

Wellington City Council

Draft District Plan

Viewshafts

ASSESSMENT OF VIEWS FOR POSSIBLE NEW VIEWSHAFTS

IN THE DRAFT DISTRICT PLAN

2 May 2022

Isthmus.

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1.0 PROJECT OVERVIEW

- 1.1 Wellington City Council (WCC) is undertaking work to evaluate possible new viewshafts for inclusion in the Draft District Plan. The work has come about due to a Councillor amendment to the Committee Paper giving approval to consult on the Draft District Plan in October 2021, as follows:

“Request officers do more work before the publication of the Notified District Plan to identify significant viewshafts for protection, including views to and from the Basin Reserve, the Carillon, the Victoria University site and Old St Pauls.”

- 1.2 The required work has been predominantly undertaken by urban planners People + Places, except relating to views towards Kelburn and the Carillon, due to a conflict of interest.
- 1.3 Isthmus Group has been requested by WCC to evaluate:
- Views from the Mt Victoria Tunnel looking towards Kelburn (in particular the Victoria University Kelburn campus);
 - Views towards the Carillon. (Discussions between Isthmus and council planning officers confirmed this is to include views from Tory Street, and from the Mt Victoria tunnel.)
- 1.4 Isthmus has also been requested by WCC to provide a high-level evaluation of effects on any recommended new viewshaft, of a proposed development at 1-23 Tasman Street, currently lodged with council for resource consent.

Background – Viewshafts in the Wellington City District Plan

- 1.5 In recent years WCC has undertaken a number of reviews of viewshafts in the District Plan, to clarify and consolidate viewshafts. Most recent work (completed in 2020¹) has been for the current District Plan Review and has been to determine whether each viewshaft in the Operative Plan was still relevant to the city’s sense of place and urban form. This work also considered potential risks from removing any viewshafts from the District Plan, if they were deemed to be compromised or no longer worthy of on-going protection.²

¹ Wellington District Plan Central Area Viewshafts, Assessment and Review, Part 1 Urban Design Report and Part 2 Planning Report; prepared by Urban Perspectives Limited, July 2020.

² Wellington District Plan Central Area Viewshafts, Assessment and Review, Part 1 Urban Design Report and Part 2 Planning Report; prepared by Urban Perspectives Limited, July 2020.

- 1.6 The 2020 review concluded that the majority of the twenty-three viewshafts (both individually and collectively) had retained their value. Removal or amalgamation of a small number of viewshafts was recommended, to reduce the number of viewshafts to seventeen.³
- 1.7 Possible new viewshafts were not considered in the 2020 review.
- 1.8 Schedule 5 (02/11/2021) of the Wellington City Draft District Plan includes seventeen (of the operative 23) viewshafts, and one panoramic view (from the Cable Car.)

2.0 METHODOLOGY

Approach

- 2.1 The methodology used by Isthmus for the further viewshaft evaluation is aligned with that developed by People + Places – as required by the council brief.
- 2.2 Isthmus has held discussions with People + Places to understand the methodology used for the evaluation of possible new viewshafts (for the Draft District Plan), and has used a consistent evaluation template (table form).
- 2.3 Isthmus has also had discussions with Urban Perspectives, to understand the earlier viewshaft work completed in 2020 for the Draft District Plan.

Assessment Methodology

- 2.4 The assessment/evaluation of views for this report has included the following:
 - Review of background documents provided by council and District Plan provisions relating to viewshafts (Operative and Draft);
 - Discussions with People + Places and Urban Perspectives, to understand and align with the methodology used for earlier work on viewshafts;
 - Site work – to record views in photographs (undertaken on 22 and 31 March 2022);

³ Six viewshafts were recommended for removal (Vs9, Vs13 and Vs21 and potentially Vs17 and Vs20) and two others were recommended for amalgamation into one (Vs1 and Vs3). Reasons were that these viewshafts were either compromised, had lost its public significance, or were difficult to find, and/or that they are at a minimal risk of being lost if not formally protected by The District Plan. Refer to Wellington District Plan Central Area Viewshafts, Assessment and Review, Part 1 Urban Design Report; Urban Perspectives, 2020; Overall Summary Finding, pg. 12.

- Evaluation, (using the table/template developed by People + Places, and considering definitions contained in the Draft District Plan related to viewshafts);
 - Conclusions and recommendations on the suitability of the views for inclusion in the Draft District Plan as viewshafts, including definition of “margins” on a recommended new viewshaft.
- 2.5 Detailed methodology for the identification of viewshafts in the Operative District Plan is not available from council (relating to, for example, location of viewpoints for photos of viewshafts, and the method used to define the “margins” of viewshafts, in the views). However, Isthmus understands that the criteria developed for evaluation of views by People + Places (in the table/template for evaluation of views), have been taken from the Draft District Plan, and that council agrees with this approach.⁴
- 2.6 As part of this evaluation, Isthmus has considered whether the possible viewshaft should be centred on a key pedestrian route viewpoint (as consistent with the descriptions provided for viewshafts in Schedule 5 of the Draft Plan).

3.0 STATUTORY PLANNING

Operative District Plan

- 3.1 The use of viewshafts to manage effects is set out in Chapter 12 Central Area. Rules relating to viewshafts are contained in Chapter 13 Central Area Rules; and viewshafts are shown in Appendix 11 to Chapter 13 Central Area.
- 3.2 Rules in the Plan protect identified viewshafts, making it a Discretionary Activity (Restricted) for developments that intrude upon a listed view.⁵
- 3.3 Policy 12.2.6.7 sets out the matters for council’s discretion in considering an application. In summary the matters relate to the nature of framing and/or extent of intrusion upon the view and its focal elements by a development proposal and include that intrusion upon one or more the view’s focal elements will in general be unacceptable.

⁴ Refer to Appendix B which contains the detailed evaluations of views, in the table/template developed by People + Places.

⁵ As stated in Policy 12.2.6.7.

Draft District Plan

- 3.4 Under the Draft District Plan viewshafts are included in an Overlay which crosses the City Centre Zone and the Waterfront Zone. Provisions are contained in a standalone chapter – Viewshafts (Part 2 of the Draft Plan). The viewshafts are set out in Schedule 5 (Part 4).
- 3.5 The Viewshafts Chapter identifies that the purpose of the Overlay is to identify and retain significant views within Wellington City that contribute to sense of place and the City’s identity.
- 3.6 The Draft District Plan⁶ includes a definition of Viewshafts and characterises viewshafts in terms of whether they are “contained” or “vista” views. It also identifies whether viewshafts are either “Local” or “Iconic and Landmark”. Definitions relating to viewshafts in the Draft District Plan are set out in **Appendix A** to this report (as these are particularly relevant to the methodology for identification of any new possible viewshafts).
- 3.7 Under the Rules (contained in the Viewshafts Chapter), construction of new buildings and structures, and alterations and additions to existing buildings, within a viewshaft, are Restricted Discretionary activities; and Discretionary when there is intrusion into Iconic and Landmark views.⁷ This means that, even if a development proposal is at the permitted height for its Zone in the Draft Plan, intrusions into a viewshaft will require a resource consent.
- 3.8 The matters of discretion in considering an application for intrusion are set out in policies VIEW-P2 and VIEW-P3 and (similarly to the Operative Plan) relate to the nature of framing and/or extent of intrusion upon the view and its focal elements by a development proposal. Under the Draft District Plan a higher “bar” is set for intrusion upon Iconic and Landmark views by the Discretionary activity status for such intrusions.

4.0 ASSESSMENT – SUMMARY OF CONCLUSIONS/RECOMMENDATIONS

- 4.1 Detailed assessment of the requested views is provided (in the evaluation template) in **Appendix B** to this report.
- 4.2 The following provides a summary and recommendations, for each requested view.

