

APPENDIX 4

PROPOSED “ONE TASMAN PUKEAHU PARK” RESIDENTIAL DEVELOPMENT - 1 AND 23 TASMAN STREET

ASSESSMENT OF DISTRICT PLAN OBJECTIVES AND POLICIES

TABLE 1: OPERATIVE DISTRICT PLAN

Number	Objective/Policy	Assessment	Consistent? Yes/No
OBJ 12.2.1 Containment & Accessibility	To enhance the Central Area’s natural containment, accessibility, and highly urbanised environment by promoting the efficient use and development of natural and physical resources.	The site is within the identified Central Area. The provision of 221 residential units is consistent with promoting the efficient use and development of the site.	Yes, consistent with the objective.
POL 12.2.1.2	Contain Central Area activities and development within the Central Area.	The development is consistent with the containment of activities and development within the Central Area.	Yes, consistent with the policy.
OBJ 12.2.2 Activities	To facilitate a vibrant, dynamic Central Area by enabling a wide range of activities to occur, provided the adverse effects are avoided, remedied or mitigated	<p>The proposed activities (residential, retail (café) and ancillary carparking) are permitted activities in the Central Area. Providing for 24/7 activities on the site (221 residential units) will contribute to a vibrant and dynamic Central Area.</p> <p>One of the eight principles to guide Central Area development is:</p> <p><i>Enhance the Central Area as a location for high quality inner city living.</i></p>	Yes, consistent with the policy.

		<i>Increasing the amount and quality of residential dwellings will be encouraged, building on the overall vibrancy of the Central Area and supporting the primary commercial functions of downtown Wellington and the 'Golden Mile' [emphasis added]</i>	
POL 12.2.2.1	Encourage a wide range of activities within the Central Area by allowing most uses or activities provided that the standards specified in the Plan are satisfied.	The proposed residential activities are permitted activities, as is the proposed café and the ancillary on-site car parking.	Yes, consistent with the policy.
POL 12.2.2.2	Ensure that activities are managed to avoid, remedy or mitigate adverse effects in the Central Area or on properties in nearby Residential Areas	The site is not adjacent to a Residential Area. The sites to the immediate east and south are occupied as residential apartments - however, they are, like the application site, within the Central Area. There will be no adverse effects on any nearby <u>Residential Area</u> , the closest of which is centred on Ranfurly Terrace approximately 150m to the south, south of Rugby Street.	Yes, consistent with the policy
POL 12.2.2.4	Control the adverse effects of noise in the Central Area.	The proposed activities (residential activities, ancillary car-parking and retail/café) will all operate within the Central Area noise standards. The activities will not be generators of excessive noise.	Yes, consistent with the policy.
OBJ 12.2.3 Urban Form & Sense of Place	To recognise and enhance those characteristics, features and areas of the Central Area that contribute positively to the City's distinctive physical character and sense of place.	A key design objective has been to acknowledge the setting of the proposal adjacent to Pukeahu National War Memorial Park and its established 'sense of place' as a nationally significant public space. Given the considered design approach to site planning and the incorporation of a variety of housing typologies, reinforced by a high quality architectural design, One Tasman Pukeahu Park will establish its own sense of place and, one that will be complementary to the adjacent Pukeahu National War Memorial Park.	Yes, consistent with the objective. Also refer Heritage Assessment (AE Appendix 9) and Heritage Review (Appendix 10).
POL 12.2.3.1	Preserve the present 'high city/low city' general urban form of the Central Area.	Central Area building heights for the 'low city' range from 10.2m above ground to 43.8 above ground, with one specific location (at Aotea Quay) having a 50m height limit (Planning Map 32). The area to the immediate north has a permitted activity height of 27m above ground, with the opportunity to increase to 36.45m above ground as a restricted discretionary activity.	Yes, consistent with the policy. In relation to preserving the "general urban form" of southern Te Aro, and given that 62% of the site will accommodate buildings below 18.6m and/or be occupied by ground level open spaces and pedestrian and vehicle entrances and access, the

