

# **Wellington City Proposed District Plan**

## **Hearing Stream 3 - Viewshaft Chapter and Schedule 5 - Viewshafts**

### **Appendix A**

#### **– Recommended Amendments to provisions**

This entire chapter has been notified as part of an Intensification Planning Instrument, using the Intensification Streamlined Planning Process (ISPP) in accordance with Section 80E of the RMA.

# Ngā Rāhui Tirohanga

## Viewshafts

<b>VIEW</b>	<b>Viewshafts</b>
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### Introduction

The purpose of the Viewshafts Overlay ([viewshafts](#)) is to identify and maintain significant views within Wellington City that contribute to its sense of place and identity. [To achieve this purpose the Viewshaft Overlay identifies a number of viewshafts that identify where built development is restricted to ensure that the views \(i.e. 'focal' elements at the end of the viewshaft and 'context' elements that surround the focal elements\) are not compromised by future development.](#)

All [of](#) the views covered by the [mapped extent of the Viewshaft Overlay](#) [are identified in Schedule 5. These views](#) have local significance, [providing provide](#) a means of orientating oneself in the City and provide visual relief from the [monotony of](#) continuous built form. Many [elements protected by](#) viewshafts are also recognised regionally, nationally or internationally. They are unique to Wellington and offer significant visual amenity to residents and visitors alike.

~~There are~~ 18 [identified](#) viewshafts ~~identified that~~ traverse the [following zones](#) ~~City Centre and Waterfront Zones~~:

- [City Centre Zone](#)
- [Special Purpose Waterfront Zone](#)
- [High Density Residential Zone](#)
- [Medium Density Residential Zone](#)
- [Special Purpose Wellington Town Belt Zone](#)
- [Special Purpose Tertiary Education Zone](#)
- [Open Space Zone](#).

~~These~~ [The](#) views [that these viewshafts protect](#) are experienced from a range of positions, some of which may be in a different zone to their intended focal point.

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

1. Viewshafts from the City Centre [towards of](#) the harbour, hills, landmarks, and wider setting;
2. Wide-angle elevated viewshafts [across the harbour](#) from the Cable Car station viewing platform; and
3. Viewshafts [protecting views](#) of landmark buildings and places within the City Centre.

These viewshafts are spatially characterised as either 'contained' views, ~~and~~ 'vista' views [and 'panoramic' views](#). Contained viewshafts are typically those experienced along a street that is vertically framed by buildings (existing or future [permitted](#)) located along their edge, terminating at an identified focal point. They are important because they:

1. Recognise the unique relationship between topography and built form;

2. Reinforce the historical connection between the original shoreline and the harbour; and
3. 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 by providing continuous views to the inner harbour from the Golden Mile.

Vista [viewshafts](#) are more expansive than the contained [viewshafts](#). They are typically viewed from elevated positions or from areas that allow a wider viewing angle, and complement the contained [viewshafts](#) experienced at street level. Their key features include:

1. Establishing the relationship of the City Centre with its wider landscape and harbour setting; and
2. Reinforcing the City Centre's identity and sense of place.

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

The Viewshafts Overlay seeks to protect these identified views to ensure that they are not compromised by future development. Views, [including the identified associated](#) focal and context elements, that are the subject of this [Viewshaft Overlay](#) are identified in Schedule 5.

The rules in this chapter apply to sites across multiple zones where the Viewshaft Overlay applies as identified in Schedule 5 and on the District Plan maps. The purpose of the rule framework is to regulate development that intrudes on the specific parameters of each viewshaft set out in Schedule 5, but not to prevent changes to the views (focal and context elements) themselves. Any such development will be subject to the provisions of the relevant zone based chapter.

Other relevant District Plan provisions	
<p>It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-Wide matters chapters and Part 3: Area-Specific chapters also contain provisions that may be relevant <del>for activities in underlying Zone chapters, including:</del></p> <ul style="list-style-type: none"> <li>• <del>City Centre Zone — the City Centre Zone contains objectives, policies, rules and standards to manage the location, bulk and scale of new buildings and structures, or additions and alterations to existing buildings and structures.</del></li> <li>• <del>Waterfront Zone — the Waterfront Zone contains objectives, policies, rules and standards to manage the location, bulk and scale of new buildings and structures, or additions and alterations to existing buildings and structures. A zero height limit applies in the Waterfront Zone.</del></li> </ul> <p>Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.</p>	
Objectives	
<b>VIEW-O1</b>	<p><b>Purpose</b></p> <p>Views that contribute to the City's identity and sense of place, and that support an understanding of the City's topography and urban form, are recognised and maintained.</p>
<b>VIEW-O2</b>	<p><b>Iconic and landmark views</b></p> <p>Views from public places to key City landmarks are recognised and maintained due to their regional, national and/or international significance.</p>
Policies	
<b>VIEW-P1</b>	<p><b>Identification of important <a href="#">viewshafts</a></b></p>

	Identify and maintain important viewshafts to the harbour, hills and iconic and landmark features from public places within and around the City Centre.
<b>VIEW-P2</b>	<p><b>Maintaining identified viewshafts</b></p> <p>Maintain viewshafts that reinforce the City's identity and sense of place by restricting development that could affect these viewshafts, having regard to:</p> <ol style="list-style-type: none"> <li>1. Whether the development will positively frame the viewshaft horizontally or vertically;</li> <li>2. The extent to which the relationship between context and focal elements will be maintained;</li> <li>3. Whether the development will <del>disrupt</del> <u>intrude on</u> the viewshaft, vertically or horizontally, and <u>the extent of this intrusion whether this is of a minor nature</u>;</li> <li>4. <del>Whether the development will encroach on one or more of on the view's focal elements and whether this is of a minor nature</del>; and</li> <li>5. The extent to which the development will remove existing intrusions or increase the quality of the viewshaft, particularly in relation to focal elements.</li> </ol>
<b>VIEW-P3</b>	<p><b>Avoiding intrusions <del>into</del> <u>on</u> iconic and landmark viewshafts</b></p> <p>Avoid intrusions <del>on</del> <u>into</u> identified iconic and landmark viewshafts, unless it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>1. The development will result in the removal of an existing <u>viewshaft</u> intrusion or increase the quality of the view experienced; or</li> <li>2. The <u>viewshaft</u> intrusion is of a minor nature and will not detract from the overall appreciation of the view; or</li> <li>3. In the case of verandahs, the <u>viewshaft</u> intrusion will either be screened by another verandah or building element in the foreground or be contained within the outline of a building (that is not a context or focal element) in the background.</li> </ol>
<b>Rules: Building and structure activities</b>	
<b>VIEW-R1</b>	<b>Verandahs within viewshafts</b>
<u>City Centre Zone</u>	<ol style="list-style-type: none"> <li>1. Activity status: <b>Permitted</b></li> </ol> <p>Where:</p> <ol style="list-style-type: none"> <li>a. Compliance with Standard CCZ-S78 is achieved; and</li> <li>b. The verandah does not intrude <del>on</del> <u>into</u> Viewshaft 1 or Viewshaft 4.</li> </ol>
<u>City Centre Zone</u>	<ol style="list-style-type: none"> <li>2. Activity status: <b>Restricted Discretionary</b></li> </ol> <p>Where:</p> <ol style="list-style-type: none"> <li>a. Compliance with any of the requirements of VIEW-R1.1 cannot be achieved</li> </ol> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> <li>1. The matters in VIEW-P2 and VIEW-P3.</li> </ol> <p>Notification status: An application for resource consent under Rule VIEW-R1.2 is precluded from being either publicly or limited notified.</p>
<b>VIEW-R2</b>	<b>Construction of new buildings and structures, and alterations and additions to existing buildings, within <u>the extent of the a Viewshaft Overlay</u></b>
<u>All Zones</u>	<ol style="list-style-type: none"> <li>1. Activity status: <b>Restricted Discretionary</b></li> </ol> <p>Where:</p> <ol style="list-style-type: none"> <li>a. Compliance cannot be achieved with VIEW-S1.</li> </ol> <p>Matters of discretion are:</p>

	1. The matters in VIEW-P2.
<b>All Zones</b>	<p>2. Activity status: <b>Discretionary</b></p> <p>Where:</p> <p>a. Development intrudes into any of the following iconic and landmark viewshafts identified in Schedule 5:</p> <ul style="list-style-type: none"> <li>i. Viewshaft 1 (The Beehive and Parliament Buildings);</li> <li>ii. Viewshaft 2 (The Inner Harbour/Mt Victoria Ridgeline from Parliament Steps);</li> <li>iii. Viewshaft 4 (Whitmore Street);</li> <li>iv. Viewshaft 13 (Viewing platform to the north of the Cable Car Station, focusing on Matiu Somes Island and Mokokuna Island);</li> <li>v. Viewshaft 14 (Viewing platform to the north of the Cable Car station focusing on Point Jerningham and Point Halswell);</li> <li>vi. Viewshaft 15 (Viewing platform to the north of the Cable Car station focusing on St Gerard's Monastery); and</li> <li>vii. Viewshaft 18 (The Panoramic view from the Cable Car).</li> </ul>

