

**BEFORE THE ENVIRONMENT COURT
WELLINGTON REGISTRY**

ENV-2015-WLG-024

UNDER the Resource Management Act 1991

AND

IN THE MATTER of applications for resource consent by Site 10 Redevelopment Limited Partnership and Wellington City Council in respect of the area known as Site 10

**STATEMENT OF EVIDENCE OF DANIEL GEORGE MALES
ON BEHALF OF SITE 10 REDEVELOPMENT LIMITED PARTNERSHIP AND
WELLINGTON CITY COUNCIL
2 July 2015**



Simpson Grierson
Solicitors
PO Box 2402
Wellington 6410
Tel: 04 499 4599
Fax: 04 472 6986
Solicitor Acting:
Duncan Laing / Lizzy Wiessing
Email: duncan.laing@simpsongrierson.com / lizzy.wiessing@simpsongrierson.com

INTRODUCTION

1. My full name is Daniel George Males. I have a BA (Hons) in Landscape Architecture with 1st class honours and a Postgraduate Diploma with Distinction from Leeds Metropolitan University. I am also a Registered NZILA Landscape Architect.
2. I have 15 years' experience in the field of Landscape Architecture and in particular the design of public spaces. I hold the position of Associate and Wellington Studio manager at Isthmus Group Ltd. I have worked for Isthmus in the Wellington Studio since 2006 and as an associate since August 2009.

CODE OF CONDUCT

3. I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise.

BACKGROUND AND SCOPE OF EVIDENCE

4. I have been asked to provide evidence in relation to the landscape design of the proposed public space within North Kumutoto. My evidence is based on the work carried out by Isthmus on behalf of Wellington City Council and describes the scope and details of the proposed public space design and responds to submissions and the WCC section 87F report.
5. Isthmus was involved as Landscape Architect for the previous stage of Kumutoto works around the Kumutoto Stream Mouth and the Meridian Building. I have been involved since the construction documentation and implementation of these works in 2006.
6. I have been working with Wellington City Council, City Shaper (formerly Wellington Waterfront Limited) on the current proposal for North Kumutoto since 2013 following work on previous studies for the area. I am familiar with the area the Project relates to and have carried out design analysis and

numerous site visits relating to both the immediate and broader site over a number of years.

7. I am responsible for the Kumutoto Landscape Design Statement for Resource Consent Submission, dated 3 November 2014, by Isthmus, and the associated Landscape Drawings.
8. In addition to the design being undertaken in accordance with relevant New Zealand standards and building codes there are a number of other policy and guidance documents specific to the project site that have been referred to throughout the design process.
 - (a) Wellington Public Spaces Design Policy (and associated design manuals);
 - (b) Central Area Urban Design Guide; and
 - (c) The Wellington Waterfront Framework;
 - (d) Aspects of the DPV11 Environment Court Decision;
 - (e) The 'North Kumutoto Design Brief' (prepared by Wellington City Council following the DPV11 Environment Court Decision and adopted November 2012);
 - (f) The 'Waterfront Lighting Strategy'; and
 - (g) The Waterfront Furniture Design Brief.
9. The Wellington Waterfront Framework in particular has guided the development of North Kumutoto. The Framework establishes a number of Waterfront-wide objectives and design principles that have guided the design for the Kumutoto Precinct (previously known as North Queens Wharf).
10. Waterfront-wide objectives in the Framework include:
 - (a) The waterfront is locally and internationally recognised for its design.

- (b) The waterfront is readily accessible to all people.
 - (c) The waterfront is, and is perceived to be, safe at all times.
 - (d) The waterfront is seen as an attractive place that draws Wellingtonians and visitors alike.
 - (e) The waterfront successfully caters for a wide range of events and activities.
 - (f) Significant heritage buildings (and features) are protected on the waterfront.
 - (g) Activities on the waterfront are integrated with those on the harbour.
11. The 'North Kumutoto Design Brief' provides site specific guidelines for the further development of the Kumutoto Precinct and has acted as a design brief for these works.
12. My evidence will cover the following matters:
- (a) Context;
 - (b) Proposed Design;
 - (c) Proposed Materials;
 - (d) Submissions;
 - (e) Section 87F report; and
 - (f) Conclusion.

CONTEXT

13. North Kumutoto is located on Wellington Waterfront to the north of Queens Wharf adjacent to Customhouse Quay and Waterloo Quay. Refer to

appendix figure 2. It is within five minutes' walk of Lambton Quay and Parliament and is a gateway to the waterfront for pedestrians from the Central Business District (CBD), railway station, cruise ship terminal, and the stadium.

14. Unlike the predominantly open space areas of Waitangi Park, Taranaki Street Wharf and Frank Kitts Park precincts, Kumutoto has a stronger connection to the CBD and Centerport - the working parts of the city and waterfront. This connection is reflected with a more urban character including a greater density of mixed-use buildings and a more intensely used public realm that overlaps with vehicle and pedestrian movements.
15. At the mouth of the Kumutoto stream, the area is of spiritual significance to Te Atiawa and takes its name from the historic Pa which once overlooked the area. The Kumutoto Precinct sits on reclaimed land which, through a constant process of reclamation between the 1840s and 1970s, has moved the water's edge almost 300 metres from the historic shoreline.
16. This precinct has always had a strong working wharf character with a high proportion of buildings, structures and intensely used external space. With the change in emphasis of the area from a working port to a recreational, cultural and commercial area, the first, southern-most, portion of Kumutoto Precinct (completed in 2006) balanced the expression of the historic working character with new public amenity.
17. The completed Kumutoto works include the Kumutoto Lane together with a number of plazas and promenade spaces connecting the CBD to the water's edge. Kumutoto Lane is a sheltered pedestrian route and service lane that maintains the working feel of the historic harbour edge. The mouth of the Kumutoto Stream has been declaimed and celebrated through a series of terraces that acknowledge the stream's presence.

PROPOSED DESIGN

18. It is proposed that North Kumutoto extends the existing Kumutoto precinct as a vibrant mixed-use area that is accessible to all as the northern gateway to the waterfront. It will be a place with the potential to support diverse activities such as social gathering, play, outdoor eating and events.

19. Reflecting the central city location and distinctive sense of place, the public realm open space design embraces the historic character of the waterfront while both incorporating innovative elements and continuing the waterfront aesthetic that has been successfully developed over the last 10 years. These goals are consistent with those used in the first phase of development of the Kumutoto Precinct, and the overall waterfront objectives.
20. The open spaces of North Kumutoto continue the overlapping sequence of amenity and movement spaces and networks already set up within the area. New spaces will complement the existing ones and integrate with the adjacent buildings to create high quality and flexible places. The key areas of the site are:

 - (a) Site 8;
 - (b) Whitmore Plaza;
 - (c) Wool Store Plaza;
 - (d) The Waterfront Promenade;
 - (e) Kumutoto Lane; and
 - (f) Site 9.

Site 8 Refer to appendix figure 4 and figure 6 & 8 for views.