		<p>The Northern and Southern Apartments buildings have a maximum height above ground of 37m and 33m respectively (excluding the lift overrun), but only cover approximately 38% of the total site.</p> <p>These building heights, while higher than the permitted and discretionary heights applying to the site, are nevertheless not 'inconsistent' with building heights anticipated for the low city to the immediate north.</p>	proposed One Tasman Pukeahu Park development is not inconsistent with preserving the <u>general</u> urban form of this part of the low city.
POL 12.2.3.2	Promote a strong sense of place and identity with different parts of the Central Area.	As noted in relation to Objective 12.2.3, the One Tasman Pukeahu Park will establish a strong sense of place in its own right and be complementary to the sense of place of the neighbouring Pukeahu National War Memorial Park.	Yes, consistent with the policy.
OBJ 12.2.4 Sensitive Development Areas	To ensure that any future development of large land holdings within the Central Area is undertaken in a manner that is compatible with, and enhances the contained urban form of the Central Area.	The proposal to locate 221 housing units on the site is consistent with maintaining and enhancing the contained urban form of the Central Area.	Yes, consistent with the objective.
POL 12.2.4.5	Ensure that development within the Te Aro Corridor assists to integrate the inner city bypass into the urban fabric of southern Te Aro.	<p>1 Tasman Street is to the south of but immediately adjacent to the Te Aro Corridor. As the explanation to Policy 12.2.4.5 notes:</p> <p><i>There are a variety of public spaces along the edge of the bypass that help to incorporate the new corridor into the existing urban environment, and which provide a range of experiences to motorists and pedestrians visiting and moving through the area. The most significant of these open spaces is the National War Memorial Park proposed to be developed to the north of the Carillon and National War Memorial. This park will serve both the city and the country by enhancing the setting of the memorial and providing a venue for public services and gatherings.</i></p> <p>Pukeahu National War Memorial Park is now completed. 1 Tasman Street has frontage to the 'now closed to motorists' Old Buckle Street, which forms part of the park. The new development will provide a 'quality edge' to Old Buckle Street thereby integrating the development into the urban fabric of this part of the Central Area.</p>	Yes, consistent with the policy.
OBJ 12.2.5 Effects of New Building Works	Encourage the development of new buildings within the Central Area provided that any potential adverse effects can be avoided, remedied or mitigated.	The objective stresses encouraging new development. As confirmed by the various technical assessments (including heritage and urban design), potential adverse effects have been	Yes, consistent with the objective.

		appropriately avoided or mitigated through the considered design approach.	
POL 12.2.5.1	<p>Manage building height in the Central Area in order to:</p> <ul style="list-style-type: none"> ▪ reinforce the high city/low city urban form; and ▪ ensure that new buildings acknowledge and respect the form and scale of the neighbourhood in which they are located; and ▪ achieve appropriate building height and mass within identified heritage and character areas. 	The Northern and Southern Apartment buildings exceed the permitted building height (Planning Map 32) which is 18.6m.	<p>Not inconsistent with the policy given that the District Plan:</p> <p>(a) provides for building height above specified standards when building height is reduced elsewhere on the site (Policy 12.2.5.4) and</p> <p>(b) anticipates and provides for 'over-height' buildings throughout the Central Area, including in the 'low city' (Policy 12.2.2.5) when design excellence is achieved.</p>
POL 12.2.5.2	<p>Manage building mass to ensure that the adverse effects of new building work are able to be avoided, remedied or mitigated on site.</p>	<p>Building mass has been 'distributed' across the site to reflect the various housing typologies consisting of high-rise apartment buildings and low-rise terrace houses, thus assisting in reducing the perception of greater building mass.</p> <p><u>Note:</u> the allowable building mass (at 75%) is 68,702m³ and the achieved building mass 71,503m³ or 78%.</p> <p>The location of the low-rise terrace houses on the corner of Old Buckle Street and Tasman Street responds directly to the lower scale of the heritage listed former Mount Cook Police Station on the opposite corner.</p>	Yes, consistent with the policy.
POL 12.2.5.3	<p>Manage building mass in conjunction with building height to ensure quality design outcomes.</p>	<p>The design approach has been to incorporate differing housing typologies and consequently building form and scale - i.e. building mass - has been 'managed', especially on the frontage to Old Buckle Street and the north-west corner of Old Buckle Street and Tasman Street to achieve a relationship that responds to and respects the open space/public amenity of Pukeahu National War Memorial Park and the listed heritage items, especially the former Mount Cook Police Station building and retaining wall, and the National War Memorial and Carillon, the later through incorporating a significant separation between the northern and southern apartment buildings.</p>	Yes, consistent with the policy.

POL 12.2.5.4	<p>To allow building height above the specified standards in situations where building height and bulk have been reduced elsewhere on the site to:</p> <ul style="list-style-type: none"> ▪ provide an urban design outcome that is beneficial to the public environment; or ▪ reduce the impact of the proposed building on a listed heritage item. <p>Any such additional height must be able to be treated in such a way that it represents an appropriate response to the characteristics of the site and surrounding area.</p>	<p>The proposed Northern and Southern Apartments Buildings exceed the permitted activity and discretionary height limits (operative District Plan).</p> <p>Combined both buildings occupy 38% of the total site.</p> <p>As a consequence, 62% of the site is occupied either by: (a) buildings which are significantly below the 18.6m permitted building (refer page 37 of the Architectural Design Statement - Appendix 1 to the AEE); or (b) or areas of ground level landscaped open space.</p> <p>In addition, building bulk has been set back and lowered on the northern side and the north- west corner to establish a positive relationship with Pukeahu National War Memorial Park and the heritage listed former Mount Cook Police Station.</p>	Yes, consistent with policy.
POL 12.2.5.5	Require design excellence for any building that is higher than the height standard specified for the Central Area.	<p>The proposal has been assessed against the Council’s criteria for ‘design excellence’ - refer Urban Design Assessment (Appendix 7 to the AEE). The conclusion reached is that:</p> <p><i>The proposal demonstrates a high level of professionalism and a commitment to building design quality that clearly can deliver an outcome that goes over and above what would normally be expected to satisfy the Central Area Urban Design Guide provisions.</i></p>	Yes, consistent with the policy.
POL 12.2.5.6	Ensure that buildings are designed to avoid, remedy or mitigate wind problems that they create and when existing wind conditions are dangerous, ensure new development improves the wind environment as far as reasonably practicable.	<p>A full wind tunnel assessment was undertaken which identified some areas where wind conditions deteriorated and some areas where they were improved.</p> <p>As detailed at Section 7.5 of the Wind Report (Appendix 12 to the AEE), a series of design changes were incorporated into the proposal, along with the incorporation of a large canopy adjacent to the Southern Apartments Building, which collectively resulted in some significant improvements over the original design.</p>	Yes, consistent with the policy.
POL 12.2.5.7	Ensure that the cumulative effect of new buildings or building alterations does not progressively degrade the pedestrian wind environment.	The wind tunnel study identified increases and reductions in wind conditions associated with the original design. Design changes and wind mitigation measures targeted areas where negative effects were identified and showed that these could be partially mitigated, while the beneficial effects were retained.	Yes, consistent with the policy.

