

**BEFORE THE ENVIRONMENT COURT
AT WELLINGTON**

ENV-2015-WLG-024

IN THE MATTER of 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 JOHN HARDWICK-SMITH
ON BEHALF OF SITE 10 REDEVELOPMENT LIMITED PARTNERSHIP AND
WELLINGTON CITY COUNCIL**

3 July 2015



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INTRODUCTION

1. My name is John Hardwick-Smith.
2. I am an architect, and a director of Athfield Architects Limited (**Athfield Architects**). My qualifications include B.Arch. with 1st class honours, and B. Building Science, gained from Victoria University, Wellington. I am a Fellow of the New Zealand Institute of Architects (**NZIA**) and have practised architecture in Wellington since 1991.
3. I am currently an active member of the Christchurch City Council Urban Design Panel, and have been a convenor and juror for a number of NZIA and Designer's Institute awards programmes.
4. I have experience across a number of architectural, urban, and landscape design projects in a design lead or co-lead capacity. Many of these projects have included the design and integration of buildings, infrastructure, and landscape in public, high amenity, and often sensitive heritage environments, including previous building and urban design works on Wellington Waterfront. Examples of these projects include:
 - (a) Clyde Quay Wharf development - building and landscape;
 - (b) Odlins, Shed 21, Free Ambulance building redevelopments and associated landscapes;
 - (c) Buildings, infrastructure, landscape and public art for Waitangi Park;
 - (d) Heritage conservation and redevelopment of Government House and Grounds;
 - (e) Heritage conservation and redevelopment of Museum of Wellington, City to Sea;
 - (f) New and refurbished buildings, landscape, and campus planning for Victoria University, Kelburn Campus;

- (g) New buildings, refurbishments, landscape and Campus Planning for Massey University, Buckle Street Campus;
- (h) Building, landscape, and infrastructure for the Pukeahu NZ Memorial Park, Buckle Street;
- (i) The Palmerston North City Library; and
- (j) The NZ Memorial and associated landscape in Hyde Park, London.

5. I have been engaged by the applicants to provide evidence in relation to the architectural design of the proposed building development on Kumutoto site 10, Wellington Waterfront (**the Building**).

CODE OF CONDUCT

6. 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

7. I have been asked to provide evidence in relation to the architectural design of the Building, with particular focus on the design description, analysis and assessment of the proposal in relation to its context within the North Kumutoto Wellington Waterfront environment.
8. My involvement with this project is as architectural design director, working with architectural project design coordinator, Andre Bishop from Athfield Architects, along with others in the project design team engaged by the applicants. I have been involved in this role since the design was initiated in response to the design competition/Request for Design proposals by Wellington Waterfront Limited (**WWL**) for Kumutoto sites 9 and 10 in March 2013.

9. I note that I have previous experience with this site as Architectural Design Director of a previous but different design proposal that also won a design competition in 2007, run by WWL in 2007. This proposal was not advanced.
10. I am familiar with the area the Building 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.
11. I am responsible for the Kumutoto Site 10 Architectural Design Report for Resource Consent Submission dated 25 September 2014 (**Design Report**) from Athfield Architects, that formed part of the Assessment of Environmental Effects (**AEE**) lodged in support of the Building, and the updated Kumutoto Site 10 Architectural Drawings for Resource Consent Submission, Rev B, dated 12 March 2015 (**Rev B Drawings**), submitted in response to section 92 requests by the Wellington City Council (**WCC**).
12. Documents referred to in the design development, and in the summary and assessment of the design in my evidence include:
- (a) the North Kumutoto Design Brief dated 22 Nov 2012 (**NKDB**);
 - (b) the Wellington Waterfront Framework dated April 2001 (**WWF**);
 - (c) the Wellington City District Plan (**DP**) and the Central Area Urban Design Guide (**CADG**); and
 - (d) the Environment Court Decision regarding appeals against Variation 11 dated 24 April 2012 (**ECD**).¹
13. I note that since the design competition in 2013, the proposal has undergone development and refinement in response to review and input from WWL Technical Advisory Group, WCC officers, technical experts engaged by the applicants, and engagement with key stakeholders and the market.
14. In the preparation of my evidence I have referred to the outcomes of the process above. I have also reviewed the evidence of other technical experts engaged by the applicants, and the Section 87F report prepared by WCC .

¹ *Waterfront Watch Inc and Queen Wharf Holdings v Wellington City Council* [2012] NZEnvC 74 (24 April 2012).

- 15.** My evidence will cover the following matters:
- (a) a summary of the design proposal;
 - (b) a summary of the physical/historical context for the proposal;
 - (c) a summary of the planning/design parameters; and
 - (d) a summary assessment of the design response in relation to the context and parameters.
- 16.** This statement of evidence should be read in conjunction with the Kumutoto Site 10 Architectural Design Report for Resource Consent Submission, Rev B, dated 12 March 2015 (**Rev B Report**), and the Rev B Drawings.

SUMMARY OF THE DESIGN PROPOSAL

The Site

- 17.** The site is a rectangular site in the northern Kumutoto precinct of the Wellington Waterfront, adjacent to the east side of Waterloo Quay, and situated between Shed 21 and the Whitmore Street gates, between the Whitmore Street/Waterloo Quay intersection and the waterfront.
- 18.** The site and its immediate surrounds are currently used as a temporary campervan and car park, and includes a temporary amenities block to service this activity.
- 19.** To the east of the site is currently an area of mixed pedestrian and vehicle movement. Beyond that is the constructed harbour edge, including the harbour wharf, with the Former Eastbourne Ferry Building. The historical sea wall, currently buried from sight, runs between these wharves and the site.
- 20.** On a broader city/waterfront scale, the site is in a zone of transition between the working port and the public waterfront; a northern gateway between the waterfront and the city. It is at a juncture between land and maritime transport hubs, at the beginning of the waterfront promenades. Whitmore Plaza marks

the area where the Government precinct connects to the harbour, the waterfront turns a corner, and the Quays come close to the water.

The Design Proposal

- 21.** The scope of this proposal is the new building proposed for the 'Site 10' site and associated enabling infrastructure and landscape ground works within the footprint of the building site indicated on drawing RC1.00-B of the Rev B Drawings.
- 22.** The proposed building is a 5 storey (Ground + 4 levels) new building containing:

 - (a) commercial office use on upper floors;
 - (b) retail/gallery, small business, foyers, and servicing on the ground floor; and
 - (c) car/cycle parking, building user amenities and services within the basement.
- 23.** Approximately rectangular in plan, the building runs parallel with, and to the east of, Waterloo Quay, between Shed 21 and the Whitmore Street gates.
- 24.** The building has been designed in parallel and integrated with the landscape design. The design of the landscape works (outside of the building perimeter) are covered in the evidence of Mr Daniel Males.
- 25.** Although a single building, the mass is broken into two lower podium forms (Ground + Levels 1 and 2), split by the east/west 'harbour wharf' link, with a third continuous upper level form (Levels 3 and 4) spanning over the top and cantilevering beyond the lower forms at the southern end.
- 26.** This upper level form has the character of a waterfront gantry, and creates a lid or 'portico' over the public space to the south and south-east, adjacent to the proposed Whitmore Plaza. At a city scale, this gantry element also highlights the Whitmore Gateway (effectively the 'northern gateway') to the waterfront.