21. Site 8 will extend the existing Kumutoto Plaza and creates a memorable public destination. The design is principally conceived as reinterpretation of Wellington's wharves, expressed through a folded timber deck; it is playful in nature. It creates a landform that floats above the coastal edge, forming and protecting habitats for both fauna and flora below.
22. Re-construction of the rip-rap along the coastal edge will allow the intertidal zone to be explored by visitors, while planting, that provides habitat and added interest and activity, will be incorporated. This greening of the rip-rap edge will extend under the floating deck where conditions permit and in deck 'cut outs' further into the site. As shown on the section in appendix figure 14.

23. The folded timber deck is designed to encourage interaction and provide access to the water's edge. Its twisted form will integrate seats into its folds and allow users to tuck themselves out of the wind. Additional furniture is also proposed to create a focus for gatherings and small events.
24. A new accessible route to the Kumutoto stream mouth will also be created. Two new narrow bridge structures will connect the Tug Wharf with Site 8, allowing access from the promenade and helping integrate the deck into the wider public realm.
25. A relatively small pavilion is proposed to the south east corner of Site 8. This structure will provide some pedestrian shelter within the space and complement the existing series of architectural elements along the laneway. It adopts a similar form to the folded deck, but is uplifted from the ground to overhead.

Whitmore Plaza Refer to appendix figure 4 and figure 7, 9 & 10 for views.

26. Whitmore Plaza is the main gateway to the waterfront from the CBD and Parliament, and the first waterfront open space discovered by visitors arriving by rail or from cruise liners.
27. The Plaza has been designed as a 'shared space' that reinforces the plaza as a public space and down plays vehicle priority.
28. Large timber platforms provide opportunities for seating, art installations or performance. A reconfigured gateway and planting zone will help reorientate the space to the harbour and provide a buffer between the plaza and the Quays.
29. The original gates aligned with Ballance Street will be restored and retained in their current closed configuration within this planting. The Whitmore Street gates installed following the demolition of the Customs House in the 1970's will be realigned.
30. The historic Queens Wharf Toll Booth will be temporarily located to the south of Whitmore Plaza. This Toll Booth, built circa 1910 and originally located at the entrance to Queens Wharf, has been resident at the Silver Stream Railway since 1976. The North Kumutoto project provides an appropriate

opportunity for this Historic Harbour Board building to be returned to the waterfront. It will be restored and re-used in a way that respects its heritage while activating the plaza.

31. The original 1901 sea wall and timber wharf demarcates the eastern edge of the Whitmore Plaza. The sea wall and timber wharf will be retained and restored, enhancing the setting of the Eastbourne Ferry Building and wider working waterfront sense of place.

Wool Store Plaza Refer to appendix figure 4 and figure 11 & 14.

32. The Wool Store Plaza occupies the historic gateway space between the Waterloo on Quay Apartments (Shed 21) and the demolished Shed 17 (now Site 10). Due to the scale of the space and its enclosed character, this space will have a more intimate feel than some of the surrounding public spaces.
33. Historically offering access to the wool stores and jetty, this space has always been a service connection to the local wharves. Access to the Site 10 basement car park will be through this space with the absence of kerbs, low seating walls and furniture proposed to ensure the plaza is perceived primarily as a pedestrian space.
34. The wharf gates at Wool Store Plaza will be opened and lit, to reinforce the rhythm of gates / buildings along the Quays and create an entrance threshold to the waterfront, similar to those found at Waring Taylor Street.
35. Although not part of this application, the design provides for a possible future mid-block pedestrian connection across Waterloo Quay and further links to the water's edge over Centre Port land.

The Waterfront Promenade Refer to appendix figure 4 and figure 7.

36. The promenade is a unifying element through the waterfront and a shared pathway, designed to accommodate a range of uses including walking, recreational cycling, skating, and wheelchairs. Within the Kumutoto Precinct north–south movement follows two paths; the waterside promenade along the Tug Wharf and Queens Wharf breastwork, and a land-side path (Kumutoto Lane). These two elements come together at Whitmore Plaza

and while Kumutoto Lane continues north past Site 10 and Shed 21 on Wellington City land, the promenade is nominally extended past the Harbour Wharf. This promotes the development of a future coastal edge that could be extended onto CentrePort land.

Kumutoto Lane Refer to appendix figure 4 and figure 12.

37. The current Kumutoto Lane runs between Whitmore Street and Brandon Street adjacent to the 1893-1901 Sea Wall and references the historic service path along the wharf's edge.
38. The extension of Kumutoto Lane northwards to the Bunny Street intersection is primarily a pedestrian and cycle space that is shared with vehicles allowing adjacent buildings to be serviced. As such, the lane includes generous pedestrian space (minimum 3m wide footpath widths) and minimised carriageway widths (5.8m), allowing for two-way traffic for the lane's full length. Key public spaces at the gateways take precedence over the vehicle carriageway creating raised tables to slow traffic and provide prominent pedestrian priority crossing points. Whitmore Plaza will be the largest of these overlapping spaces creating a shared environment where vehicles give way to pedestrians.
39. Since its development, the existing Kumutoto Lane has successfully allowed the adjacent buildings and car parks to be serviced without creating a street dominated by cars and trucks. People often walk down the centre of the carriageway and vehicles largely move at slow speeds giving way to pedestrians and bikes.
40. The historic sea wall is demarcated on the ground as it runs past Sheds 11 & 13 reinstating the proportions of the wharf's edge. This tracing of the sea wall will continue past Site 10 and Shed 21, with interpretive signage highlighting its historical significance.
41. The Falcon Shoal Buoy will be relocated from the end of the Tug Wharf to the north of the Waterloo on Quay Apartments. Here it will act as a landmark and viewed as one of a series of smaller scale architectural elements along the laneway.

42. The rhythm of planting and pohutukawa trees along the laneway is proposed to be continued.
43. Car parking and loading bays are incorporated along the lane. Seven of these parking spaces are existing spaces (reconfigured) for the sole use of Waterloo on Quay Apartments. The remaining six will be configured to operate as short stay & loading bays, in a similar way to the existing lane parking adjacent to the Meridian building.

Post-Application Design Changes

44. In the period to the end of March 2015 design revisions have been made to reduce vehicle / pedestrian conflicts associated with building servicing. This includes minor changes to the parking adjacent to the site 10 truck dock. This will allow for these spaces to be dedicated as loading thus minimising the requirements of vehicles to cross the pedestrian footpath. Additional changes include the clearer demarcation of the eastern side of the Laneway to include kerbs and a defined footpath.

Site 9 Refer to appendix figure 4 and figure 6

45. Identified within the North Kumutoto Design Brief as a future development site, this space will temporarily continue to operate as a car park. Parking will be reconfigured and reduced to 18 spaces. In addition to this reconfiguration, minor changes to the Customhouse Quay kerb line are proposed to enable a pedestrian footpath to be introduced between the Whitmore Street and Waring Taylor Street crossings including a pedestrian canopy to provide weather protection.

Harbour Wharf Refer to appendix figure 4 and figure 6

46. Although not part of the application, the Harbour Wharf will continue to operate as a working part of Wellington Harbour with access maintained, as required by the Wellington Maritime Police.