### Standards

VIEW-S1	Viewshaft Protection	
	<p>1. No building or structure shall intrude on any of the following viewshafts identified in Schedule 5:</p> <ul style="list-style-type: none"> <li>a. Viewshaft 3 (North Queens Wharf and Inner Town Belt – Whitmore Street);</li> <li>b. Viewshaft 5 (Waring Taylor Street);</li> <li>c. Viewshaft 6 (Johnston Street);</li> <li>d. Viewshaft 7 (Brandon Street);</li> <li>e. Viewshaft 8 (Panama Street);</li> <li>f. Viewshaft 9 (Lambton Quay/Grey Street);</li> <li>g. Viewshaft 10 (Hunter Street);</li> <li>h. Viewshaft 11 (Willeston Street);</li> <li>i. Viewshaft 12 (Chews Lane/Harris Street);</li> <li>j. Viewshaft 16 (Taranaki Street); and</li> <li>k. Viewshaft 17 (Tory Street).</li> </ul> <p>This standard does not apply to:</p> <ul style="list-style-type: none"> <li>a. Verandahs that comply with CCZ-S&amp;Z and do not intrude into Viewshaft S1 or Viewshaft S4;</li> <li>b. Any building or structure within the coastal marine area;</li> <li>c. Land within the 'Commercial Port' area of the Port Zone; and</li> <li>d. Cranes, elevators and similar cargo or passenger handling equipment and lighting poles.</li> </ul> <p>Note: Vegetation intruding into a viewshaft will be disregarded when assessing applications, particularly where pruning or the deciduous nature of the vegetation can act to restore the quality of the viewshaft.</p>	<p>Assessment criteria where the standard is infringed:</p> <ul style="list-style-type: none"> <li>1. Extent of intrusion;</li> <li>2. Verandah dimension;</li> <li>3. Scale;</li> <li>4. Location; and</li> <li>5. Design.</li> </ul>

**Definitions:**

<b><u>CONTEXT ELEMENTS</u></b>	<u>means, in relation to a Viewshaft, the components that surround focal elements and provide the setting for those elements. They provide the overall context for the view.</u>
<b><u>CONTINUUM ELEMENTS</u></b>	<u>means those components that traverse views (usually horizontally) and break up the view into discrete segments such as but not limited to horizons, water lines, edges to housing area, and ridgelines.</u>
<b><u>FOCAL ELEMENT</u></b>	<u>means, in relation to a viewshaft, one of a number of components that are the primary purpose for the view. Focal elements are the outstanding element that a view focuses on.</u>
<b>ICONIC AND LANDMARK VIEWS</b>	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.
<b><u>PANORAMIC VIEW</u></b>	<u>An expansive wide-angled distant view providing a complete view of an area. Viewshafts associated with panoramic views are open (i.e. they are not defined by a based or margins).</u>
<b><u>TERMINATION POINT</u></b>	<u>The end of the mapped extent of any viewshaft as depicted in the Viewshaft Overlay.</u>
<b><u>VIEW</u></b>	<u>Means the focal and context elements protected by a Viewshaft.</u>
<b>VIEWSHAFT</b>	<p>means a view <u>down an identified viewing corridor (shaft) from a fixed point that is publicly accessible to identified focal elements and context elements. Viewshafts are defined by vertical margins and a base which demarcate the extent of the protected view.</u> There are three types of viewshafts that <u>viewshafts protect</u>:</p> <ol style="list-style-type: none"> <li>Contained views run along street corridors and are vertically framed on either side by <u>physical margins - a building or other structure (existing or future permitted)</u></li> <li>Vista views are <u>distant views seen obtained</u> from elevated viewpoints or from areas that allow a wider viewing angle than contained views.</li> <li>Panoramic <u>views.</u></li> </ol>

This entire chapter has been notified as part of an Intensification Planning Instrument, using the Intensification Streamlined Planning Process (ISPP) in accordance with Section 80E of the RMA.

# SCHED5 – Te Hōtaka o Ngā Rāhui

## Tirohanga

### SCHED5 – Viewshafts

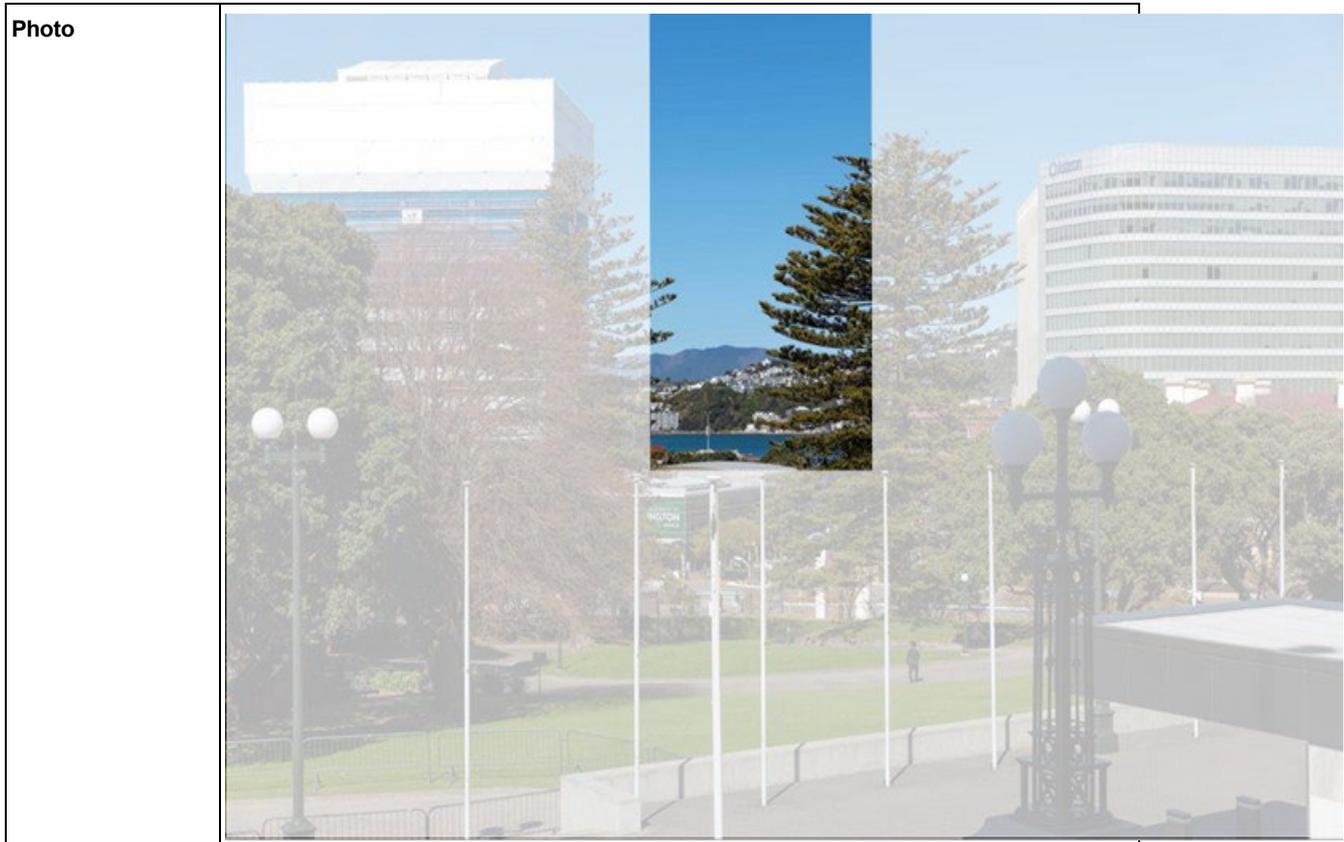
#### Viewshafts

**Note:** In order to accurately survey sites with regards to viewshafts identified in Schedule 5, surveyors will need to look at the base, left margin and right margin descriptions.

VS1 The Beehive	
<b>Description</b>	<p>A view of the Beehive <u>against the backdrop of Te Ahumairangi Hill</u> from a major thoroughfare for commuters. This is one of two significant viewshafts (the other being VS4) which, when combined, promote the image of Wellington as a capital city in views from key points within the northern end of the City Centre Zone</p> <p>The Beehive and Parliament Buildings are two of the emblems of New Zealand’s capital and key landmarks in the Wellington townscape. VS1, located on a major pedestrian route for commuters leaving the Wellington Rail Station, enhances wayfinding and contributes to Wellington’s sense of place</p>
<b>Type of view</b>	Contained
<b>Significance</b>	Iconic and Landmark
<b>Focal elements</b>	The Beehive, Parliament Buildings, south-east façade of General Assembly Library
<b>Context elements</b>	Te Ahumairangi Hill/ <del>Ahumairangi Ridge</del> (Tinakori Hill)
<b>Location</b>	<p>Footpath at north-east corner of intersection of Bunny Street and Featherston Street</p> <p>Height of ground: 3.0m</p> <p>Eye level: +1.5m</p> <p>Viewpoint: 4.5m above mean sea level</p>
<b>Left margin</b>	Northern corner of Government Buildings 1876 (VUW Faculty of Law) at 55 Lambton Quay (Sec 1 SO 37161)
<b>Right margin</b>	Southern corner of 2 Molesworth Street, intersection of Molesworth Street and Lambton Quay (Sec 1 SO 35741, SECS 1 2 SO 35741 - HIGH COURT)
<b>Base</b>	10m ground level on the south-east side of the Beehive