POL 12.2.5.8	Ensure that the wind comfort level of important public spaces are maintained.	As recorded in the Wind Report, there is an overall improvement in the wind amenity in Pukeahu National War Memorial Park.	Yes, consistent with the policy.
POL 12.2.5.9	Encourage consideration of wind mitigation measures during the early stages of building design and ensure that such measures are contained within the development site.	Wind design advice and wind tunnel testing were an integral part of the design process, and design changes and mitigation measures were identified and incorporated into the final design.	Yes, consistent with policy.
POL 12.2.5.10	Provide for consideration of 'permitted baseline' scenarios relating to building height and building bulk when considering the effect of new building work on the amenity of other Central Area properties.	Although it is not considered relevant to undertake a 'permitted baseline' assessment given that all new Central Area buildings require consent for a restricted discretionary activity - nevertheless it is noted that 62% of the site development is below the 18.6m permitted baseline height.	N/A
OBJ 12.2.6 Buildings and Public Amenity	To ensure that new building works maintain and enhance the amenity and safety of the public environment in the Central Area, and the general amenity of any nearby Residential Areas.	A principal driver of the proposal has been the establishment of a positive relationship with the Pukeahu National War Memorial Park as an important public environment.	Yes, consistent with the objective.
POL 12.2.6.1	Enhance the public environment of the Central Area by guiding the design of new building development and enhancing the accessibility and usability of buildings.	The proposal is well positioned to provide a high level of accessibility to the central city; and, at the same time, provides a high level of residential amenity (usability).	Yes, consistent with the policy.
POL 12.2.6.2	Require high-quality design that acknowledges, and responds to, the context of the site and the surrounding environment.	The proposal achieves a high-quality design that responds to the site's context.	Yes, consistent with the policy.
POL 12.2.6.3	Ensure that new buildings and structures do not compromise the context, setting and streetscape value of adjacent listed heritage buildings, through the management of building bulk and building height.	The conclusion of the independent heritage assessment is: <i>The architectural massing and relationship of the various built scale and form within the site have been carefully considered so that the overall proposed development sits appropriately within the site and does not dominate the surroundings (both the surrounding heritage elements and the National War Memorial setting).</i>	Yes, consistent with the policy.
POL 12.2.6.4	Protect sunlight to identified public spaces within the Central Area and ensure new building developments minimise overshadowing of identified public spaces during periods of high use.	There is no identified (listed) public space (Central Area Appendix 7) in the vicinity of the Tasman Street, therefore there is no shading on any identified public space during the protected hours.	Yes, consistent with the policy.
POL 12.2.6.5	Advocate for new building work to be designed in a way that minimises overshadowing of any public open space of prominence or where people regularly congregate.	There is minimal (less than minor) shading above a permitted baseline shading on the north-eastern corner of Pukeahu National War Memorial Park and the Basin Reserve eastern embankment. The shading is limited to short periods late afternoon during mid-winter. Refer page 35 of the Architectural Design Statement - Appendix 1 to the AEE.	Yes, consistent with the policy.