- 27.** The space within the southern podium is conceived as an extension of the Whitmore Plaza in that the portico roof integrates exterior and interior space under it (like a veranda), and the ground of the plaza extends visually into the café/gallery tenancy space at Ground Level through to the cross-site harbour wharf link.
- 28.** This southern podium is highly glazed, and set back under the portico to enhance the sense of connection with the Whitmore Plaza open space, the Former Eastbourne Ferry Building frontage and wharf space to the south-east.
- 29.** The south-west corner incorporates large diagonally orientated window boxes, reflecting the orientation of the wharf structures, and addressing the Whitmore Gateway and the urban corridor extending north-westward toward Parliament.
- 30.** The north podium is more regular in form, and is proposed to house small business/retail outlets as part of a creative business hub at Ground Level, predominantly facing the waterfront lane and the Woolstore Plaza/colonnade, with office activity on the floor above. This form incorporates a Level 1 and Level 2 box window extension along the eastern side, which provides shelter to the promenade interface below, and open deck space for the level above.
- 31.** The colonnade along the western side of Shed 21 is extended along the western side of this new building, and the gap between the north and south podiums (created by the harbour wharf link) forms a public cross-site link for pedestrians between the sheltered Quay-side route to the sheltered harbour-side route along the promenade, with direct links to the office foyers and to the Whitmore Plaza extension spaces. The Quay-side point of entry to the harbour wharf link is signalled by a protruding glazed box window directly above it on Level 1.
- 32.** The upper level gantry-like form is structured by a steel truss, which allows it to cantilever over the extended Whitmore Plaza at the south end. The truss is inset from the northern end by a corresponding amount, as if it has moved horizontally from north to south, diminishing the apparent upper level mass and scale of the building where it comes closest to Shed 21.
- 33.** At 14.7m above mean sea level (**AMSL**) in height, the podium components align approximately with the range of other podium scaled structures in the

vicinity, such as Shed 11 and 13 (14.9m AMSL in height) and the Meridian building (18.4m AMSL in height).

34. At 22.4m AMSL height, the working gantry structure aligns approximately with Shed 21 (21.1m AMSL) and is lower than the podium of the Post Office Building across the Quays (29.7m AMSL). There is a small area of rooftop services/plant and lift overrun structure on top of this gantry. It is located toward the centre of the building footprint, to minimise visible presence from key Ground Level views.
35. The building structure is designed in accordance with Damage Avoidance Design² principles, and to provide seismic, life-safety performance in excess of Importance Level 3 [IL3] with a base isolated steel frame structure above ground. Mr Adam Thornton provides more detail on these issues in his statement of evidence.
36. The building design integrates a range of sustainable design measures to achieve a 5 Star Green Star Certified Rating, which is recognised by the New Zealand Green Building Council as 'New Zealand Excellence'.

Proposed Activities

37. On the Ground Level, the proposal will provide for a range of retail/café tenants (marked Tenancy A, B, C and D on RC1.02-B of the Rev B Drawings), small creative business unit tenancies, services, and the primary Entry/Foyer for the upper levels.
38. The café tenancies open out toward Whitmore Plaza and to the waterfront promenade on the south and east, and to the harbour wharf link entry on the west. The tenancies around the north-east, north and west sides are at this stage directed towards small creative business units to complement the existing tenancies in the adjacent south end of Shed 21. The design is such that all of these tenancy spaces are capable of alternative uses and configurations should the demand support such a change over time.

² Damage avoidance design involves detailing to make the structure more easily repairable and to separate the non-structural elements from the effects of the inter-storey displacements. Further detail on this matter is contained in the evidence of Mr Adam Thornton.

39. The new colonnade along the Waterloo Quay edge and the harbour wharf link from the Quays to the waterfront promenade provides public, sheltered, accessible routes on established and new desire lines, connecting to key interface points within the new building as well as between key city and waterfront movements and spaces. In addition, the upper level gantry structure provides a new civic scaled portico structure sheltering public space on the northern side of Whitmore Plaza.
40. The basement, which is accessed from a ramp at the north of the building, provides for car parking, cycle parking, and building user amenities, along with some building services plant.
41. On levels 1-4 the building is configured for large, flexible format, high quality office work space, accessed via either the main core/entry lobby north of the harbour wharf link, or an alternative secondary lobby south of the link. In this way, the levels are flexible and resilient in their ability to cater for larger or smaller tenancies.
42. At 24m wide, generally rectangular in form, and with great aspect to all sides, the building is ideally proportioned and positioned for office use. The proximity to the railway station, Central Business District (CBD), Government Sector and the waterfront further supports this density and use in this location.
43. This upper level office use is the commercial 'backbone' of the Building. It provides an extended daytime population to the site and link to CBD activity. It draws from, and contributes to, the pedestrian flow between the CBD, waterfront, rail/bus interchange and port.

SUMMARY OF KEY HISTORICAL CONTEXT ASPECTS

44. Mr Adam Wild covers heritage in detail in his statement of evidence. In my evidence, I summarise the key historical and heritage aspects of the site acknowledged by this proposal, and explain how the proposal interprets and complements these historical and heritage aspects in its design. The key historical and heritage aspects are categorized as 'broader historical patterns' (at an urban scale), and 'heritage elements' (at a building scale).

- 45.** Historical patterns (at an urban scale) include:
- (a) the historical pattern of linear buildings forming an edge to the eastern side of the Quays, with gaps aligning with perpendicular streets and creating defined gateways between city and waterfront;
 - (b) the historical pattern of north/south running wharves with (in some cases) rail extensions directly accessing/servicing these wharves from the Quays;
 - (c) the historical pattern of mixed use waterfront access and service running parallel to the harbour edge, between building face and harbour; and
 - (d) the historical pre-European activities and associations in relation to the Kumutoto stream and the old shoreline.
- 46.** Heritage elements (at a building scale) include:
- (a) Shed 21, Shed 11, and Shed 13;
 - (b) the Former Eastbourne Ferry Building;
 - (c) the sea wall and the wharves;
 - (d) reclamation edge; and
 - (e) iron gates and railings.

Design response in relation to key historical and heritage aspects

- 47.** Although the proposal is contemporary in character and use, its design is responsive to, and contributes to, historic heritage on several levels.

General historic maritime activity and movements

- 48.** The expressed gantry reflects and reinforces the sense of the historic working port activity, and the sense of elevated structures over water typical to historic port edge buildings and infrastructure.
- 49.** The configuration of the building along the edge of the Quays opening out to the waterfront promenade reflects and reinforces the historic condition of buildings fronting the harbour and supporting water edge mixed use activity along the strip of land contained by the sea wall.
- 50.** The harbour wharf link recalls the configuration and activities of rail linkages between the Quays and the wharves, providing a pedestrian route, and framing a view between the Quays and the wharves, celebrating these historical lines of movement/activity.

The historic harbour edge, the wharves, and the Quays

- 51.** The configuration, alignment and scale of the building recalls and reinforces the historical built edge between the Quays and the waterfront, and reflects the location of the historical sea wall and the strip of working 'promenade' edge between sea wall and building.
- 52.** The diagonal harbour wharf link, and other diagonal components of the building, are set out by the location and geometries of the historic wharves.
- 53.** The extent of the southern end of the gantry and the portico are informed by the alignments of the Whitmore Street Corridor, as well as the extents of the former Customs House Building that was previously centred on this corridor.
- 54.** The aspects raised in paragraphs 48 to 53 above combine to 'seat' this contemporary proposal into its broader historical context. They contribute to the historic values of the area by reflecting, interpreting, and reinforcing a sense of the historical activities and spatial relationships that have defined the area over its constantly developing history.