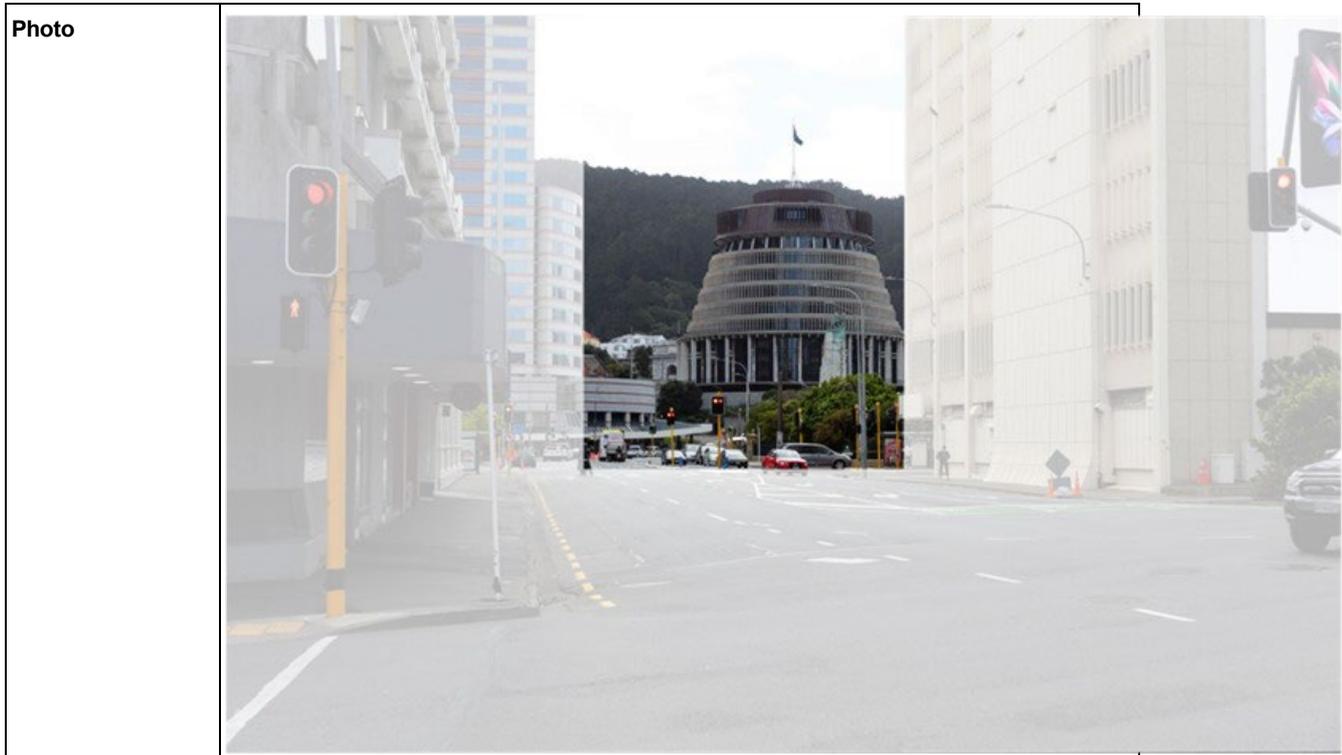
VS2 Oriental Bay from Parliament Steps	
<b>Description</b>	<p>A view of Oriental Bay from the top of the steps to the old Parliament Building. This is a very important location as it is one where tourists often have their photograph taken, and where petitions are received, and demonstrations are held. The viewpoint provides an elevated view across the harbour to Oriental Bay and Roseneath and promotes the relationship between two of Wellington’s key townscape features – Parliament Buildings and Grounds and the harbour.</p> <p>VS2 is one of 15 viewshafts that enhance the visual connection between the city, the harbour and their wider setting.</p>
<b>Type of view</b>	Vista
<b>Significance</b>	Local
<b>Focal elements</b>	The inner harbour
<b>Context elements</b>	Oriental Bay, Mount Victoria ridgeline/Te Ranga a Hiwi Precinct
<b>Location</b>	<p>Top of steps between two middle pillars, old Parliament Building</p> <p>Height of ground: 14.5m</p> <p>Eye level: +1.5m</p> <p>Viewpoint 16.0m (above mean sea level)</p>
<b>Left margin</b>	Southern corner of Railway Station entrance, at property boundary of 2 Bunny Street (south-east corner of Lot 1 DP 548049)
<b>Right margin</b>	North-east corner of Shed 21, 28 Waterloo Quay (northernmost corner of Lot 101 DP 65083)
<b>Base</b>	7.6m above mean sea level at the boundary of mean high seawater springs



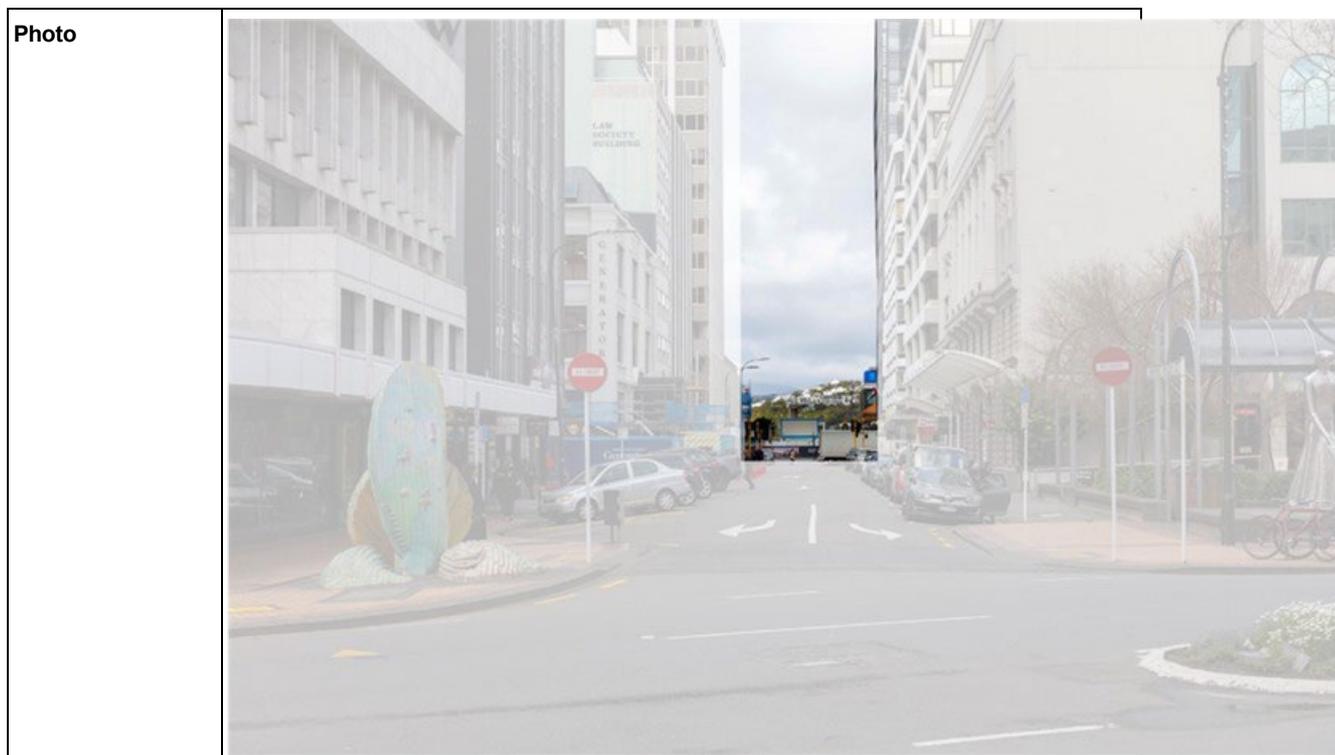
<b>VS3 North Queens Wharf and Inner Town Belt – Whitmore Street</b>	
<b>Description</b>	<p>A view of the North Kumutoto Precinct and the Inner Town Belt down Whitmore Street at the intersection of Bowen Street and Lambton Quay.</p> <p>VS3 is one of eight viewshafts offering views from the Golden Mile (Lambton Quay/Willis Street) to the harbour and its wider setting. The importance of these viewshafts, individually and collectively, is that they provide frequent and sequential views to the harbour for those moving along the Golden Mile - one of the most widely used pedestrian routes within the city. Collectively these viewshafts enhance the historical connection between the original shoreline and the harbour. They also promote visual and physical connections between the CBD and the waterfront which, in turn, contributes to wayfinding and an enhanced sense of place.</p>
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	The inner harbour, Oriental Bay
<b>Context elements</b>	North Kumutoto Precinct, Inner Town Belt/Te Ranga a Hiwi Precinct
<b>Location</b>	<p>The footpath on the north-west corner of the intersection of Bowen Street and Lambton Quay</p> <p>Height of ground: 2.4m</p> <p>Eye level: +1.5m</p> <p>Viewpoint: 3.9m above mean sea level</p>
<b>Left margin</b>	South-west corner of 70 Featherston Street (SEC 1 SO 26720 SEC 1 SO 17350 - 4.3 M2COMMERCIAL BUILDING & BASEMENT ON ROAD RESERVE)
<b>Right margin</b>	The south-east corner of Whitmore Street/ Customhouse Quay, 1 Whitmore Street (LOT 1 DP 56486, LOT 1 DP 64672 SEC 2 & PT SECS 1, 3 & 4 BLK II THORNDON RECLAMATION (DEFINED ON DP 360) LOT 1 DP 56486 - 25 M2 SUBSOIL FOUNDATIONS ON ROAD RESERVE)