POL 12.2.6.6	Protect the panoramic view from the public viewing point at the top of the Cable Car.	The site falls outside the 'frame' of the panoramic view (Central Area, Appendix 10) and therefore does not intrude on any 'focal element' or 'continuum element' of the panoramic view.	Yes, consistent with the policy.
POL 12.2.6.7	Protect, and where possible enhance, identified public views of the harbour, hills and townscape features from within and around the Central Area.	No Appendix viewshaft crosses the site. The left margin of Viewshaft Vs20 (Tory Street) aligns with the mid-point of Tasman Street. The focal elements of Vs20 are the Buckle Street Barracks and surrounding vegetation, and Puke-ahu Hill. The proposed development does not intrude into the viewshaft - consequently there is no effect on the viewshaft's focal or the context elements.	Yes, consistent with the policy.
POL 12.2.6.12	Maintain and enhance the visual quality and design of ground floor level developments fronting onto streets, parks and pedestrian thoroughfares throughout the Central Area.	Although neither Old Buckle Street or Tasman Street are identified on Planning Map 49E as requiring ground floor display windows, the incorporation of the café unit on the Old Buckle Street/Tasman Street corner will provide an appropriate level of public engagement and activation with the adjacent Pukeahu National War Memorial Park public spaces.	Yes, consistent with the policy.
POL 12.2.6.13	Maintain and enhance the commercial character and visual interface of ground floor level developments facing the public space along identified frontages within the Central Area	The development is primarily a residential development and not of a 'commercial character'. However, the incorporation of a commercial unit (café) on the corner of Old Buckle Street/Tasman Street provides an appropriate level of public engagement and activation with the adjacent Pukeahu National War Memorial Park public spaces.	Yes, consistent with the policy.
POL 12.2.6.15	Improve the design of developments to reduce the actual and potential threats to personal safety and security.	CPTED principles have been incorporated into the design process - refer Appendix 16 to the AEE.	Yes, consistent with the policy.
POL 12.2.6.16	Promote and protect the health and safety of the community in development proposals.	The proposal has been designed with close attention to seismic resilience. CPTED principles have been incorporated into the design process - refer Appendix 16 to the AEE.	Yes, consistent with the policy.
OBJ 12.2.7 Building Amenity	To promote the efficiency and environmental sustainability in new building design.	These have been key consideration in the design process.	Yes, consistent with the objective.
POL 12.2.7.1	To promote a sustainable built environment in the Central Area involving the efficient end use of energy and the use of renewable energy, especially in the design and use of new buildings and structures.	The development has incorporated a range of features consistent with sustainable design and energy efficiency - refer page 33 of the Architectural Design Statement - Appendix 1 to the AEE.	Yes, consistent with the policy.
POL 12.2.7.2	Ensure all new buildings provide appropriate levels of natural light to occupied spaces within the building.	All residential units will receive excellent levels of natural light.	Yes, consistent with the policy.

POL 12.2.7.3	Enhance the quality and amenity of residential buildings in the Central Area by guiding their design to ensure current and future occupants have adequate ongoing access to daylight and an awareness of the outside environment.	The distribution of architectural massing across the site, enabling the incorporation of different housing typologies and significant areas of on-site open space, ensure a high level of amenity for residents, including access to daylight and outlook.	Yes, consistent with the policy.
OBJ 12.2.15 Access	To enable efficient, convenient and safe access for people and goods within the Central Area.	Appropriate arrangements have been built into the development to ensure convenient and safe access, both for residents and visitors, including vehicle access which is restricted to Tasman Street.	Yes, consistent with the objective.
POL 12.2.15.6	Manage the supply of commuter car parking.	All site parking will be associated with the on-site activities (principally residential). There will be no commuter parking.	Yes, consistent with the policy.
POL 12.2.15.8	Manage on-site parking to ensure any adverse effects on the surrounding street network are avoided, remedied or mitigated.	Provision is made for 138 on-site car parks, a total significantly below the permitted activity standard of 1 space per 100m ² gfa. Provision is made on-site for bicycle parking (and storage).	Yes, consistent with the policy.
POL 12.2.15.9	Require the provision of servicing or loading facilities for each site in the Central Area.	Full on-site servicing is provided.	Yes, consistent with the policy.
POL 12.2.15.10	Ensure that the design and location of servicing or loading facilities is appropriate having regard to the nature of the development and the existing and likely future use of the site.	The location and design of the on-site servicing and loading facilities is commensurate with the anticipated demands associated with the development - refer Transportation Assessment Report (Appendix 15 to the AEE).	Yes, consistent with policy.
POL 12.2.15.13	Require all vehicle access to sites to be safe.	Vehicle access to the site (from Tasman Street only) has been designed to ensure that all traffic movements to and from the site can be completed in a safe manner - refer Transportation Assessment Report (Appendix 15 to the AEE).	Yes, consistent with the policy.
OBJ 12.2.6 Tangata Whenua	To facilitate and enable the exercise of tino rangatiratanga and kaitiakitanga by Wellington's tangata whenua and other Maori	Consultation was undertaken with Wellington Tenth Trust as representatives of tangata whenua during the early stages of the design process. Agreement was reached to discuss and agree on an appropriate name for the development and on the selection of plant species in the landscaped areas.	Yes, consistent with the objective.
POL 12.2.16.1	Identify, define and protect sites and precincts of significance to tangata whenua and other Maori using methods acceptable to tangata whenua and other Maori.	Consultation with Wellington Tenth Trust was undertaken in recognition of the significance of the site to tangata whenua. A cultural impact assessment report was commissioned and prepared on behalf of the Port Nicholson Block Settlement Trust and the Wellington Tenth Trust.	Yes, consistent with the policy.