Proposed Materials

47. A simple palette of robust materials and furniture is proposed throughout North Kumutoto. This selection of materials is mindful of the area's

distinctive character and will be consistent with the existing Kumutoto and waterfront material palette, linking the spaces through the use of common elements.

Planting

48. The planting has been selected to respond to climatic, spatial and growing conditions. Detailed design will ensure that an appropriate palette of native shrub and groundcover species reinforces the area's ecology and desire to establish further coastal habitats. In addition to these environmental considerations, planting will be mindful of public safety on the waterfront and ongoing maintenance requirements.

Lighting

49. Lighting proposals will be developed in detailed design to take into account the safety of users and enhance the area's night-time environment, provide attractive, vibrant and stimulating spaces and increase safe usage at night.

Earthworks

50. Earthworks and site contouring is required, within Whitmore Plaza, the Wool Store Plaza and on Site 8, to enable the site to be formed for proposed public spaces and to achieve good accessibility. All footpaths and open spaces will have cross falls of less than 1:50 with steeper areas or ramps restricted to relatively short sections (less than 10m) within the gate zones and Site 8.
51. Excavation is generally less than 1m and restricted to Site 8 with further excavation anticipated where the rip-rap alignment is to be altered adjacent to the Tug Wharf.
52. Filling is required within Whitmore Plaza and the Wool Store Plaza with the maximum depth being less than 1m.

SUBMISSIONS

- 53.** A number of submissions concern landscape design matters within my area of expertise. These include submission numbers; 3, 9, 10, 11, 13, 18, 19-24, 27, 29, 30, 35, 36, 40, 41. I wish to address the following matters raised:
- (a) The value of public open space relationship to other open spaces;
 - (b) Vehicles and Pedestrian movement;
 - (c) Site 8 - Kumutoto plaza extension;
 - (d) Wool Store Plaza;
 - (e) Whitmore Plaza;
 - (f) Historic gates and opportunities for interpretation; and
 - (g) Ensuring the Police operations are not adversely impacted by the design.

The value of public open space relationship to other open spaces

- 54.** Gayle Cullwick (submission No. 11) raises concerns that:
- (a) There is currently very little open space available in this area of the city.
- 55.** Gayle Cullwick (submission No. 11) raises and Pauline and Athol Swan (submission No13.) requests that:
- (a) With the growth of office and apartments in the capital there is need for more recreational space and space for people to relax and enjoy the natural environment.
- 56.** Andrew Bowmen (submission No. 3.) recommends that:

- (a) A more interesting use of planting / gardens is included to encourage people to stay and use the space. The use of native plants is supported but more green is required.
- (b) The most successful spaces on the waterfront incorporate retail or commercial space in an attractive green space.

Comments:

57. While the Water's edge offers a very different environment to other CBD spaces, there are a number of open spaces to choose from within 300m (or a 5 minute walk) of Whitmore Plaza, these include:
- (a) Parliament grounds;
 - (b) The recently upgraded Wellington Cenotaph public space;
 - (c) The Railway Station and Bunny Street open space (Bunny Street);
 - (d) Midland Park; and
 - (e) The existing Waterfront public open spaces including Queens Wharf and the existing Kumutoto spaces
58. Land within the CBD is finite and both buildings and the public open space need to be considered together and respond to context. In my opinion, the public spaces that align with Whitmore Street, Waring Taylor St and Johnston Street, extend the city's streets to the water's edge and provide for waterfront spaces that are activated and strengthened by the adjacent buildings. These buildings, rather than decreasing the open space, define the new urban form and enrich the resulting spaces.
59. A palette of native coastal planting is proposed along the laneway, within Whitmore Plaza and on Sites 8 and 9. These planted zones will be developed further during detailed design and further planting opportunities explored, however a significant increase in planted areas is unlikely due to other movement and spatial requirements.
60. A number of the successful spaces on the waterfront incorporate retail or commercial space in an attractive space. The proposed design intends to

balance movement requirements and open space, in combination with the proposed new Site 10 building. It will extend the existing, and successful, Kumutoto area as a mixed used precinct.

Vehicles and Pedestrian movement

61. Andrew Bowmen (submission No. 3) raises concerns that:
- (a) Hard surfaces and spaces are focused almost entirely on cars rather than moving people.
62. Alexander Gough (submission No. 9) raises concerns about:
- (b) Mixing vehicles and pedestrians on the waterfront side of the development. He states that there is no reason for anything more than limited vehicle access.
63. The Waterloo Apartment Owners and Body Corporate (submissions no. 19-24) raise concerns about:
- (c) The lack of loading space adjacent to Shed 21;
 - (d) Provision for emergency vehicles;
 - (e) The laneway design not being complementary to the heritage building; and
 - (f) The design reducing car parking.
64. The Wellington Civic Trust (submission No. 36) has concerns that:
- (g) Traffic is to traverse the seaward side of the proposed site 10 building and requests free and safe pedestrian and cycle flows.
 - (h) There are no proposals for any change in the pedestrian access from the CBD to the precinct.

65. Living Streets Aotearoa (submission No 41) has concerns that:
- (i) A comprehensive assessment of pedestrian movement has not occurred.
 - (j) The waterfront is used as a new vehicle route along the waterfront.
 - (k) Good walking surfaces are used (i.e. not slippery or uneven).

Comments:

66. The existing access requirements, easements and restrictions off Waterloo Quay mean that traffic cannot be excluded from the Waterfront. The design aims to limit the impact of this traffic on the Waterfront by reducing car parking in the area and clearly identifying pedestrian footpaths and signalling to vehicles where they are entering shared spaces.
67. North Kumutoto is designed to continue the existing laneway typology already established to the south (between the Meridian Building and historic Sheds 11 & 13). This is a slow moving vehicle and cycle environment that allows pedestrians to identify safe places to walk without restricting their movement. This laneway maintains the area's 'working waterfront' aesthetic, allows access to existing and proposed buildings and creates a safe place for pedestrians and cyclists.
68. Although not included as part of this application, the design has been developed to allow for additional at grade crossings across both waterloo quay and Customhouse Quay in the future.
69. Pedestrian movement has been at the forefront of the Isthmus design thinking and the Wellington City Accessibility Advisory Group has been consulted throughout.
70. Suitable non-slip and even materials are a required component of the design. This key aspect of the detailed design has already been discussed with Wellington City Accessibility Advisory Group and Traffic Design Group to ensure the final material selection will be fit for purpose.

Site 8 - Kumutoto Plaza extension

71. Sue Watt (submission No. 18) recommends that:
- (a) Site 8 is better left as it is – public open space. It does not need bridges linking it to the tug wharf or the pavilion.
72. Waterfront Watch (submission No. 10) recommends that:
- (b) The Kumutoto stream estuary should be enhanced and made more natural.
- (c) There is no provision for public toilets in the area.
73. The Architecture Centre (submission No.27) supports the design of site 8 and recommends that:
- (d) The pavilion's relationship to the ground is much more hesitant than it need be and there is potential for the pavilion to be more than a folly.
74. Submission 29 from Ann Louise Mitcalfe recommends that:
- (e) The city's marine edge needs to be 'naturalised' not 'commercialised'.

