development.
- Vehicle and pedestrian linkages into and through the site, including routes for public transport.
- The key infrastructure systems that will be necessary to service the site.

Part B:

- The footprint and height of any proposed buildings.
- The primary frontages of any buildings and how they are to be serviced.
- The heritage values of any existing buildings or sites and how they are to be reflected.
- Any view shafts into the site and how they are to be treated.
- The function and character of any proposed new streets.
- The function and character of any proposed public spaces.
- How accessibility will be achieved to the central city, railway station, waterfront and surrounding suburbs.
- Natural hazards and contaminated land.
- Areas of environmental sensitivity.
- The public space network, including reserves and other public spaces.
- Compatibility with the Central Area Urban Design Guide including the Pipitea Precinct Appendix.
- In the case of any amendments to the masterplan, the relationship of the proposed change to the existing development of the Pipitea Precinct.

In submitting the masterplan, details must also be provided of any consultation undertaken with central or local government, adjoining landowners, key interest groups, or iwi.

APPENDIX 10: PANORAMIC VIEW



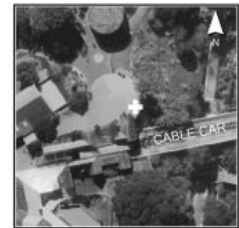
VIEWPOINT LOCATION:

Televiewer, to the north of the Cable Car station, popular because of its accessibility from Wellington's business district via the Cable Car and because of its fantastic views.

Height of ground: 120.7m

Eye level: 1.5m

Viewpoint: 122.2m (above mean sea level)



FOCAL ELEMENTS:

Point Jerningham and Point Halswell, Somes Island (Matiu) and Distant hills

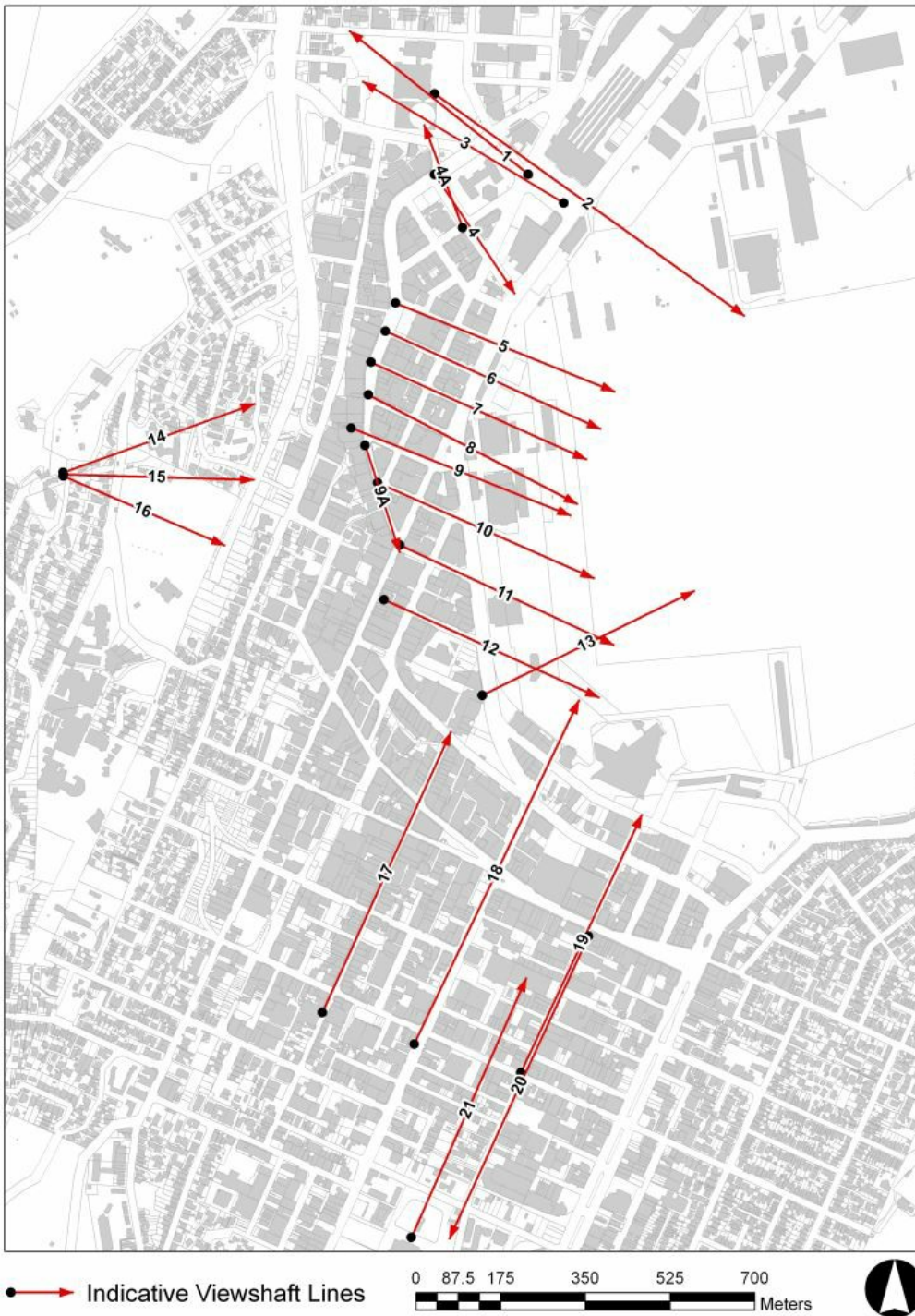
CONTINUUM ELEMENTS:

Distant hills (Rimutaka and Orongorongo ranges), Eastbourne harbour edge, Mount Victoria and Town Belt

EXPLANATION:

Only proposals which exceed the maximum heights proposed in Map 32 and project into the Panoramic View are subject to consideration for view protection.

APPENDIX 11. CENTRAL AREA VIEWSHAFTS



Appendix 11. Central Area Viewshafts No. Vs 1



VIEWPOINT LOCATION:

Footpath at northeastern corner of intersection of Bunny Street and Featherston Street, a major thoroughfare for commuters.
 Height of ground: 3.0m
 Eye level: +1.5m
 Viewpoint: 4.5m (above mean sea level)



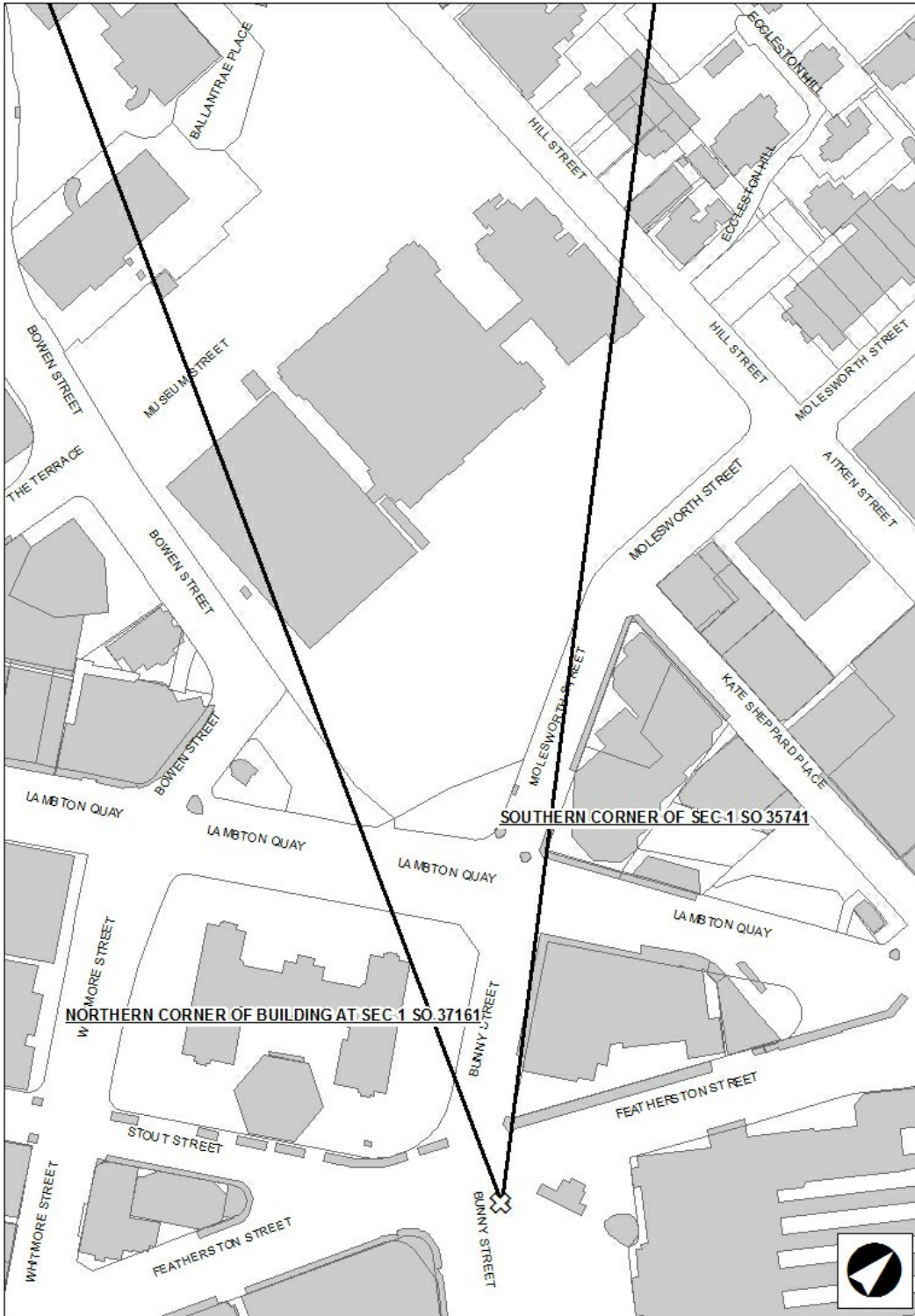
FOCAL ELEMENTS:

The Beehive, Parliament Buildings, southeastern façade of General Assembly Library

CONTEXT ELEMENTS:

Tinakori Hill/ Ahumairangi Ridge

Left margin	Right margin	Base
Northern corner of Government Buildings at 55 Lambton Quay (Sec 1 SO 37161)	Southern corner of 2 Molesworth Street, Sec 1 SO 35741 (intersection of Molesworth Street and Lambton Quay)	10m ground level on the southeastern side of the Beehive



Appendix 11. Central Area Viewshafts No. Vs 2



VIEWPOINT LOCATION:

Top of steps between two middle pillars, old Parliament Building. This is a very important location as tourists go up the steps to have their photograph taken, and demonstrations are held here as are events such as receiving petitions.
 Height of ground: 14.5m
 Eye level: +1.5m
 Viewpoint: 16.0m (above mean sea level)



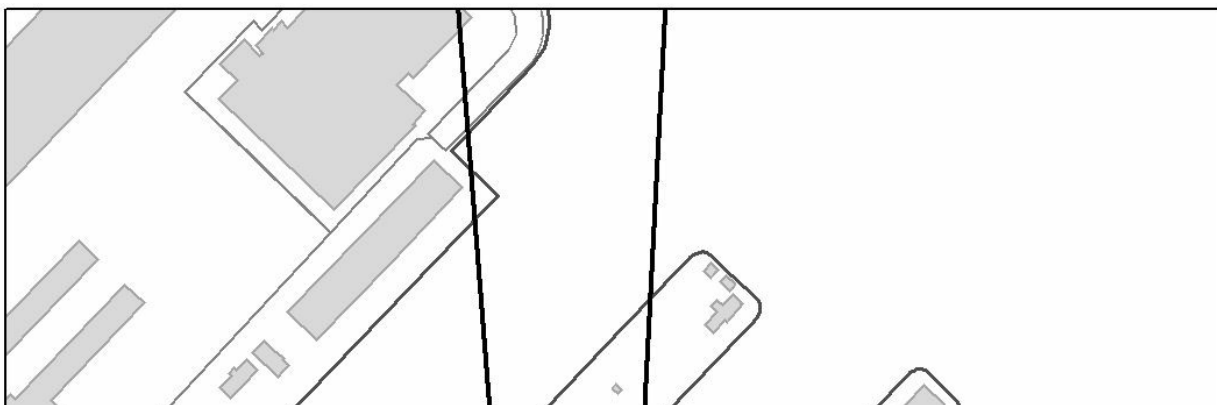
FOCAL ELEMENTS:

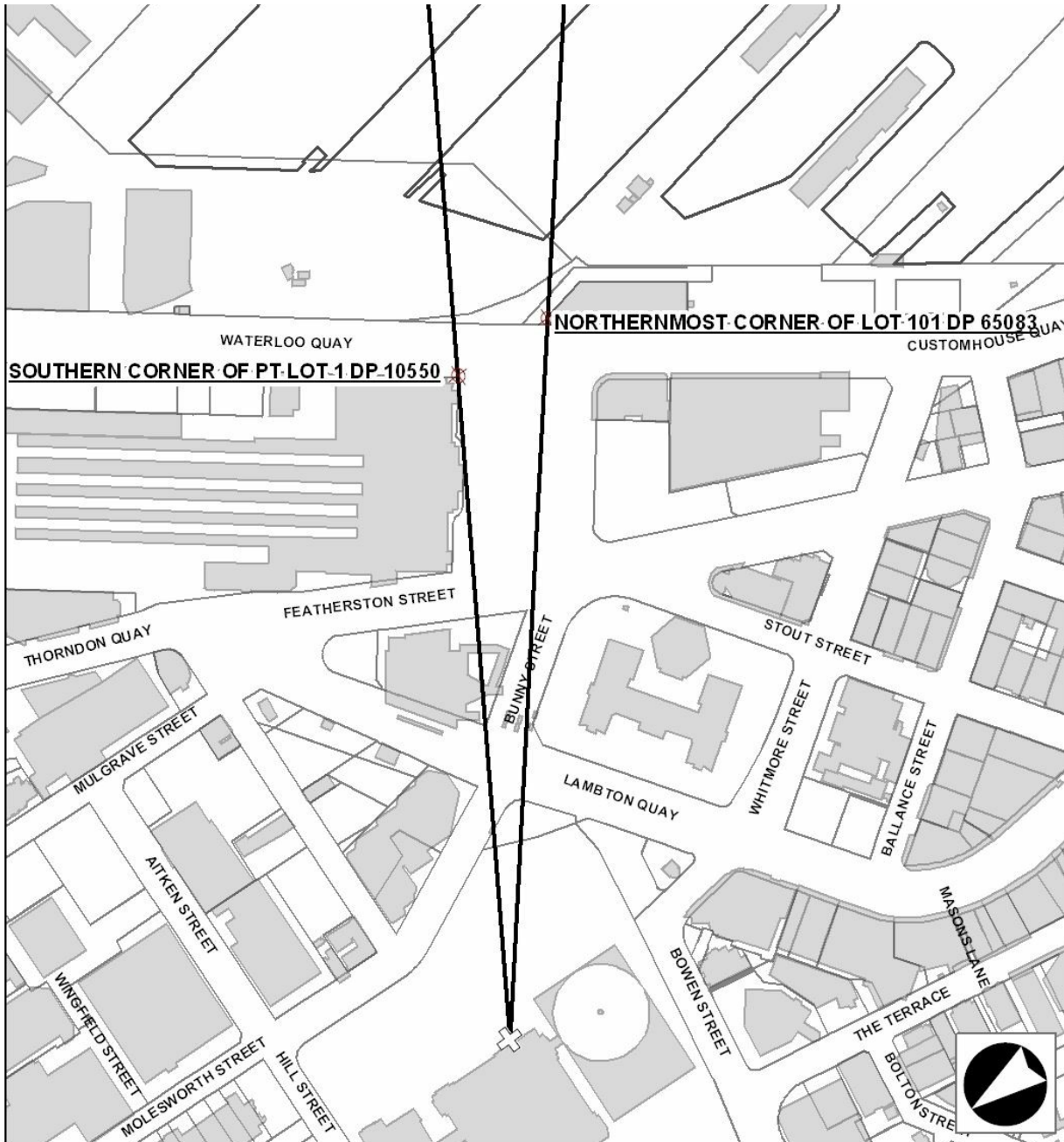
The inner harbour

CONTEXT ELEMENTS:

Oriental Bay, Mount Victoria ridgeline/ Te Ranga a Hiwi Precinct

Left margin	Right margin	Base
Southern corner of Railway Station entrance, at property boundary (southern corner of PT Lot 1 DP 10550)	North east corner of Shed 21 (northernmost corner of Lot 101 DP 65083)	7.6m above mean sea level at the boundary of mean high seawater springs





Appendix 11. Central Area Viewshafts No. Vs 3



VIEWPOINT LOCATION:

North west corner of intersection of Waterloo Quay and Bunny Street. This viewing location is on a footpath adjacent to the Railway Station park.
 Height of ground: 2.2m
 Eye level: 1.5m
 Viewpoint: 3.7m (above mean sea level)



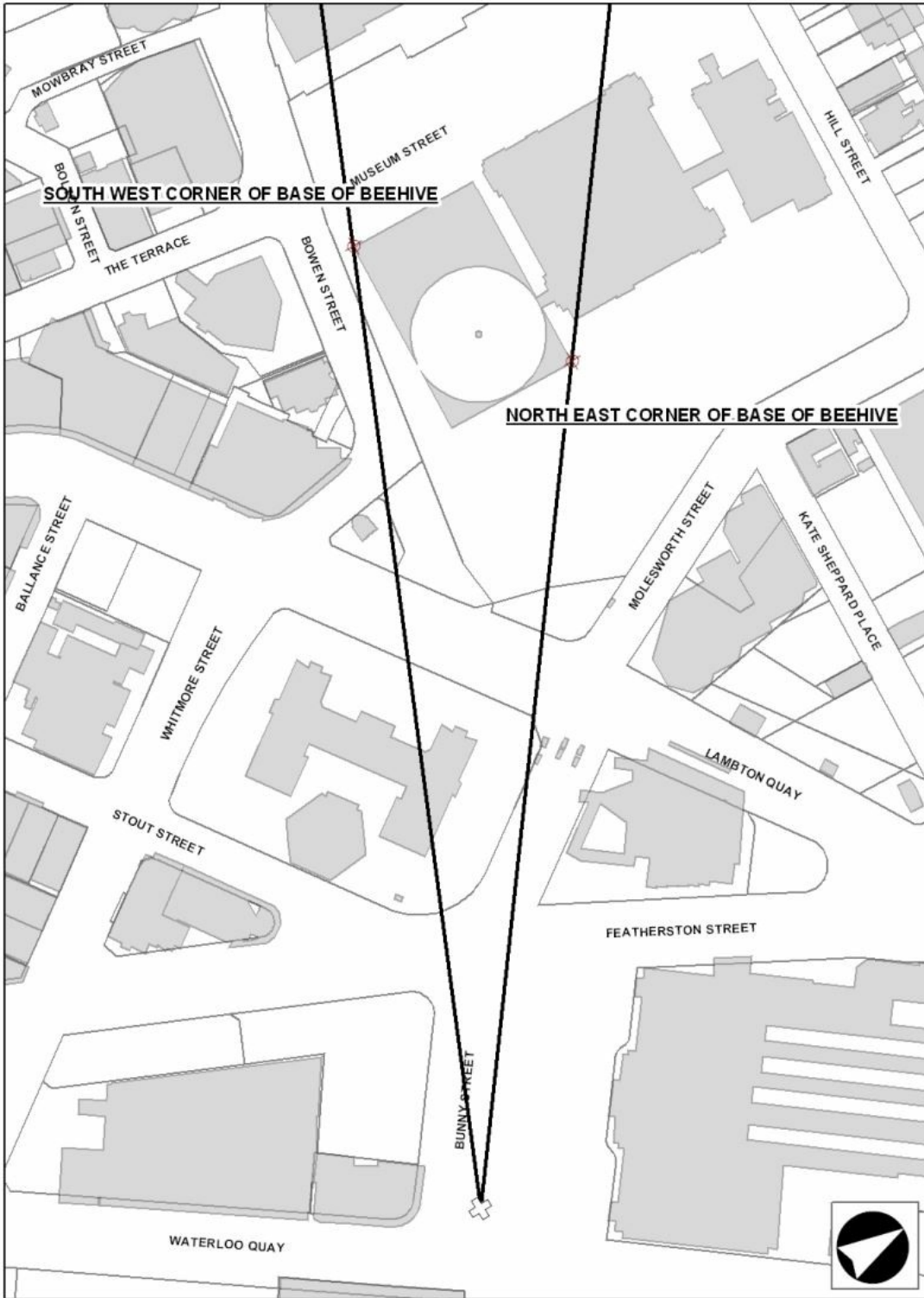
FOCAL ELEMENTS:

The Beehive

CONTEXT ELEMENTS:

Government Buildings, Tinakori Hill/ Ahumairangi Ridge

Left margin	Right margin	Base
South west corner base of Beehive	North east corner of base of Beehive	10m ground level at Beehive on southeastern elevation and stepping up to 60m on the Beehive's northwestern elevation



Appendix 11. Central Area Viewshafts No. Vs 4 (Whitmore Street)



VIEWPOINT LOCATION:

The footpath on north west corner of the intersection of Bowen Street and Lambton Quay.
 Height of ground: 2.4m
 Eye level: +1.5m
 Viewpoint: 3.9m (above mean sea level)



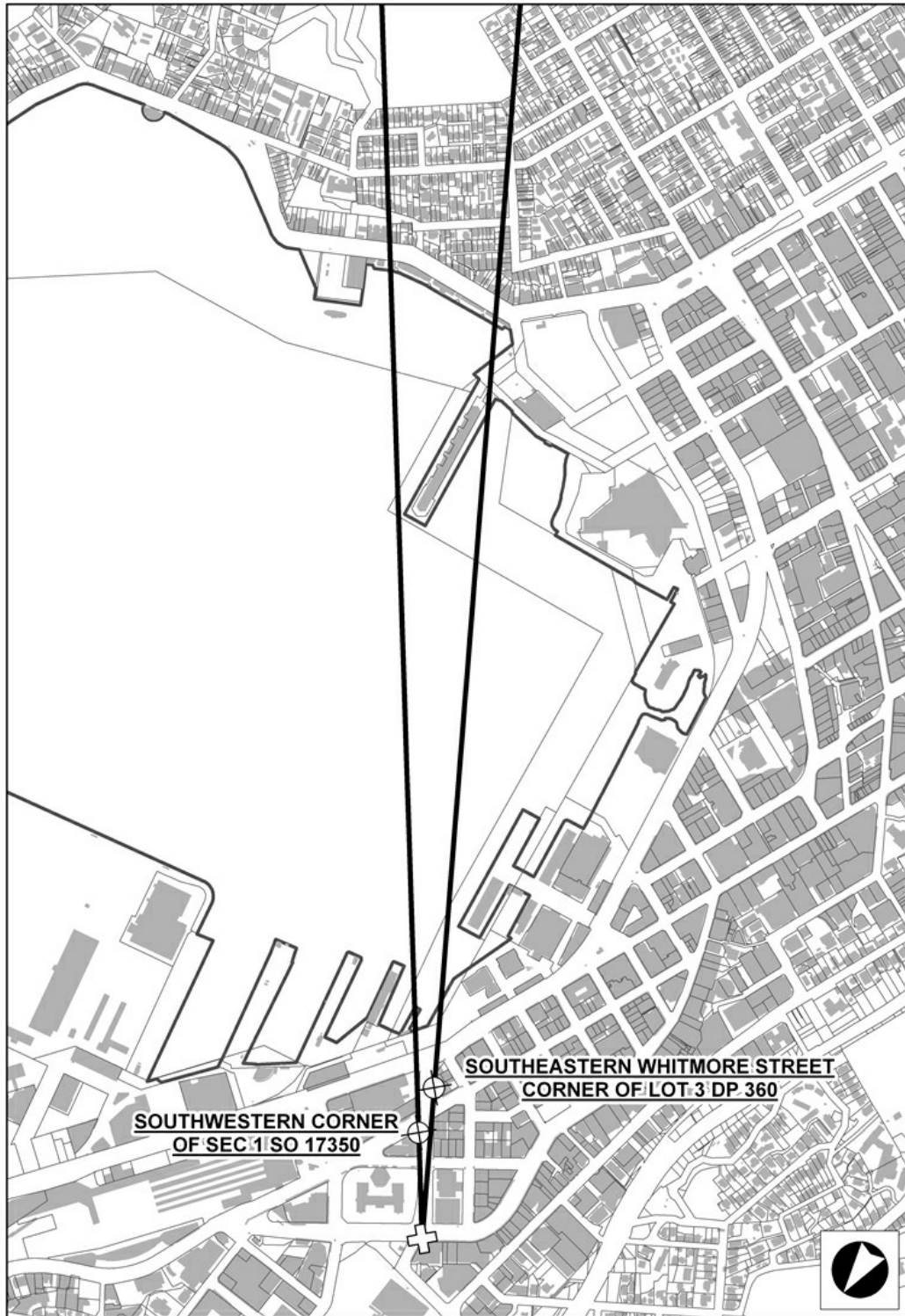
FOCAL ELEMENTS:

