

12 CENTRAL AREA

[Proposed Variation 5 (Amendments to District Plan Change 48 Central Area) has not been included in this Chapter. Details of Variation 5 are available from Council Planning Officers.]^{VAR5}

12.1 Introduction

This section sets out how Council intends to manage development in Wellington City's most intensive urban area to make it a premium centre for working, living, and playing.

The character and functions of the Central Area

The Central Area is the commercial heart of Wellington City and the region, and also the nation's seat of government. It is a vibrant mix of inner city living, entertainment, and commercial activity. It attracts arts, cultural and recreational events of local, national and international repute. The diversity of activities within the Central Area is a successful outcome of the 'first generation' District Plan prepared under the Resource Management Act, and the approach set in that plan will continue.

The harbour and surrounding hills provide a vivid natural setting that will continue to shape the Central Area's urban form. It extends from the railway corridor at the Kaiwharawhara reclamation, along the operational port and waterfront to the Basin Reserve, and is bounded generally by Kent Terrace to the east, Webb and Buckle Streets to the south, and the line of the existing motorway to the west. High rise development is concentrated within the downtown area between Parliament and the Civic Centre.

Major infrastructure and facilities that contribute to the city's economic base are located within the Central Area. Its situation at the heart of a port city and at the end of the main trunk railway line makes the Central Area a strategic transport hub. It is also home to many important institutions – including the National Museum of New Zealand Te Papa Tongarewa, the Wellington Regional Stadium, and leading tertiary institutions – that attract people to the city and add to its lively bustle.

Historical overview

Māori were the first occupants in and around what is now the Central Area, with pa established at Te Aro, Kumutoto, Pipitea, Pakuao, Tiakiwai and Kaiwharawhara. The city grew significantly after 1840 when early colonists moved from Petone (Pito-one) to the deeper and more sheltered waters of Lambton Harbour. Development was initially concentrated along the narrow foreshore area, but spread gradually onto land reclaimed from the harbour. Much of the present central city was built on this reclaimed land.

Throughout its history, the Central Area has experienced periods of rapid change. Between 1996 and 2001, almost 60% of Wellington City's population growth occurred in the central city. In 2006, the residential population of the Central Area reached an estimated 18,000 people, and this number is expected to grow to approximately 23,500¹ by 2016. This is a considerable contrast to 1991, when most of the 58,400 people employed in the city centre commuted from the suburbs or adjoining cities.

[1] Based on Statistics NZ medium projections for Area Units: Thorndon-Tinakori Road, Lambton, Willis Street-Cambridge Terrace (Ref RIS 9283)

The Central Area and the District Plan

Rapid social, economic and technological change is prompting changes in the form and function of the Central Area. Council intends to encourage positive growth that promotes the City's comparative advantages. This process will be guided by strategic planning and by the District Plan.

The District Plan sets a vision for a vibrant, prosperous, liveable city. At its heart is a contained Central Area comprising a commercial core with a mix of related activities. The Plan's Central Area provisions are based on eight principles that will guide future development:

12.1.1 Enhance 'sense of place'

Many qualities and characteristics contribute to the 'sense of place' people experience in the Central Area. The underlying topography and landscape, and the adjacent harbour provide a memorable backdrop to the central city. A strong identity is anchored in being the nation's capital and a hive of government activity; both central and local. Complementing this formal role are pockets of distinctive character and activity. The diverse environments of the central city include high-rise towers and offices, classic heritage buildings, character areas, the mix of public and open spaces, and harbour views. A diverse range of people is also attracted to the array of activities on offer in the Central Area, and they add to the flavour of the city in turn. Enhancing this 'sense of place', and protecting the features that make Wellington special and unique, are essential ingredients of a stimulating and memorable city.

12.1.2 Sustain the physical and economic heart of the Central Area

The city has a natural tendency towards physical containment, with an amphitheatre of hills leading down to the inner harbour. This containment makes the city more accessible, and accentuates its urban feel. Maintaining the strategic role of transport infrastructure leading to and from the city centre is crucial to this goal.

Wellington's downtown is the commercial base of the city and region. Encouraging flexible and diverse activities will sustain the economic viability of the city centre. This includes capitalising on cultural and recreational facilities and events the city has to offer, including the Stadium, Te Papa and the waterfront. Ultimately this will lead to an adaptive city centre that encourages positive growth and the city's comparative advantage. Development in the fringes to the Central Area should complement the vitality and viability of downtown Wellington.

Continuing to contain Central Area development will help achieve a compact, viable city centre.

12.1.3 Enhance the role of the 'Golden Mile' and 'Cuba'

The 'Golden Mile' refers to the main retail and commercial strip extending from the Cenotaph near Parliament Buildings, to the eastern end and entertainment hub of Courtenay Place. This 'Golden Mile' concept reflects the natural form of the Central Area, and helps structure people's perceptions of the city and the way they move within it. Cuba Street is a premier pedestrian-based retail promenade that forms an important axis with the 'Golden Mile'.