<b>Base</b>	Ground level at 2.4m
<b>Photo</b>	

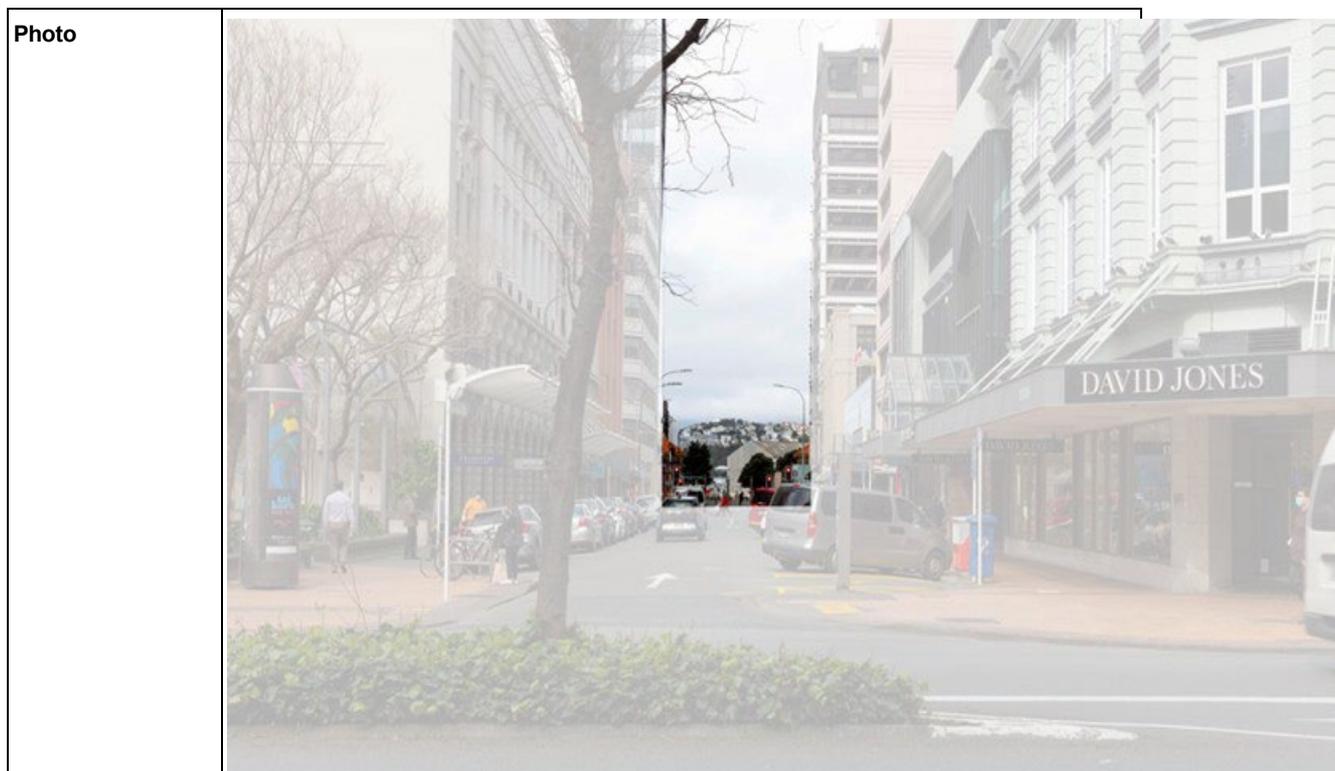
<b>VS4 The Beehive and The Cenotaph – Whitmore Street</b>	
<b>Description</b>	VS4 is one of two viewshafts (the other being VS1) focused on the Beehive from the south and east as set against the backdrop of Te Ahumairangi Hill. Along with the Beehive this viewshaft includes the Cenotaph as an additional focal element. Both of these viewshafts are individually and collectively significant and promote the image of Wellington as NZ's 'seat of government' and capital city in views from key points. Additionally, as the Beehive and Cenotaph are important physical reminders of Wellington's rich history the views <del>to and</del> from them, as provided by VS4, contribute to the city's sense of place.
<b>Type of view</b>	Contained
<b>Significance</b>	Iconic and Landmark
<b>Focal elements</b>	The Beehive and The Cenotaph
<b>Context elements</b>	Te Ahumairangi Hill (Tinakori Hill), Thorndon Residential Area
<b>Location</b>	The footpath on the southern corner of the intersection of Whitmore Street and Featherston Street Height of ground: 2.1m Eye level: +1.5m Viewpoint: 3.6m above mean sea level
<b>Left margin</b>	Eastern most extent of the tower at 1 Bowen Street (LOT 1 DP 68935)
<b>Right margin</b>	Western corner of 70 Featherston Street (SEC 1 SO 26720 SEC 1 SO 17350 - 4.3 M2COMMERCIAL BUILDING & BASEMENT ON ROAD RESERVE)
<b>Base</b>	Ground level at 2.4m above mean sea level



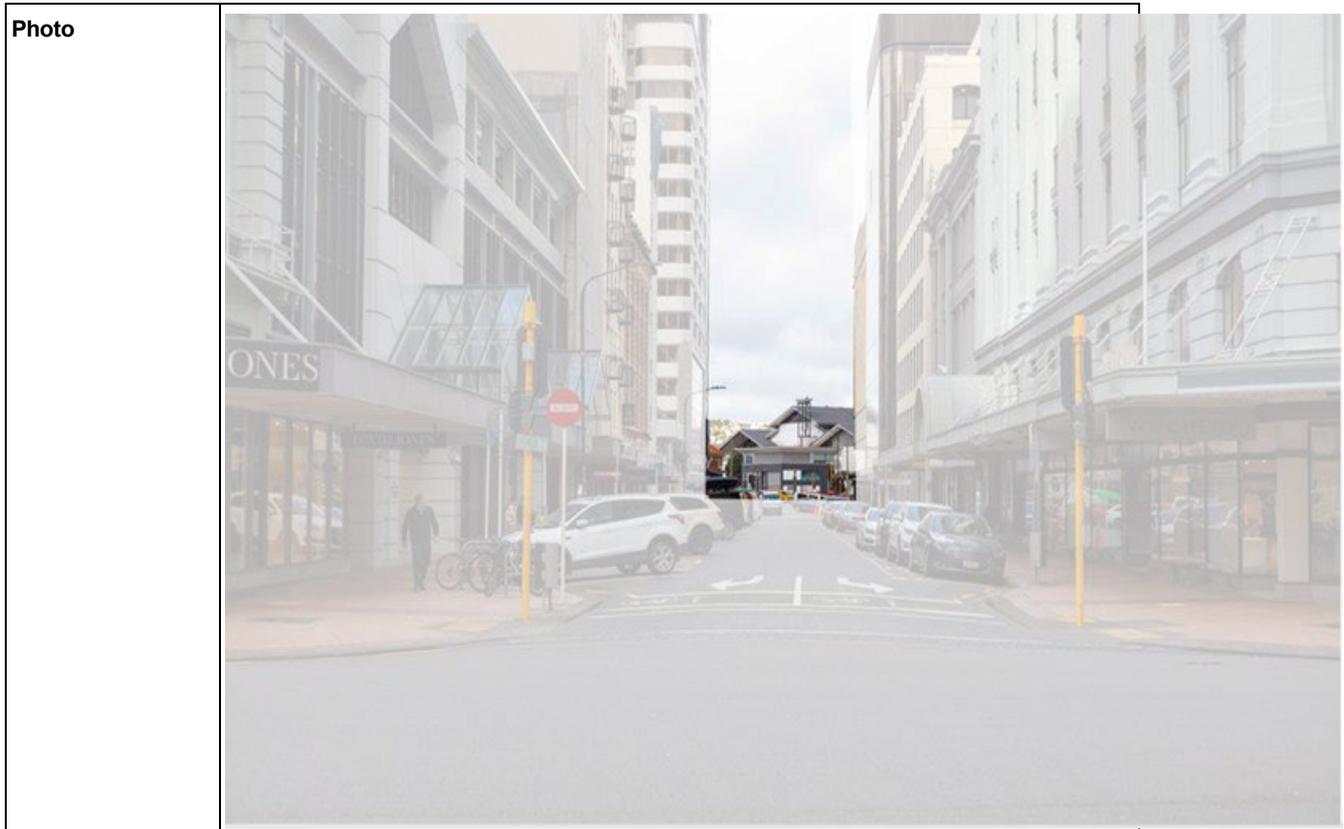
<b>VS5 Waring Taylor Street</b>	
<b>Description</b>	<p>VS5 is one of eight viewshafts offering views from the Golden Mile (Lambton Quay/Willis Street) to the harbour and its wider setting and is sequential to VS3 as you move south along Lambton Quay. It is also located in the vicinity of one of Wellington’s most widely used inner-city parks (Midland Park).</p> <p>The importance of these viewshafts, individually and collectively, is that they provide frequent and sequential views to the harbour for those moving along the Golden Mile - one of the most widely used pedestrian routes within the city – and enhance the historical connection between the original shoreline and the harbour. They also promote the visual and physical connection between the city centre and the waterfront which, in turn, contributes to wayfinding and an enhanced sense of place.</p>
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	Inner Harbour, Inner Town Belt/Te Ranga a Hiwi Precinct
<b>Context elements</b>	North Kumutoto Precinct, Roseneath
<b>Location</b>	<p>Western side of Lambton Quay, in line with the middle of Waring Taylor Street</p> <p>Height of ground: 2.6m</p> <p>Eye level: +1.5m</p> <p>Viewpoint: 4.1m above mean sea level</p>
<b>Left margin</b>	The north-west corner of the tower on 20 Customhouse Quay (LOTS 3 DEEDS 431)
<b>Right margin</b>	The south-east most extent of the tower on 4 Waring Taylor Street (PT LOT 5 DP 1130)
<b>Base</b>	Ground level at 2.4m above mean sea level



VS6 Johnston Street	
<b>Description</b>	<p>VS6 is one of eight viewshafts offering views from the Golden Mile (Lambton Quay/Willis Street) to the harbour and its wider setting and is sequential to VS5 as you move south along Lambton Quay. It is also located in the vicinity of the one of Wellington’s most widely used inner-city parks (Midland Park).</p> <p>The importance of these viewshafts, individually and collectively, is that they provide frequent and sequential views to the harbour for those moving along Lambton Quay - one of the most widely used pedestrian routes within the city – and enhance the historical connection between the original shoreline (that once ran along Lambton Quay) and the harbour. They also promote the visual and physical connection between the city centre and the waterfront which, in turn, contributes to wayfinding and an enhanced sense of place.</p>
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	Roseneath and its built-up ridgeline, Inner Town Belt/Te Ranga a Hiwi Precinct
<b>Context elements</b>	North Kumutoto Precinct
<b>Location</b>	<p>The western side of Lambton Quay in line with the middle of Johnston Street</p> <p>Height of ground: 2.5m</p> <p>Eye level: +1.5m</p> <p>Viewpoint: 4.0m above mean sea level</p>
<b>Left margin</b>	Northern edge of Johnston Street intersecting 20 Customhouse Quay (Lot 1 DEEDS 431)
<b>Right margin</b>	Southern edge of Johnston Street intersecting 36 Customhouse Quay (Lot 6 DP 10768)
<b>Base</b>	Ground level 1.9m at Customhouse Quay (2m at water’s edge)