⁶ A Special Amenity Landscape (SAL Town Belt) is defined in the Draft District Plan which takes in Mt Victoria (SAL Town Belt). The western boundary of the SAL is located back from the Mt Victoria tunnel western portal by approximately 100m, to the east of development above the tunnel.

⁷ Refer to VIEW-R2.

Views from the Mt Vic Tunnel towards Kelburn/Victoria University

- 4.3 Refer to View 01 in **Appendix B** to this report.
- 4.4 Views of the Victoria University campus are not possible from the key public walkway/cycleway in this area (connecting the eastern suburbs to the city), as it emerges from Mt Victoria tunnel (on the north side of the tunnel and SH1), and descends towards the Basin Reserve (as shown in View 02 in **Appendix B**). This is due to concealment by landform (the sides of the tunnel entrance/exit) and built form (on Paterson Street).⁸
- 4.5 Views of the campus are possible from the footpath on the south side of the tunnel/SH1, (refer to View 01). While the campus appears fairly prominent due to the size and extent of its buildings, it forms a distant, secondary focus at best, with the Carillion being the main focus in mid-range views. The viewpoint location is not on the main pedestrian route/cycleway in this area.
- 4.6 A similar view of the campus will be possible from vehicles on SH1 as they emerge from the tunnel, however views from SH1 will be brief and transitory (often from a moving vehicle).

Recommendation

- 4.7 No viewshaft is recommended from the Mt Victoria tunnel focused on the Victoria University campus, for inclusion in the Draft District Plan. This is due, predominantly, to the screening provided by intervening elements. The campus is not visible in the townscape view from this location on the main pedestrian/cycling route as it emerges from the Mt Victoria tunnel,⁹ nor is it visible on the route as it descends towards the Basin Reserve.¹⁰

Views towards the Carillion

- 4.8 As discussed with council planning officers, views towards the Carillion were considered from the Mt Victoria tunnel, and from Tory Street.

Views to the Carillion - from the Mt Victoria Tunnel

- 4.9 Refer to View 02 in **Appendix B** to this report.

⁸ Some views are gained close to the Basin Reserve, but these are to the side, and with the university buildings appearing as an integrated part of complex city-scape, immediately above other buildings, rather than as a key focal element.

⁹ Viewshafts in the Draft District Plan are all from key pedestrian routes or recognized lookout points, and provide for more than brief, transitory views from vehicles. Location on key routes or lookout points is noted in the viewshaft Descriptions, and can be considered a "criteria" for viewshafts, setting methodology for their selection.

¹⁰ Until close to the Basin Reserve – refer to Footnote 8.

- 4.10 Views of the Carillion are available from pedestrian routes on both sides of SH1. The view available from the Mt Victoria tunnel walkway/cycleway (connecting the eastern suburbs to the city) is considered the main/most relevant view, due to this being a key walking/cycling and commuting route in the city.¹¹
- 4.11 A clear view of the Carillion is gained from the walking/cycling route at the tunnel portal, and it is visible along the path, as it descends towards the Basin Reserve and city. The view has importance in the city context due to its location on a key walking/cycling/commuting route,¹² at a key entry point to the city from the east, and due to the iconic nature of the Carillion.
- 4.12 Without a viewshaft to protect the view, the view from the Mt Victoria walkway/cycleway could be at risk from future development, under both the Operative and Draft District Plans. The risk would relate to sites between the Carillion and the Basin Reserve (along the north end of Tasman Street and SH1 to the immediate west of the Basin Reserve).
- 4.13 Under the Draft District Plan the permitted height for the City Centre Zone would further obscure lower portions of the Carillion.¹³ With inclusion of the recommended viewshaft (refer below to Recommendations), the intrusion would trigger the need for a Discretionary resource consent.
- 4.14 The former National Museum¹⁴ building (now part of Massey University) is a further important landmark element in the view, particularly as seen together with the Carillion, as part of the historic context of the City.
- 4.15 The suitability of a single viewshaft taking in both the Carillion and the former Museum buildings was considered by Isthmus. However, the Draft District Plan provisions appear to allow for only a “minor” intrusion into an iconic and landmark viewshaft. In this case, with an appropriate design, it could be that new development between the Carillion and former Museum could be suitable at a greater level of intrusion than appears to be provided for by draft provisions (where that provided for maintenance of the visual relationship between the two buildings). For that reason, Isthmus has not recommended the single viewshaft.

¹¹ This is a key consideration for viewshafts in the Draft District Plan, as set out in the viewshaft descriptions in SCHED5.

¹² The importance of the route is confirmed by its identification in Let's Get Wellington Moving strategies for improvements for walking and cycling, through the Mt Victoria tunnel. Refer <https://hello.lgwm.nz/explore/?option=02>

¹³ Refer to the consent application for One Tasman Pukeahu Park, AEE, Appendix 7 Townscape Views, September 2021, pg. 4, which shows the Draft District Plan City Centre permitted height in relation to the Carillion.

¹⁴ The Draft District Plan lists the National War Memorial and Carillon, and the National/Dominion Museum and National Art Gallery (former) as Heritage Buildings in Schedule 1.

- 4.16 Isthmus does consider it important to maintain the visual relationship between the former National Museum and the Carillion, in views from the Mt Victoria tunnel walkway/cycleway. The relationship is reinforced by the western hills and skyline, visible between the buildings. It may be possible to protect the buildings' visual relationship with inclusion of a panoramic viewshaft, including both the Carillion and the former Museum, with identification of the relevant continuum elements (hills and skyline).¹⁵

Recommendations

- 4.17 A viewshaft is recommended for inclusion in the Draft District Plan, focused on the Carillion from the Mt Victoria walkway/cycleway, at the tunnel portal – as shown in **Appendix C** to this report.
- 4.18 Refer below to section 6.0, below, for commentary related to risks to this recommended viewshaft.
- 4.19 A viewshaft taking in the Massey University/former National Museum building is also recommended in the view. The building is a second landmark and heritage building in the view, and seen together with the Carillion, adds to understanding of the historical context of the city.
- 4.20 Recommended margins for the viewshafts are shown in **Appendix C** and are defined to take in visible parts of the landmark buildings (Carillion and former National Museum), as seen in the existing environment.¹⁶
- 4.21 Further work is recommended to determine if inclusion of a panoramic viewshaft (taking in both the Carillion and the former National Museum, and continuum elements of western hills and skyline), could suitably provide protection to the visual relationship between the two buildings/focal elements, in the view from the Mt Victoria tunnel walkway/cycleway.

¹⁵ VS18 Cable Car Panoramic View in Schedule 5 of the Draft Plan contains description for "Continuum elements" (such as distant hills and harbour edge) which appear to "join" focal elements in the panoramic view.

¹⁶ Methodology for defining margins of viewshafts is not clear from the information provided for the viewshaft work, but appears to comprise simple placement of a "frame" around the key focal elements in the view. (Maps of the viewshafts provided in this report (refer to Appendix C) take a similar approach, defining the viewshaft from the viewpoint to the margins/edges of the focal elements.)

Views to the Carillion - from Tory Street.

- 4.22 Refer to View 03 in **Appendix B**.
- 4.23 Views of the Carillion from Tory Street are limited, with a brief view available between Lorne Street and Vivian Street, before views of the Carillion become close-range (near to Mt Cook School), and do not take in wider city context.
- 4.24 The longer-range view available from Tory Street (between Lorne and Vivian Streets) does not fit into the definition provided for Viewshafts in the Draft District Plan, as it is a partially obscured view (of upper portions of the Carillion only) seen above other buildings.¹⁷ The value of the view is considered less than other viewshafts identified in the Draft Plan, due to the limited time the Carillion is in view, and the more limited contribution the view makes to wayfinding and orientation within the city.