Inner harbour, Oriental Bay

CONTEXT ELEMENTS:

North Queens Wharf, Inner Town Belt/ Te Ranga a Hiwi Precinct

Left margin	Right margin	Base
Southwestern corner of 70 Featherston Street (Sec 1 SO 17350)	The southeastern Whitmore Street corner of 93 Featherston Street (Lot 3 DP 360)	Ground level 2.4m



Appendix 11. Central Area Viewshafts No. Vs 4A (Whitmore Street)



VIEWPOINT LOCATION:

The footpath on the southern corner of the intersection of Whitmore Street and Featherston Street.
 Height of ground: 2.1m
 Eye level: +1.5m
 Viewpoint: 3.6m (above mean sea level)



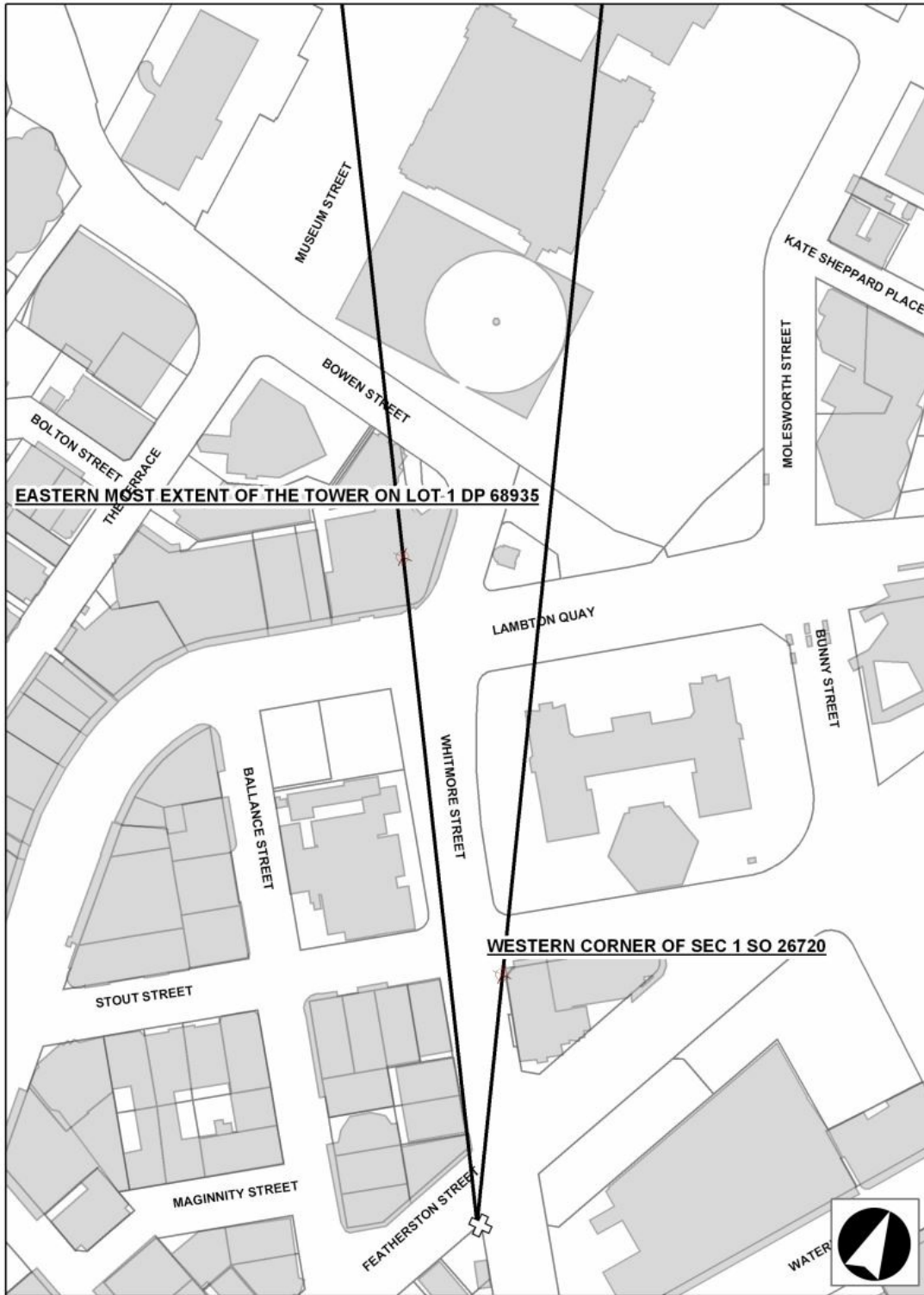
FOCAL ELEMENTS:

The Beehive, The Cenotaph

CONTEXT ELEMENTS:

Tinakori Hill, Thorndon residential area

Left margin	Right margin	Base
Eastern most extent of the tower on LOT 1 DP 68935.	Western corner of Sec 1 SO 26720	Ground level at 2.4m amsl



Appendix 11. Central Area Viewshafts No. Vs 5 (Waring Taylor Street)



VIEWPOINT LOCATION:

Western side of Lambton Quay, outside eastern entrance to Lambton Square (174 180 Lambton Quay, Pt Lot 1 DP 54342) in line with the middle of Waring Taylor Street. This location lies along the Golden Mile close to one of Wellington's most intensively used inner city parks.
 Height of ground: 2.6m
 Eye level: +1.5m
 Viewpoint: 4.1m (above mean sea level)



FOCAL ELEMENTS:

Inner Harbour, Inner Town Belt/ Te Ranga a Hiwi Precinct

CONTEXT ELEMENTS:

North Queens Wharf and Roseneath

Left margin	Right margin	Base
Northern edge of Waring Taylor Street (intersecting with Customhouse Quay)	Southern edge of Waring Taylor Street (intersecting with Customhouse Quay)	Ground level 2.1m at Customhouse Quay



Appendix 11. Central Area Viewshafts No. Vs 6 (Johnston Street)



VIEWPOINT LOCATION:

The western side of Lambton Quay in line with the middle of Johnston Street. This location lies along the Golden Mile close to one of Wellington’s most intensively used inner city parks. Views along the Golden Mile to the waterfront are important.
 Height of ground: 2.5m
 Eye level: +1.5m
 Viewpoint: 4.0m (above mean sea level)



FOCAL ELEMENTS:

Roseneath, Inner Town Belt/ Te Ranga a Hiwi Precinct

CONTEXT ELEMENTS:

North Queens Wharf and built-up ridgeline of Roseneath

Left margin	Right margin	Base
Northern edge of Johnston Street (intersecting Customhouse Quay)	Southern edge of Johnston Street (intersecting Customhouse Quay)	Ground level 1.9m at Customhouse Quay (2m at water’s edge)



Appendix 11. Central Area Viewshafts No. Vs 7 (Brandon Street)



VIEWPOINT LOCATION:

Western footpath on Lambton Quay in line with centre of Brandon Street This location lies along the Golden Mile. Views along the Golden Mile to the waterfront are important.
 Height of ground: 2.6m
 Eye level: 1.5m
 Viewpoint: 4.1m (above mean sea level)



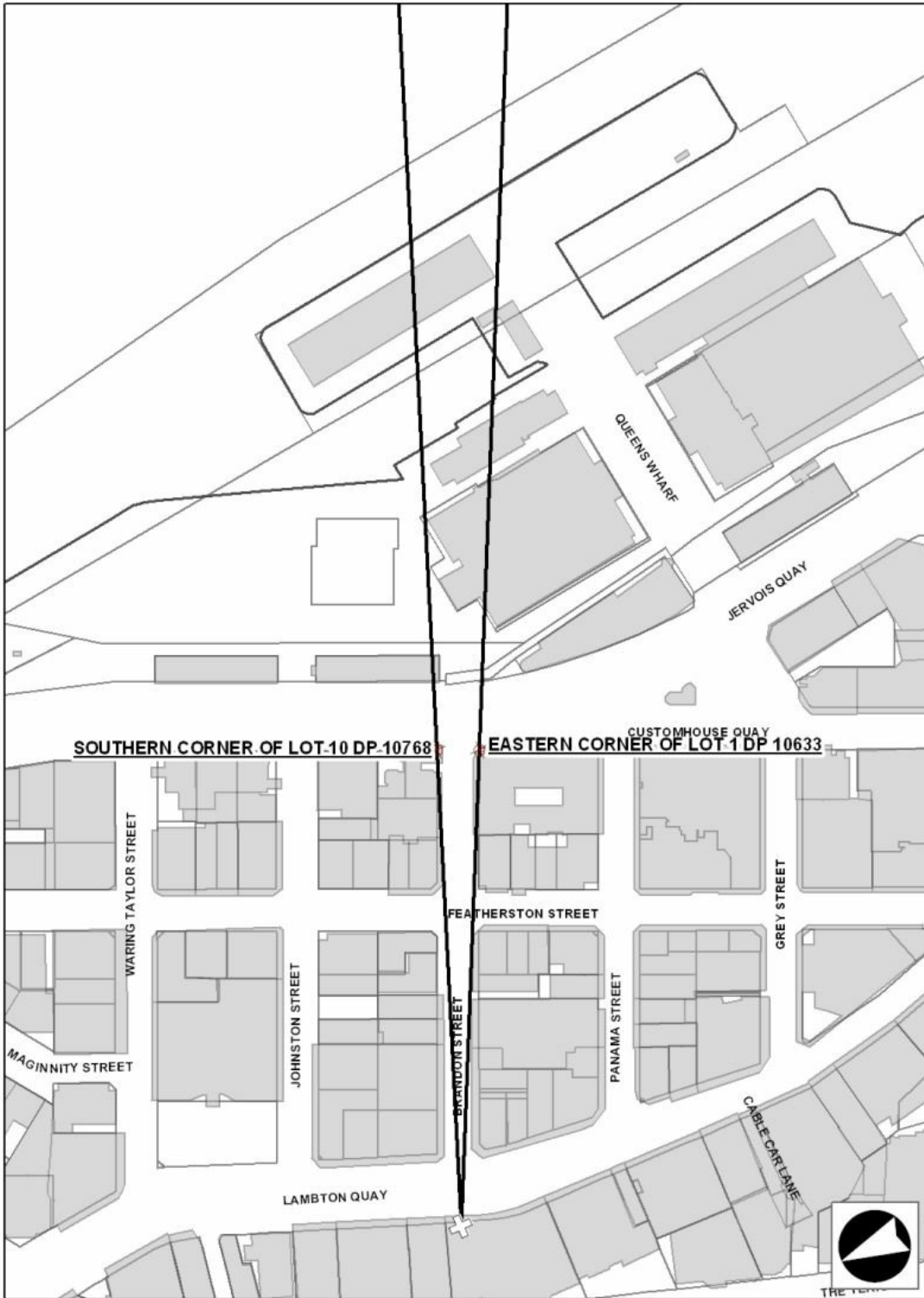
FOCAL ELEMENTS:

Queens Wharf

CONTEXT ELEMENTS:

Built-up ridgeline of Roseneath, Outer Tee

Left margin	Right margin	Base
Southern side of Wool House, 10 Brandon Street(Lots 3, 4, 7, 9 DP 10768 Lot 2 51595)	Northern side of Tower Building, 50 Customhouse Quay (Lot 1 DP 10633)	Ground level 2m at Customhouse Quay



Appendix 11. Central Area Viewshafts No. Vs 8 (above Panama Street)



VIEWPOINT LOCATION:

The viewing platform on 8th floor of AMP NZ building, 238-252 Lambton Quay (Lot 2 DP 63178) overlooking and in line with the northern side of Panama Street. The location is on an access route to and from Lambton Quay and The Terrace.
 Height of ground: 26.5m
 Eye level: +1.5m
 Viewpoint: 28.0m (above mean sea level)



FOCAL ELEMENTS:

Old Harbour Board Office Building, Inner Harbour, Oriental Bay

CONTEXT ELEMENTS:

Queens Wharf and Outer Tee, Roseneath, Inner Town Belt and Te Ranga a Hiwi Precinct

Left margin	Right margin	Base
Southern edge of Tower Building, 50 Customhouse Quay (Lot 1 DP 10633)	North east corner of Intercontinental Hotel, 163 Featherston Street (Lot 1 DP 91187)	Ground level 2.2m Jervois Quay adjacent to former Harbour Board Offices and stepped to 12m over the Intercontinental Hotel podium



Appendix 11. Central Area Viewshafts No. Vs 9 (above Grey Street)



VIEWPOINT LOCATION:

The entrance to the Caltex Tower overlooking Phoenix Arcade. The viewpoint location is situated along an access route to and from Lambton Quay and The Terrace via the Caltex Tower.

Height of ground: 26.5m

Eye level: +1.5m

Viewpoint: 28.0m (above mean sea level)



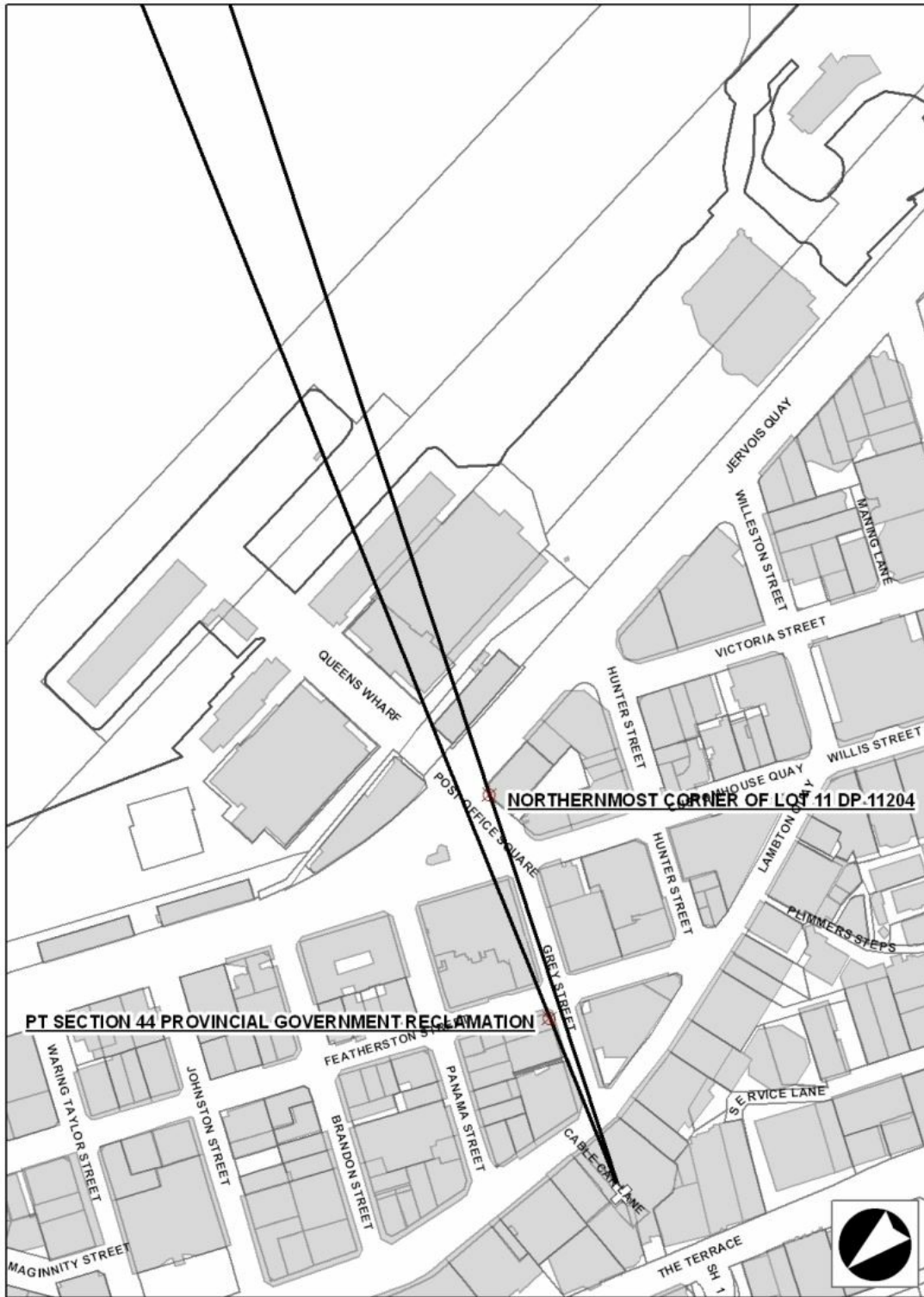
FOCAL ELEMENTS:

Wellington Harbour Board Offices, Inner Harbour, Oriental Bay

CONTEXT ELEMENTS:

Queens Wharf and Roseneath

Left margin	Right margin	Base
South east corner of Intercontinental Hotel, 2 Grey Street (Lot 2 DP 91187)	Northern corner of Huddart Parker Building, 1 Post Office Square, (Lot 11 DP 11204)	Ground level adjacent to Harbour Board Office 2.2m Jervois Quay



Appendix 11. Central Area Viewshafts No. Vs 9A (Lambton Quay)



VIEWPOINT LOCATION:

The footpath on Southwest corner of the intersection of Lambton Quay and Grey Street
 Height of ground: 3.0m
 Eye level: +1.5m
 Viewpoint: 4.5m (above mean sea level)



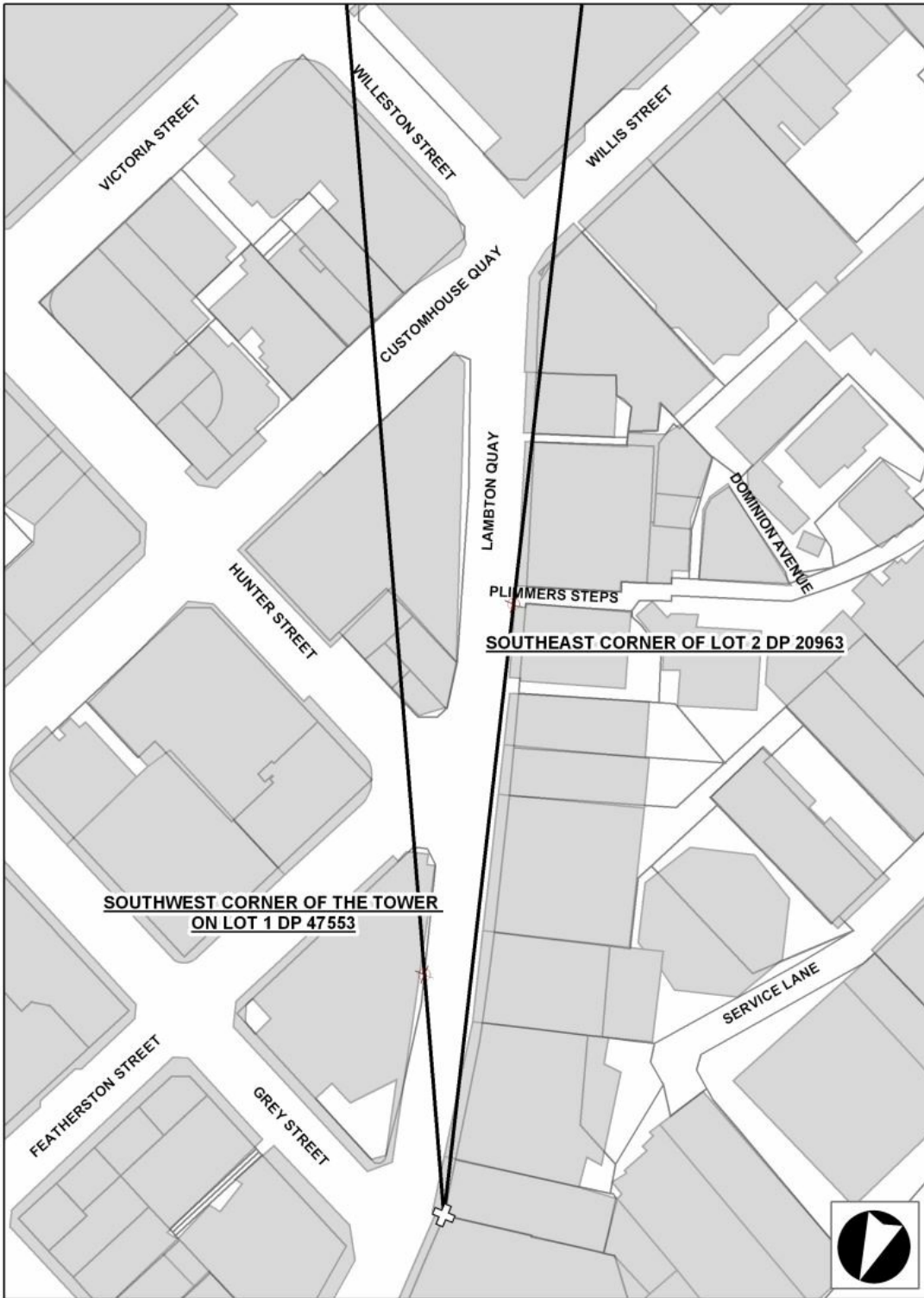
FOCAL ELEMENTS:

MLC Building, State Insurance Building

CONTEXT ELEMENTS:

Stewart Dawson's Corner, oblique view of Old BNZ Centre.

Left margin	Right margin	Base
Southwest corner of the Tower on LOT 1 DP 47553.	Southeast corner of Lot 2 DP 20963	Ground level at 3.0m amsl.



Appendix 11. Central Area Viewshafts No. Vs 10 (Hunter Street)



VIEWPOINT LOCATION:

Located between two entrances to the Westpac Bank 318-324 Lambton Quay, (Lot 1 DP 32604). This location lies along the Golden Mile.
 Height of ground: 2.6m
 Eye level: +1.5m
 Viewpoint: 4.1m (above mean sea level)



FOCAL ELEMENTS:

Oriental Bay and Te Ranga a Hiwi Precinct

CONTEXT ELEMENTS:

Frank Kitts Park, Inner Harbour, Mount Victoria ridgeline

Left margin	Right margin	Base
Harbour Tower, 2 Hunter Street (Lot 1 DP 59894)	NBNZ House, 1 Victoria Street (Lot 1 DP 54061)	Ground level 2.2m Jervois Quay



Appendix 11. Central Area Viewshafts No. Vs 11 (Willeston Street)



VIEWPOINT LOCATION:

Shoreline plaque, western corner of intersection between Lambton Quay and Willis Street at Stewart Dawson's corner. This location lies along the Golden Mile
 Height of ground: 3.2m
 Eye level: +1.5m
 Viewpoint: 4.7m (above mean sea level)



FOCAL ELEMENTS:

St Gerard's, Frank Kitts Park,

CONTEXT ELEMENTS:

Clyde Quay Wharf (i.e. Former Overseas Terminal), Oriental Bay, Roseneath and Te Ranga a Hiwi Precinct.