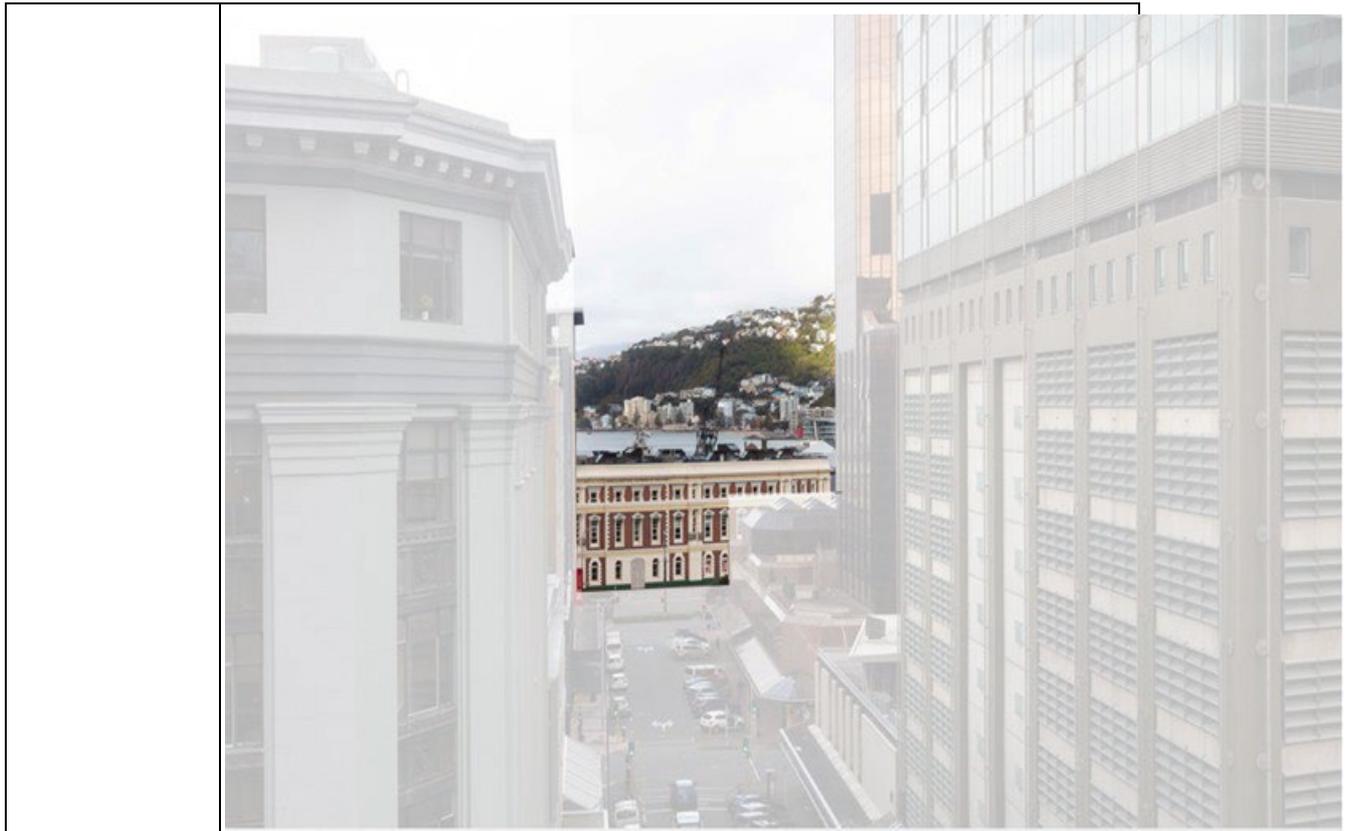


<b>VS7 Brandon Street</b>	
<b>Description</b>	VS7 is one of eight viewshafts offering views from the Golden Mile (Lambton Quay/Willis Street) to the harbour and its wider setting and is sequential to VS6 as you move south along Lambton Quay. The importance of these viewshafts, individually and collectively, is that they provide frequent and sequential views to the harbour for those moving along the Golden Mile - one of the most widely used pedestrian routes within the city – and enhance the historical connection between the original shoreline and the harbour. They also promote the visual and physical connection between the city centre and the waterfront which, in turn, contributes to wayfinding and an enhanced sense of place.
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	Queens Wharf building (3 Queens Wharf)
<b>Context elements</b>	Built-up ridgeline of Roseneath
<b>Location</b>	Western footpath on Lambton Quay in line with centre of Brandon Street Height of ground: 2.6m Eye level: 1.5m Viewpoint: 4.1m above mean sea level
<b>Left margin</b>	Southern side of former Deloitte House, 10 Brandon Street (Lots 3, 4, 7, 9 DP10768 Lot 2 51595)
<b>Right margin</b>	Northern side of Chartered Accountants House, 50 Customhouse Quay (Lot 1 DP 10633)
<b>Base</b>	Ground level 2m at Customhouse Quay

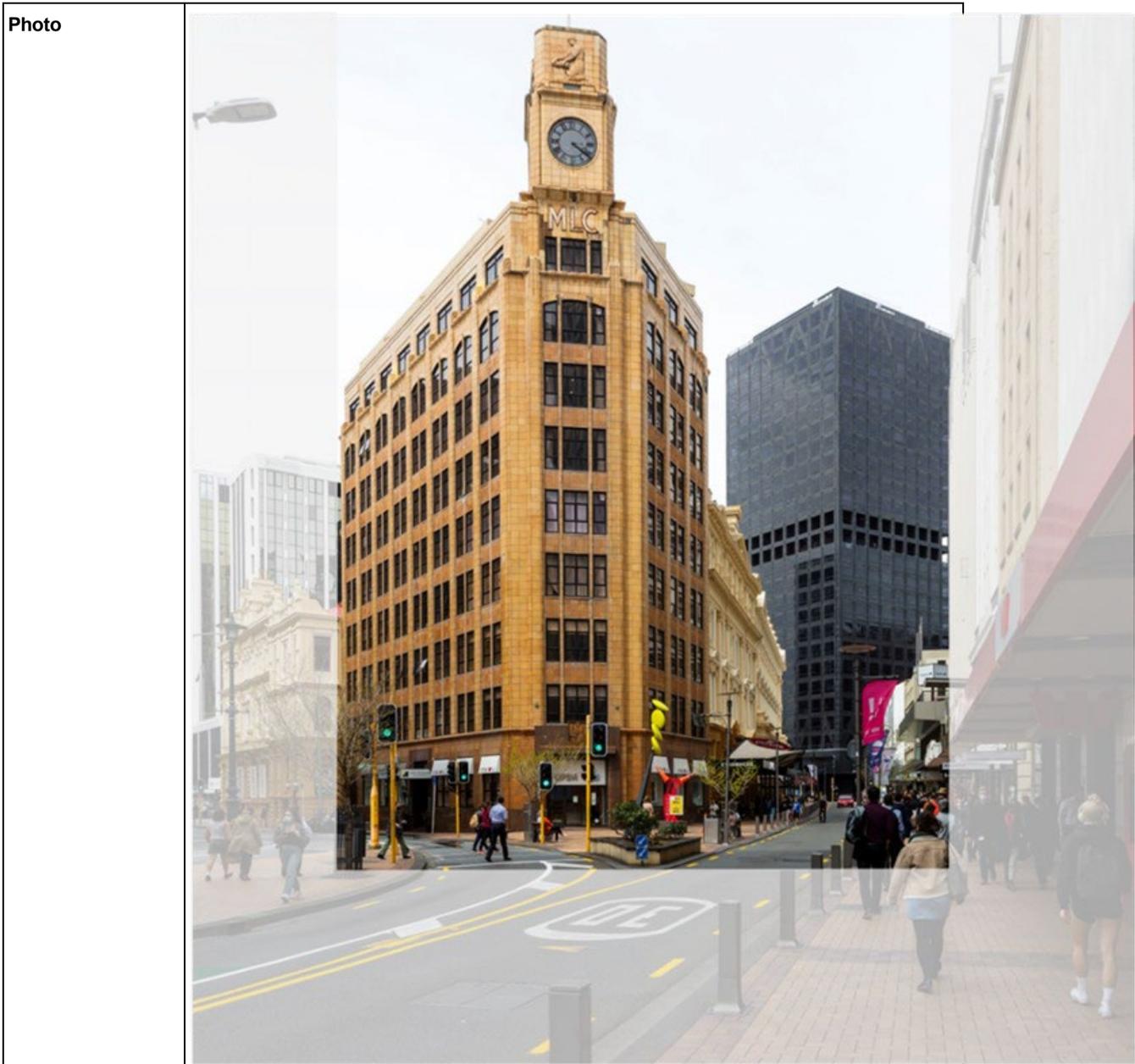


VS8 Panama Street	
<b>Description</b>	<p>VS8 is one of eight viewshafts offering views to the harbour and its wider setting. It is sequential to VS7 as you move south along the Golden Mile with the view along Panama Street obtained from an elevated viewpoint on The Terrace. Its elevated position and alignment along a thoroughfare between Lambton Quay and The Terrace offers a publicly accessible view of the harbour to be enjoyed from a different angle/perspective.</p> <p>Collectively these viewshafts are important as they enhance the historical connection between the original shoreline and the harbour. They also promote the visual and physical connection between the city centre and the waterfront which, in turn, contributes to wayfinding and an enhanced sense of place.</p>
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	Old Harbour Board Office Building, Inner Harbour, Oriental Bay
<b>Context elements</b>	Roseneath, Inner Town Belt and Te Ranga a Hiwi Precinct
<b>Location</b>	<p>The viewing platform accessible at 125 The Terrace                      Height of ground: 26.5m                      Eye level: +1.5m                      Viewpoint: 28.0m above mean sea level</p>
<b>Left margin</b>	Southern edge of Chartered Accountants House, 50 Customhouse Quay (Lot 1 DP 10633)
<b>Right margin</b>	<p>North-east corner of the Intercontinental Hotel, <u>following the outline of the hotel tower and the lower podium</u>, 163 Featherston Street (Lot 1 DP 91187)</p> <p><u>Note: The right margin of this viewshaft is not a single vertical line as it follows the stepped building profile created by the hotel tower and lower podium.</u></p>