Recommendation

- 4.25 No new viewshaft is recommended from Tory Street focused on the Carillion, for inclusion in the Draft District Plan, due to the limited contribution of the available long-range view, and due to the view not fitting the definition of Viewshafts in the Draft Plan.

5.0 RESOURCE CONSENT APPLICATION: 1-23 TASMAN STREET

- 5.1 Wellington City Council is currently considering a resource consent application for a residential development at 1-23 Tasman Street. The proposed development is at a height above that permitted for development under both the Operative and Draft District Plans.
- 5.2 As previously noted, the permitted height in the Draft Plan would intrude on the recommended viewshaft (refer to **Appendix C** for the recommended viewshaft).
- 5.3 The landscape and visual effects of the proposed development have been shown from the portal of the Mt Victoria tunnel, on SH1, in graphic simulations included with the proposal application.¹⁸ From the graphics provided, it appears that the proposed development would be likely to avoid the bottom margin of the recommended Carillion viewshaft, as the development proposes two buildings, situated to either side of the Carillion. In the graphics provided, the proposal removes existing built development from the lower portions of the

¹⁷ Refer to **Appendix A** for definitions in the Draft District Plan of Viewshafts, including “contained” and “vista” viewshafts.

¹⁸ One Tasman Pukeahu Park, AEE, Appendix 7 Townscape Views, September 2021, pg. 5.

Carillion, and appears to reveal vegetation which may be part of Pukeahu Park. This could be seen as a slight improvement to the views of the Carillion provided by the existing environment (and recommended viewshaft), from the Mt Victoria tunnel.

- 5.4 Overall, Isthmus agrees with the assessment provided with the application, on the effects of the proposed development in vehicular views emerging from the Mt Victoria tunnel, that the Carillion will continue to read as the tallest vertical marker within the skyline.¹⁹ Further, the proposed outcome could provide an improvement to the view of the Carillion, compared to the Draft District Plan's permitted height, if the permitted height resulted in a single building (as shown in the application's graphic simulations²⁰). From the applicant's graphics, the proposed development appears to reveal slightly more of the Carillion's lower portions, and associated vegetation.
- 5.5 It is difficult to ascertain if the proposed development would intrude into the side margins of the viewshaft recommended in this report, focused on the Carillion. This is because the viewpoint used in the application (taken from the road through the tunnel) differs slightly from the viewpoint used for the recommended viewshaft (taken from the Mt Victoria walkway/cycleway, at the tunnel portal). If such intrusion occurred, it could conceal part/s of the Carillion in views from the Mt Victoria walkway/cycleway.
- 5.6 If council includes the recommended viewshaft of the Carillion in the Draft District Plan, Isthmus recommends that council request the applicant for the proposed development at 1-23 Tasman Street, to provide a photo simulation of the proposed development, as seen from the Mt Victoria Tunnel walkway/cycleway, at the edge of the tunnel portal.

6.0 OVERALL RECOMMENDATIONS

- 6.1 The following recommendations are made:
- That council include new viewshafts in the Draft District Plan, to protect views of the Carillion and former National Museum building, from the Mt Victoria Tunnel walkway/cycleway;
 - That if the viewshaft focused on the Carillion is included in the Draft District Plan, council request the applicant seeking resource consent for a development at 1-23 Tasman Street,

¹⁹ Refer to One Tasman Pukeahu Park, AEE, Appendix 6 Urban Design Assessment, Urban Perspectives, Townscape Views, September 2021, pg. 21.

²⁰ Noting this is a indicative form, without articulation.

to provide a photo simulation of the proposed development, as seen from the Mt Victoria Tunnel walkway/cycleway (at the tunnel portal);

- That council undertakes further work to determine if inclusion of a panoramic viewshaft would suitably provide protection to the visual relationship between the Carillion and former National Museum.

Isthmus

2 May 2022

Appendix A: Draft District Plan Definitions - Viewshafts

Explanation provided in the Introduction to the Viewshafts Chapter sets out that:

There are three main types of views that are identified in the District Plan:

- *Views from the City Centre of the harbour, hills, landmarks, and wider setting;*
- *Wide-angle elevated views across the harbour from the Cable Car station viewing platform.*
- *Views of landmark buildings and places within the City Centre.*

These views are spatially characterised in terms of ‘contained’ views and ‘vista’ views.

Contained views are generally those views that run along street corridors and are vertically framed by buildings (existing or future permitted) at the end of the street. Contained views are important because they:

- *Recognise the unique relationship between topography and built form*
- *Reinforce the historical connection between the original shoreline and the harbour*
- *Promote the visual connection between the City Centre and the inner harbour and, in doing so contribute to wayfinding and an enhanced sense of place through providing continuous views to the inner harbour from the Golden Mile.*

Vista views are more extensive than the contained views. They are typically appreciated from elevated viewpoints or from areas that allow a wider viewing angle. Vista views are important as they complement the contained views from street level. The key features of vista views include:

- *Establishing the relationship of the City Centre with its wider landscape and harbour setting*
- *Reinforcing the City Centre’s identity and sense of place.*

Some views (whether contained or vista views) are identified due to their focus on important landmark buildings or iconic places within the City. These views are significant as they provide an understanding of the City Centre environment, promote its history and assist wayfinding.

Viewshafts: Definition

The Draft District Plan defines viewshafts as:

“A view from a fixed point that is publicly accessible. There are three types of viewshafts:

- *Contained viewshafts run along street corridors and are vertically framed on either side by a building or other structure (existing or future permitted)*
- *Vista views are seen from elevated viewpoints or from areas that allow a wider viewing angle than contained views.*

- *Panoramic.*”

Iconic and Landmark: Definition

Iconic and Landmark views are defined as:

“Views that have been identified as having public significance, townscape value, or are representative of the City’s identity at a national or international scale.”

Wellington City Council Veiwshafts Appendices B & C

28 April 2022

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Land.
People.
Culture.

A photograph of a road on the Isthmus in Wellington, New Zealand. The image is overlaid with a teal color filter. On the left, there is a large, textured retaining wall. A road with several cars is visible in the middle ground. On the right, there is a building with a white facade and a window with a metal grille. The background shows a hilly landscape with trees and buildings under a clear sky.

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Document record

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Appendix B.
Viewpoints - stitched photos.



Viewpoint Location Map

Stitched Photos.

Viewpoint 01.

Mt Victoria tunnel to Kelburn.

Viewpoint 01: Evaluation

Refer to the following pages for stitched photos.

View 01: Views towards Kelburn (and in particular Victoria University) from the Mt Victoria tunnel

Views of Victoria University campus are not possible from the Mt Victoria walkway/cycleway (on the north side of SH1 - connecting through to the eastern suburbs), due to concealment by landform and built development. (The campus comes into view briefly, to the side, on the walkway/cycleway as it gets close to the Basin Reserve, and is seen in this view as a more integrated part of a complex view of built city development, rather than as a separate focal element).

Views of the campus are possible from the footpath on the south side of SH1, and were considered (from the footpath) from:

- Close to the Mt Victoria tunnel entry/exit;
- Adjacent to the exit from Wellington Boys College.

The viewpoint used for the assessment (below) is from close to the Mt Victoria tunnel, as the most elevated view gained, and close to the vehicular exit from the tunnel (with the view seen immediately upon exiting the tunnel).