Shed 21, and Sheds 11 and 13

- 55.** The diagrams and elevations on pages 6 and 18 of the Rev B Report demonstrate how the proposal, although clearly different in architectural character, responds directly to the scale, modulation, and massing of Shed 21 in the following ways:
- (a) The height of building is approximately aligned with Shed 21.
 - (b) The elevation of the building is articulated as 3 horizontal 'bands' (visually combining Levels 1 and 2, then Levels 3 and 4) corresponding to the articulation of Shed 21.
 - (c) The modulation of the building works to a similar structural rhythm as Shed 21.
 - (d) Although the overall length of the proposal is longer than Shed 21, this apparent length is broken down by the change in modulation that occurs either side of the harbour wharf link, effectively breaking the mass into components not dissimilar in scale to Shed 21 and other Quay-side sheds.
 - (e) The large format cladding components on the west elevation of the proposal are reminiscent of the large overlay sliding doors on Shed 21 and other Quay-side buildings.
 - (f) The Ground Level modulation of the building with the retail units, structural grid, and cross wharf component interprets the modulation of historical Quay-side loading doors/openings of Shed 21, Shed 11 and Shed 13.
 - (g) The Quay-side colonnade, and the fine grain tenancies opening towards Woolstore Plaza and the east side of the proposal, extend the pattern of use that is now occurring in the redeveloped Shed 21 Woolstore building. While these patterns of use are not reflecting historic conditions/associations, they have become established within the recent history of the Woolstore, and are critical to its sustained use, access and relevance on this part of the waterfront.

The Former Eastbourne Ferry Building

- 56.** While this proposal is clearly larger in scale than The Former Eastbourne Ferry Building, the proposal responds to its form and setting by stepping back in both its East and South elevation, reducing its scale and intensifying its articulation (the columns, the stepping upper levels, and portico ceiling) at its closest proximity.
- 57.** The Former Eastbourne Ferry Building is respected and highlighted by the manner in which the portico frames the Former Eastbourne Ferry Building and its frontage (particularly as viewed from the Whitmore Gates approach). This raises the Former Eastbourne Ferry Building's profile in relation to the Whitmore Gates and the harbour wharf (refer to Figures 26, 29 and 36 in the Rev B Report).
- 58.** These design responses contribute to the value of these historical elements by recreating previous neighbouring building relationships, extending patterns of their scale, modulation, rhythm, and form, and contributing to their combined presence as a collection of related waterfront structures.
- 59.** In the case of the Former Eastbourne Ferry Building, the proposal respects its frontage and curtilage by stepping back at its lower levels, and it also highlights the Ferry Building by framing, enhancing legibility, and thus contributing to its setting at this critical junction on the waterfront.

Summary of key planning/design parameters for the site

- 60.** Several documents are relevant to the planning and design parameters and objectives for development on the site. These include the NKDB, the WWF, the DP and CADG, and the ECD.
- 61.** Mr Graeme McIndoe in Annexure 1 of the Section 87F(4) report prepared by WCC provides a full assessment of the proposal using these documents.
- 62.** In my evidence, with reference to Figure 22 in the Rev B Report, I summarise the key physical site specific parameters. These include:

Plan 'footprint' constraints:

- (a) Eastern edge of the building to align with the eastern facade of Shed 21 (NKDB/ECD).
- (b) The northern edge of building to be minimum 14m from Shed 21 (NKDB).
- (c) Southern edge of the building to be constrained by (ie not encroach) the DP Viewshaft 4 down Whitmore Street (DP). Additionally, *"The building should relate positively to The Former Eastbourne Ferry Terminal Building and contribute to the amenity of the Whitmore Street extension space, providing an 'interface area' at the southern end"* (NKDB).

Western edge of the building to be constrained by site boundary (refer fig 25, page 13 of the Kumutoto Site 10 S92 Response Drawings dated 27 February 2015 (**S92 Response Drawings**)).

Height constraints:

- (a) Height 22m AMSL, with scope for additional rooftop plant (NKDG/ECD).
- (b) The ECD included the following observations/conclusions in relation to Site 10 building scale/form/articulation, which are informative:
 - (i) *"Our understanding is that scale relates to a number of features which are likely to influence relative acceptable proportionality. For instance, this is demonstrated clearly by the treatment of the window detailing in Shed 21 relative to the actual number of floors and height"*³; and
 - (ii) *"...The footprint in terms of continuous building volume for permissible building in 'A' should be adjusted so that the form reads as more than one building."*⁴

3 ECD, at paragraph 111.

4 ECD, at paragraph 112.

SUMMARY ASSESSMENT OF THE DESIGN RESPONSE IN RELATION TO THE CONTEXT AND PARAMETERS

- 63.** The eastern edge of the building is set out by the eastern edge of Shed 21. Although the Level 1 and 2 window box extends east of this 'set-out' by approximately 2.4m, as a lightweight additive component it does not influence the reading of the predominant building face alignments (from immediate or more distant Ground Level viewpoints), but rather reads as a veranda extending from the building face (refer viewpoints in Figure 1 in the Rev B Report.)
- 64.** The northern edge of the building is approximately 14.8m from Shed 21 at Ground Level. The edge of the 'veranda' overhang at Level 2 is approximately 12.3m from Shed 21. This is approximately consistent with the proposed 14m gap, and also consistent with the gaps between other Quay-side buildings.
- 65.** The southern edge of the building does not encroach on Viewshaft 4, and the set-back under the gantry is aligned approximately with the north-east frontage of the Former Eastbourne Ferry Building (refer Figure 30 in the Rev B Report). This contributes to the amenity of the Whitmore Street extension space, and defines an 'interface area' at the southern end.
- 66.** The western edge of the building is within the site boundary, except for minor local 'overhang' by the box window marking the entry to the harbour wharf link (refer Figure 44 in the Rev B Report), and some ground works associated with the foundations for the base isolation. The extent of encroachment by the box window is less than 1m, occurring over a length of approximately 6.4m. In relation to the reading of the whole façade this is very minor, but purposeful and helpful to signal the entry to the public cross link.
- 67.** The overall building height is 22.4m AMSL to the edge of the parapet. This defines the perceived predominant height of the building from most viewpoints (refer Figure 29 in the Rev B Report). The lift overrun and roof top plant extends above this height by approximately one level, however, because it is localised and set back from the edges, it does not influence the perceived predominant height set by the continuous edge of the parapet.

68. At the scale of the city and the waterfront, this is aligned approximately with the 22m AMSL referred to in the ECD. Furthermore, the perceived scale and alignment with Shed 21 is influenced by the 3 expressed horizontal bands of the building, which conform approximately to the expressed horizontal banding of Shed 21 (as observed in the ECD). Figure 32 in the Rev B Report and Viewpoints 01, 03, 05, 06 and 07 in the Proposed Site 10 Kumutoto Artist Impressions dated 23 September 2014, prepared by Build Media (**Artist Impressions**), demonstrate this approximate alignment in height and banding.
69. The overall building form is broken into two podium components (separated by the harbour wharf link) and one gantry form spanning over the top. This configuration responds to the ECD concern for a degree of articulation between primary forms.

SUBMISSIONS

70. A number of submissions concern matters within my area of expertise. As the issues raised in many of the submissions are similar, to avoid repetition I will respond by issue, rather than by submitter. The issues I will respond to are:
- (a) use of waterfront land for a commercial building;
 - (b) public accessibility;
 - (c) impact on views;
 - (d) shading effects; and
 - (e) specific building design issues:
 - (i) height/bulk;
 - (ii) response to historic context;
 - (iii) location of carpark entry/truck dock; and
 - (iv) design excellence.

Use of waterfront land for a commercial building

71. With its close proximity to the CBD and the Government precinct, as well as the city transport hub (the Wellington Railway station/bus station), the site is ideally situated to support a CBD related working population. The WWF notes, on page 32, that:

North Queens Wharf has a strong connection to the city's Central Business District. This will be reflected with a stronger sense of the city form being developed in this area through a higher proportion of buildings than on the rest of the waterfront.

72. On page 33, the WWF notes:

New Buildings in this area will have a range of uses, and could include recreational, retail, commercial, residential and institutional uses.