Comments:

75. Site 8 is currently used for car parking and rubbish collection. The design proposes to make this space a valued and high amenity part of the waterfront that is accessible for all to enjoy.
76. The proposal has been designed as an extension of the Kumutoto stream estuary area. The design will soften the existing coastal edge introducing more coastal ecology to the area and providing access for people to get close to this and the water.

77. Responding to (c), toilet facilities, recently completed at the Brandon Street end of the precinct, provide good access; as they are approximately 200m from Whitmore Plaza / Site 8.
78. Responding to (d), the pavilion is designed as a light structure, offering increased amenity to the space. It is designed to give dappled shade and will not to dominate the space or compete with other architectural and landscape elements.
79. Responding to (e), Site 8 is the most obvious water's edge within North Kumutoto that can be 'naturalized' without significant alterations to the historic sea wall. As such the design for this area is more relaxed allowing coastal ecologies to be established and explored.

Woolstore Plaza

80. Waterloo Apartment Owners and Body Corporate (submissions nos. 19-24) raise concerns about:
 - (a) The relocation of the wharf gates between Woolstore Plaza and Waterloo Quay.
 - (b) The proposed levels within Woolstore Plaza that introduce steps into the plaza and restrict truck movements.
81. The Architecture Centre (submission No. 27) and Waterfront Watch (submission No. 10) raise concerns about:
 - (c) The Woolstore Plaza being an 'unattractive leftover space' with 'its prime function directed towards traffic circulation'. They state that: the plaza is in name only and that the Woolstore plaza is deceptively shown in the Isthmus pictures view 6 (appendix figure 11). It is essentially a carpark entrance.

Comments:

82. The gates between Woolstore Plaza and Waterloo Quay are proposed to be fixed open rather than closed - symbolically inviting people onto the waterfront in keeping with other recent waterfront projects. In their current

position, if opened, the gates would block the window on the south-west corner of Shed 21 and the views along the site 10 building colonnade. For these reasons the gates have been carefully repositioned. The position of the gates does not have any impact on the levels or other aspects of the plaza. Currently the ground level within the Kumutoto precinct is typically 500mm above the Waterloo Quay street level. This level change historically helped with the loading and unloading of goods onto the waterfront. There are two building entrances to the southern end of Shed 21. These are at slightly different levels – the entrance closer to the harbour is at approximately (survey level) RL 2.500. The main apartment entrance (closer to Waterloo Quay) is at RL 2.250 – a difference of 250mm. Waterloo Quay is at approximately RL 2.000 – or 250mm lower again. The proposed design intends to keep these threshold levels unchanged.

83. The proposed Site 10 building will have a ground floor slab at RL 2.500. This aligns it with the levels of Kumutoto Lane on the waterfront side of the building and one of the entrances to Shed 21. Due to forecast sea level rises and as the building is base isolated, its ground floor slab has to be on one level.
84. To encourage as much interaction between the buildings and the Woolstore Plaza as possible, the plaza level is proposed to be flush with both the new site 10 building and the eastern entrance to Shed 21 - that is RL 2.500.
85. In a similar way to the gate spaces at Waring Taylor Street and Brandon Street, it is proposed that steps are associated with the gates (refer to appendix figure 11. A 3.5m wide ‘Ramped’ access is also provided along the edge of Shed 21, providing an accessible route onto the waterfront and maintaining the existing levels along the building facade. Access to the main apartment entrance for both residents and deliveries will therefore be down the 3.5m wide ‘ramp’ or down 2 steps. (refer to appendix figures 11 and 15)
86. Vehicle access to the site 10 basement carpark and loading to Shed 21 has been allowed for; however the space has been designed to minimise the impact of these on the pedestrian experience of the space. Therefore existing parking within the space has been removed and unobstructed vehicle movements restricted through the introduction of steps and street furniture.

87. The Woolstore Plaza is designed as a simple uncluttered environment that complements the spaces adjacent to the historic sheds at Waring Taylor Street and Brandon Street. The plaza accommodates building access and movement while acting as a transition space from the city to the waterfront. The space allows for future pedestrian crossings across Waterloo Quay and the extension of the space across Centerport land to the water's edge.

Whitmore Plaza

88. Waterfront Watch (submission No. 10) raises concerns that:

(a) The Whitmore Plaza is a muddle of people and vehicles and raises particular concerns about campervans and commuter traffic.

(b) There will be consistent movement of cars throughout the day.

89. Pauline and Athol Swan (submission No. 13) requests that:

(c) The Toll Booth should not be moved from its historic site.

90. The Architecture Centre (submission No. 27) raises concerns that:

(d) Whitmore Plaza is designed as a large barren circulation space, scaled to the vehicular needs of a car. It fails to reflect that tradition of idiosyncratic spaces, and should be designed as a 'shared space'.

(e) It is an exposed space that lacks meaningful shelter.

Comments:

91. The Whitmore Plaza is a shared space populated primarily by pedestrians and cyclists while allowing vehicle access from Whitmore Street and along the laneway. This is not dissimilar to how the space currently works, with pedestrians and vehicles sharing the same space. The main shift is however to a space where pedestrians 'come first' and this is clearly signalled through materials, furniture and signage (if required) to vehicles.

92. This ‘shared space’ concept combines the functions of a street and is similar to a number of the recent upgrades in Auckland, including the Fort Street area.
93. Since the implementation of the Auckland shared spaces, Auckland Council has done a number of evaluations of shared spaces and found vehicle volumes and speeds have dropped and the upgraded areas were perceived to be much easier to walk across (*data from ‘An evaluation of shared space in the Fort Street Area, Auckland, New Zealand’ Executive Summary - July 2012*).
94. The laneway is clearly demarcated along on the wharf edge through concrete blocks that double as seats while the inner edge is delineated by the large platform seating.
95. While beyond the current applications, it is relevant that the existing campervan park is proposed to shift into the area of commuter parking on CentrePort land opposite Shed 21. With the removal and possible relocation of the Motorhome Park from site 10 the number of motor homes entering the waterfront at Whitmore Street will be reduced.
96. Although there will be movement of vehicles throughout the day, traffic movements through this area will be reduced (as detailed further in Mark Georgeson's evidence).
97. The Toll Booth has recently returned to the Waterfront after nearly 40 years at the Silverstream Railway. While it is currently not possible to position the building in its original location on Queens Wharf, it is proposed to be temporarily positioned on Whitmore plaza until such time as site 9 is developed. As such, the building is not being moved from its historic site. Its siting on Whitmore Plaza ensures the building is maintained as an important historical waterfront artefact until it can be returned to Queens Wharf or another appropriate location.
98. Whitmore Plaza is designed to complement the other more intimate spaces within the Kumutoto Precinct and the wider Waterfront / City. The patchwork of intimate and more open plazas along the waterfront allows for varying types of occupation. Whitmore Plaza is therefore purposely a larger space

that could be used for public gatherings or exterior exhibitions. It is a space for flexible activities rather than being pre-programmed or cluttered.