Contents and criteria	Mt Vic tunnel towards Kelburn (and in particular Victoria University)
Key elements	Carillion, western hills of Kelburn with built development, including Victoria University campus buildings – seen at a distance. Victoria University campus appears elevated in the view. Views of its buildings are open, long-range, and secondary to other elements in the view. (There is some minor intrusion of power lines/a power pole in the foreground). The Carillion is a main focus in the view due to its unique form and is largely unobscured. The foreground is dominated by roading.
Contained, vista or panoramic	Vista. ¹ The view is from an elevated viewpoint and allows a wider viewing angle, although with edges contained by built form and vegetation.
Contribution to sense of place and city's identity	The view of the Carillion contributes to understanding of the city's historical context.
Provides a means of orientating oneself in the city	The campus defines the western edge of the city at Kelburn. The footpath where views are gained is not part of the key walking/cycling route (connecting the city to the eastern suburbs through Mt Victoria tunnel), as it does not continue through the tunnel. (The footpath provides access to Wellington East Girls College). Main viewers will be in vehicles, on a key entry point to the city from the east. Views from vehicles will be transitory (often while moving).
Provides visual relief from the built form	The view comprises established built form at all distances but with vegetation providing some relief in the middle-distance.
Recognized as having regional, national or international importance	Carillion – Yes Victoria University Campus – No. The campus buildings visible from this location/at this distance are less likely to be recognized at a national or international scale.

Summary

Views gained of the Victoria University campus are not from a key walking/cycling connection, which reduces the number of likely views and the importance of the viewpoint. Views gained of the campus from vehicles will be as a distant secondary focus in the view, with the mid-ground focus being on the Carillion.

Viewshafts in the Draft District Plan are all from key pedestrian routes or recognized lookout points, providing for more than brief, transitory views from vehicles.²

Recommendation

No viewshaft is recommended from the Mt Victoria tunnel focused on the Victoria University campus, for inclusion in the Draft District Plan, due predominantly to available views not being on a main pedestrian or cycling route.

¹ The WCC Draft District Plan (PART 2 – DISTRICT-WIDE MATTERS/ Historical and Cultural Values/Viewshafts) defines a vista view as “more extensive than the contained views. They are typically appreciated from elevated viewpoints or from areas that allow a wider viewing angle. Vista views are important as they complement the contained views from street level. The key features of vista views include:

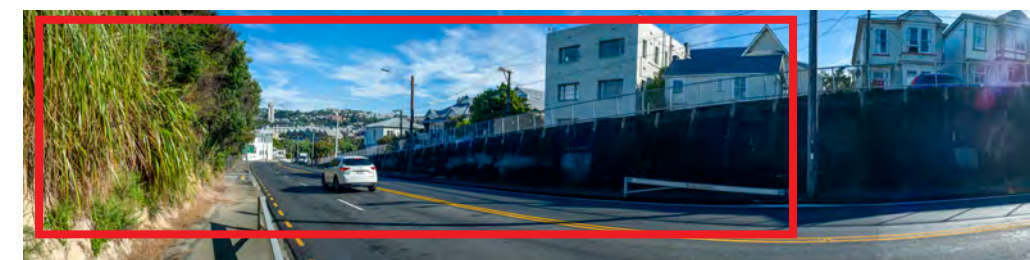
- Establishing the relationship of the City Centre with its wider landscape and harbour setting
- Reinforcing the City Centre’s identity and sense of place.”

² Location on key routes or lookout points is noted in the viewshaft Descriptions, and can be considered a “criteria” for viewshafts, setting methodology for their selection.



Viewpoint 01

View west towards Kelburn from the footpath on the south side of SH1, close to the portal of the Mt Victoria tunnel.



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Wellington City Council | April 2022

Original Photo Rose Armstrong, Isthmus Group | 50mm | DSLR Nikon D800 | 10:09 am 22 March 2022 | 1749356 E 5426107 N (NZTM)
 Reading distance for correct scale: 400mm | Viewpoint Elevation: 21m
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

Stitched Photos.

Viewpoint 02.

Mt Victoria tunnel to Carillion.

Viewpoint 02: Evaluation

Refer to the following pages for stitched photos.

View 02: Views towards the Carillion – from Mt Victoria tunnel

Views were considered from:

- The footpath to the south of SH1 (refer to the assessment for View 01)
- The Mt Victoria tunnel walkway/cycleway, at the point where it emerges from the tunnel and provides first views of the Carillion;
- Paterson Street.

The viewpoint used for assessment (below) is from the Mt Victoria tunnel walkway/cycleway, as a key walkway/cycleway connecting the eastern suburbs to the city. The viewpoint is located at the point where the walkway/pathway emerges from the tunnel and provides first views of the Carillion.

Contents and criteria	
Key elements	Carillion, Massey University (former National Museum building), in mid-distance views. Western hills skyline and residential development in long-range views. The view of the Carillion is largely unobscured and it continues to be visible in descending along the Mt Victoria tunnel walking/cycling route towards the Basin Reserve and city. (The base of the Carillion is not visible due to built development and vegetation. Similarly, only the top portions of the former National Museum are visible, seen above vegetation).
Contained, vista or panoramic	Vista. The view is from an elevated viewpoint and allows a wider viewing angle, although with edges contained by built form and vegetation.
Contribution to sense of place and city's identity	Provides a view of landmark buildings – the Carillion and the former National Museum. The view contributes to understanding of the historical context of the city. (The Draft District Plan lists the National War Memorial and Carillion, and the National/Dominion Museum and National Art Gallery (former) as Heritage Buildings in Schedule 1.)
Provides a means of orientating oneself in the city	Defines the southern edge of the city. Views are obtained from a key entry point to the city from the eastern suburbs, on a main walking/cycling connection. Let's Get Wellington Moving strategies include improvements for walking and cycling through the Mt Victoria tunnel. ³
Provides visual relief from the built form	Built form in short, medium and long-distance views, but with vegetation in the fore/mid ground providing relief.
Recognized as having regional, national or international importance	Yes. The Carillion and the Massey University/former National Museum building have historic/heritage value in the city context. Both are highly recognizable. The Carillion is particularly memorable due to its unique and distinctive form in the city.

Summary

Clear views of the Carillion and Massey University/former National Museum are gained from the main walking/cycling connection between the eastern suburbs and the city, at a key entry point to the city from the east, with views continuing for walkers/cyclists along the route as it descends towards the Basin Reserve and city. Both buildings are city landmarks with historic and heritage value, are highly recognizable, and can be considered iconic.

Recommendation

The suitability of a single viewshaft taking in both the Carillion and the former Museum buildings was considered by Isthmus. However, the Draft District Plan provisions appear to allow for only a "minor" intrusion into an iconic and landmark viewshaft. In this case, with an appropriate design, it could be that new development between the Carillion and former Museum could be suitable at a greater level of intrusion than appears to be provided for by draft provisions (where that provided for maintenance of the visual relationship between the two buildings). For that reason, Isthmus has not recommended the single viewshaft. (Refer to Note below).

Note:

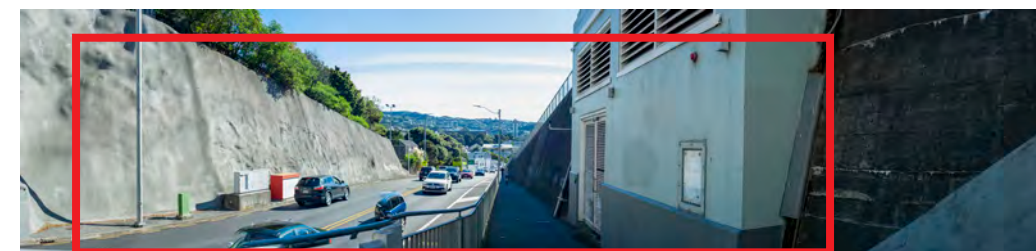
The suitability of a single viewshaft taking in both the Carillion and the former Museum buildings was considered by Isthmus. However, the Draft District Plan provisions appear to allow for only a "minor" intrusion into an iconic and landmark viewshaft. In this case, with an appropriate design, it could be that new development between the Carillion and former Museum could suitably preserve the relationship between the two buildings, at a greater level of intrusion than appears to be provided for by draft provisions. For that reason, Isthmus has not recommended the single viewshaft. Isthmus does consider it important to maintain the visual relationship between the former National Museum and the Carillion, in views from the Mt Victoria tunnel walkway/cycleway. The relationship is reinforced by the western hills and skyline, visible between the buildings. It may be possible to protect the buildings' visual relationship with inclusion of a panoramic viewshaft, including both the Carillion and the former Museum, and including identification of the relevant continuum elements (hills and skyline).