TABLE 2: PROPOSED DISTRICT PLAN

Number	Objective/Policy	Assessment	Consistent? Yes/No
City Centre Zone Objectives			
CCZ-01 Purpose	The City Centre Zone to be the primary commercial and employment centre servicing Wellington and the wider region, supported by residential and a diverse mix of other compatible activities that reflect its role and function in the hierarchy of centres.	The proposed residential development will make a meaningful contribution to residential accommodation in the CCZ consistent with the zone’s overall primary function as a commercial and employment centre.	Yes, consistent with the objective.
CCZ-02 Accommodating Growth	The City Centre Zone plays a significant role in accommodating residential, business and supporting community service growth, and has sufficient serviced development capacity to meet its short, medium and long term residential and business growth needs, including: <ol style="list-style-type: none"> 1. A choice of building type, size, affordability and distribution, including forms of medium and high density housing; 2. Convenient access to active and public transport activity options; 3. Efficient, well integrated and strategic use of available development sites; and 4. Convenient access to a range of open space, including green open space, and supporting commercial activity and community facility options. 	The proposed high-density residential development will add to the choice of housing type and availability within the CCZ with the provision of 221 residential units of various sizes and configurations. The site has good access to existing (bus routes) and planned (rapid transit) public transport facilities and is within easy walking distance of the city centre. The Pukeahu National War Memorial Park, Basin Reserve and the Town Belt (Mt Victoria) all provide readily accessible open space opportunities. The proposed development represents an efficient use of the available development site.	Yes, consistent with the objective.
CCZ-03 Urban form and scale	The scale and form of development in the City Centre Zone reflects its purposes as Wellington’s primary commercial and employment centre, with the highest and most intensive form of development concentrated in the zone relative to other parts of the city.	The proposal is consistent with encouraging the highest and most intensive forms of development within the CCZ.	Yes, consistent with the objective.

CCZ-04 Ahi Kā	Taranaki Whānui and Ngāti Toa Rangatira are acknowledged as the mana whenua of Te Whanganui ā Tara (Wellington) and their cultural associations, and landowner and development interests are recognised in planning and developing the City Centre Zone	Mana whenua have been consulted and a cultural impact report prepared. At the request of mana whenua, the Applicant has agreed to an ‘accidental discovery protocol’ requiring involvement of mana whenua if any significant cultural material is discovered during site works.	Yes, consistent with the objective.
CCZ-05 Amenity and Design	<p>Development in the City Centre Zone positively contributes to creating a high quality, well-functioning urban environment, including:</p> <ol style="list-style-type: none"> 1. Reinforcing the City Centre Zone’s distinctive sense of place; 2. Providing a quality and level of public amenity in the City Centra Zone that evolves and positively responds to anticipated growth and the diverse and changing needs of residents, businesses and visitors; 3. Maintaining and enhancing the amenity and safety of public space; 4. Contributing to the general amenity of neighbouring residential areas; 5. Producing a resilient urban environment that effectively adapts and responds to natural hazard risks and the effects of climate change; 6. Protecting current areas of open space, including green space, and providing greater choice of space for residents, workers and visitors to enjoy, recreate and shelter from the weather; and 7. Acknowledging and sensitively responding to adjoining heritage buildings, heritage areas and areas of significance to Māori. 	<p>A key driver of the design process involved in developing the proposal has been an acknowledgement of the site’s setting and wider context, with its significant historic heritage values.</p> <p>With the provision of 221 new residential units (to replace the existing (now vacant) 42 residential units, One Tasman Pukeahu Park responds positively to the anticipated growth in residential accommodation in the CCZ.</p>	Yes, consistent with the objective.
CCZ-06 Development near rapid transit	<p>Activities and development near existing and planned rapid transit stops;</p> <ol style="list-style-type: none"> 1. Are located to enable convenient access by local residents, workers and visitors, particularly around transport hubs; 2. Are of sufficient residential scale and intensity to support a frequent and rapid transit network and associated mixed-use development; and 3. Provide vibrant, attractive and easily accessible public space. 	The site is well located to existing (bus routes) and planned (rapid transit) public transport infrastructure.	Yes, consistent with the objective.