73. This supports one of the key values identified by the WWF, at page 18, relating to 'Diversity of experience' and the principle that the waterfront is a place to 'live, work and play', supported by the principle that *"There will be an allowance for some commercial development on the waterfront."*

74. The proposed uses (including commercial office use on upper levels and proposed retail and creative business hubs on lower levels) provide a critical mass and mix of sustainable activity on the site. This applies to Ground Level interfaces with the public realm, including linkages between waterfront and city, as well as the upper level activity that will provide a significant population to the area, contributing a sense of human presence, activity and passive surveillance.

75. Furthermore, the building's integrated sheltered public open spaces and linkages, transparent and accessible edges (over multiple levels, particularly at the south end adjacent to Whitmore Plaza), and central core configuration, are sufficiently integrated with public space, and the building's design is sufficiently flexible/robust to provide for a range of future alternative uses, including potential art gallery or community based activities (or others) if and when demand and/or funding supports it.

Public accessibility

- 76.** Several submitters have raised concerns relating to the public accessibility of the Ground Level of the building.
- 77.** As indicated in drawing RC1.02-B of the Rev B Drawings, and discussed in paragraphs 37 to 39 above, the Ground Level of the proposal includes:
- (a) Sheltered open space, colonnades and link ways;
 - (b) public interface food/retail tenancies (Tenancies A, B, C and D);
 - (c) creative business unit tenancies;
 - (d) lobby/foyer spaces to upper floor tenancies; and
 - (e) building services/car park access/truck dock.
- 78.** The areas and relative proportions of these are mapped on Figure 24, Page 12 of the **S92 Response Drawings**.

Ground Level area breakdown

- 79.** Approximately 45% of the overall building 'footprint' at Ground Level is to be category (a) (totally public 24/7) (I note that references to 'categories' in this section refer to the categories in paragraph 77(a) to (e) above).
- 80.** Approximately 60% of the overall building 'footprint' at Ground Level is to be categories (a) and (b) above (totally public + high public interface).
- 81.** Approximately 85% of the overall building 'footprint' at Ground Level is to be categories (a) to (d) (totally public + high public interface + mixed public interface).
- 82.** Approximately 15% of the overall building 'footprint' at Ground Level is to be category (e) (no public interface).
- 83.** In addition, approximately 54% of the Ground Level building edge is to be category (a) or (b). Approximately 87% of the building edge is to be category

(a), (b), (c) or (d) above, including all of the high profile corners and predominant edges to Whitmore Plaza, the waterfront promenade and the street.

- 84.** The WWF notes, at page 29, that *"the ground floors of buildings should be predominantly accessible to the public. This could include commercial activity – provided it is aimed at the general public"*. This would apply to at least categories (a) and (b), and potentially much of category (c) depending on the mix of tenancies operating in these spaces over time.
- 85.** On this basis, there is a significant proportion of the Ground Level of the building, overall footprint and edge, dedicated to active, high public interface and publicly accessible space.
- 86.** Some submitters question the public accessibility of activities such as category (b) and (c), given that they are likely to be spaces that are operated and managed by commercial operators. In my view it is entirely appropriate, and in fact often a critical ingredient for effective public interface space, to include commercial operators selling support amenity (ie food/drink or other). Such operators are incentivised to host/manage/maintain the public interaction space in their immediate environment, and contribute a reason for the public to visit/interact. Furthermore, as noted above, the design of the spaces (particularly category (b) above) is sufficiently flexible to support community based or other non-commercial operators when/if the demand and ability to service these occurs on a sustainable basis.

Impact on Views

- 87.** Several submitters have raised concerns about effects on views. Concerns range from effects in relation to street views along the Whitmore Street corridor, as well as views more generally between the Quays and the harbour.
- 88.** Page 25 of the WWF states *"Existing views down city streets to the harbour and hills should be enhanced and improved, and new views created where possible.....Framed views are also important to increase the sense of drama and to reinforce the sense of distance and scale."*
- 89.** The historical pattern of buildings running along the Quay-side supporting movement along the Quays is recognised by the WWF. In the table at page 40

of the WWF, the section relating to the North Queens Wharf Characteristics notes *“Buildings define edge of quays, pedestrian access via building colonnade”*.

- 90.** This pattern, clearly evident by the orientation and Quay-side presentation of Shed 21, and Sheds 11 and 13, and the old Harbour Board building, clearly defines a linear built edge on the harbour side of the Quays, with gaps at the gateways, generally defined by the intersections with the perpendicular streets running back into the city.
- 91.** The range of defined viewshafts in the DP demonstrates the importance of these views. Viewshaft 4 Whitmore Street is the nearest to the site. Viewshaft 4 is based on the view point from the corner of Lambton Quay and Bowen Street, looking along the Whitmore Street corridor to the harbour and the Clyde Quay Wharf beyond. This is plotted, and the view demonstrated on Figures 23, 24, 25 of the Rev B Report and Viewpoint 08 of the Artist Impressions.
- 92.** The southern extent of the building stops short of, and helps frame the north side of, Viewshaft 4. In addition, it ‘pulls back’ from this edge on lower levels, giving additional space to the frontage, and opening the view from Whitmore Street and the Quays, to the Former Eastbourne Ferry Building and its setting.
- 93.** Additionally, the proposal preserves a consistent gap between itself and Shed 21 at its north end, and provides a cross-site view and mid-length view through the harbour wharf link. The location and orientation of this aligns with the harbour wharf, and, as such, frames a view from the Quays through to the waterfront and wharfscape toward the distant view of the harbour and hills. It is also along an important desire line, and provides a valuable physical connection from the water-edge promenade to the Shed 21 colonnade and the Railway Station.
- 94.** Like its historical neighbours, between these gaps, the building is not generally transparent (from side to side) because of its structure and range of internal functions. Although towards the ends (particularly the Whitmore Plaza end) where the building footprint is thinner, and glazing occurs on all sides, it becomes progressively more transparent to oblique views between the Quays and the waterfront.

95. In my view, the proposal provides the appropriate balance of edge definition to the Quays, and provision (and location) of open views between the City and the waterfront, consistent with the historical pattern of development along this part of the waterfront.
96. I believe the call by some submitters (eg the Architecture Centre) for significantly increased visual transparency through the Ground Level of the building would undermine this balance (the neighbouring historical buildings setting this pattern present a predominantly solid edge to the Quays, punched only with local openings usually related to historical service/dock points).
97. It would also compromise the building's ability to accommodate essential servicing/infrastructure to support the building activities, including the ground floor. Whether commercially or community based, these spaces would likely require a similar proportion of visually 'opaque' supporting infrastructure within the depth of the ground floor in order to operate.

Shading

98. Mr Hudson Moody provides a thorough analysis and assessment of shading effects in his evidence. In my evidence I review the effects demonstrated by the shading in Figures 8 to 23 in the **(S92 Response Drawings)**.
99. Firstly, I note that the building is within its anticipated volume. This is determined by a number of parameters summarised earlier in my evidence, including consideration of the appropriate scale and orientation of a building to fit the historical and existing pattern of buildings along this part of the waterfront.
100. Figures 8 to 11 in the S92 Response Drawings demonstrate shading effects at summer solstice (December 21st) at 10am, 12pm, 2pm, and 4pm. These figures indicate that in the morning the shading effects are predominantly to the west of the building, on part of the south bound traffic lanes of the Quays, with some on the north western corner of Whitmore Plaza. At this time, sun comes some way under the area of Whitmore Plaza sheltered by the Site 10 south end 'portico' fronting southern tenancy A.
101. As the day progresses to midday, the shadow tends to fall directly under the silhouette of the building, then in the afternoon swings around to the east side

of the building, and around to the north, away from Whitmore Plaza, but over the adjacent portion of Kumutoto Lane, and over some of Woolstore Plaza. Late in the afternoon, the sun comes in under the western side of the portico adjacent to the south side of southern tenancy A.