³ <https://hello.lgwm.nz/explore/?option=02> As advised by council officers, (email 5 April 2022), MRT Option 1 and 2 have Mt Vic tunnel repurposed for walking and cycling and option 3 and 4 show a new tunnel alongside the existing Mt Vic tunnel dedicated for walking and cycling. However, a decision on the preferred MRT route is still pending following the recent public engagement process.



Viewpoint 02

View west towards the Carillon from the Mt Victoria tunnel walkway/cycleway, at the portal of the tunnel.



Isthmus.



Wellington City Council | April 2022

Original Photo Rose Armstrong, Isthmus Group | 50mm | DSLR Nikon D800 | 3:24 pm 31 March 2022 |
 Reading distance for correct scale: 400mm |
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

Stitched Photos.

Viewpoint 03.

Tory Street to Carillion.

Viewpoint 03: Evaluation

Refer to the following pages for stitched photos.

VIEW 03: Views towards the Carillion – from Tory Street

Views were considered from:

- Tory Street, at the point where (in walking southwards) the Carillion comes briefly into view above buildings (just south of the intersection between Tory Street and Lorne Street).
- Tory Street, southern end in the vicinity of Mt Cook school (where the Carillion once again becomes visible). This view is short-range, and does not take in wider city context as part of the view. The Carillion is understood within its immediate context, rather than as part of a longer/wider-range view establishing the relationship of the City Centre with its wider landscape or contributing to wayfinding or orientation in the city.

The view used for assessment (below) is from Tory Street, just south of Lorne Street, due to the closer view (near Mt Cook School) being short-range and not taking in wider city context (as outlined above), and being the only other view of the Carillion available from Tory Street.

Contents and criteria	To Old St Paul’s from surrounding area and further away
Key elements	Complex streetscape with multiple elements including visually varied building types/styles and heights. The upper portions of the Carillion are visible above buildings.
Contained, vista or panoramic	The view does not meet the definitions in the Draft District Plan for either contained (the view is not at the end of a street) or vista (the view does not provide a wider viewing angle and is not from an elevated position. The view would not be considered panoramic.
Contribution to sense of place and city’s identity	The view of the Carillion is seen as part of the wider complex streetscape. The view does contribute to sense of place and the city’s identity, as the Carillion is a historic and landmark/iconic feature in the city, but the view is partially concealed by buildings, which lessens its impact. The view is from an important pedestrian route ⁴ , but is brief only (available for approximately 100m along Tory Street, with the portions of the Carillion visible diminishing over that distance, and disappearing from view beyond Vivian Street.
Provides a means of orientating oneself in the city	The brief view of the Carillion may contribute to wayfinding to some degree, on route to the Carillion and Pukeahu Park, but the route to the Carillion from this location is simple, clear and direct, which reduces the importance of a wayfinding reference in this location.
Provides visual relief form the built form	The view is of a built city streetscape.
Recognized as having regional, national or international importance	The Carillion is a historic and landmark/iconic building in Wellington city.

Summary

Views of the Carillion from Tory Street are limited, with a brief view available between Lorne Street and Vivian Street, before views of the Carillion become close-range (and do not take in wider city context). The longer-range view available from Tory Street (as assessed above) does not fit into the definition provided for Viewshafts in the Draft District Plan. The value of the view is considered less than other viewshafts identified in the Draft Plan, due to the limited time the Carillion is in view, and the more limited contribution the view makes to wayfinding and orientation within the city.

Recommendation

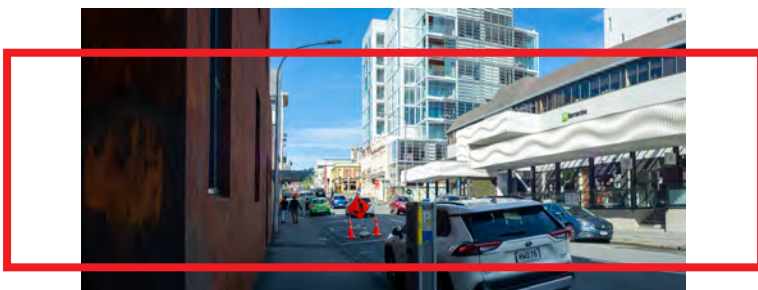
No new viewshaft is recommended from Tory Street focused on the Carillion, for inclusion in the Draft District Plan, due to the limited contribution of the view, and due to the view not fitting the definition of Viewshafts in the Draft Plan.

⁴ As referenced in the description for Viewshaft 17 Tory Street, in the Draft District Plan.



Viewpoint 03

View south from Tory Street towards the Carillon, (from just south of the intersection of Tory Street and Lorne Street).



Isthmus.



Wellington City Council | April 2022

Original Photo Rose Armstrong, Isthmus Group | 50mm | DSLR Nikon D800 | 10:37 am 22 March 2022 |
 Reading distance for correct scale: 400mm | Viewpoint Elevation: 57m
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

Panorama Methodology Statement

- Photos were taken with a fixed lens on DSLR camera. Locations were fixed using a handheld GPS unit with accuracy of 5m. Reference points in the landscape were also located to assist referencing of photo to digital terrain model.
- A sequence of photos was taken from each viewpoint and stitched to form panoramas. Photos were overlapped by approximately 30% and edges cropped prior to stitching to eliminate edge distortion.
- The time and weather when the photo was taken was noted.
- The completed panoramas are presented over two pages:
 - The photos are produced to replicate correct scale at the nominated reading distance (in this case 400mm).
 - Each panorama is printed across two facing pages to illustrate a field of view of approximately 110° at a reading distance of 400mm. This approximates the field of human binocular vision. (But not peripheral vision which extends to approximately 200°)

Notes on use of Panorama:

- The Photosimulations are a useful tool but they cannot not precisely reproduce real life for the following reasons:
 - 2D Photography flattens an image compared to binocular vision.
 - Photography is static, whereas the human vision can scan and remember information.
 - Photographs are passive, whereas the eye seeks out detail.
 - The human eye can see more contrast than can be reproduced through photography.
 - Physical resolution of photography and printing is less than that of the human eye.

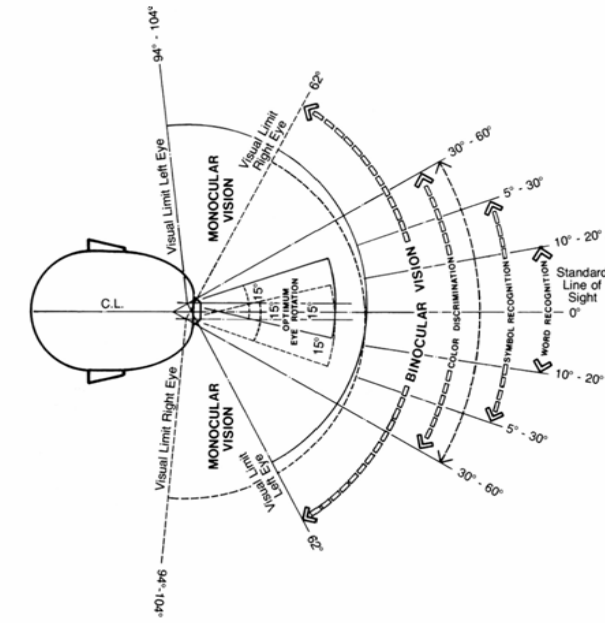


Figure 02: Binocular vision is approximately 124°. Field of view is approximately 110° across 2 x A3 pages at correct scale image for 400mm reading distance (vertical field of view is approximately 33°)