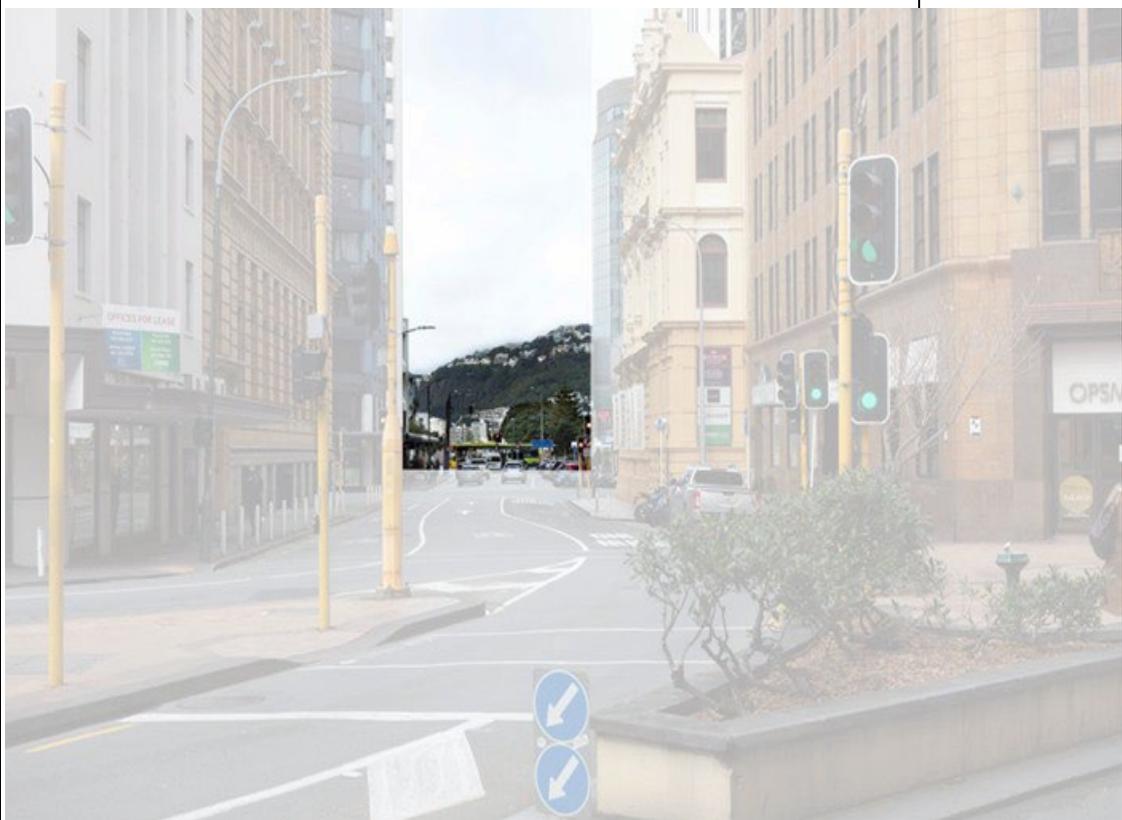
<b>Elasto</b>	Ground level 2.2m at Jervois Quay adjacent to former Harbour Board Offices and stepped to 12m <del>over</del> <u>following the height of</u> the Intercontinental Hotel podium
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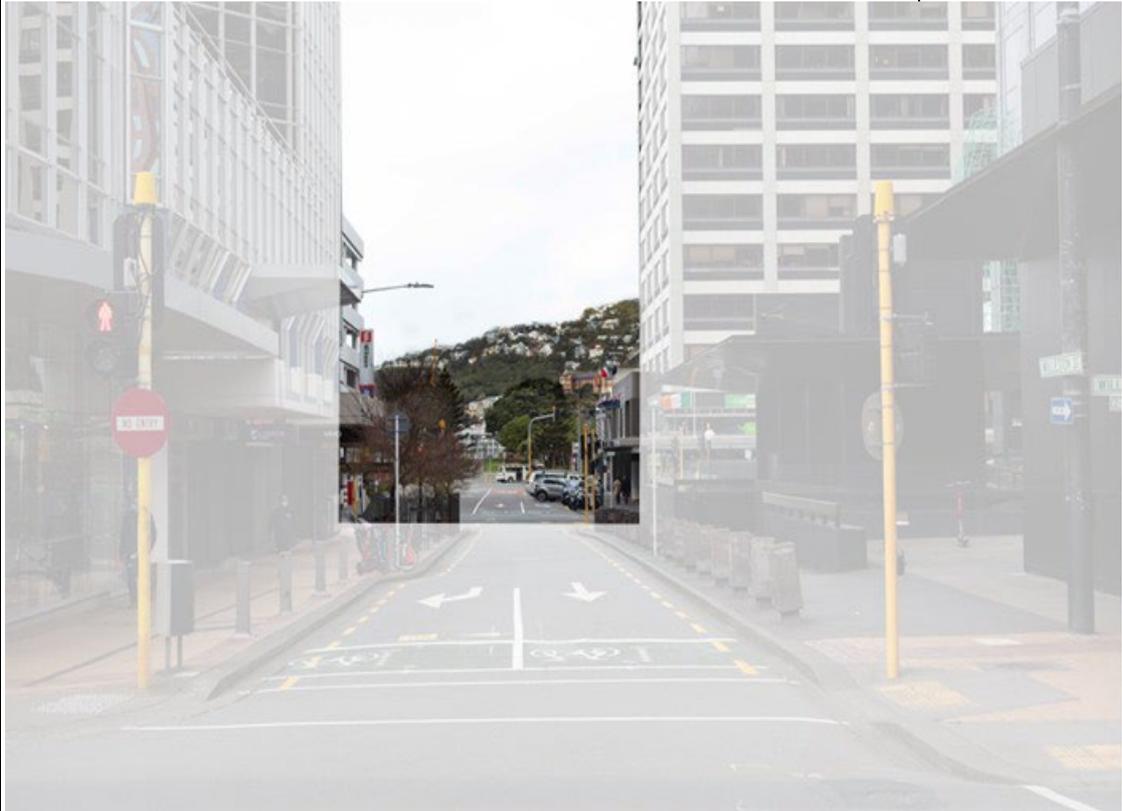
<b>VS9 Lambton Quay/Grey Street</b>	
<b>Description</b>	Although located on Lambton Quay, VS9 is not one of the eight viewshafts offering views from the Golden Mile to the harbour and its wider setting. Instead, it offers a 'townscape' view that principally focusses on two widely recognisable city centre buildings (the MLC Building and Aon Centre - the latter formerly known as the BNZ Tower and then State Insurance Building). Although the two buildings present distinctly different form and architectural character/features, they are both well-known city landmarks. Consequently, the viewshaft acknowledges and promotes the townscape significance of these buildings and the contribution they make to the sense of place in this locality.
<b>Type of view</b>	Contained
<b>Significance</b>	Iconic and Landmark
<b>Focal elements</b>	MLC Building, AON Centre
<b>Context elements</b>	Stewart Dawson's Corner, oblique view of Old BNZ Centre (Old Bank Arcade)
<b>Location</b>	The footpath outside 318 Lambton Quay approximately 22 meters before Lambton Quay separates into Hunter Street Height of ground: 3.0m Eye level: +1.5m Viewpoint: 4.5m above mean sea level
<b>Left margin</b>	<del>North-east corner</del> <u>Interface</u> of the <u>North-east corner of MLC building and north-west corner of</u> Old BNZ Centre (Old Bank Arcade) at 233-237 Lambton Quay (Lot 1 DP 85253)
<b>Right margin</b>	South-east corner of 332 Lambton Quay (Lot 2 DP 20963)
<b>Base</b>	Ground level at 3.0m above mean sea level



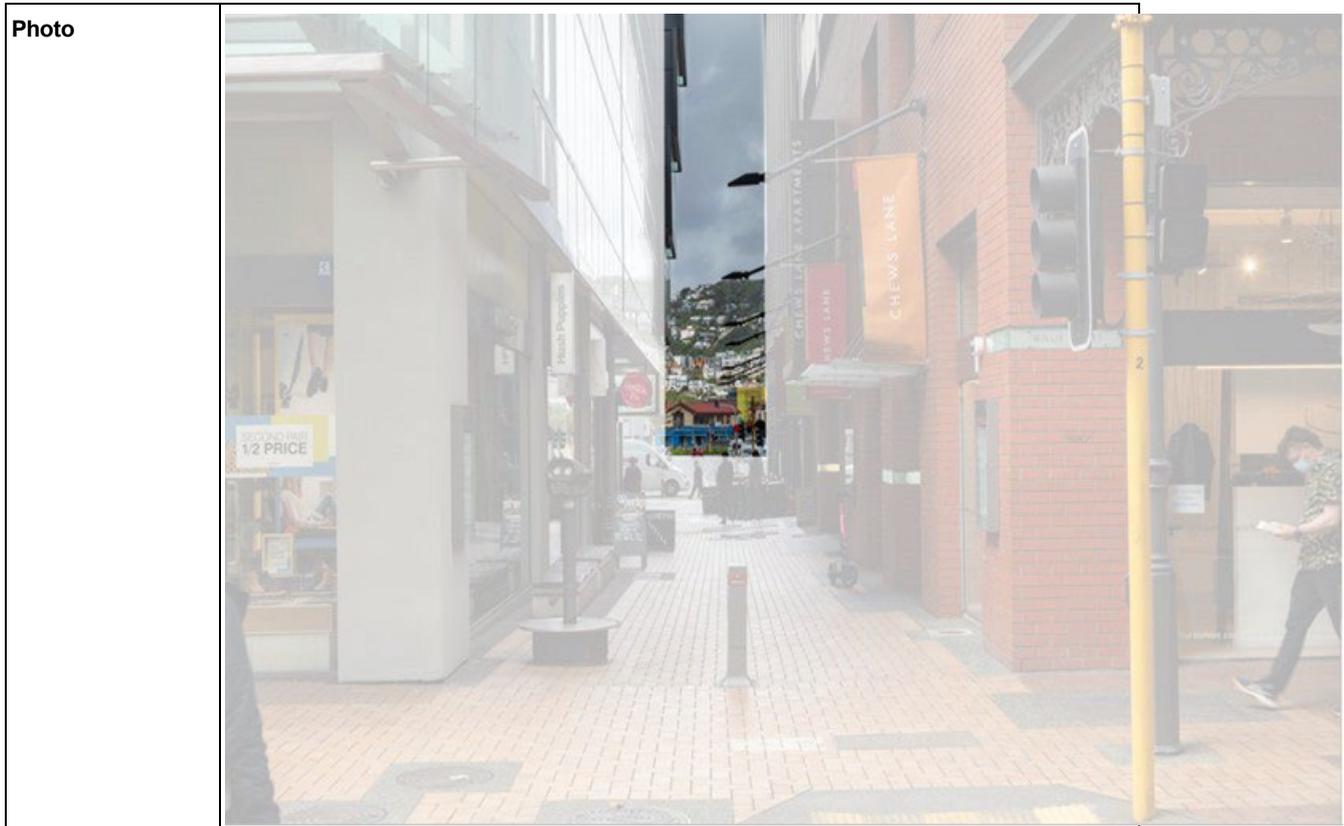
VS10 Hunter Street	
<b>Description</b>	VS10 is one of eight viewshafts offering views from the Golden Mile (Lambton Quay/Willis Street) to the harbour and its wider setting and is sequential to VS7 as you move south along Lambton Quay. The importance of these viewshafts, individually and collectively, is that they provide frequent and sequential views to the harbour for those moving along the Golden Mile - one of the most widely used pedestrian routes within the city – and enhance the historical connection between the original shoreline and the harbour. They also promote the visual and physical connection between the city centre and the waterfront which, in turn, contributes to wayfinding and an enhanced sense of place.
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	Oriental Bay and Te Ranga a Hiwi Precinct
<b>Context elements</b>	Frank Kitts Park, Inner Harbour, Mount Victoria Ridgeline
<b>Location</b>	Located along the Golden Mile between two entrances to the Westpac Bank 318-324