- 102.** This demonstrates that summer time shading effects are relatively insignificant in relation to the primary adjacent public space, Whitmore Plaza. When there is shade cast on some of this area, the majority of the remainder is free of shade, including areas of open space supported by new ground floor interactive tenancy space.
- 103.** There are shading effects on Kumutoto Lane later in the day, however I note firstly that as a lane, people are predominantly moving through to and from adjacent unshaded areas (particularly to the south/east). Secondly, the proposal offers the option of a sheltered colonnade along the western side of the building, which would receive sun over most of its length during the time that the Kumutoto Lane is shaded.
- 104.** Figures 12 to 15 and Figures 20 to 23 in the S92 Response Drawings demonstrate shading effects through the autumn and spring solstices. The effects and areas affected are similar to the summer conditions, but the extent of shadow spreads more horizontally particularly to the south-east and south-west.
- 105.** The effect this has on public space is some extended morning shade to Whitmore Plaza, although still not more than about a quarter of its total area, therefore there is still a considerable proportion of the Whitmore Plaza not shaded. Otherwise, the extended shading occurs predominantly on road or water, so there is little further material effect to public space.
- 106.** Figures 16 to 19 in the S92 Response Drawings demonstrate shading effects mid-winter. The only time of day when there are net shading effects by the building (over and above shading effects by other existing buildings) is in the morning, over Whitmore Plaza, and toward late morning/midday over Kumutoto Lane. While in the morning the building does shade most of Whitmore Plaza, because of the scale of the open space network through this zone, including Site 8 and the Tug Wharf area, there are still options to occupy (sit) and move through the space in the sun along the eastern side. Later in the

day this diminishes, but largely due to the existing shading by New Zealand Post House and others on the city side of the Quays, rather than by the site's effects.

- 107.** In summary, while there are some shading effects, in my view these are relatively minor in relation to the scale of the adjacent public open spaces, and in relation to shading that already occurs from existing structures. The longest shading occurs to the south-east, which is predominantly over water. In addition, in public space amenity terms, this is offset by the new shelter the building provides to public space on its south and east sides, and to routes that run along-side, or through it.

Specific building design issues

- 108.** Several submitters have raised concerns in relation to specific design issues. I respond to the issues below.

Height/Bulk

- 109.** With its parapets at 22.4m height AMSL, the building is aligned approximately with its nearest neighbour, Shed 21 (at 21m), and is consistent with the review of appropriate height in the ECD, which refers to 22m AMSL.
- 110.** This height is consistent with the DP objective of buildings stepping down from the City to the water (the podium of New Zealand Post House, to the west, is 29.7m AMSL). When considered with the stepping height limits of Site 9, it is consistent also to a stepping down from north to south, from Shed 21 to Shed 11 (as called for in the ECD).
- 111.** During the design development, an additional partial floor was considered and reviewed by the Technical Advisory Group and the WCC Transport and Urban Development Committee. While this was seen to be potentially beneficial in some respects (both formally, as well as the possibility to incorporate a roof top café/public space), the overall feedback was mixed, and the resulting application has taken the conservative approach with respect to height.
- 112.** In my view, the proposed scale is also appropriate in terms of its ability to house the range of proposed activities, and support a critical mass of

population in a socially and economically sustainable manner, on this central site, so close to the CBD and city transport hub.

- 113.** When viewed in relation to its context (refer Viewpoints 01, 02, 09 of the Artist Impressions), the scale of the proposal clearly aligns and integrates with the predominant scale of other structures around it.
- 114.** The proposal includes several mechanisms to reduce its apparent bulk in relation to its scale and context. These include:
- (a) The overall form of the building is long and slender, in line with other Quay-side buildings. This overall form is legible from the oblique views of the building and the long approaches, particularly from the south.
 - (b) At a macro scale, the overall form is broken into three parts – two podium components split by the harbour wharf link, and one gantry element spanning above. Additionally, it is split into three horizontal bands, to align with the three expressed horizontal bands of Shed 21.
 - (c) The breaking down of the overall form in this manner contributes to reduction in apparent bulk. The composition also diminishes the mass towards the ends, reducing apparent bulk, and transitioning to the scale/form of Shed 21 to the north, and to the scale of Whitmore Plaza to the south.
 - (d) The overall form is articulated by components set in and out from the primary volume. Set in areas include the open space ‘carved out’ under the south/south east end portico, the colonnades, the harbour wharf link, and the setbacks at the upper north end and the diagonal window elements in the southwest corner. Set out components include the Level 3 and 4 portico levels (in relation to the lower recess at the south/east end), the east side box window element, and the west side box window, marking the entry to the harbour wharf cross-link. These measures reinforce and extend the articulation provided by the definition of the larger forms. They reference the scale of other elements on the working waterfront environment, such as the scale of wharf structures and gantries. They are concentrated in areas with

the highest public interface where they can contribute to shelter, or help define public space or movements.

- (e) At a detailed façade level, there is another tier of detail and material variation, further breaking down the apparent scale, and responding to local use and interface with adjoining landscape.

Response to historic context & nearby buildings

- 115.** I refer to Paragraphs 45 to 59 in my evidence above, where I outline the way in which the proposal responds to local historical patterns and heritage elements.

Location of carpark entry and truck dock

- 116.** Mr Mark Georgeson responds to detailed issues around the carpark and loading dock from a traffic engineering point of view in his statement of evidence, and Mr Daniel Males provides a response to the landscape implications. I outline the general issues around relative locations considered in the design.
- 117.** The carpark entry is situated at the north end of the building, entering from Woolstore Plaza. This location is preferred because of the logic in capturing vehicles at their arrival (from the north) and configuring an effective and efficient ramp into the basement with minimal effects or conflicts with adjoining public space, circulation or building interface space.
- 118.** This location is seen to be more desirable than the south or east, where there are higher use public interface spaces and/or circulation routes, or the west, where traffic loading on the Quays prevents it. Furthermore, in this location it leaves the corners available for interactive tenancies. It localises the main traffic entry and interface to the Woolstore Plaza area where there are relatively fewer pedestrian movements, and already a sense of mixed use and servicing in relation to existing uses of Shed 21.
- 119.** With the combination of some minor local adjustment to levels, and reconfiguration of the position of the gates, the space can accommodate the carpark entry along with the existing service vehicle movements related to

Shed 21. It can also accommodate accessible and well-connected pedestrian routes around the ends of the buildings and along the extended colonnade.

- 120.** In my view, this combination does not unduly compromise the already mixed use nature of the existing space of Woolstore Plaza, and will likely provide some enhanced activation and improved accessibility, as well as the sense of spatial integration between the two buildings.
- 121.** The proposed truck dock is mid-way along the eastern side, entering from Kumutoto Lane. There is a logic to this location in that it provides a service point central to the various ground floor uses and the core for the upper levels.
- 122.** There is also historical precedent for Quay-side buildings to be serviced generally along their eastern sides, in relation to goods coming from the wharves, and as part of the pattern of movements and activities of the working waterfront.
- 123.** It is impractical/unviable for the truck dock to be incorporated with the basement carpark because of the depth that would be required to achieve the necessary head height within the basement. South and western locations were not considered feasible for the same reasons noted regarding the carpark entry.
- 124.** Although the mix of uses has changed over time, with a shift to pedestrian/cycle dominance, Kumutoto Lane remains a mixed use lane designed to accommodate slow moving vehicles to service and access the activities of the waterfront.
- 125.** Given the relatively infrequent use requirement, and the provision for service vehicles to short term parallel park in the zone (rather than necessarily back into the dock), in my view the position is optimal relative to other possibilities. It is consistent with the mixed use nature of Kumutoto Lane and the principle of maintaining the waterfront as an active vital working waterfront. This arrangement is also consistent with servicing of the Meridian building.