99. Some shelter along Waterloo Quay is provided by the glass canopies associated with the Whitmore Street gates and adjacent to site 9, while the site 10 building will also offer some rain protection. As the plaza is predominantly within the Whitmore Street view shaft (4), no other structures have been included.

Historic gates and opportunities for interpretation

100. Heritage New Zealand (submission No. 30) recommends that:
 - (a) The historic gates and railings are built into the project where feasible; and
 - (b) Opportunities for historic interpretation of the area are included in the open space areas.

Comments:

101. The design currently proposes the preservation and restoration of the gate posts and railings located along Customhouse Quay and Waterloo Quay. The use of these structures to demarcate the Waterfront is an important aspect of the design. Appropriate locations for further railings and posts on the site are limited, however I understand it will be considered during detailed design in consultation Wellington City Council.
102. There are a number of elements such as relocated toll booth, existing structures and the ‘traced’ sea wall along the laneway that provide opportunities for historic interpretation. These will be investigated further through detailed design.

Ensuring the Police operations are not adversely impacted by the design

103. New Zealand Police (submission No. 35) requests that provision is included for:
 - (a) Refuelling of vessels alongside the Harbour Wharf (service jetty);

- (b) Police Ambulance and other emergency service vehicles require clear access onto the Harbour Wharf (service jetty); and
- (c) Two Police Vehicle car parks.

Comments:

- 104. The Whitmore Plaza ‘shared space’ has been designed to allow for service vehicles to temporarily stop within the laneway. These servicing and emergency activities currently occur along the laneway between the Meridian building and sheds 11-13. They aid in the reduction of speed of other vehicles and reinforce this area as a working waterfront.
- 105. To promote Whitmore Plaza as a predominantly pedestrian environment, car parking is not provided for immediately adjacent to the Harbour Wharf. However, two Police Vehicle car parks will be available within site 9 carpark or other Waterfront parking areas.

SECTION 87F REPORT

- 106. I have read the Wellington City Council section 87F report and the Urban Design assessment of the applications that has been carried out by Graeme McIndoe. The Section 87F report appends Mr McIndoe’s report and refers to summaries and conclusions from the report in a number of places.
- 107. At paragraphs 63-65 of the Section 87F report Mr O’Leary reviews the open space and landscape component of the applications. The Section 87F report records Mr McIndoe’s comments:

“The approach to public space is sound, extending treatment of the promenade and Kumutoto Plaza while providing a significant area of new occupiable and high quality public open space, including what can be expected to become a signature open space at Site 8”.

- 108.** The Section 87F report author makes a final concluding statement in relation to effects at the end of paragraph 65:

"I consider that the effects of the proposal in relation to open space and landscaping will be minor".

- 109.** I assume that the concluding statement is in relation to any potential negative effects of the applications. My opinion is that the open space developments, in particular, will lead to strongly positive effects and will improve the amenity and the overall function of the area – attracting more people and improving access to the harbour edge and to the water.
- 110.** At paragraphs 360 to 366 the Section 87F report Mr O'Leary reviews the applications' consistency with the 'Our Capital Spaces' – Open Spaces and Recreation Framework (2013). The report concludes that the project supports the outcomes sought under the Open Spaces and Recreation Framework, in particular the open spaces and improved access to the coastal area.
- 111.** A review of Public Spaces Policy (2008) is undertaken at paragraphs 380-383 of the Section 87F report. Mr McIndoe in appendix 2 has also undertaken his own review of the project in relation to this policy. Both Mr McIndoe and the Section 87F author conclude that the open space development is consistent with the policy.

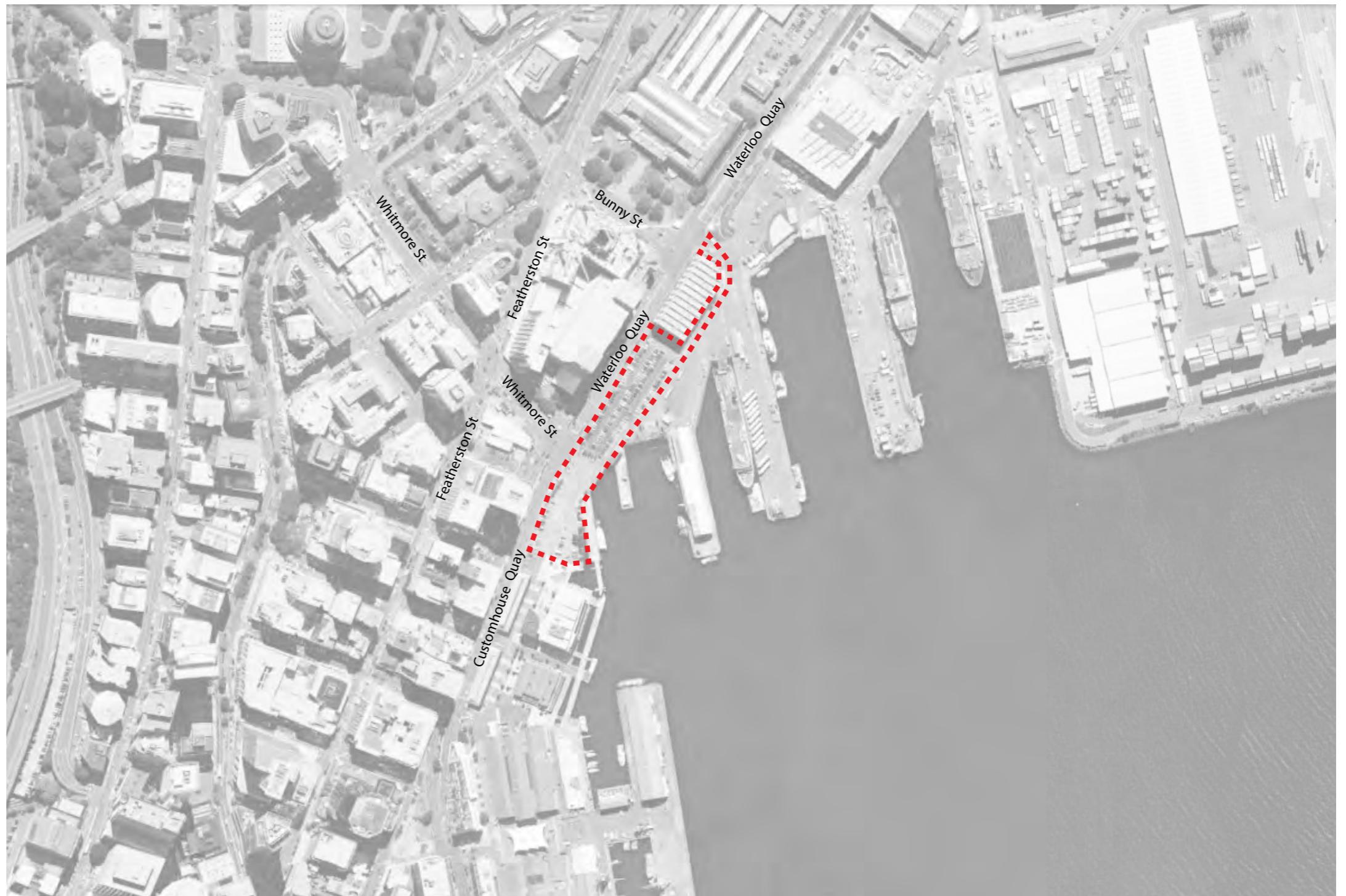
CONCLUSION

- 112.** It is my opinion that the landscape design approach as outlined and illustrated on the Isthmus Drawings will appropriately integrate North Kumutoto into the surrounding waterfront context by facilitating a safe, high quality and legible public environment that provides a high level of amenity for all users. I understand the importance of this site to the people of Wellington and believe the proposals have the correct balance of usable open space and buildings for the location, both as a waterfront space and as part of the CBD.