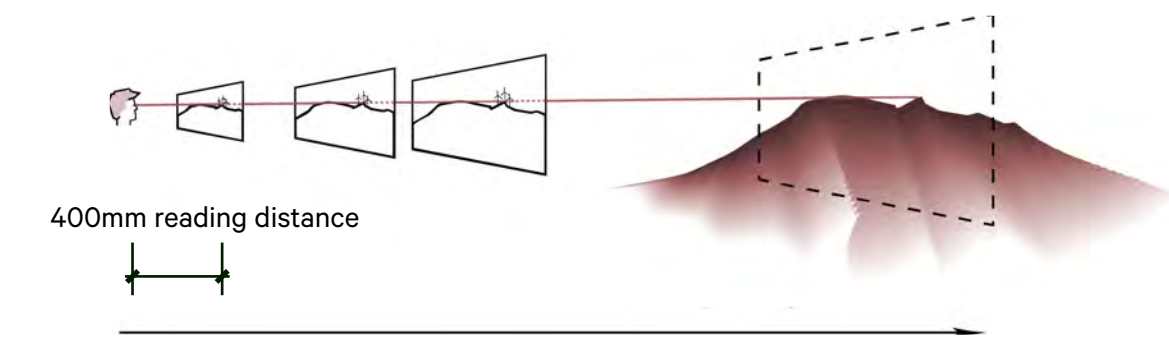


Figure 01: The relationship between reading distance and real life scale.

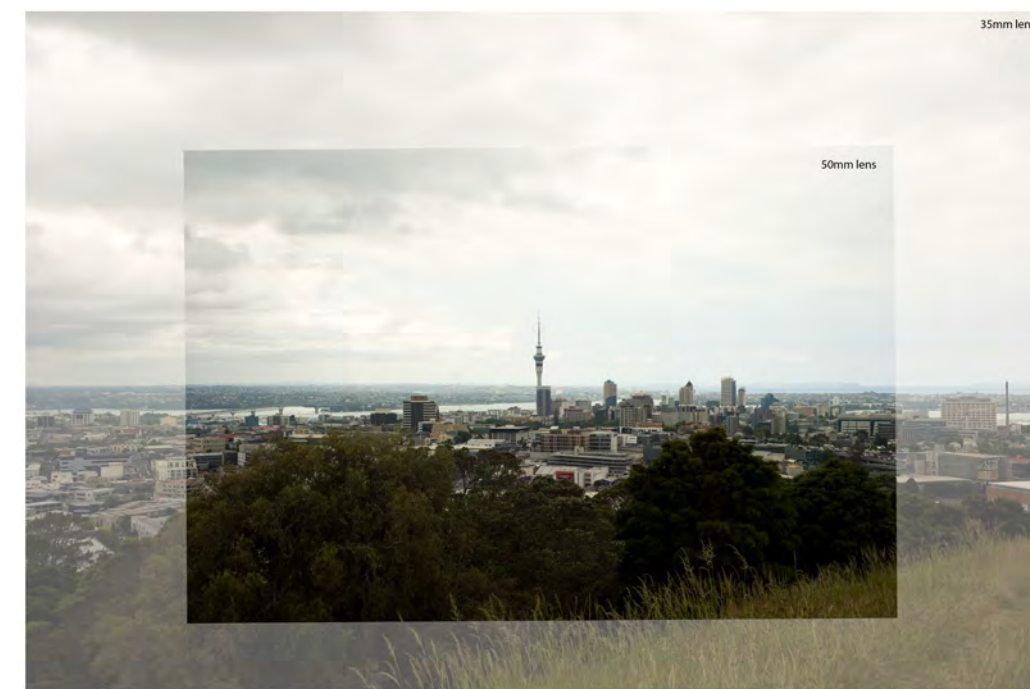


Figure 03: Comparison of 35mm lens and 50mm lens

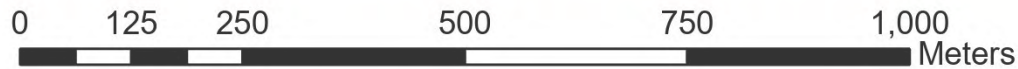
Two images from the same location. With 35mm and 50mm lenses perspective is influenced by field of view, not by lens focal length. The overlaid portion is identical.

Appendix C. Recommended Viewshafts.

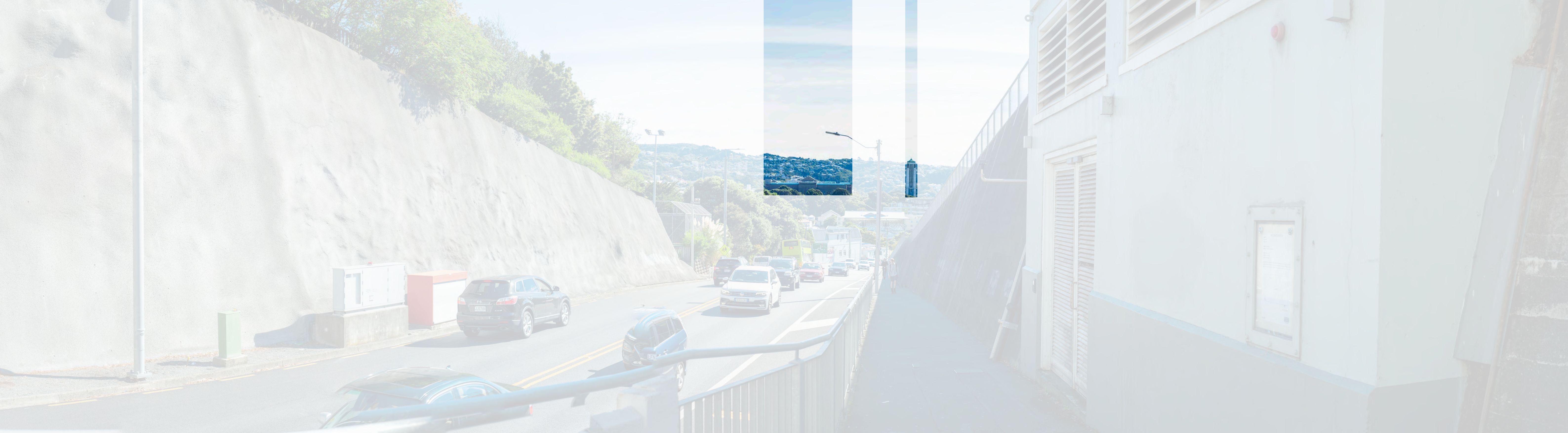


Views from the Mt Victoria Tunnel looking towards Kelburn

Date: 25/03/2022
 Created by: District Plan Team
 Contact: planningforgrowth@wcc.govt.nz
 Website: planningforgrowth.wellington.govt.nz

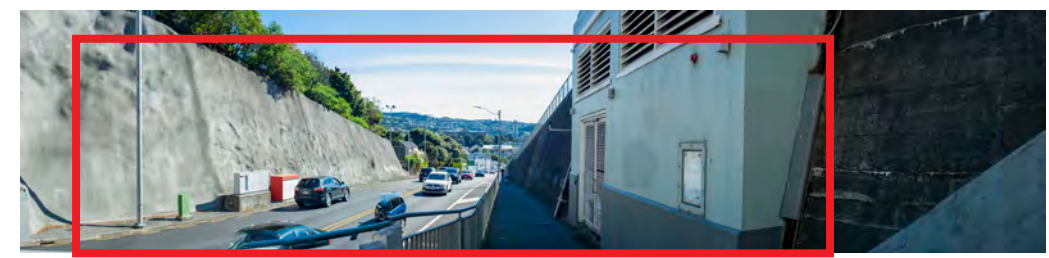


Base map credits: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS



Viewpoint 02 - Recommended Viewshafts

View west from the Mt Victoria tunnel walkway/cycleway, at the portal of the tunnel:
 Viewshaft: Carillion;
 Viewshaft: Former National Museum building.