Left margin	Right margin	Base
Southern corner of 22 Willeston Street (Lot 1 DP 328873)	Northeastern corner of 5 Willeston Street, (Lot 6 DP 10811)	Ground level 1.8m Jervois Quay



Appendix 11. Central Area Viewshafts No. Vs 12 (Chews Lane/Harris Street)



VIEWPOINT LOCATION:

The mid point of Chews Lane where the Lane meets Willis Street. This location lies along the Golden Mile.
 Height of ground: 2.8m
 Eye level: +1.5m
 Viewpoint: 4.3m (above mean sea level)



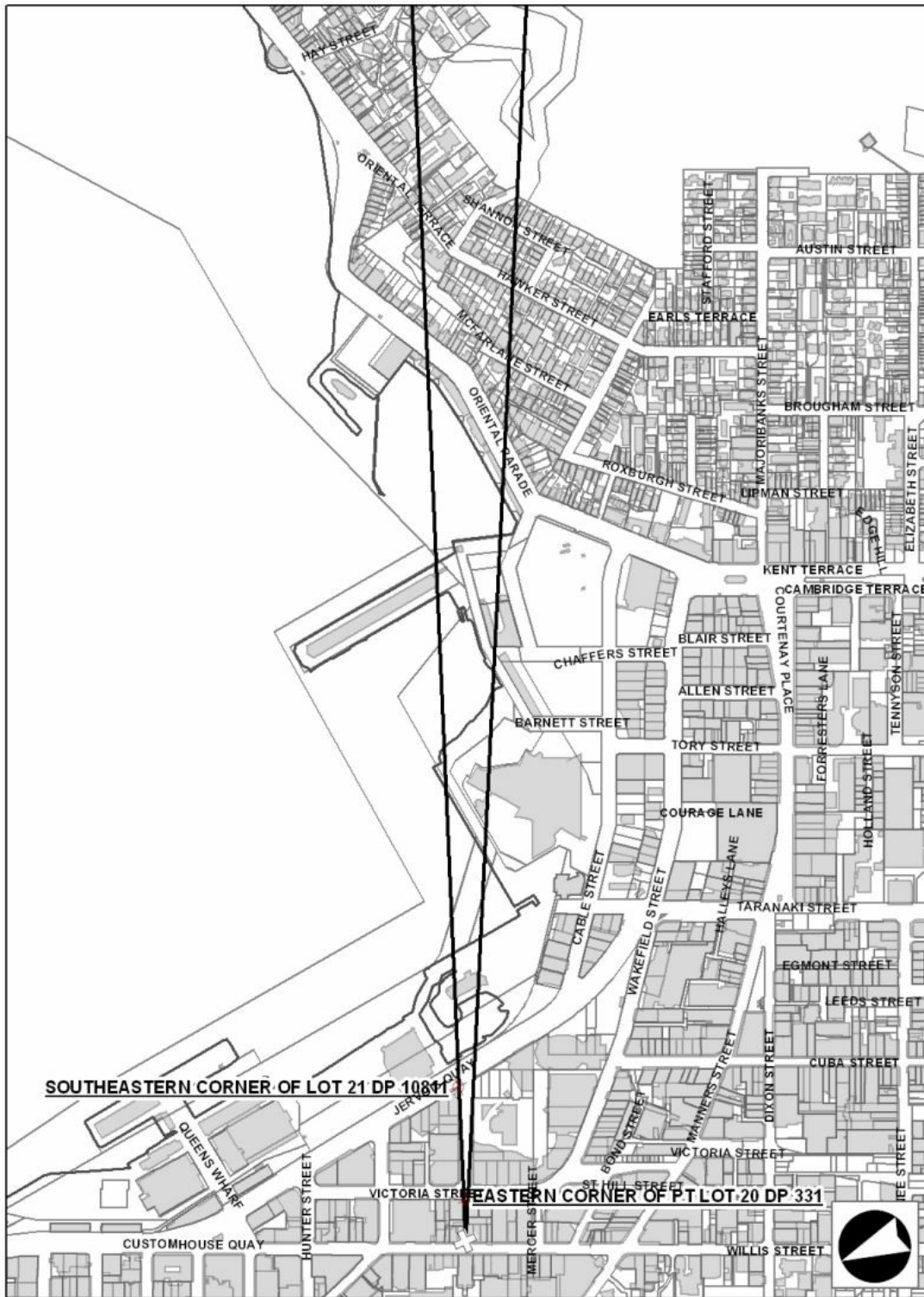
FOCAL ELEMENTS:

Star Boating Club, St Gerard's, Mount Victoria

CONTEXT ELEMENTS:

Taranaki Street Wharf area and lagoon, Oriental Bay, Te Ranga a Hiwi Precinct

Left margin	Right margin	Base
South east corner of Telecom House, (south tower), 86 Jerois Quay, (Lots 8-10, 12-15 DP 10811)	New Zealand Poultry building, 56 Victoria Street, (Part Lot 20 DP 331)	Ground level 2.2m Jerois Quay



Appendix 11. Central Area Viewshafts No. Vs 13



VIEWPOINT LOCATION:

Michael Fowler Centre approximately 8m inside entrance of Harbour View Lounge, Jervois Quay entrance.
 In the future the viewpoint may be relocated outside on the western side of Jervois Quay once the new bridge connecting the Civic Centre with the waterfront and Te Papa is built
 Height of ground: 12.6m
 Eye level: 1.5m
 Viewpoint: 14.1m (above mean sea level)



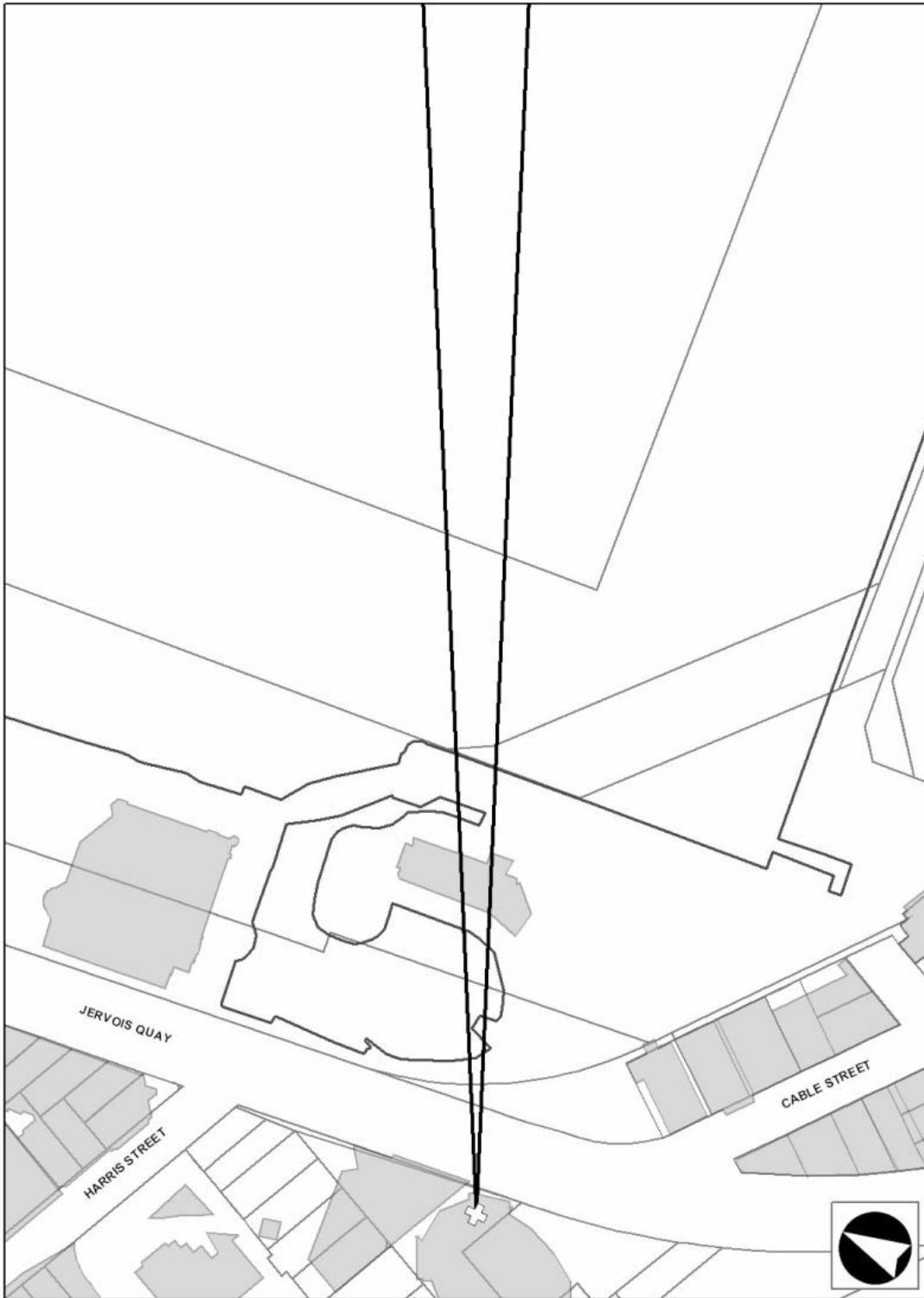
FOCAL ELEMENTS:

Somes Island (Matiu) and harbour foreground

CONTEXT ELEMENTS:

Distant hills (Rimutaka and Orongorongo ranges)

Left margin	Right margin	Base
Rocks to the north of Mokopuna Island	Rocks to the south of Somes (Matiu) Island	Roofline of the Star Boating Club



Appendix 11. Central Area Viewshafts No. Vs 14



VIEWPOINT LOCATION:

Viewing platform to the north of the Cable Car station, popular because of its accessibility from Wellington’s business district via the Cable Car and because of its fantastic views
 Height of ground: 120.7m
 Eye level: 1.5m
 Viewpoint: 122.2m (above mean sea level)



FOCAL ELEMENTS:

Somes Island (Matiu) and Mokopuna Island

CONTEXT ELEMENTS:

Distant hills (Rimutaka and Orongorongo ranges) and harbour foreground

Left margin	Right margin	Base
Rocks to the north of Mokopuna Island. Line of sight: east corner of Balance and Featherston Streets intersection. Height above sea level = 108m	Rocks to the south of Somes (Matiu) Island	Water in the foreground. Approximately 2.6km south west of Somes Island



Appendix 11. Central Area Viewshafts No. Vs 15



VIEWPOINT LOCATION:

Viewing platform to the north of the Cable Car station, popular because of its accessibility from Wellington’s business district via the Cable Car and because of its fantastic views
 Height of ground: 120.7m
 Eye level: 1.5m
 Viewpoint: 122.2m (above mean sea level)