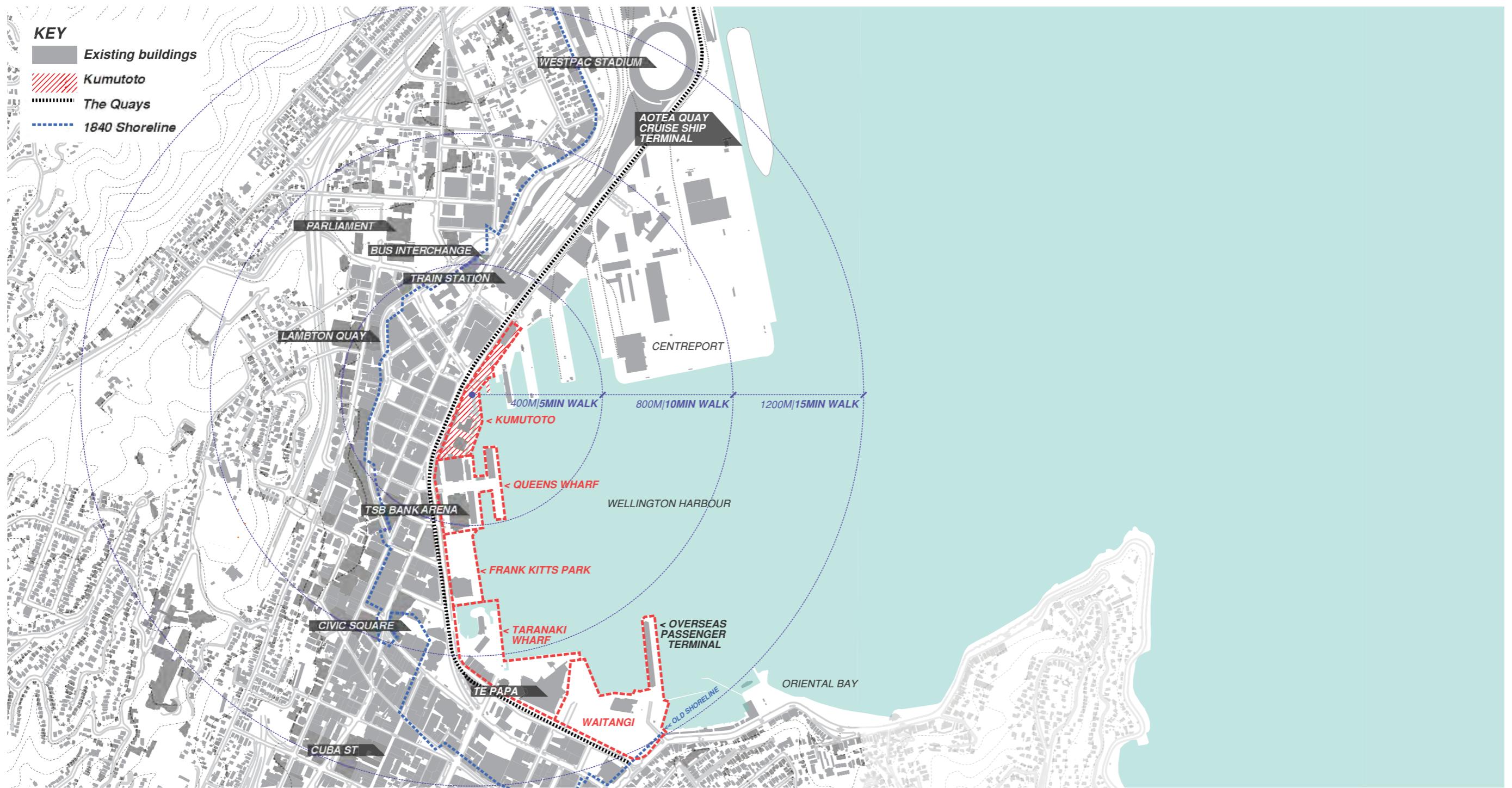
Daniel Males
2 July 2015

APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

Site Location | Figure 1



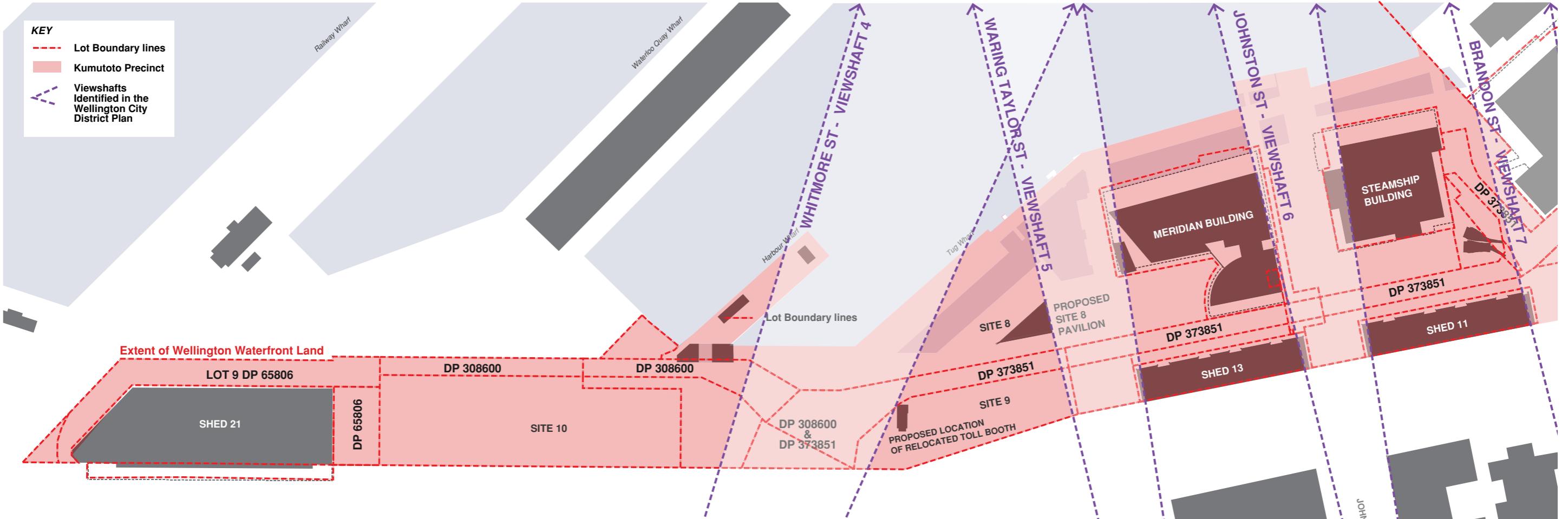
APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