Position of Wharf gates north end Site 10

- 126.** Several submitters raise concerns about the proposed reconfiguration of the wharf gates at the north end of the building.
- 127.** The reconfiguration of the gates involves their shifting eastwards (towards the waterfront), being set to the 'open' position, and integrated with landscape works around Woolstore Plaza. Mr Daniel Males describes this in more detail in his evidence. One of the key reasons for reconfiguring the gates is to facilitate a clear transition along the public pedestrian Quay-side route between the existing Shed 21 colonnade and the new Site 10 colonnade. If the gates were to remain in their current position, when open, they would block the end of the new Site 10 colonnade. While it would be possible to move around them, it would be counter to the benefits of the continuous, clear, sheltered, publically accessible street-side pedestrian route provided by the new colonnade.
- 128.** While this re configuration represents a slight shift from the historical alignment of the gates (with relation to Shed 21), it is minor in the context of the waterfront and of a fence that historically shifted in its alignment between buildings. And although not historically authentically located, the proposed re-configuration aligns well visually with the architectural articulation at the south end of Shed 21, and enables a less encumbered outlook from the ground floor Shed 21 corner unit window (which would otherwise be looking more directly at the gates, when open, in their current configuration).
- 129.** In my view the benefits provided by the proposed reconfiguration outweigh any potential dis-benefits, and in combination with the proposed landscape works, the reconfiguration contributes to a cohesive design, integrating the two buildings, the Woolstore Plaza, the gateway, and the two colonnades.

Design excellence

- 130.** Several submitters raise concerns around the issue of design quality, in relation to the high design threshold called for on waterfront sites.
- 131.** The WWF states, at page 23, "*A high quality of design is paramount on the waterfront. Spaces must be attractive and safe and work effectively for all users*".

- 132.** Having led or co-led the design on several other developments on the Wellington Waterfront, including Waitangi Park, much of waterfront landscape works from Te Papa to the Taranaki Wharf, and the recently completed Clyde Quay Wharf building development, I am very aware of, and agree with, the expectation of design excellence for projects on the waterfront.
- 133.** I note that Mr Graeme McIndoe's urban design assessment, Annexure 1 of WCC's section 87F report, includes an assessment of design excellence (page A2-6). He notes that: *"Design excellence can be defined in various ways but may broadly be seen as a significant advance on the ordinarily acceptable, with resolution to an exemplary standard conceptually, compositionally, and at the level of detail...."*
- 134.** Mr McIndoe considers the proposal passes the test based on key attributes including concept driven design, memorably expressive, compositionally coherent, specific response to context, visual richness, high quality edge to Whitmore Plaza, excellent conditions for pedestrians around 3 sides of the building.
- 135.** I agree with Mr McIndoe's assessment.
- 136.** In my view, additional criteria relevant to this site and mode of development might include:
- (a) Integrated building/landscape design, complementary to adjacent buildings and spaces in the immediate as well as the broader waterfront/city context.
 - (b) Fit for purpose and responsive design, providing for (and expressing) high quality functional spaces and facilities for the particular range of uses and activities that will occur within and around the building.
 - (c) Sustainable, safe, functional, flexible and resilient design.
 - (d) Balanced and responsible design that balances strong urban design, the responsibilities of public interface and delivery and maintenance of high quality public amenity, with its physical, technical (including

particular constructional and seismic aspects on this site), regulatory, political, and economic constraints.

- 137.** In my view, the proposal also meets the test of these criteria, based on the design response and analysis given through my evidence.
- 138.** Submission 27 by Ms Christine McCarthy, of the Wellington Architecture Centre, notes in its introduction that building on the site is vital to ensure high quality amenity, and that she supports building as a commercial activity.
- 139.** Her submission adds that *“We have no problems with a building of this size, form, orientation, location from a heritage or urban design perspective”*. However, she goes on to criticise the proposal for not meeting the excellence or landmark status threshold that a building on the waterfront should meet. Through the submission, reference is made to a number of international precedent buildings to illustrate what the Building could be.
- 140.** I am familiar with images of these precedents via various media. While I agree with Ms McCarthy that many of these are excellent buildings in relation their various functions and contexts, in my view their relevance in this case is limited because:
- (a) These designs are specific to their functions, many being major cultural institutions such as opera houses, theatres, major terminals, national galleries etc. As such, in most cases their expression is strongly linked to their primary function. The proposal is a mixed use building with predominantly office use on upper levels. This obviously has a significantly different set of spatial requirements and external expression to major performance venues.
 - (b) They are also specific to their respective physical contexts, most in the opposite hemisphere to here, many on prominent landmark sites such as peninsulas extending out from their respective urban edges.
 - (c) The site is part of a line of other similar sites, some built (Shed 21), some unbuilt (Site 9) with a responsibility to extend an existing pattern, complete an edge, or transition from one heritage condition to another.

- (d) The site is constrained on all 5 sides (including the height). While it is a high profile site, it is not landmark in the same sense as many of these more exuberantly formed European precedents, or even other Wellington Waterfront sites such as the Overseas Passenger Terminal or the Queens Wharf outer-T.
- (e) These buildings are also developed under totally different parameters. As a commercial project, the proposal is self-funded. It is also designed for a particularly seismically sensitive environment, in relation to the parameters of a New Zealand construction and regulatory industry, on a site with physical constraints and planning/statutory moderators stemming from various valued and fiercely protected views, open spaces, and heritage elements in the immediate vicinity.

141. Ms McCarthy adds that the current proposal is 'watered down' in comparison to the previous competition winner on this site in 2007. As architectural director for the previous proposal also, I am very familiar with it. While I believe the 2007 proposal was a strong and contextually relevant design, I understand the main reasons it did not advance was the ambitious nature of its design in relation to a protected view shaft, heritage curtilage, height, seismic, constructional, specific functional and economic parameters. The design would have required significant modification to proceed in this context beyond the drawing board.

142. Ms McCarthy lists a number of proposed conditions in her submission. I list these below and respond accordingly:

A. A requirement of 65% public accessible ground floor space

143. For the reasons outlined in paragraphs 76 to 86 of my evidence, I believe the proposal provides an appropriate balance of publically accessible Ground Level space. Accordingly, I do not believe this condition is necessary.

B. Increased connection between city and sea... increased transparency through the ground floor is one way of achieving this

144. For the reasons outlined earlier in paragraphs 87 to 97 of my evidence, I believe the proposal achieves the appropriate balance of transparency through its Ground Level, and therefore I disagree with this condition.

C. Increase the floor to ceiling height of the ground floor to a minimum of 5m

145. The predominant Ground to Level 1 height is 4.5m. I believe this height is appropriate because:

(a) The ceiling of the portico space at the south end is 11.5m in height (effectively 3 levels), and this contributes a sense of civic scaled spatial generosity at the primary public space interface for the building. As many of the public ground floor spaces open out in relation to this portico, and they are generally relatively shallow spaces (back from the façade), in my view there is a positive and appropriate sense of scale for these spaces.

(b) In addition, because of the horizontally banded expression of the building (as 3 large bands, similar to Shed 21), and relatively transparent lower levels, there is an implied extension of this portico ceiling (underside of the gantry) along the length of the building, contributing a sense of elevation and scale to the combined lower floors (Levels Ground, 1 and 2) of the building.

(c) The height of the overall proposal is constrained to 22m AMSL. The proposal currently aligns approximately to this (22.4m AMSL to the parapet), with a proportionately higher Ground Level and a balance of appropriately scaled upper floors to provide for high quality office work space. An increase in any of these heights would affect the overall height, and risk a negative response in terms of overall building scale and alignment with Shed 21.

(d) While losing a floor might enable this, it would also undermine the economic viability of the project, reduce the ability for the site to

support a critical scale of population on such a well-connected central site, and, in my view, negatively impact on the scale, proportion and potential urban contribution of key interface elements such as the portico, as well as the overall alignment with the scale and form of the predominant structures and spaces around the site. On this basis, I disagree with this condition.