	Lambton Quay, (Lot 1 DP 32604) Height of ground: 2.6m Eye level: +1.5m Viewpoint: 4.1m above mean sea level
<b>Left margin</b>	Harbour Tower, 2 Hunter Street (Lot 1 DP 59894)
<b>Right margin</b>	Ricoh House, 1 Victoria Street (Lot 1 DP 54061)
<b>Base</b>	Ground level 2.2m at Jervois Quay
<b>Photo</b>	

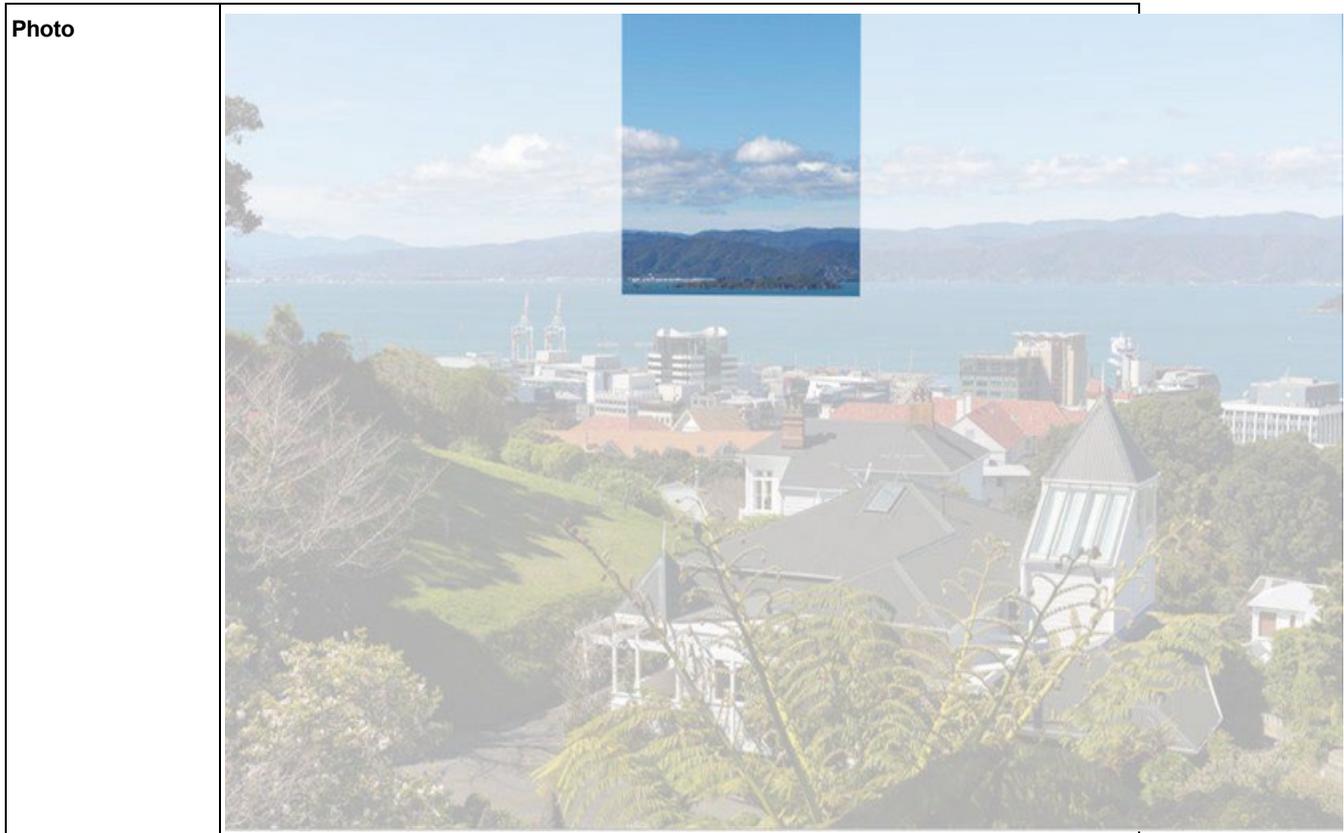
<b>VS11 Willeston Street</b>	
<b>Description</b>	VS11 is one of eight viewshafts offering views from the Golden Mile (Lambton Quay/Willis Street) to the harbour and its wider setting and is sequential to VS10 as you move south along the Golden Mile. The importance of these viewshafts, individually and collectively, is that they provide frequent and sequential views to the harbour for people moving along the Golden Mile - one of the most widely used pedestrian routes within the city – and enhance the historical connection between the original shoreline and the harbour. They also promote the visual and physical connection between the city centre and the waterfront which, in turn, contributes to wayfinding and an enhanced sense of place.
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	St Gerard’s, Frank Kitts Park
<b>Context elements</b>	Oriental Bay, Roseneath and Te Ranga a Hiwi Precinct
<b>Location</b>	Centreline of Willeston Street at the intersection between Willeston Street and Willis Street (Stewart Dawson’s corner) Height of ground: 3.2m Eye level: +1.5m Viewpoint: 4.7m above mean sea level
<b>Left margin</b>	Southern corner of 22 Willeston Street (Lot 1 DP 328873)

<b>Right margin</b>	Northeastern corner of 5 Willeston Street, (Lot 6 DP 10811)
<b>Base</b>	Ground level at 1.8m Jervois Quay
<b>Photo</b>	

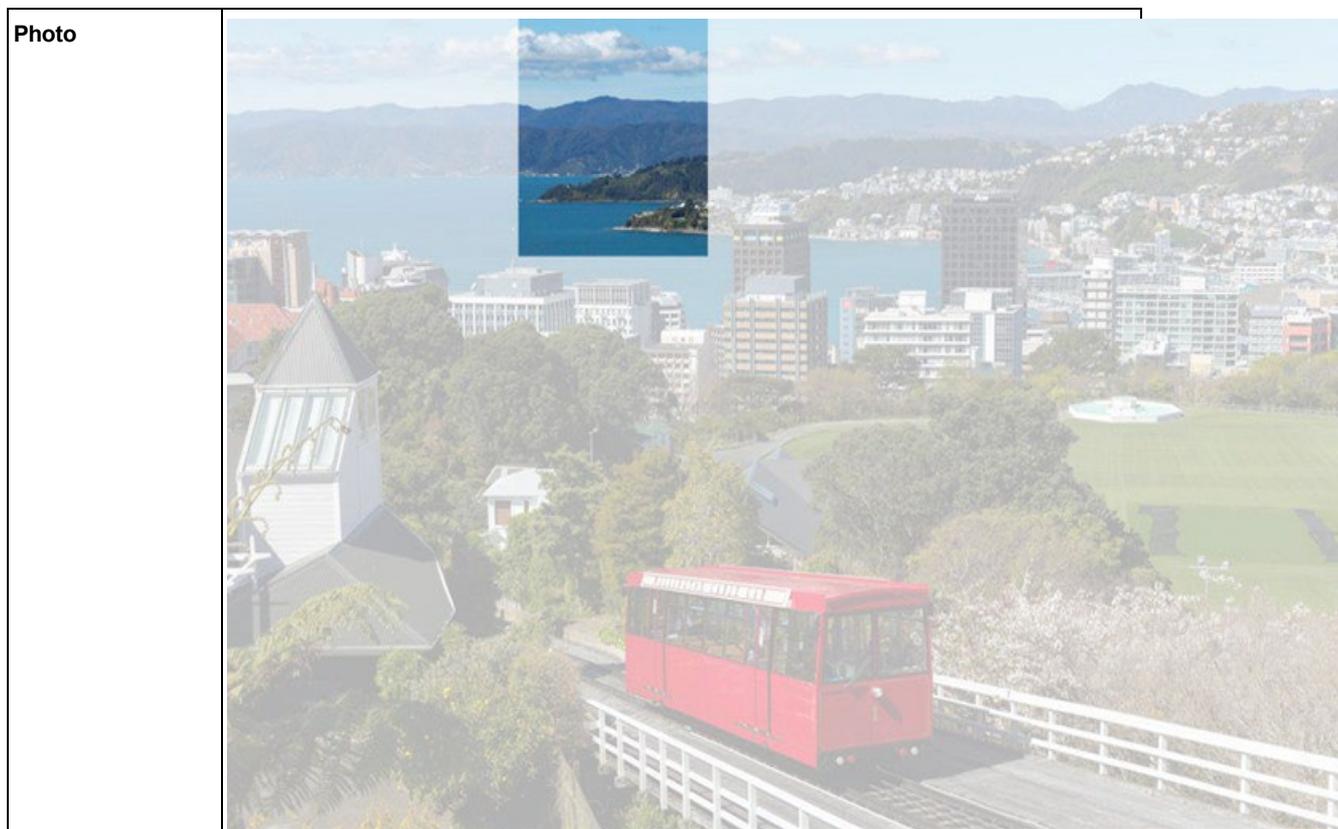
<b>VS12 Chews Lane/Harris Street</b>	
<b>Description</b>	VS12 continues the series of eight viewshafts offering views from the Golden Mile (Lambton Quay/Willis Street) to the harbour and its wider setting and is sequential to VS11. The importance of these viewshafts, individually and collectively, is that they provide frequent and sequential views to the harbour for those moving along Lambton Quay and Willis Street - both of which are widely used pedestrian routes within the city - and enhance the historical connections between the original shoreline and the harbour. They also promote physical and visual connections between the city centre and the waterfront which, in turn, contributes to wayfinding and an enhanced sense of place.
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	Star Boating Club, St Gerard's Monastery, Mt Victoria
<b>Context elements</b>	Taranaki Street Wharf area and lagoon, Oriental Bay, Te Ranga a Hiwi Precinct
<b>Location</b>	The mid-point of Chews Lane where the lane meets Willis Street Height of ground: 2.8m Eye level: +1.5m Viewpoint: 4.3m above mean sea level
<b>Left margin</b>	South-east corner of Datacom House (south tower), 68-86 Jervois Quay (Lots 8-10, 12-15 DP 10811)
<b>Right margin</b>	Colonial Carrying Company Building, 56 Victoria Street (Lot 1 DP 365302)
<b>Base</b>	Ground level 2.2m at Jervois Quay