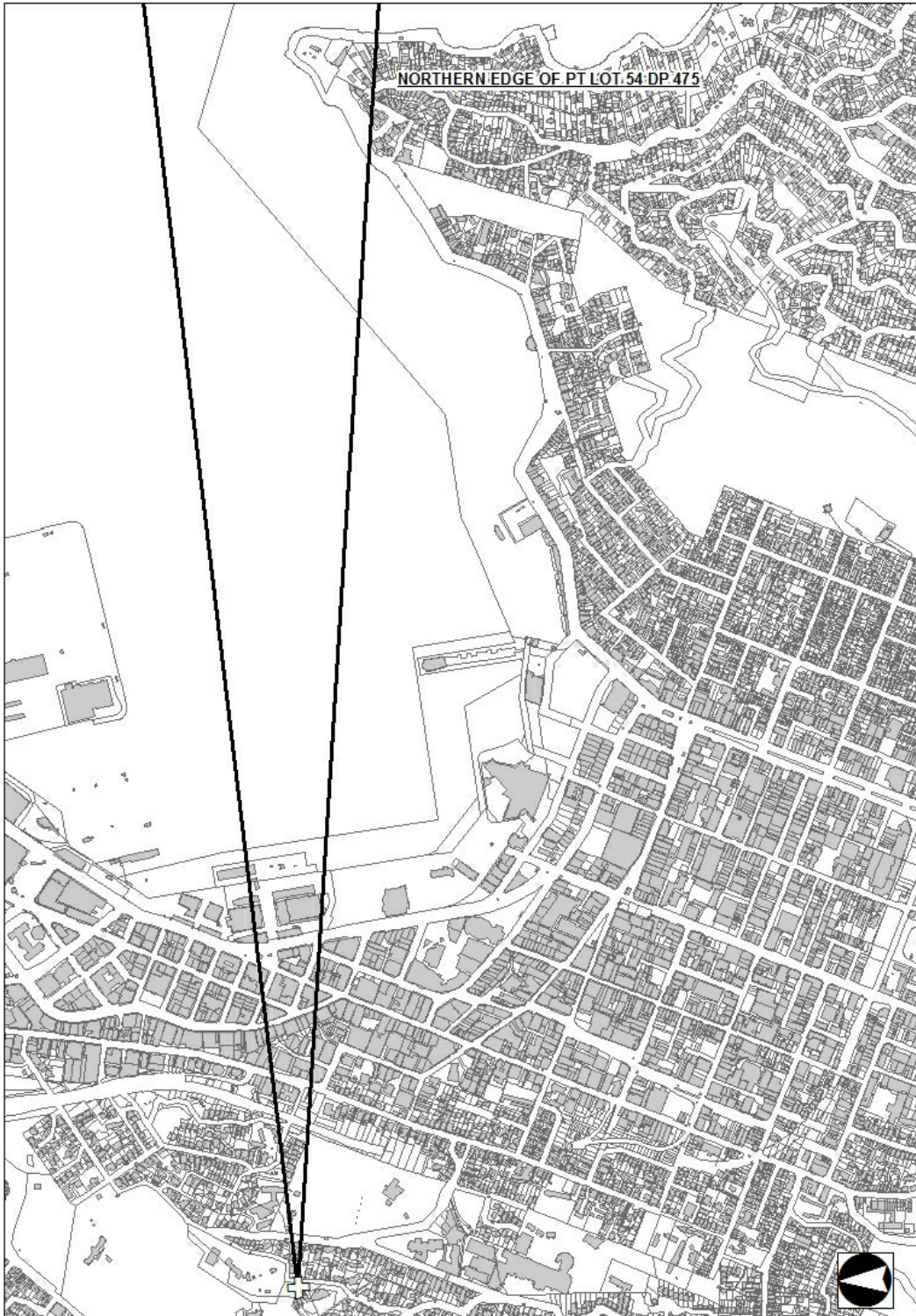
FOCAL ELEMENTS:

Point Jerningham and Point Halswell

CONTEXT ELEMENTS:

Roseneath, the harbour water, and distant hills (Rimutaka and Orongorongo ranges)

Left margin	Right margin	Base
Point Jerningham lighthouse	Northern edge of Gateways Apartments, Point Jerningham. 19 Maida Vale Road (Lot 54 DP 475) Line of sight (viewshaft): Intersection of Jervois Quay and Hunter Street – 76m above sea level	Water in the foreground. Approximately 400m west of Point Jerningham shoreline



Appendix 11. Central Area Viewshafts No. Vs 16



VIEWPOINT LOCATION:

Viewing platform to the north of the Cable Car station, popular because of its accessibility from Wellington's business district via the Cable Car and because of its fantastic views.
 Height of ground: 120.7m
 Eye level: 1.5m
 Viewpoint: 122.2m (above mean sea level)



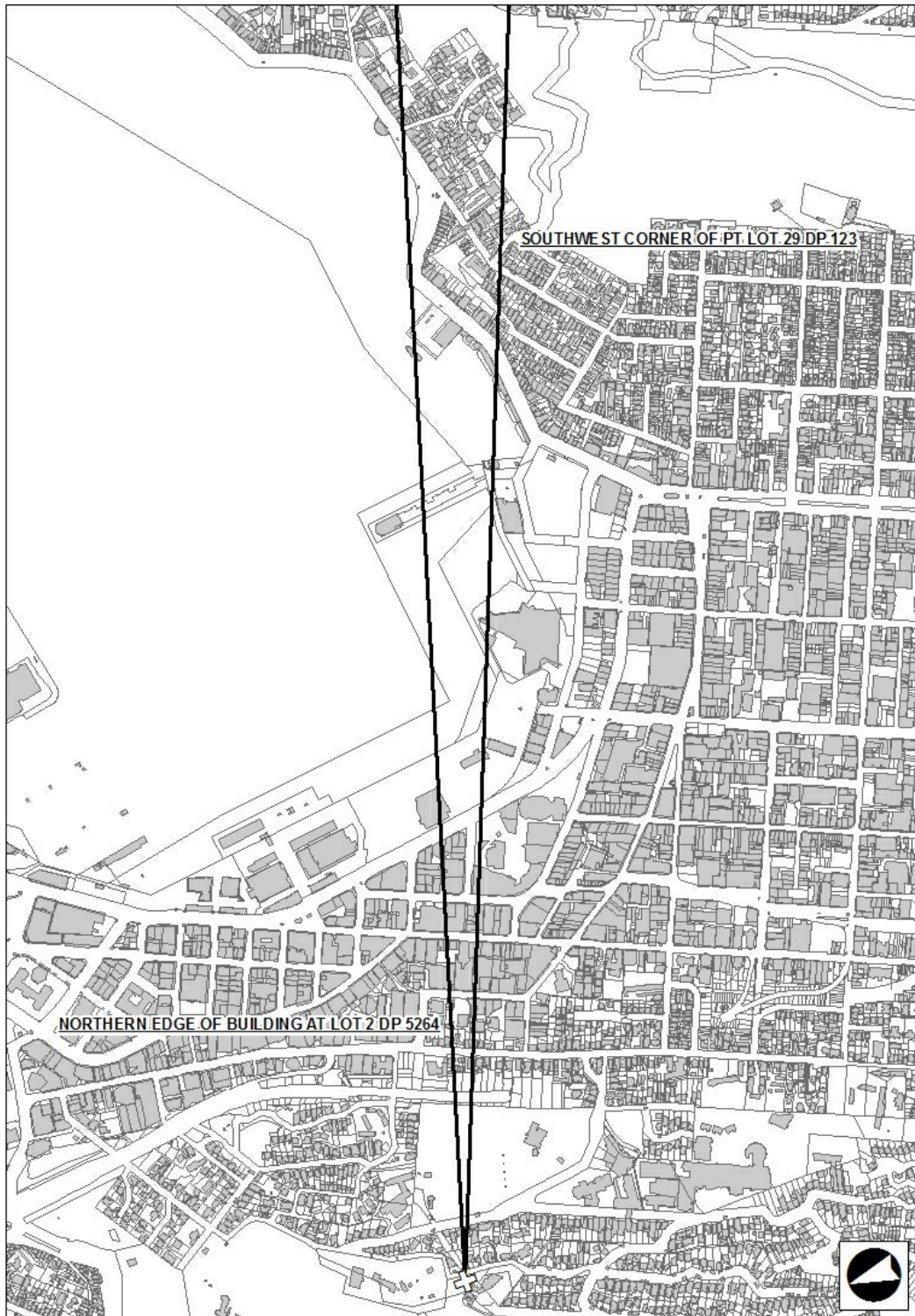
FOCAL ELEMENTS:

St Gerard's

CONTEXT ELEMENTS:

Oriental Bay, Roseneath and distant hills (Orongorongo ranges)

Left margin	Right margin	Base
Northern edge of Jellicoe Towers, 189 The Terrace, (Lot 2 DP 5264)	South west corner of Harbour View Flats, 2 Oriental Terrace, (Pt Lot 29 DP 123)	Top of 38m Dorchester, 144 Oriental Parade, (Lot 1 DP 43005)



Appendix 11. Central Area Viewshafts No.Vs 17 (Cuba Street)



VIEWPOINT LOCATION:

Western kerbside, 202 Cuba Street (Lot 1 DP 69755). This location is situated along an important pedestrian route.
 Height of ground: 15.0m
 Eye level: 1.5m
 Viewpoint: 16.5m (above mean sea level)



FOCAL ELEMENTS:

Western escarpment

CONTEXT ELEMENTS:

Rooftop of Michael Fowler Centre

Left margin	Right margin	Base
Western side of Cuba Street southern corner of intersection with Dixon Street	Eastern side of Cuba Street southern corner of intersection with Wakefield Street	Top of Michael Fowler Centre 30.8m



Appendix 11. Central Area Viewshafts No. Vs 18 (Taranaki Street)



VIEWPOINT LOCATION:

Kerbside, outside Te Aro Hall, approximately 10m north of the southern boundary of 152 Taranaki Street (Lot All DP 13452) between Wigan/ Vivian Street. Taranaki Street is a major vehicular and pedestrian route.
 Height of ground: 10.0m
 Eye level: 1.5m
 Viewpoint: 11.5m (above mean sea level)



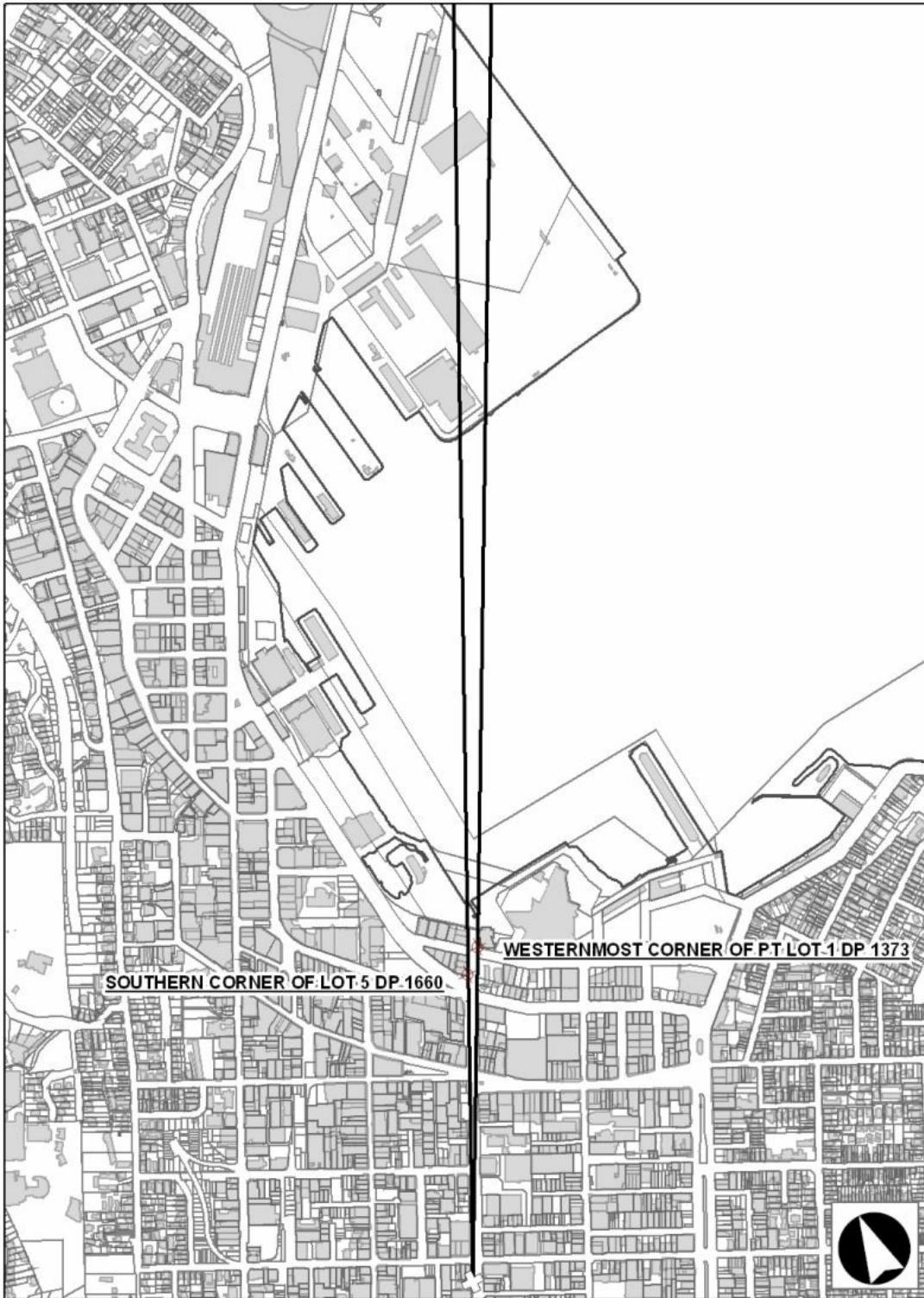
FOCAL ELEMENTS:

Port and inner harbour

CONTEXT ELEMENTS:

Wharf sheds and gates, and distant hills

Left margin	Right margin	Base
Western side of Taranaki Street, northern corner of intersection with Jervois Quay	Eastern side of Taranaki Street, northern corner of intersection with Cable Street	Ground level 2.6m at Cable Street



Appendix 11. Central Area Viewshafts No. Vs 19 (Tory Street)



VIEWPOINT LOCATION:

South/ western kerbside, intersection of Tory and Vivian Streets. This location is situated along an important pedestrian route
 Height of ground: 10.5m
 Eye level: 1.5m
 Viewpoint: 12.0m (above mean sea level)



FOCAL ELEMENTS:

Western escarpment, port and inner harbour

CONTEXT ELEMENTS:

Lambton Harbour Area

Left margin	Right margin	Base
Western side of Tory Street, northern corner of intersection with Courtenay Place	Eastern side of Tory Street, northern corner of intersection with Courtenay Place	Ground level 2.6m at Cable Street



Appendix 11. Central Area Viewshafts No. Vs 20 (Tory Street)



VIEWPOINT LOCATION:

The south east corner at the intersection of Courtney Place and Tory Street. This location lies along the Golden Mile.
 Height of ground: 2.5m
 Eye level: 1.5m
 Viewpoint: 4.0m (above mean sea level)



FOCAL ELEMENTS:

Buckle Street Barracks and surrounding vegetation, Puke-ahu hill

CONTEXT ELEMENTS:

Inner Town Belt, Brooklyn Hill

Left margin	Right margin	Base
Eastern edge of Tory Street	Western edge of Tory Street at northwestern corner of Buckle Street	Ground level 18.4m corner of Buckle/ Tory Streets

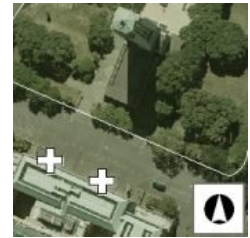


Appendix 11. Central Area Viewshafts No. Vs 21



VIEWPOINT LOCATION:

Top of entrance steps to Massey University (former National Art Gallery and Museum), top of railing located on the eastern and western sides of the entrance way and elevated above the National War Memorial. Note: this viewshaft does not apply to land within the 'Operational Port Area'
 Height of ground: 37.1m
 Eye level: 1.5m
 Viewpoint: 38.6m (above mean sea level)



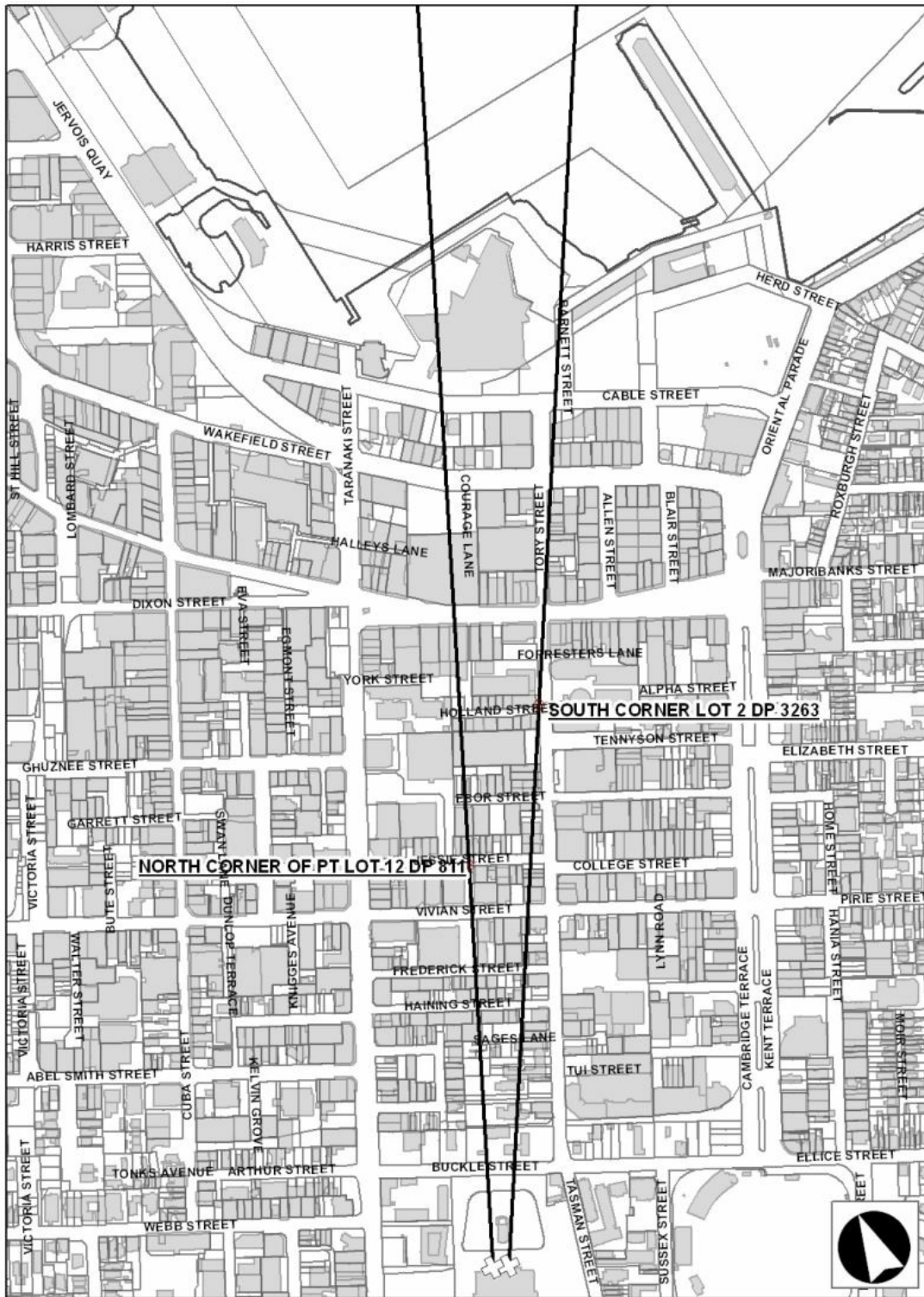
FOCAL ELEMENTS:

Inner harbour, Western escarpment

CONTEXT ELEMENTS:

Te Aro Basin and Te Papa

Left margin	Right margin	Base	Centre Margin
North corner 20 Jessie Street (Pt Lot 12 DP 811)	South corner of McCarthy Building, 58-60 Tory Street, (Lots 1 and 2 DP 3263)	Lower roofline of Te Papa at approximately 28 metres	The margin between each viewpoint location is formed by the Carillion.



APPENDIX 12. INDICATIVE LIST OF ACTIVITIES UNDER SCHEDULE 3 THE HEALTH ACT 1956

The following list is indicative of the activities contained under Schedule 3 of the Health Act 1956

- Blood or offal treating,
- Bone boiling or crushing,
- Collection and storage of used bottles for sale,
- Dag crushing,
- Fellmongering,
- Fish cleaning,
- Fish curing,
- Flax pulping,
- Flock manufacturing, or teasing of textile materials for any purpose,
- Tanning,
- Gut scraping and treating,
- Nightsoil collection and disposal,
- Refuse disposal,
- Septic tank desludging and disposal of sludge,
- Slaughtering of animals for any purpose other than human consumption,
- Storage, drying, or preserving of bones, hides, hoofs, or skins,
- Tallow melting,
- Wood pulping, and
- Wool souring.

APPENDIX 13: BUILDING HEIGHT AND GENERAL DEVELOPMENT CONTROLS – GHUZNEE STREET OFF-RAMP AREA.

The following provisions are the result of settling the District Plan appeal by the New Zealand Transport Agency (ENV-2007-WLG-000163)

Introduction

The area of land located between State Highway 1, Ghuznee Street, Willis Street, and MacDonald Crescent was associated with the development of the motorway tunnel and old Ghuznee Street off-ramp. The off ramp was decommissioned in 2007 as part of the Inner City Bypass project, raising the possibility that some of the land will eventually be released for development.

The upper portions of the area (above the Terrace Tunnel fronting MacDonald Crescent and to the west of the motorway) have been zoned Open Space to protect the area of green space on the edge of the Central City and to provide a buffer to adjacent residentially zoned properties.

Any future development on the site is likely to occur on the lower land to the south which is zoned Central Area. Development of this land could be beneficial in urban design terms as it presents an opportunity to reinforce the northern edge of Ghuznee Street and the corner of Ghuznee Street and Willis Street, and improve the pedestrian environment along these two streets.

The lower land presents a number of unique challenges that any future development will need to respond to. These are challenges relating to:

- Maintaining a respectful relationship to St Peter's Church heritage building
- Providing a public pedestrian access from MacDonald Crescent to Ghuznee Street/Willis Street
- Retaining, where appropriate, existing publicly accessible ground level open space, and providing additional ground level public open space as appropriate
- Maintaining reasonable levels of daylight to, and an appropriate degree of outlook from, residential units on adjoining sites
- Acknowledging that the site contains valuable commercial real estate.

It is acknowledged that future development of this area is most likely to achieve the above outcomes if there is some degree of flexibility in how sites are developed, and where new buildings are located.

Public Open Space

Council will generally support applications for consent for developments which would exceed the relevant height limit (as shown in the attached Ghuznee Street off-ramp – height scenario map) if the proposed development would result in the provision of additional, useable, public open space adjacent to the land zoned Open Space, or adjacent to any pedestrian path running from MacDonald Crescent to Ghuznee Street/Willis Street. In considering any application for consent for a building which exceeds the relevant height limit Council will consider whether or not the increased building height would adversely impact on daylight to apartments within the St Peter's Apartments complex.

Adjacent land uses

Council will consider whether or not granting consent for a building which would exceed the relevant height limit would result in a reduced impact on the amenity of occupants of neighbouring residential units (in terms of daylight and outlook). In general Council will support proposals for such increased building height if the resulting development is setback from a boundary shared with a site containing residential units and would have less impact on the residential units than a proposal which was not setback from that boundary and complied with the relevant height limit.

1 The following standards will apply:

1.1 Activities, buildings and structures

The following standards apply to all activities and buildings in the Ghuznee Street off-ramp area in addition to the other standards specified in sections 13.6.1 to 13.6.4:

- 1.1.1 Subject to section 1.1.3 of this Appendix, the maximum building or structure heights within the Ghuznee Street off-ramp area are shown on the map below:

Ghuznee Street off-ramp - height scenario



- 1.1.2 No buildings shall be constructed within the area marked Area A on the attached map except for telecommunication and similar structures not exceeding 2 metres in height and 10 square metres in area.
- 1.1.3 The maximum height for structures within the area marked Area A on the attached map is 2 metres above ground level.
- 1.1.4 Any land use development within the Ghuznee Street offramp area must include the formation of a pedestrian route which:
 - Is not less than 2.5 metres wide at any point and is of sufficient length to cross from one side of the development site to another; and
 - Is located so that:
 - o The pedestrian route crosses from one side of the development site to another;
 - o The pedestrian route within the development site could form part of a pedestrian route from MacDonald Crescent to either lower Ghuznee Street or Willis Street; and
 - o Where a pedestrian route has been formed, or an allotment for a pedestrian route has been vested in the Crown or Council, on any adjoining land, the pedestrian route on the development site would adjoin and connect with the actual or proposed pedestrian route on the adjoining land.