D. Remove the built structure under the 'gantry' cantilever

- 146.** The built structure under the gantry is an articulated 2-storey glazed 'box' suspended under north-west corner of the gantry, in the manner of a 'cab' relating to the crane structure above. In urban design terms, it is situated in this location to contribute a sense of edge to the street side, and bias the portico open space out toward the harbour and around to the east. In combination with the portico, it contributes 3-dimensional form, activation, visual interest, and passive surveillance in relation to public space sheltered by the portico.
- 147.** In addition, it provides some local mediation in scale (in relation to the portico), and shelter in proximity to a pedestrian arrival point/crossing of the Quays. It also extends an area of high amenity, high profile work space from Levels 1 and 2 of the upper level tenancy space.
- 148.** Ms McCarthy notes in her submission that this structure undermines the legibility of the gantry cantilever, by 'filling in' the space under it. Because the structure is set back from all edges of the portico, is relatively transparent, and articulated as a separate structure suspended under the gantry, I disagree with her. In my view, the positive effects it contributes greatly outweigh any potential negative effects.

E. Net zero energy use

F. Water collection and grey water reticulation

- 149.** In response to items E and F, the proposal is utilising a 5 Green Star rating as a benchmark for environmental initiatives. This is recognised as 'NZ Excellence' and drives buildings towards outcomes that are balanced between energy efficiency, water efficiency, and internal environment, impacts on local ecology, transport emissions and material sourcing.

150. During the design development, a range of sustainability initiatives have been considered and assessed. The approach has been to prioritise those initiatives that have the highest 'sustainability returns' in relation to their cost and use of resource. In this context, on-site generation and grey water harvesting have relatively less net environmental benefit per cost than good provision of cyclist facilities, high efficiency lighting, low flush toilets and increased ventilation rates.
151. The Project Sustainability advisors at AECOM have advised that the solar and wind yield for the proposal is not sufficient to cover the building and tenant energy consumption requirements and therefore a net zero energy building is not possible through on-site generation.
152. Furthermore, the advice has been that for a building development of this nature, it is generally accepted that, from a sustainability point of view, it is a more effective use of limited capital/resource to concentrate on limiting energy and water consumption of the building asset, and to leave generation and water supply de-carbonisation as network level considerations. This approach targets sustainability initiatives more effectively with those parties best placed to mitigate them. This scale appropriate approach is consistent with the world's most rigorous sustainability rating scheme (Living Building Challenge), which implements this scale appropriate methodology. On this basis, I disagree with this proposed condition.

G. A plan to reduce waste during construction

153. I confirm it is proposed that there will be a plan to reduce waste during construction that will be consistent with the requirements of 5 star Green Star. Further detail of this is summarised in the evidence of Mr Peter McGuinness. On this basis I note that the proposal already complies with this proposed condition.

H. A minimum area for cycle parks

- I. A redesign of the basement to ensure safe cycling to cycle parks, including testing against Austroads specifications for cycling infrastructure*

- 154.** In response to item H, I note that the building accommodates at least 76 secure bike parks and meets the minimum requirements to achieve the maximum 2 Green Star Tra-3 credits available under the Green Star system for secure bike storage, which requires allowance for 10% of building staff.
- 155.** Regarding item I, I assume this refers to access to and from cycle parks. In response to this, I note that Mr Georgeson has suggested that a change to condition 28 of Application 1 (relating to detailed design safety audit) by adding the words 'cycle access to, from and within the basement' as part of the requirements of the safety audit. Therefore, I do not consider that condition I is necessary.

SECTION 87F REPORT

- 156.** I have read the section 87F report prepared by WCC for this matter.
- 157.** I have the following comments in relation to Annexure 1, the design review carried out by Mr Graeme McIndoe on behalf of WCC. In this report, he carries out a detailed assessment of the design against the relevant statutory and non-statutory planning documents.
- 158.** I concur generally with Mr McIndoe's assessment, and his summary 'Overview Comments' on pages 6 to 7.
- 159.** In his summary of 'Site 10 Building Design', in paragraph 4.12, Mr McIndoe raises several matters of detail that in his view still require further attention. I discuss these matters below.
- a) Some control on frontage closure within the shop fronts would be desirable to provide for some internal privacy while maintaining some transparency*
- 160.** My understanding is that this refers to tenancies such as the creative business units that might include workspace that will likely have some privacy requirements.
- 161.** I agree with the intent of this, but also note that, in my view, the base shell case should provide for a high degree of transparency such as the shop front glazing as indicated on the elevations. Mechanisms providing 'frontage closure' should be consistent within the shop front (such as operable

perforated louvres), along with the condition that private activities, such as personal workspace, should not occur in direct proximity to the shop front.

b) Review of the transverse diagonal braces...

- 162.** I acknowledge the concern raised by Mr McIndoe. In discussion with the project Structural Engineer, Mr Adam Thornton, an amendment is proposed to the cross-bracing in this area. This is indicated by revised Figure 6 in the drawings attached as **Appendix 1** to this evidence, which demonstrates that a minimum head height within the colonnade of 2.2m can be achieved.

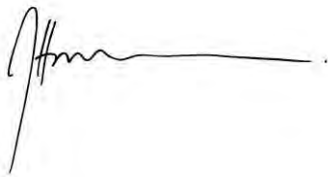
c) The shop front glazing at ground level, particularly at the CBUs along northern end of the building may be excessively linear and homogenous, and would, (sic) benefit from expression of CBU subdivision to complement that (sic) columns expressed here...

- 163.** I agree with Mr McIndoe that increased articulation from that indicated on the elevations would be beneficial, and note that this will occur as the design develops, including the inclusion of tenancy doors and finer fenestration around these.
- 164.** However, I do not believe this necessarily needs to relate to the structural grid. I believe that some degree of variation between the tenancies may be practical and desirable. One or two of the tenancies may be combined to make bigger spaces, and the shop front could be developed, or remain flexible, to respond to this.
- 165.** I think this level of flex and external legibility of internal activity (ie collective work or collaboration) is a good thing for both the building and the waterfront.
- 166.** In addition, I believe the combination of street furniture and planting will add additional visual variation and activity along the Kumutoto Lane edge.
- 167.** I agree with Mr McIndoe when he adds at the end of paragraph 4.12 *"These are all minor matters that, should the proposal be approved by the Court, might be readily addressed at the next stage of the design."*
- 168.** Subject to my response above regarding these 'minor matters', I concur with Mr McIndoe's conclusions regarding the review of proposal at pages 7 to 9 of his report.

CONCLUSIONS

169. In my opinion, this proposal:

- (a) Is a high quality cohesive design, well integrated in terms of scale, form, and articulation with its city waterfront context.
- (b) Responds positively to the objectives and parameters outlined in the various guiding documents, including the NKDB, the WWF, the DP, the CADG, and the ECD.
- (c) Supports an appropriate balance of activities, including publicly interactive space and amenity to lower levels and provision for an appropriate and sustainable scale of working population on upper levels in relation to its central, well-connected location.
- (d) Supports and shelters adjoining public open space and linkages both in relation to the waterfront and the Quays.
- (e) Is responsive and complementary to the various relevant heritage conditions – both in terms of broader historical patterns and specific heritage elements.
- (f) Is honest and expressive of what it is and does as a high quality sustainable and viable mixed-use commercial development, with a strong public interface on the Wellington Waterfront.
- (g) Reflects a design process that has been rigorous, iterative, and responsive to feedback from TAG and WCC review. Mitigation has been carefully balanced between various potential effects, and integrated within the overall design to contribute to a cohesive and comprehensive outcome.