<p>CCZ-07 Managing adverse effects</p>	<p>Adverse effects of activities and development in the City Centre Zone are managed effectively both:</p> <ol style="list-style-type: none"> 1. Within the City Centre Zone; 2. At interfaces with: <ol style="list-style-type: none"> a. Heritage buildings, heritage structures and heritage areas; b. Scheduled sites and areas of significance to Māori; c. Identified public spaces; d. Identified pedestrian streets; e. Residential Zoned areas; f. Open Space and Recreation Zoned areas; and g. The Waterfront Zone. 	<p>As noted in relation to CCZ-05, a key driver of the design process involved in developing the proposal has been an acknowledgement of the site's setting and wider context, with its significant historic heritage values.</p> <p>The heritage assessment and heritage peer review have concluded that any effects on the individual listed heritage buildings and structures, and the historic heritage values associated with the Pukeahu National War Memorial Park are less than minor.</p> <p>The open space values associated with the Pukeahu National War Memorial Park and the Basin Reserve are not adversely affected.</p>	<p>Yes, consistent with the objective.</p>
<p>City Centre Zone Policies</p>			
<p>CCZ-P1 Enabled activities</p>	<p>Enable a range and diversity of activities that support the purpose and ongoing viability of the City Centre Zone and enhances its vibrancy and amenity including:</p> <ol style="list-style-type: none"> 1. Commercial activities; 2. Residential activities, except: <ol style="list-style-type: none"> a. Along any street subject to active frontage and/or verandah coverage requirements; b. On any site subject to an identified natural hazard risk. 	<p>Establishing 221 residential units in place of the existing (now vacant) 42 residential units will add both to the supply of housing to meet anticipated growth, and to the vibrancy and amenity of the CCZ.</p>	<p>Yes, consistent with the policy.</p>
<p>CCZ-P2 Potentially incompatible activities</p>	<p>Only allow activities that are potentially incompatible with the purpose of the City Centre Zone, where they will not have an adverse effect on its vitality, vibrancy and amenity. Potentially incompatible activities include:</p> <p>...</p> <ol style="list-style-type: none"> 3. Carparking at ground level; 4. Demolition of buildings that result in the creation of vacant land; and 5. Ground floor residential activities on streets identified as requiring either an active frontage or verandah coverage and sites subject to an identified hazard risk. 	<p>The creation of <u>temporary</u> vacant land is a necessary step towards enabling the comprehensive development of the site that will add to the vitality, vibrancy and amenity of the CCZ.</p> <p><u>Note:</u> resource consent for the demolition of the existing buildings and the creation of temporary vacant land has been granted under SR 513053 issued on the 23 June 2022 with a three-year lapse period.</p>	<p>Yes, consistent with the policy.</p>


CCZ-P4 Housing choice	Enable high density, good quality residential development that: 1. Contributes towards accommodating anticipated growth in the city; and 2. Offers a range of housing price type, size and tenure that is accessible to people of all ages, lifestyles, cultures and abilities.	By providing a total of 221 new residential units, replacing the present 42 vacant/'unliveable' units, the proposed development will make a positive contribution to accommodating growth in the CCZ and, with a mix of accommodation in relation to size, style and price range, it will provide housing options for a range of demographics (single persons, couples, families and retired persons).	Yes, consistent with the policy.
CCZ-P5 Urban form and scale	Recognise the benefits of intensification by: 1. Enabling greater overall height and scale of development to occur in the City Centre Zone relative to other centres; 2. Requiring the available development capacity of land within the zone to be efficiently optimised.	The incorporation of the two apartment buildings at the scale proposed will facilitate an appropriate level of 'intensification' consistent with the NPS-UD, without resulting in any unacceptable adverse effects. At 221 residential units, an addition of 42 units over the 171 consented under SR 500876, is consistent with optimising the available development opportunity.	Yes, consistent with the policy.
CCZ-P6 Adaptive use	Encourage new development and redevelopment in the City Centre Zone that is sustainable, resilient and adaptable to change in use over time, including enabling: 1. Sufficient flexibility for ground floor space to be used and converted for a range of activities; and 2. Residential activities at ground floor level along streets that are not subject to active frontage and/or verandah coverage requirements and sites free of any identified natural hazard risk.	The proposed apartments buildings are based isolated thus providing a high level of seismic resilience. In addition to the ground floor café, other ground floor spaces in the apartment buildings could be used for/converted to other activities, including shared office/workspaces – nevertheless, the policy specifically enables residential activities at ground floor on both of the site's frontages.	Yes, consistent with the policy.
CCZ-P8 Ahi Kā	Recognise and enable Taranaki Whānui and Ngāti Toa Rangatira cultural associations and landowner and development interests in the City Centre Zone by: ... 3. Collaborating on the design and incorporation of traditional elements into public space within the zone.	In addition to pre-application consultation with Wellington Tenth's Trust, both in their capacity as mana whenua, but also as 50% owner of former National Museum and grounds, and the preparation of a cultural impact assessment on behalf of Taranaki Whānui, the Applicant has committed to on-going consultation with the WTT in relation to the selection of plant species to be incorporated in the site's landscaping.	Yes, Consistent with the policy.
CCZ-P8 Sense of Place	Provide for good quality new development and surrounding public space that reinforces the City Centre's identity and unique sense of place at a city scale, including its: 1. Surrounding topography and harbour setting; 2. Rich Māori and tauīwi/non-Māori history; 3. Compact, walkable city structure; 4. Diversified and vibrant mix of activities;	Given the site's location, the proposed development will contribute to a 'compact, walkable city structure'. The proposed apartment buildings will be visually prominent from certain viewpoints, but will not impede/affect any identified viewshaft, nor result in any unacceptable diminution of the landmark status of The Carillon.	Yes, consistent with the policy.