Waterfront Precincts | Figure 2

isthmus

02.07.2015

pg 2



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View Shaft and Ownership | Figure 3

isthmus

02.07.2015

pg 3



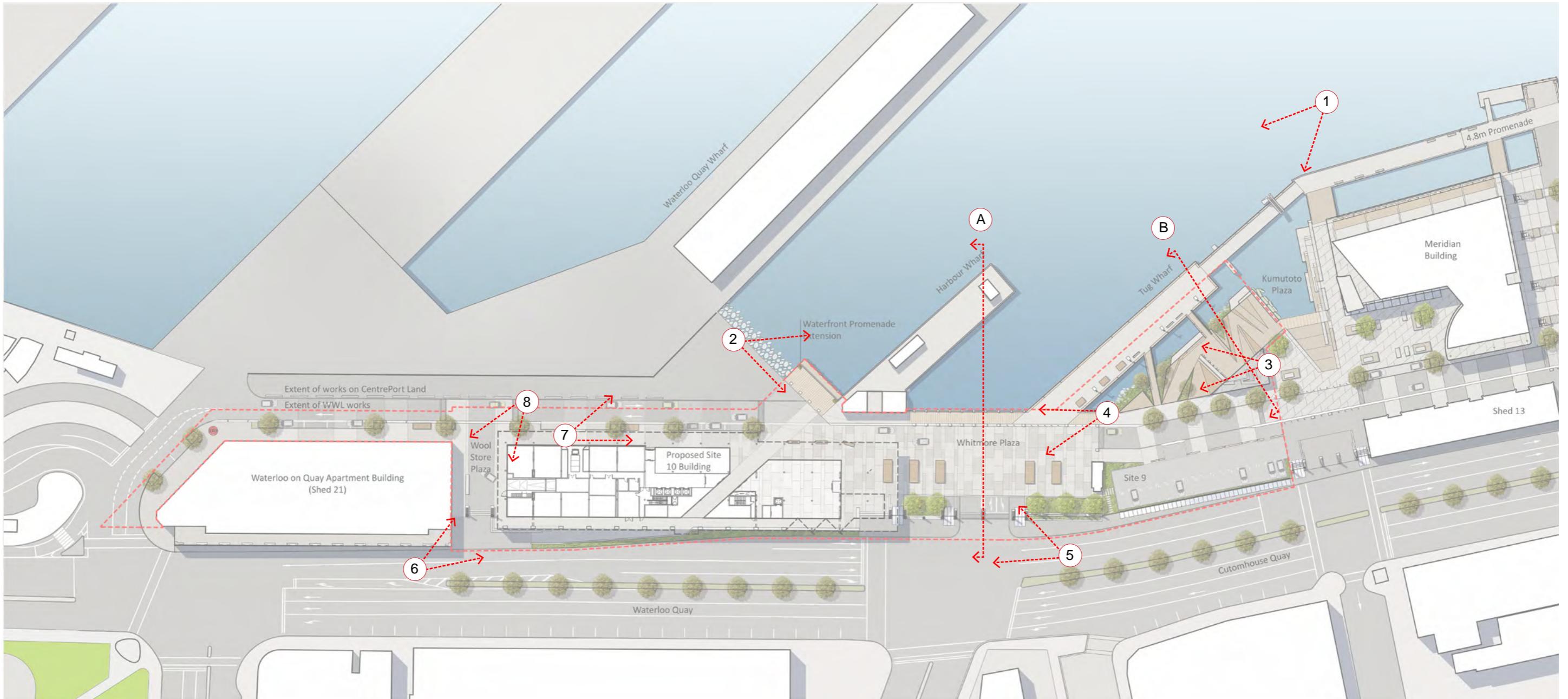
APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

Colour Masterplan | Figure 4

isthmus

02.07.2015

pg 4



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

- 1 → Perspective view and direction
- 1 ↑ Section view and direction

View Keyplan | Figure 5

isthmus

02.07.2015

pg 5



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View 1 | Figure 6

isthmus

02.07.2015

pg 6



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View 2 | Figure 7

isthmus

02.07.2015

pg 7



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View 3 | Figure 8

isthmus

02.07.2015

pg 8



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View 4 | Figure 9

isthmus

02.07.2015

pg 9



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View 5| Figure 10

isthmus

02.07.2015

pg 10



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View 6| Figure 11



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View 7| Figure 12

isthmus
02.07.2015
pg 12



APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

Section Elevation A | Figure 13



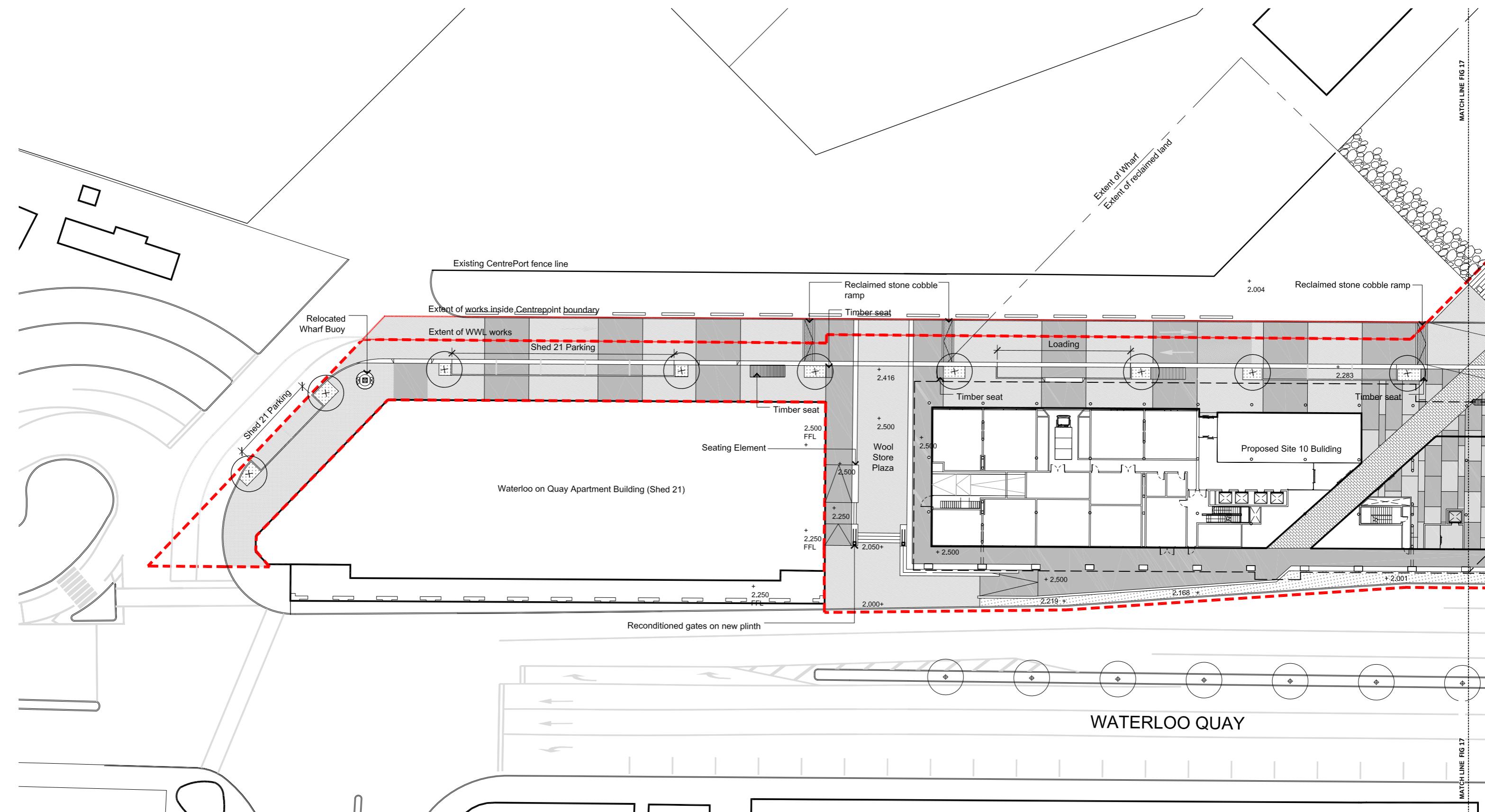
APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