John Hardwick-Smith

3 July 2015

ANNEXURE 1

Page 1: Kumutoto Site 10 Colonnade Section (dated 27 June 2015)

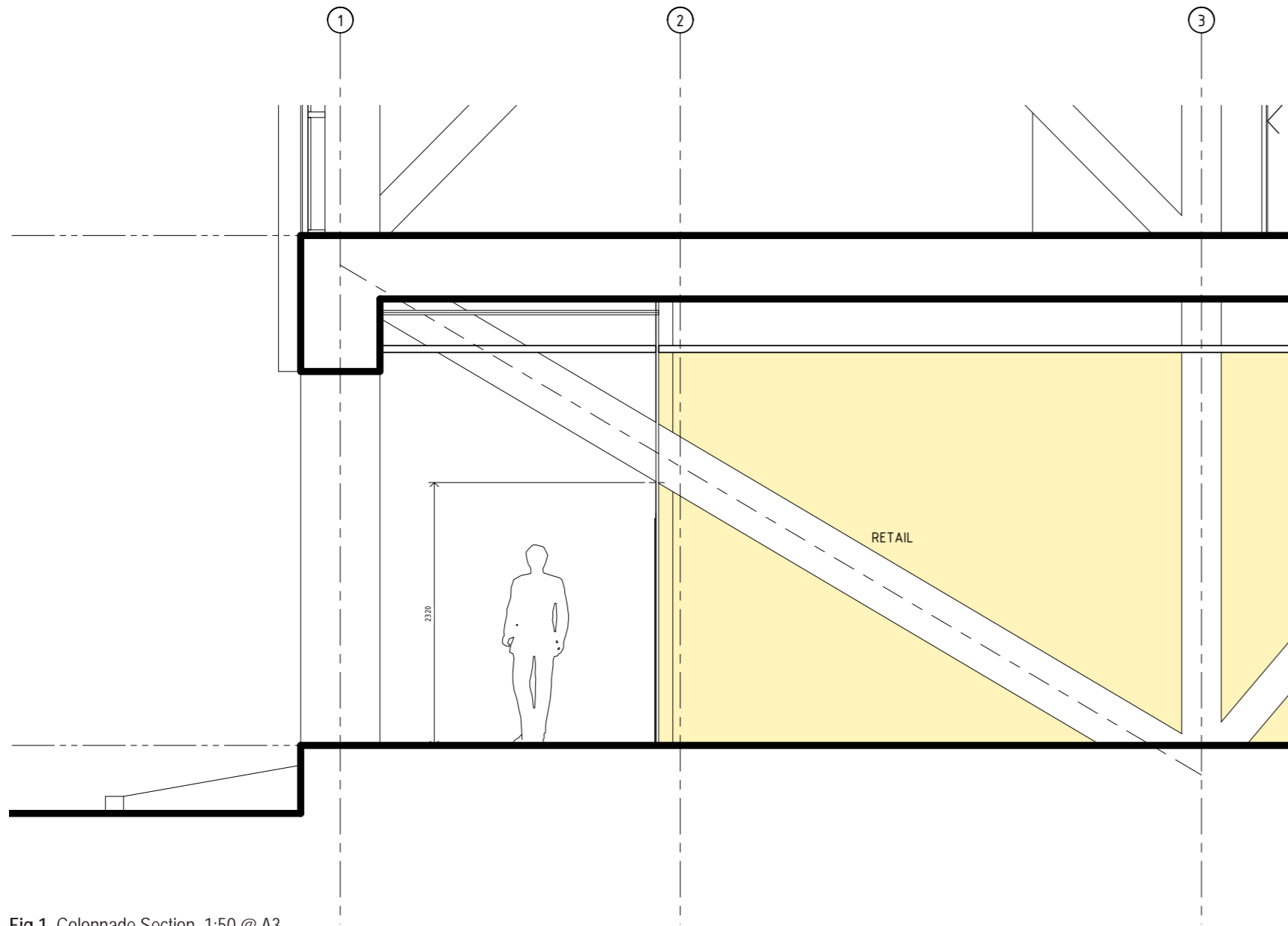


Fig 1. Colonnade Section 1:50 @ A3

The transverse chevron bracing is an integral element of the building's seismic resisting system. The structure is relatively long and narrow with the effect that the transverse bracing (the steel chevrons) need to extend to the perimeter of the narrow direction to provide a sufficiently wide 'footprint' to safely resist lateral and torsional seismic loading.

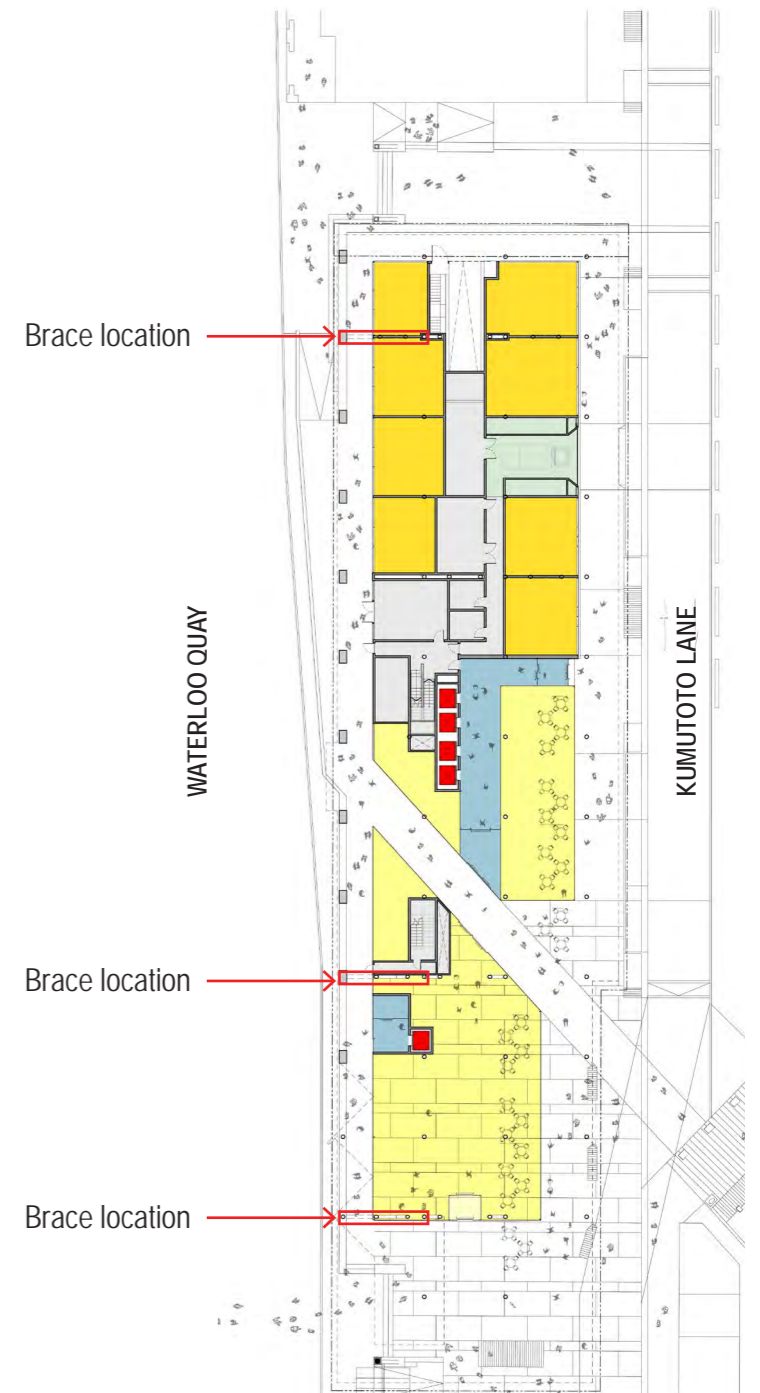


Fig 2. Key plan showing colonnade brace locations

COLONNADE SECTION