1.2 Subdivisions

The following standard applies to all subdivisions in the Ghuznee Street off-ramp area in addition to the other standards specified in section 13.6.5.

- 1.2.1 Any subdivision within the Ghuznee Street offramp area must include an allotment which:
 - Is to be vested in the Crown or Council; and
 - Is not less than 2.5 metres wide at any point and is of sufficient length to cross from one side of the land to be subdivided to another; and
 - Is located so that:
 - o The allotment crosses from one side of the land to be subdivided to another;
 - o The allotment could form part of a pedestrian route from MacDonald Crescent to either lower Ghuznee Street or Willis Street; and
 - o Where a pedestrian route has been formed, or an allotment for a pedestrian route has been vested in the Crown or Council, on any adjoining land, the allotment would adjoin and connect with the actual or proposed pedestrian route on the

adjoining land.

2 Resource consent assessments

2.1 Buildings and structures that exceed the height limits specified above will be considered under Rule 13.3.8.

In addition to the matters outlined in 13.3.8.4.A, Council's discretion will include the effect of the building or structure height on the daylight and outlook of residential units on adjoining sites, including any apartment located on Lot 1, DP 52611.

2.2 Activities which do not comply with 1.1.4 above will be considered under Rule 13.3.3.

Council's discretion will include:

- The provision of pedestrian access from MacDonald Crescent to lower Ghuznee Street or Willis Street, and
- The provision of publicly accessible ground level open space either adjacent to land zoned Open Space or adjacent to any pedestrian route from MacDonald Crescent to lower Ghuznee Street or Willis Street.

2.3 Subdivisions which do not comply with 1.2.1 above will be considered under Rule 13.4.14

In determining whether to grant consent and what conditions, if any, to impose Council will have regard to the following criteria, as well as any other relevant criteria:

- The extent to which the subdivision makes provision for pedestrian access from MacDonald Crescent to lower Ghuznee Street or Willis Street,
- The extent to which the subdivision would result in additional publicly accessible, ground level open space, either adjacent to land zoned Open Space or adjacent to any pedestrian route from MacDonald Crescent to lower Ghuznee Street or Willis Street, and
- Any relevant matters raised within the Central Area policies contained in Chapter 12.

[APPENDIX 14: PORT NOISE MANAGEMENT PLAN]VAR3

The Port Noise Management Plan, required under Rule 13.6.2.1.4c, shall:

- (i) State the objectives of the Management Plan.
 - (ii) Identify all significant noise sources from port related activities within the Operational Port Area and the adjacent Coastal Marine Area.
 - (iii) Identify the best practical options to ensure the emission of noise does not exceed the noise levels specified in 13.6.2.1.4a.
 - (iv) Identify techniques that will be considered to reduce the emission of noise over time and indicate which of these techniques will be adopted to achieve realistic objectives in managing noise.
 - (v) Explain how the port company will take noise effects into account in the design and location of new or extended port activities.
 - (vi) Identify how the port company will work with independent companies to ensure that transport noise and noise from other activities within the port area will be kept to a minimum practical level.
 - (vii) Identify procedures for noise reduction through the port company's staff and contractor training.
 - (viii) Provide for the establishment and maintenance of a Port Noise Liaison Committee (the port company may provide for this function within the operation of its Environmental Consultative Committee).
 - (ix) List the Port Noise Liaison Committee functions; and the procedures for the recommendations of the Committee to be considered and determined by the port company.
 - (x) Detail procedures for receiving and deciding on complaints.
 - (xi) Detail procedures for noise monitoring; auditing and reporting.
- Include procedures for the review and alteration of the Port Noise Management Plan.]VAR3

APPENDIX 15: COMPREHENSIVE DEVELOPMENT AT 360-366 LAMBTON QUAY (CT WN48D/184) AND 8 WILLIS STREET (CT WN27A/486)

The following provisions provide for a comprehensive development of land at 360-366 Lambton Quay (generally identified as Stewart Dawsons Corner), and 8 Willis Street. Development will provide for the full protection of the three listed heritage buildings on the land. The provisions are the result of settling the District Plan appeal filed by ING Limited (ENV-2007-WLG-000189) by Environment Court consent order dated 9 November 2011.

Any proposed development shall be subject to all relevant objectives, policies, rules and standards under Chapter 13, and to the following specific provisions.

Note: Appendix 15 shall not apply if the existing titles are developed individually.

1. Amendment to Definition of "Site"

For the purpose of this Appendix, the definition of "site" as provided in Chapter 3.10 of the District Plan is amended so that 8 Willis Street and 360-366 Lambton Quay, being the areas of land comprised in Certificates of Title CT WN27A/468 and WN48D/184 respectively, are deemed to be a single "site" for the purpose of the application of the District Plan provisions set out in this Appendix. Herein after all the land contained within these Certificates of Title shall be referred to as "the Site".

2. Objectives and Policies

Where any objectives and policies contained in the District Plan are inconsistent with this Appendix, they shall not apply.

3. Rules and Standards

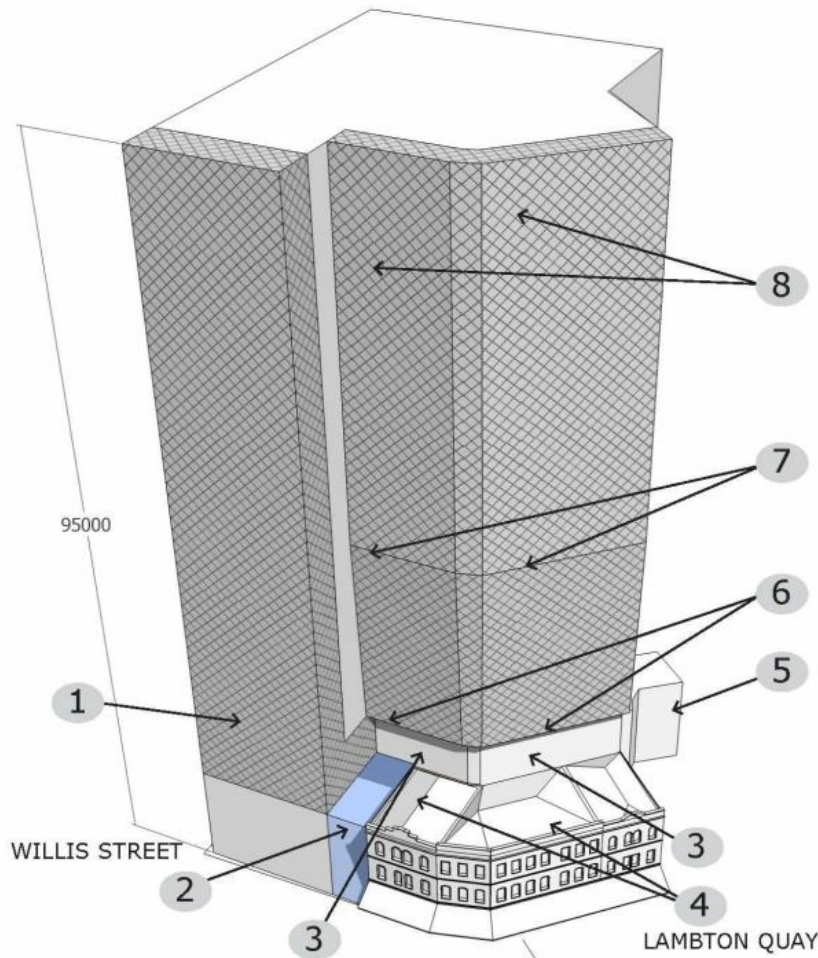
(a) In respect of the Non-notification/ service statements in Rules 13.3.4 and 13.3.8 the New Zealand Historic Places Trust will be considered to be an affected party.

(b) The building mass standard for the site is 75%, calculated over the site as a whole provided that it is within the approved envelope diagram (Figure 1) and the envelope diagram – plan (Figure 2) attached to this Appendix.

(c) For development affecting the BNZ Heritage Area, Rules 13.3.8.4B and 13.3.8.4C do not apply

Figure 1

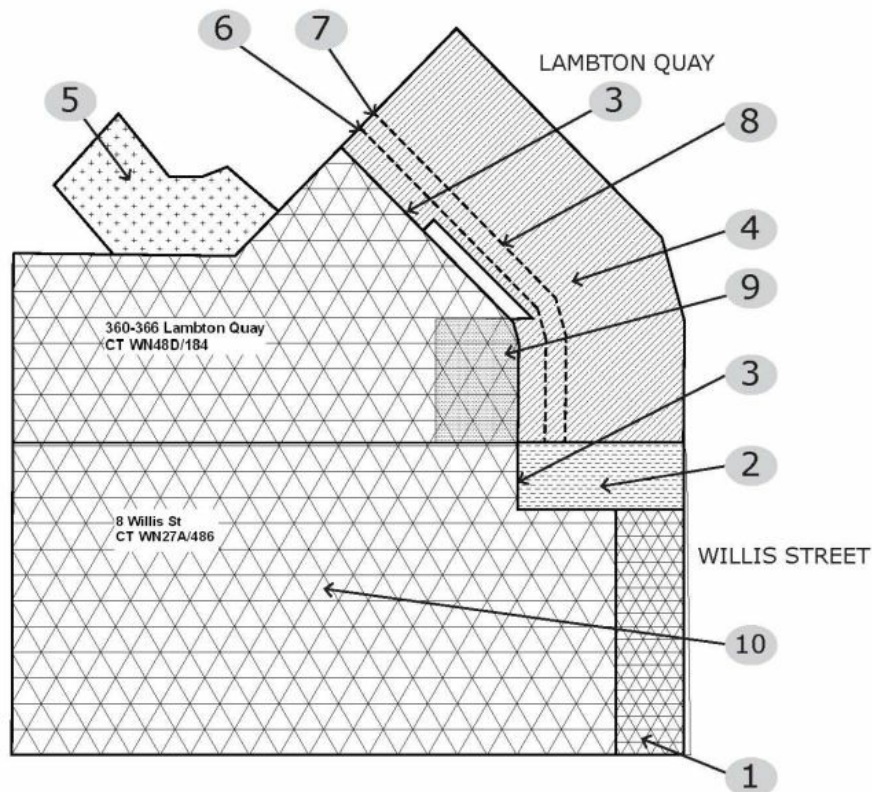
STEWART DAWSONS CORNER - ENVELOPE DIAGRAM



- 1 extra mass zone to a depth of 5.0 metres back from Willis Street boundary from 13.0 metres above ground level and returning back to set back # 3 between 13.0 and 21.0 metres above ground level
- 2 5.0 metre minimum width atrium (void) to height of parapet of heritage buildings
- 3 building face set back of 12.25 metres from face of heritage facade
- 4 profile of existing roofs to be retained
- 5 maximum height of 13.0 metres to site remainder area
- 6 2.0 metre maximum cantilever over heritage set back at a minimum height of 21.0 metres above ground level
- 7 cantilever is steadily increased to a maximum of 3.5 metres over heritage set back at a minimum height of 47.5 metres above ground level
- 8 cantilever to a maximum of 3.5 metres for remaining height of envelope

Figure 2

STEWART DAWSONS CORNER - ENVELOPE DIAGRAM - PLAN



- 1 extra mass zone to a depth of 5.0 metres back from Willis Street boundary from 13.0 metres above ground level and returning back to set back # 3 between 13.0 and 21.0 metres above ground level
- 2 5.0 metre minimum width atrium (void) to height of parapet of heritage buildings
- 3 building face set back of 12.25 metres from face of heritage facade
- 4 profile of existing roofs to be retained
- 5 maximum height of 13.0 metres to site remainder area
- 6 2.0 metre maximum cantilever over heritage area from a minimum height of 21.0 metres above ground level
- 7 cantilever is steadily increased to a maximum of 3.5 metres over heritage area at a minimum height of 47.5 metres above ground level
- 8 cantilever to a maximum of 3.5 metres for remaining height of envelope
- 9 heritage area inside of building envelope
- 10 building envelope to a maximum height of 95.0 metres above ground level