Isthmus.



Wellington City Council | April 2022

Original Photo Rose Armstrong, Isthmus Group | 50mm | DSLR Nikon D800 | 3:24 pm 31 March 2022 |
 Reading distance for correct scale: 400mm | Viewpoint Elevation:
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

Context

In approving the Draft Wellington City District Plan for consultation Pūroro Āmua - Planning and Environment Committee resolved on 20 October 2021 to:

“Request officers do more work before the publication of the Notified District Plan to identify significant viewshafts for protection, including views to and from the Basin Reserve, the Carillon, the Victoria University site and Old St Pauls.”

Officers have had these viewshafts independently assessed against Council’s criteria for inclusion in the district plan.

Assessment Criteria

Assessment was made against the direction of the Draft District Plan Viewshafts Chapter to establish their purpose and whether this is consistent with the approach taken in the plan. This included consideration of whether the viewshaft:

- contributes to sense of place and the City’s identity;
- provides a means of orientating oneself in the City;
- provides visual relief from the built form; and
- is recognised as having regional, national or international importance.

Views assessed

1. Mt Victoria tunnel to Brooklyn
2. VUW Kelburn campus to the city and surrounding hills
3. To Old St Paul’s from surrounding area and further away
4. Views towards Kelburn (and in particular Victoria University) from the Mt Victoria tunnel
5. Views towards the Carillion – from Mt Victoria tunnel
6. Views towards the Carillion – from Tory Street

Recommendation

Officers do not recommend that any of these additional viewshafts are included in the notified proposed district plan for the reasons detailed below.

Mt Victoria tunnel to Brooklyn

From the tunnel there are emerging views of Brooklyn travelling west and one narrow glimpse of the wind turbine about 45m from the tunnel portal but this is obscured by infrastructure associated with Wellington College. Views from Paterson St and Austin Tce are possible but from a very long distance with a well established built form in the short, medium and long view.

Views were assessed from:

- The portal of the tunnel progressing in 10 metre distances heading west
- Paterson Street
- Austin Tce

Contents and criteria	Assessment
Key elements	Western and south western hills, wind turbine. Wind turbine is a local landmark, possibly an orienting element although from a long distance. Heavily built foreground
Scope	From the Mt Vic tunnel portal, the view is more to the north of Brooklyn and this view emerges travelling west. The wind turbine becomes visible at about 45 metres from the portal and this is obscured by infrastructure. A view from a publicly accessible point in the vicinity of Mt Vic tunnel is from Austin Tce or Paterson St. Neither of these streets are however widely traversed.
Contained, vista or panoramic	Panoramic with heavily built form in short, medium and long distances
Contribution to sense of place and city's identity	Wind turbine is local landmark and Brooklyn is a continuation of the western hills and provides the backdrop to the city
Provides a means of orientating oneself in the city	Wind Turbine potentially assists orientating but at a long distance. The western hills assist orientation and understanding of location.
Provides visual relief from the built form	The view comprises established built form at all distances so no clear relief.
Recognized as having regional, national or international importance	No

Recommendation of independent assessor

Not to included as a viewshaft in the proposed district plan.

From the Mt Victoria Tunnel and immediate surroundings there is no clear distinctive view shaft to Brooklyn. Views of Brooklyn from the tunnel area and several nearby locations are evident as part of the southern and western hills surrounding the city rather than a distinctive viewshaft. From the portal of the tunnel there is a view of the wind turbine but this is obscured by foreground infrastructure.

Officer response

We agree

VUW Kelburn campus to the city and surrounding hills

Summary

Very similar views to that captured by existing V18 from the Cable Car but not as elevated and less significant. While a wide panoramic view is available particularly from the southern end of the site near the Malaghan Institute, it is not significantly different or better than the view from the Cable Car.

Views were assessed from:

- Hunter building and foreground
- South side of the Student Union building
- The Recreation Centre
- Vicinity of the Malaghan Institute

Contents and criteria	Assessment
Key elements	Short range views of city buildings. Long range views of Point Jerningham, Point Halswell, Matiu Somes Island and Rimutaka and Orongorongo ranges
Contained, vista or panoramic	Panoramic
Contribution to sense of place and city's identity	Identification with setting and orientation
Provides a means of orientating oneself in the city	Useful to locate oneself within the wider city and landscape context
Provides visual relief form the built form	Strong built form in short and medium distance with undeveloped landscape in the long view
Recognized as having regional, national or international importance	Regional. Very similar panorama as V18 from Cable Car but not as distinctive

Recommendation of independent assessor

The view from VUW Kelburn campus to the city and surrounding hills is a classic Wellington view from the west. In this area, the views are clear from the Student Union building and in the vicinity of the Malaghan Institute. These views are however also captured by those in Viewshaft 18 which is identified for inclusion in the draft District Plan. This viewshaft is taken from a higher point at the Kelburn Cable Car terminal and is clearer and more spectacular than the views from the VUW Kelburn campus. Better captured in V18 from the Cable Car.

Officer response

We agree

To Old St Paul's from surrounding area and further away

Old St Paul's can only be seen on the approach down Murphy St and Mulgrave St and only the spire is visible until the corner of Pipitea St and Mulgrave St. The tip of the spire is also visible from Thorndon Quay sitting above Pipitea Marae. At this location it is barely visible. No long distance views were identified.

Views were assessed from:

- Various locations along Murphy St and Mulgrave St
- Thorndon Quay
- Ahumairangi Lookout

Contents and criteria	Assessment
Key elements	Spire of cathedral
Contained, vista or panoramic	Contained
Contribution to sense of place and city's identity	St Paul's is a local landmark as a heritage building. As such, it contributes to sense of place but it is not the views of it that contribute to this and it is only visible in close range
Provides a means of orientating oneself in the city	Only views are close range so not an orienting element
Provides visual relief form the built form	N/A
Recognized as having regional, national or international importance	Regionally important building but not in any view

Recommendation of independent assessor

Views of St Paul's from the surrounding area are obscured by the adjacent built environment. St Paul's is a significant heritage building but it is nestled in amongst other tall buildings and the surrounding landscape including trees and other listed heritage buildings. There are minor emerging views as you move along Mulgrave and Murphy Streets but these are mostly just of the spire as the building is setback from the street and there are large trees in the foreground.

From Thorndon Quay there is a glimpse of the spire but it is not distinctive as it is amongst taller structures and above Pipitea Marae in the foreground. From further away, Ahumairangi lookout, there is no clear view of St Paul's nestled as it is within the wider and immediate built form. St Paul's is well recognised as an important Wellington heritage building but it is located amongst the wider institutional area of taller buildings and other heritage buildings. Views of it are not clearly evident because of its location and not recommended that it be considered further as being part of an identified viewshaft.

Officer response

We agree

Views towards Kelburn (and in particular Victoria University) from the Mt Victoria tunnel

Views of Victoria University campus are not possible from the Mt Victoria walkway/cycleway (on the north side of SH1 - connecting through to the eastern suburbs), due to concealment by landform and built development. The campus comes into view briefly, to the side, on the walkway/cycleway as it gets close to the Basin Reserve, and is seen in this view as a more integrated part of a complex view of built city development, rather than as a separate focal element.

Views gained of the Victoria University campus are not from a key walking/cycling connection, which reduces the number of likely views and the importance of the viewpoint. Views gained of the campus from vehicles will be as a distant secondary focus in the view, with the mid-ground focus being on the Carillion.

The viewpoint used for the assessment (below) is from close to the Mt Victoria tunnel, as the most elevated view gained, and close to the vehicular exit from the tunnel (with the view seen immediately upon exiting the tunnel).