Section Elevation B | Figure 14



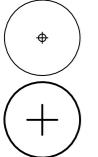
APPENDIX - NORTH KUMUTOTO
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

View 8 | Figure 15



Extent of Works

Building Outline



Concrete Paving Type 1

Exposed aggregate finish



 Clay / Stone unit paving

Concrete Paving Type 2

Asphalt
Hot mix 5/10

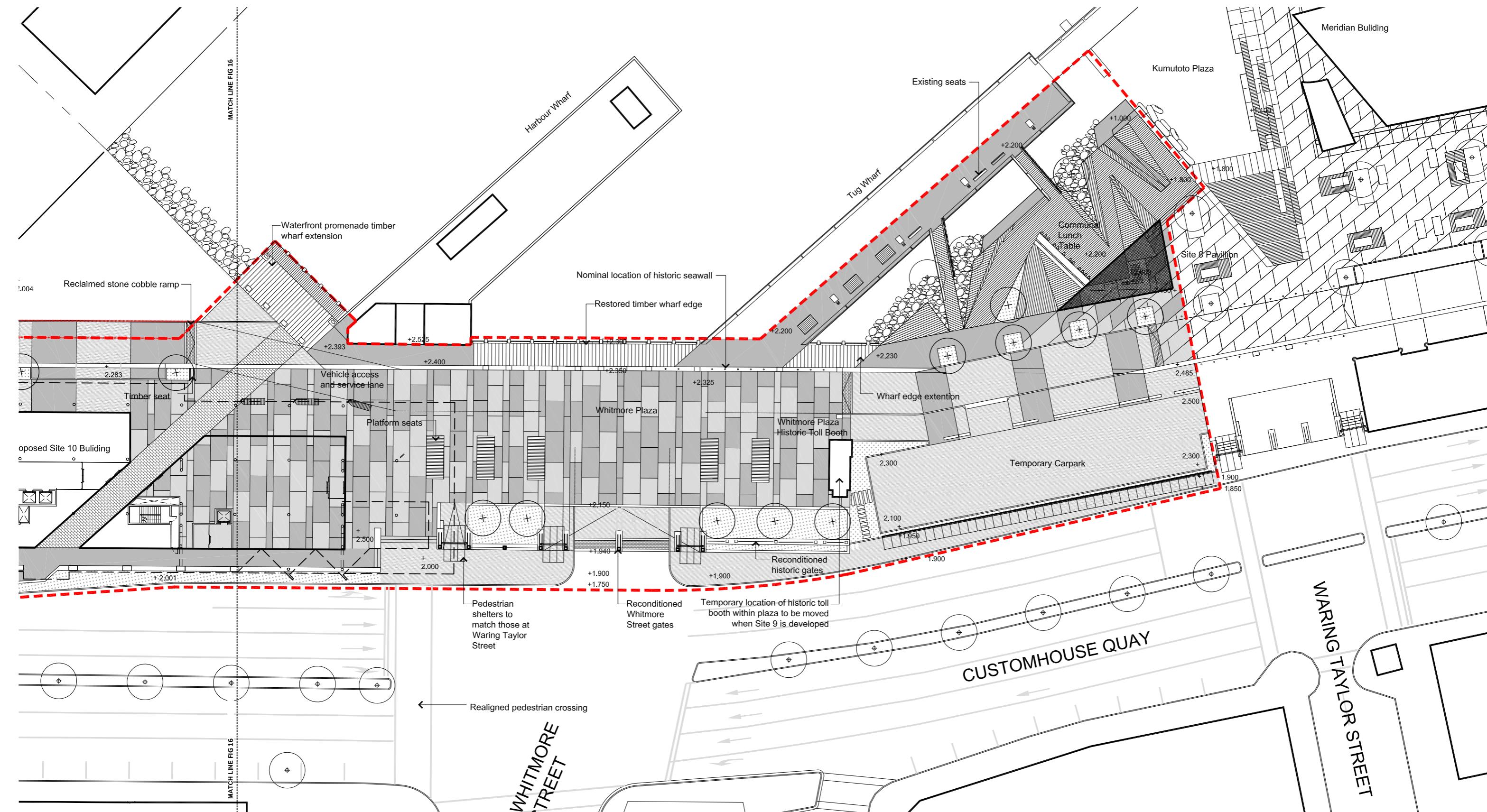


Timber Decking

APPENDIX - NORTH KUMUTOTO

APPENDIX NINETEEN
to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council

General Arrangement Plan 01 | Figure 16



APPENDIX - NORTH KUMUTOTO

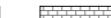
**to Accompany Statement of Evidence of Daniel George Males
on Behalf of Site10 Redevelopment Limited Partnership and Wellington City Council**

General Arrangement Plan 02 | Figure 17

isthmus

02.07.2015

pg 17

- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
|  Extent of Works |  Concrete Paving Type 1
Exposed aggregate finish |  Unit Paving
Clay / Stone unit paving |
|  Building Outline | | |
|  Existing Trees Retained |  Concrete Paving Type 2
Honed finish |  Garden Bed
Amenity / Buffer planting |
|  Proposed Trees
grade / species into. refer to 1.080
and 1.081 and planting palette 4.080 |  Asphalt
Hot mix 5/10 |  Timber Decking
Hardwood timber |