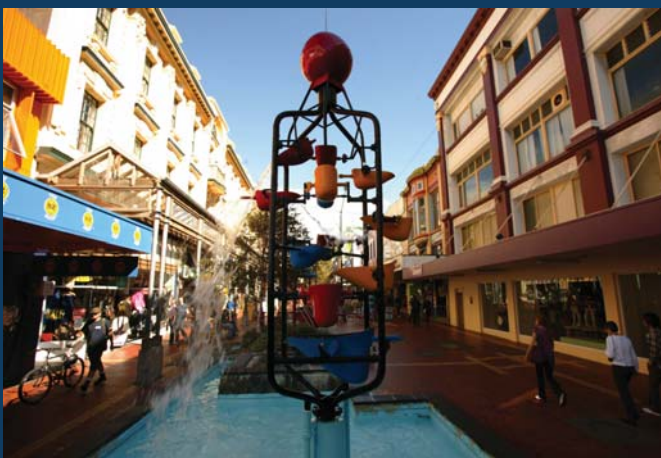


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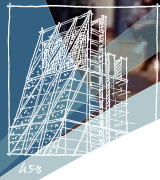
Decision Summary



Central Area Review of the Wellington District Plan, 2007

Welcome to this summary guide to the Central Area review of the Wellington District Plan. The Central Area chapter is the first to be fully reviewed as part of the Council's 10-year rolling review of the District Plan.

The following pages offer brief summaries of key aspects of the plan change along with Council's decisions resulting from submissions (shown as bullet points). On the back of this booklet is a web address for more detailed information.



City Containment, Accessibility & Sensitive Development Areas

Port redevelopment precinct ('Harbour Quays')

CentrePort has plans to develop some of its land as a business park. To ensure this business park incorporates a mixture of uses, is well-designed and well-connected to the rest of the CBD, the Council proposed a new precinct to ensure new buildings were controlled for wind effects and urban design. These controls were backed up by a master plan for the area (included in the District Plan), and a memorandum of understanding between the Council and CentrePort to ensure quality urban design outcomes.

- Maximum building heights for certain sites fronting Waterloo Quay have been increased from 27m to 40m
- A cap has been placed on the total amount of office space that can be developed within the precinct
- Minor amendments have been made to the boundary of the precinct
- Minor amendments have been made to the rules that apply within the precinct



New 'Pipitea' precinct

A new precinct was proposed for rail and port land at the northern end of the Central Area, including the operational port area and the railways yards. Port and railway activities will continue to be permitted but office and retail activities will require consent, with consideration given to urban design, the quality of linkages to surrounding areas and the economic impact on the CBD.

All other non-port or rail activities and buildings will be subject to regular Central Area rules.

Te Aro corridor (Karo Drive)

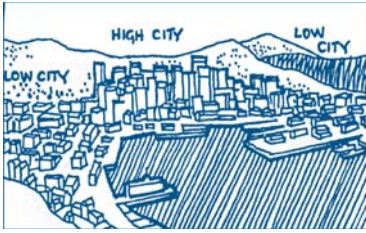
Completion of the inner city bypass resulted in small pieces of land either side of the road becoming available for development, and these need appropriate zonings. Except for some pocket parks, land to the east of the bypass on the city side will be zoned Central Area, while land to the west of the bypass will be zoned Inner Residential. Special design guidance will ensure new development is successfully integrated into Te Aro's urban fabric.

- Building heights have been lowered along the edge of the bypass to reflect the scale of the buildings relocated during construction
- A new rule has been installed to discourage the construction of low quality, temporary buildings beside the bypass
- The area surrounding the old motorway off-ramp at Ghuznee Street has been re-zoned as Open Space.

Building Sustainability

While there is no specific standard for energy efficiency or building sustainability in the District Plan, new policies will promote the adoption of sustainable design features in new buildings.

- A new 'guiding principle' has been added to section 12.1 relating to the sustainability of the Central Area



Urban Design & Sense of Place

Heritage areas

Nine new heritage areas were proposed to replace the six existing character and heritage areas in the Central Area. The areas were tightly defined around significant clusters of heritage buildings and important public spaces. The intention is to manage the heritage areas to ensure that their unique character and heritage values are retained. The highly targeted nature of these heritage areas is the result of the input of several heritage advisers, historians and public consultation.

- The Wesley Church Heritage Area has been deleted, leaving eight heritage areas in total
- Minor boundary adjustments have been made to the Courtenay Place, Cuba Street, and BNZ/Head Office heritage areas
- Additional site specific design guidance has been provided for new development in the Cuba Street, BNZ/Head Office and Stout Street heritage areas.