	<p>5. Visually prominent buildings and architectural styles; and</p> <p>6. Diversity of accessible, well designed civic and public space.</p>	<p>Also refer to the Heritage Assessment (AEE Appendix 9 and the Heritage Peer Review (AEE Appendix 10).</p>	
<p>CCZ-P9 Quality design outcomes</p>	<p>Require new development, and alterations and additions to existing development, at a site scale to positively contribute to the sense of place and distinctive form, quality and amenity of the City Centre Zone by:</p> <ol style="list-style-type: none"> 1. Recognising the benefits of well-designed, comprehensive development, including the extent to which the development: <ol style="list-style-type: none"> a. Acts as a catalyst for future change by reflecting the nature and scale of the development proposed within the zone and in the vicinity and responds to the evolving, more intensive identity of the neighbourhood; b. Optimises the development capacity of the land, particularly sites that are: <ol style="list-style-type: none"> i. Large; or ii. Narrow; or iii. Vacant; or iv. Ground level parking areas; c. Provides for the increased levels of residential accommodation anticipated; and d. Provides for a range of supporting businesses, open space and community facilities; and 2. Ensuring the development, where relevant: <ol style="list-style-type: none"> a. Responds to the site context, particularly where it is located adjacent to: <ol style="list-style-type: none"> i. A Scheduled site of significance to Māori' ii. A heritage building, heritage structure or heritage area; iii. An identified character precinct; iv. A Listed public space; v. Identified pedestrian streets' vi. Residential zones; vii. Open space zones; and viii. The Waterfront Zone; 	<p>The proposal represents a well-designed, comprehensive development of the site which optimises the site's development capacity, without resulting in any significant adverse environmental effects, including effects on historic heritage.</p> <p>The proposal makes a significant contribution to the provision of high-quality residential accommodation.</p> <p>The proposal responds appropriately to the wider context, which includes a number of listed heritage buildings - refer to the Heritage Assessment (AEE Appendix 9) and the Heritage Peer Review (AEE Appendix 10).</p>	<p>Yes, consistent with the policy.</p>

	<ul style="list-style-type: none"> b. Responds to the pedestrian scale of narrower streets; c. Responds to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings; d. Provides a safe and comfortable pedestrian environment; e. Enhances the quality of the streetscape and the private/public interface; f. Integrates with existing and planned active and public transport activity movement networks, including planned rapid transit stops; and g. Allows sufficient flexibility for ground floor space to be converted to a range of activities, including residential along streets that are not subject to active frontage and/or veradah coverage requirements and sites free of any identified natural hazard risk. 		
CCZ-P10 On-site residential amenity	<p>Achieve a high standard of amenity for residential activities that reflects and responds to the evolving, higher density scale of development anticipated in the City Centre Zone, including:</p> <ul style="list-style-type: none"> 1. Providing residents with access to an adequate outlook; and 2. Ensuring access to convenient outdoor space, including private or shared communal areas. 	All residential units will incorporate a high standard of residential amenity.	Yes, consistent with the policy.
CCZ-P11 City outcomes contribution	<p>Require over and under height, large-scale residential, non-residential and comprehensive development in the City Centre Zone to deliver City Outcomes Contributions as detailed and scored in the Centres and Mixed Use Design Guide guideline G107, including through either:</p> <ul style="list-style-type: none"> 1. Positively contribution to public space provision and the amenity of the site and surrounding area; and/or 2. Incorporating a level of building performance that leads to reduced carbon emissions and increased climate change resilience; and/or 	The proposed additional height for the two apartment buildings results in the requirement to deliver appropriate 'city outcome contributions', which the proposal does - refer to the table at pages 37-38 of the AEE.	Yes, consistent with the policy.

	<ul style="list-style-type: none"> 3. Incorporating construction materials that increase the lifespan and resilience of the development and reduce on-going maintenance costs; and/or 4. Incorporating assisted housing into the development, where this is provided, legal instruments are required to ensure that it remains assisted housing for at least 25 years; and/or 5. Enabling ease of access for people of all ages and mobility. 		
CCZ-P12 Managing adverse effects	<p>Recognise the evolving, higher density development context anticipated in the City Centre Zone, while managing adverse effects including:</p> <ul style="list-style-type: none"> 1. The impacts of building dominance and the height and scale relationship; 2. Building mass effects, including the amount of light and outlook around buildings; and 3. The impacts on sunlight access to identified public spaces; and 4. The impacts of related construction activity on the transport network. 	<p>The height proposed for the two apartment buildings is appropriate in the context of the site, given that the additional height will not result in:</p> <ul style="list-style-type: none"> 1. unacceptable effects on the landmark status of the Carillon; 2. additional building mass that would adversely affect ('impede') light to and outlook from other residential units within the development; 3. any loss of sunlight access to identified public spaces; or 4. unacceptable impacts on the transport network during construction. 	Yes, consistent with the policy.
Transport Objective			
TR-01	<p>Land use and development is managed to ensure that:</p> <ul style="list-style-type: none"> 1. High trip generating activities do not compromise the safety and effectiveness of the transport network; 2. A range of transport modes are provided for; 3. Reliance on private vehicles is reduced; 4. New development provides appropriate on-site facilities for cycling and micromobility users and 5. Safe and effective on-site parking, loading, access and manoeuvring is provided. 	<p>The proposed development, as detailed in the Transportation Assessment report (Appendix 15 to the AEE), will not result in adverse transportation effects - i.e. it will not compromise the safety and effectiveness of the transportation network.</p> <p>The development provides on-site facilities for cycling and safe and effective on-site parking and loading/servicing accessed by appropriately located and designed accesses.</p>	Yes, consistent with the objective.
Transport Policies			
TR-P1	Provide for high vehicle trip generating activities where they:	The proposed development, as detailed in the Transportation Assessment report (Appendix 15 to the AEE) will be safely and	Yes, consistent with the policy.