Contents and criteria	Assessment
Key elements	Carillion, western hills of Kelburn with built development, including Victoria University campus buildings – seen at a distance. Victoria University campus appears elevated in the view. Views of its buildings are open, long-range, and secondary to other elements in the view. (There is some minor intrusion of power lines/a power pole in the foreground). The Carillion is a main focus in the view due to its unique form and is largely unobscured. The foreground is dominated by roading.
Contained, vista or panoramic	Vista. The view is from an elevated viewpoint and allows a wider viewing angle, although with edges contained by built form and vegetation.
Contribution to sense of place and city's identity	The view of the Carillion contributes to understanding of the city's historical context.
Provides a means of orientating oneself in the city	The campus defines the western edge of the city at Kelburn. The footpath where views are gained is not part of the key walking/cycling route (connecting the city to the eastern suburbs through Mt Victoria tunnel), as it does not continue through the tunnel. (The footpath provides access to Wellington East Girls College). Main viewers will be in vehicles, on a key entry point to the city from the east. Views from vehicles will be transitory (often while moving).
Provides visual relief from the built form	The view comprises established built form at all distances but with vegetation providing some relief in the middle-distance.
Recognized as having regional, national or international importance	Carillion – Yes Victoria University Campus – No. The campus buildings visible from this location/at this distance are less likely to be recognized at a national or international scale.

Recommendation of independent assessor

No viewshaft is recommended from the Mt Victoria tunnel focused on the Victoria University campus, for inclusion in the Draft District Plan, due predominantly to available views not being on a main pedestrian or cycling route.

Officer response

We agree

Views towards the Carillion – from Mt Victoria tunnel

Clear views of the Carillion and Massey University/former National Museum are gained from the main walking/cycling connection between the eastern suburbs and the city, at a key entry point to the city from the east, with views continuing for walkers/cyclists along the route as it descends towards the Basin Reserve and city. Both buildings are city landmarks with historic and heritage value, are highly recognizable, and can be considered iconic

The viewpoint used for assessment is from the Mt Victoria tunnel walkway/cycleway, as a key walkway/cycleway connecting the eastern suburbs to the city. The viewpoint is located at the point where the walkway/pathway emerges from the tunnel and provides first views of the Carillion.

Contents and criteria	Assessment
Key elements	Carillion, Massey University (former National Museum building), in mid-distance views. Western hills skyline and residential development in long-range views. The view of the Carillion is largely unobscured and it continues to be visible in descending along the Mt Victoria tunnel walking/cycling route towards the Basin Reserve and city. (The base of the Carillion is not visible due to built development and vegetation. Similarly, only the top portions of the former National Museum are visible, seen above vegetation).
Contained, vista or panoramic	Vista. The view is from an elevated viewpoint and allows a wider viewing angle, although with edges contained by built form and vegetation.
Contribution to sense of place and city's identity	Provides a view of landmark buildings – the Carillion and the former National Museum. The view contributes to understanding of the historical context of the city. (The Draft District Plan lists the National War Memorial and Carillion, and the National/Dominion Museum and National Art Gallery (former) as Heritage Buildings in Schedule 1.)
Provides a means of orientating oneself in the city	Defines the southern edge of the city. Views are obtained from a key entry point to the city from the eastern suburbs, on a main walking/cycling connection. Let's Get Wellington Moving strategies include improvements for walking and cycling through the Mt Victoria tunnel.
Provides visual relief from the built form	Built form in short, medium and long-distance views, but with vegetation in the fore/mid ground providing relief.
Recognized as having regional, national or international importance	Yes. The Carillion and the Massey University/former National Museum building have historic/heritage value in the city context. Both are highly recognizable. The Carillion is particularly memorable due to its unique and distinctive form in the city.

Recommendation of independent assessor

Viewshafts are recommended for inclusion in the Draft District Plan, focused on the Carillion and the Massey University/former National Museum, from the Mt Victoria walkway/cycleway, at the tunnel portal. The view has high value due to its location on a key walking/cycling/commuting route, at a key entry point to the city, and due to the iconic nature of the focal elements.

Officer response

We do not agree that the viewshaft should be included in the notified proposed plan.

- We acknowledge the Carillion and Museum Buildings are significant heritage buildings. However, creating viewshafts solely focussed on these buildings is not consistent with the approach taken elsewhere in the plan where views contain foreground and background elements and seek to ensure visual connection to between the viewer and long range elements and their composition.
- There are many heritage buildings in Wellington city of national significance and visible from public spaces. Singling out these two for viewshaft protection is not based on any selection process.
- The proposed district plan will ensure that new development responds to the heritage values of those listed items around and finds a balance of development and protection. Accordingly, the height of new development is proposed to be limited to 28.5m on sites to the east of the Carillion and War Memorial Museum to ensure a compatible scale of development that still allows for appreciation of the form of these buildings. This is an increase from 25m (maximum height 18.6m plus 35% height exceedance enabled under Central Area rules) in the Operative District Plan, recognising the imperatives of the NPS-UD to enable maximum development capacity. It is less enabling than heights in Te Aro and Adelaide Rd (42.5m).
- Viewshaft protections require that new development 'avoid' intruding into a protected view. Given that the viewshaft would start from the height of existing development, this would not allow any opportunity for additional development in the surrounding area and in our view not be consistent with the directives of the NPS-UD.
- Justifying additional viewshafts would require site specific quantification of the costs, benefits, development capacity and loss of opportunity for people to live in the area impacted by the viewshaft. We do not have the ability to complete this assessment in time for the proposed district plan. Notwithstanding this, we believe the case for requiring a viewshaft is not strong enough to warrant this form of view protection.
- Affected landowners would rightly be very concerned if this viewshaft was inserted into the District Plan at this stage of the process without any opportunity for public consultation or forewarning.

Views towards the Carillion – from Tory Street

Views of the Carillion from Tory Street are limited, with a brief view available between Lorne Street and Vivian Street, before views of the Carillion become close-range (and do not take in wider city context). The longer-range view available from Tory Street does not fit into the definition provided for Viewshafts in the Draft District Plan. The value of the view is considered less than other viewshafts identified in the Draft Plan, due to the limited time the Carillion is in view, and the more limited contribution the view makes to wayfinding and orientation within the city.

Contents and criteria	Assessment
Key elements	Complex streetscape with multiple elements including visually varied building types/styles and heights. The upper portions of the Carillion are visible above buildings.
Contained, vista or panoramic	The view does not meet the definitions in the Draft District Plan for either contained (the view is not at the end of a street) or vista (the view does not provide a wider viewing angle and is not from an elevated position). The view would not be considered panoramic.
Contribution to sense of place and city's identity	<p>The view of the Carillion is seen as part of the wider complex streetscape. The view does contribute to sense of place and the city's identity, as the Carillion is a historic and landmark/iconic feature in the city, but the view is partially concealed by buildings, which lessens its impact.</p> <p>The view is from an important pedestrian route, but is brief (only available for approximately 100m along Tory Street), with the portions of the Carillion visible diminishing over that distance, and disappearing from view beyond Vivian Street.</p>
Provides a means of orientating oneself in the city	The brief view of the Carillion may contribute to wayfinding to some degree, on route to the Carillion and Pukeahu Park, but the route to the Carillion from this location is simple, clear and direct, which reduces the importance of a wayfinding reference in this location.
Provides visual relief from the built form	The view is of a built city streetscape.
Recognized as having regional, national or international importance	The Carillion is a historic and landmark/iconic building in Wellington city.

Recommendation of independent assessor

No new viewshaft is recommended from Tory Street focused on the Carillion, for inclusion in the Draft District Plan, due to the limited contribution of the view, and due to the view not fitting the definition of Viewshafts in the Draft Plan.

Officer response

We agree. A similar ODP view was removed (VS20) under the DDP because we believed it didn't warrant retention.