Building heights in heritage areas

Within the heritage areas building heights were lowered to more accurately reflect the scale of existing buildings in each area. The proposed height limits were a starting point for new building applications; if it can be shown that a new building which exceeds the proposed height limit makes a positive contribution to its heritage neighbours and the character of the area, then the Council has the discretion to grant a consent.

- The height regime applying to heritage areas has been amended to increase flexibility. This flexibility is accompanied by an even stronger focus on the delivery of high quality buildings.

Building heights

Building heights were set to reinforce the overall 'high city/low city' urban form of the Central Area (see diagram above). Council analysis of these building heights showed that they were appropriate, and would allow sufficient capacity to accommodate future growth. The Council's discretion to consider additional height was increased to up to 35% across the Central Area's 'low city', subject to the appropriate management of effects.

This provides some flexibility for property owners, and allows the Council to achieve better urban design, heritage and site use outcomes.

- The 35% discretionary height provision has been retained, but with additional policy guidance as to when it is appropriate to grant consent for the additional height.

Building mass

A new standard was proposed to set building mass at 75 percent. Under the operative District Plan rules buildings can take up to 100 percent of their site and build up to the maximum height. This can cause problems for occupants if buildings have been built to their boundaries and rely on adjacent low-rise sites for daylight and outlook. It can also cause poor outcomes for adjoining heritage buildings as well as reduce the Council's ability to satisfactorily manage the effects of wind on the public environment. The new standard is designed to ensure that new buildings provide amenity and adequate daylight on-site, and are able to manage adverse effects on the public environment.

- The building mass standard has been retained at 75%, but some amendments have been made to the associated rules.

Design guide

One main Central Area design guide was prepared to cover the central city, and its content was extensively revised to improve design outcomes. Design assessments for new buildings also became a Discretionary Activity (Restricted) which means that Council has the ability to decline consents.

- New design guidelines have been added regarding the importance of through-block links and other informal pedestrian routes.

Amenity of residential buildings

There are no specific standards relating to residential amenity. However policies and specific guidance in the Central Area Design Guide will ensure that new residential developments are assessed in terms of their ability to deliver reasonable levels of on-going amenity for occupants.



Buildings & Public Environment

Sunlight to public spaces

The list of public spaces currently protected for sunlight access, and the time that sunlight protection applies, were updated. This included adding new city parks and plazas to the list, while also removing several that were not built or are now outside the Central Area.

- The name and extent of 'Clock Park' (at the corner of Courtenay Place and Taranaki Street) has been amended.

Viewshafts

Viewshafts are important public views of the harbour, local hills and townscape features that are protected in the District Plan. Minor changes were made to the list of viewshafts, and clearer definitions of the specific elements needing protection were provided.

- Two new viewshafts have been added to protect views down Lambton Quay to the MLC Building, and up Whitmore Street to Parliament.

Pedestrian shelter

The provisions requiring verandahs along key pedestrian streets were updated. New streets were added to the city's verandah street network, in recognition of their increasing use by pedestrians moving to and from the Golden Mile and the Waterfront.

- The verandah network has been extended to include all of Kent and Cambridge Terraces, Tory Street and Taranaki Street.

Pedestrian wind environment

Some technical changes were made to improve the workability of rules that control the effect of new buildings on the pedestrian wind environment. The standards clearly outline three goals – to increase public safety, reduce cumulative wind effects, and to ensure comfort in important city public spaces.

Ground floor 'active' frontages

To maintain streetscape quality, new policies were introduced regarding ground floor developments, including stud heights, display windows and design. New rules were introduced to avoid the creation of blank facades at ground-floor level. The concept of 'active frontages' was expanded to cover all of the Central Area.

Noise

New rules were proposed to control street noise caused by outdoor sources (such as outdoor speakers), and cumulative noise effects from 'fixed plant' such as air conditioning units on buildings.

- The noise standard applying to 'fixed plant' has been amended to be 55 dBA L10 at all times
- The installation of new outdoor speakers has been made a Non-Complying Activity
- The insulation standards for noise sensitive activities located in and around Courtenay Place has been increased from 30 dB to 35 dB.

Further Details

Please go to <http://www.wellington.govt.nz/plans/district/planchanges/index.html>, for more detailed information regarding District Plan Change 48 and the Council's decision. Or call Jason Jones on **801 4268**