<b>VS13 Cable Car Station to Matiu Somes Island and Mokopuna Island</b>	
<b>Description</b>	<p>VS13, along with VS14 and VS15, is one of three elevated viewshafts offering 'vista' views across the harbour from the west. Originating from the same viewpoint (the Cable Car Station viewing platform), these viewshafts provide sequential views of the city's compact urban form and wider harbour landscape setting moving in a north to south direction and complement the 'ground level' viewshafts along the Golden Mile offering views to the harbour.</p> <p>By allowing wide angle expansive views of Wellington's memorable landscape these viewshafts enable the city's natural and urban context and sense of place to be experienced and enjoyed, and collectively combine to provide a single 'panoramic' view of the city (refer Viewshaft 18).</p>
<b>Type of view</b>	Vista
<b>Significance</b>	Iconic and Landmark
<b>Focal elements</b>	Matiu Somes Island and Mokopuna Island
<b>Context elements</b>	Distant hills (Remutaka and Orongorongo Ranges)
<b>Location</b>	<p>Viewing platform to the north of the Cable Car station, popular because of its accessibility from Wellington's business district via the Cable Car and its panoramic views</p> <p>Height of ground: 120.7m                      Eye level: 1.5m                      Viewpoint: 122.2m above mean sea level</p>
<b>Left margin</b>	<p>Rocks to the north of Mokopuna Island</p> <p>Line of sight: east corner of Balance and Featherston Streets intersection</p> <p>Height above sea level = 108m</p>
<b>Right margin</b>	Rocks to the south of Matiu Somes Island
<b>Base</b>	Water in the foreground, approximately 2.6km south-west of Somes Island



<b>VS14 Cable Car Station to Point Jerningham and Point Halswell</b>	
<b>Description</b>	<p>VS14, along with VS13 and VS15, is one of three elevated viewshafts offering views across the harbour from the west. Originating from the same viewpoint (the Cable Car Station viewing platform), these viewshafts provide sequential views of the city's compact urban form and wider harbour and landscape setting moving in a north to south direction and complement the 'ground level' viewshafts along the Golden Mile offering views to the harbour.</p> <p>By allowing wide angle expansive views of the Wellington's memorable landscape, these viewshafts enable the city's natural and urban context and sense of sense of place to be experienced and enjoyed, and collectively combine to provide a single 'panoramic' view of the city (refer Viewshaft 18).</p>
<b>Type of view</b>	Vista
<b>Significance</b>	Iconic and Landmark
<b>Focal elements</b>	Point Jerningham and Point Halswell
<b>Context elements</b>	Roseneath, the harbour, and distant hills (Remutaka and Orongorongo Ranges)
<b>Location</b>	<p>Viewing platform to the north of the Cable Car station, popular because of its accessibility from Wellington's business district via the Cable Car and its panoramic views.</p> <p>Height of ground: 120.7m                      Eye level: 1.5m                      Viewpoint: 122.2m above mean sea level</p>
<b>Left margin</b>	Point Jerningham lighthouse
<b>Right margin</b>	Northern edge of the Gateways Apartments, Point Jerningham, 19 Maida Vale Road (Lot 55 DP 475, Lot 54 DP 475, PT Lot 3 DP 1030, PT Lot 2 DP 1030, PT Lot 1 DP 1030, Lot 1 DP 75462)
<b>Base</b>	Water in the foreground, approximately 400m west of the Point Jerningham shoreline



<b>VS15 Cable Car Station to St Gerard’s Monastery</b>	
<b>Description</b>	<p>VS15, along with VS13 and VS14, is one of three elevated viewshafts offering views across the harbour from the west. Originating from the same viewpoint (the Cable Car Station viewing platform), these viewshafts provide sequential views of the city’s compact urban form and wider harbour and landscape setting moving in a north to south direction, and complement the ‘ground level’ viewshafts along the Golden Mile offering views to the harbour.</p> <p>By allowing wide angle expansive views of the Wellington’s memorable landscape, these viewshafts enable the city’s natural and urban context and sense of sense of place to be experienced and enjoyed, and collectively combine to provide a single ‘panoramic’ view of the city (refer Viewshaft 18).</p>
<b>Type of view</b>	Vista
<b>Significance</b>	Iconic and Landmark
<b>Focal elements</b>	St Gerard’s Monastery
<b>Context elements</b>	Oriental Bay, Roseneath and distant hills (Oronogorongo Ranges)
<b>Location</b>	<p>Viewing platform to the north of the Cable Car station, popular because of its accessibility from Wellington’s business district via the Cable Car and its panoramic views.</p> <p>Height of ground: 120.7m                      Eye level: 1.5m                      Viewpoint: 122.2m above mean sea level</p>
<b>Left margin</b>	Northern edge of Jellicoe Towers, 189 The Terrace (Lot 2 DP 5264)
<b>Right margin</b>	South-west corner of the Harbour View Flats, 2 Oriental Terrace, Pt Lot 29 DP 123
<b>Base</b>	Top of the 38m Dorchester Apartments, 144 Oriental Parade (Lot 1 DP 43005)



VS16 Taranaki Street	
<b>Description</b>	VS16 plays an important role in establishing the visual relationship between this important arterial pedestrian and vehicle connection to the port, and inner harbour and the more distant hills of the City.
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	Port and inner harbour
<b>Context elements</b>	Wharf sheds and gates, and distant hills
<b>Location</b>	Kerbside, outside Te Aro Hall, approximately 10m north of the southern boundary of 152 Taranaki Street (Lot All DP 13452) between Wigan/Vivian Street Height of ground: 10.0m Eye level: 1.5m Viewpoint: 11.5m above mean sea level
<b>Left margin</b>	Western side of Taranaki Street, northern corner of the intersection with Jervois Quay
<b>Right margin</b>	Eastern side of Taranaki Street, northern corner of the intersection with Cable Street
<b>Base</b>	Ground level 2.6m at Cable Street



VS17 Tory Street	
<b>Description</b>	VS17 aligns with an important pedestrian route and plays an important role in establishing a visual relationship between the Te Aro Basin and the waterfront/inner harbour and the more distant western hills of the City.
<b>Type of view</b>	Contained
<b>Significance</b>	Local
<b>Focal elements</b>	Western escarpment, Te Papa grounds, Pohutukawa trees
<b>Context elements</b>	Te Papa, Te Papa grounds, Pohutukawa trees
<b>Location</b>	South/western kerbside, intersection of Tory and Vivian Streets Height of ground: 10.5m Eye level: 1.5m Viewpoint: 12.0m above mean sea level
<b>Left margin</b>	Western side of Tory Street, northern corner of the intersection with Courtenay Place
<b>Right margin</b>	Eastern side of Tory Street, northern corner of the intersection with Courtenay Place
<b>Base</b>	Ground level 2.6m at Cable Street



VS18 Cable Car Panoramic View	
<b>Description</b>	VS18 recognises the expansive views offered from the Cable Car station across Wellington Harbour, including contributory short- and long-range natural and built elements. It is a popular viewpoint because of its accessibility from the City Centre via the Cable Car and its panoramic views.
<b>Type of view</b>	Panoramic
<b>Significance</b>	Iconic and Landmark
<b>Focal elements</b>	<u>St Gerard's Monastery</u> , Point Jerningham and Point Halswell, Matiu Somes Island and distant hills
<b>Continuum elements</b>	Distant hills (Remutaka and Orongorongo Ranges), Eastbourne harbour edge, Mt Victoria, <del>and</del> the Town Belt <del>and</del> <u>Oriental Bay</u>
<b>Location</b>	<del>Televiwer, to the</del> <u>Viewing platform to the</u> north of the Cable Car station, <u>popular because of its accessibility from Wellington's business district via the Cable Car and its panoramic views</u> Height of ground: 120.7m Eye level: 1.5m Viewpoint: 122.2m above mean sea level

Photo