High trip generating use and development	<ol style="list-style-type: none"> 1. Safely and effectively integrated with the transport network, including planned network upgrades and service improvements; and 2. Provide for pedestrian, cycling microbility and public transport modes. 	effectively integrated with the transport network and will make appropriate provision for alternative transport modes.	
TR-P2 Enabled activities	<p>Enable on-site transport facilities and driveways that:</p> <ol style="list-style-type: none"> 1. Provide for the safe and effective use of the site and functioning of the transport network; 2. Meet the reasonable demands of site users; and 3. Promote the uptake and use of pedestrian, cycling, microbility and public transport modes. 	The proposed development, as detailed in the Transportation Assessment report (Appendix 15 to the AEE) will provide appropriate on-site transport facilities and driveways to ensure the safe and effective use of the site; and, in doing so, meet the needs of the residents.	Yes, consistent with the policy.
TR-P3 Managed activities	<p>Only allow on-site transport facilities and driveways that do not meet standards where:</p> <ol style="list-style-type: none"> 1. The transport facilities and driveways are effective in meeting the operational needs and functional needs of the activity on the site; 2. The safety and effectiveness of the transport network is not compromised; 3. Public health and safety, including safety of pedestrians, cyclists and micromobility users travelling through any parking areas, is not compromised; 4. The projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards or can be accommodated by public, shared or reciprocal arrangements; 5. Safe and effective access for firefighting purposes is provided; and 6. There are site and topographical constraints that make compliance unreasonable. 	As detailed in the Transportation Assessment report (Appendix 15 to the AEE) the transportation facilities and driveways have been designed to meet the operational and functional needs of the site's activities and will operate in a safe and efficient manner such that the safety and efficiency of the transport network is not compromised.	Yes, consistent with the policy.
Earthworks Objective			
EW-01 Management of earthworks	<p>Earthworks are undertaken in a manner that:</p> <ol style="list-style-type: none"> 1. Is consistent with the anticipated scale and form of development in the relevant zone; 2. Minimises adverse effects on visual amenity values, including changes to natural landform; 	<p>The necessary site earthworks will be designed and undertaken to ensure that no significant adverse effects arise.</p> <p>Note: consent has been granted for the site earthworks under SR 500876.</p>	Yes, consistent with the objective.

	<ol style="list-style-type: none"> 3. Minimises erosion and sediment effects beyond the site; 4. Minimises risks associated with slope instability; and 5. Protects the safety of people and property. 		
Earthworks Policies			
EW-P3 Maintaining stability	Require earthworks to be designed and carried out in a manner that maintains slope stability and minimises risk of slope failure associated with natural hazards such as earthquakes and increased rainfall arising from climate change.	The necessary site earthworks will be designed and undertaken in accordance with appropriate engineering advice to ensure that no 'land stability' issues arise.	Yes, consistent with the policy.
EW-P4 Erosion, dust and sediment control	Require earthworks to adopt effective measures to manage the potential for: <ol style="list-style-type: none"> 1. Erosion, and the movement of sediment beyond the site, and in particular into surface water, where proposals of earthworks no greater than 3,000m² in area are concerned; and 2. The movement of dust beyond the site, where all proposals for earthworks are concerned. 	Through the implementation of Council-approved management plans, necessary and appropriate controls will be implemented to address potential erosion, dust and sediment control effects, and will be enforced through appropriate consent conditions.	Yes, consistent with the policy.
EW-P5 Effects of earthworks on landform and visual amenity	Require earthworks and associated structures, including structures used to retain or stabilise landslips, to be designed and constructed to minimise adverse effects on natural landforms and visual amenity and where located with identified ridgelines and hilltops ensure the effects are mitigated or remedied.	No significant natural landforms will be affected. Following completion of the development there will be no visible evidence of the earthworks.	Yes, consistent with the policy.
EW-P16 Earthworks within Flood Hazard Overlays	Provide for earthworks in Flood Hazard Overlays only where: <ol style="list-style-type: none"> 1. They would not significantly increase the flooding risk, when compared to the existing situation, to the site or neighbouring properties through the displacement of flood waters; and 2. The ability to convey flood waters along overland flow paths or stream corridors is not impeded as a result of the earthworks. 	<p>The site abuts at its northern end but is clear of the Flood Hazard Overlay.</p> 	Not applicable.