The 'Golden Mile' and 'Cuba' will be enhanced and supported by reinforcing their key retail function, promoting nearby office location, enhancing the pedestrian environment and improving the roll-out of quality public transport infrastructure.

12.1.4 Enhance the Central Area as a location for high quality inner city living

Increasing the amount and quality of residential dwellings will be encouraged, building on the overall vibrancy of the Central Area and supporting the primary commercial function of downtown Wellington and the 'Golden Mile'.

12.1.5 Enhance the built form of the Central Area

The Central Area's amphitheatre setting is enhanced by the maintenance of the compact 'high city'/low city' urban form. The 'high city' relates to the downtown area where most of the city's high rise buildings are clustered. The Low City is effectively the balance of the Central Area where the lower buildings spread out north and south. The lower height on the waterfront completes the stepping down from the hills to the harbour.

12.1.6 Enhance the quality of the public environment

The quality of the public environment helps make a city more liveable. A high quality public environment is safe and healthy, easy to move around in, rich in quality urban design that enhances people's experiences, and consistent with appropriate environmental standards. The quality of the public environment is affected by the function, location and character of public space, as well as by the buildings and structures that define the edges of public space.

12.1.7 Enhance city/harbour integration

The city and sea relationship that characterises Wellington makes for a dynamic cityscape. The waterfront is an integral and defining feature of the city. However, accessibility between the city and the waterfront, and access to the water's edge itself, needs to be improved so that the waterfront becomes part of the 'pedestrian flow' that extends across the whole city. Better links are needed, including physical connections and visual links such as views and signage. A promenade that connects the different parts of the waterfront and provides a sequence of changing, rich and interesting experiences would enhance people's ability to move around the waterfront itself.

12.1.8 Enhance the sustainability of the Central Area

Buildings and other forms of development that reduce the consumption of natural and physical resources (including energy consumption), whilst maintaining the reasonable development expectations of landowners will ensure that the goal of a sustainably managed city centre will be achieved. Innovative design and construction of buildings exhibiting new principles of environmental sustainability will be encouraged.

The District Plan sets standards to guide the form of new development. However, it places minimal direct controls over land use and the location of activities. Most activities can take place anywhere within the Central Area, provided they meet performance standards that ensure the city's environmental quality is maintained.

The District Plan requires any new building to enhance the public realm of the Central Area. Design guides describe the urban design outcomes that will enhance public amenity, and provide guidance on achieving those outcomes. Specific rules deal with the siting, design and appearance of new buildings so that the existing urban form is preserved and enhanced. They focus particularly on managing building mass and general urban design guidelines. Other rules protect important public views, ensure sunlight reaches public spaces, and control excessive wind around buildings.

Special areas

Several unique neighbourhoods and precincts crucial to the Central Area's cultural heritage and sense of place are identified in the Plan as heritage and character areas. Rules and design guidance are included to help to maintain and enhance the character of these special neighbourhoods.

Reflecting the importance of Wellington's waterfront, in 2004 Council adopted the *Wellington Waterfront Framework* to guide waterfront development in a way that makes the most of this unique and special part of the city. The principles and values of the *Framework* underpin the District Plan's objectives and policies for the Lambton Harbour Area. The *Framework* aims to bring coherence along the waterfront and express its connections with the city and the harbour. To this end, the *Framework* is based around several inter-linking themes: historical and contemporary culture, city to water connections, promenade, open space, and diversity. Because the waterfront is predominantly a public area in public ownership, Council is committed to engage fully with the public on decisions relating to waterfront developments. This commitment is further described in the *Framework*, which also proposes governance arrangements requiring ongoing monitoring by a group of both professional and community representatives.

The Pipitea Precinct is another important sub area within the Central Area. The Precinct comprises the railway land and the Operational Port Area. This area forms an important entrance to the city centre from the north, and a strategic land corridor for private and public transport.

Pipitea refers to clear water over the pipi beds

Due to its size and location, the Pipitea Precinct is a substantial natural and physical resource capable of providing significant benefits for the people of the Wellington Region. The area is used primarily for port and rail activities with little public infrastructure, roading and few buildings in place. There is potential for future development to occur in the Pipitea Precinct and with appropriate management and control there is an opportunity to create a quality urban environment that enhances the economic viability and vitality of the central business district.

12.2 Central Area Objectives and Policies

OBJECTIVE – CONTAINMENT AND ACCESSIBILITY

12.2.1 To enhance the Central Area's natural containment, accessibility, and highly urbanised environment by promoting the efficient use and development of natural and physical resources.

POLICIES

To achieve this objective, Council will:

12.2.1.1 Define the extent of the Central Area in order to maintain and enhance its compact, contained physical character.

METHODS

- Planning Maps
- Rules

The central city has a natural tendency towards physical containment. This containment aids accessibility and accentuates the urban feel of Wellington.

12.2.1.2 Contain Central Area activities and development within the Central Area.**METHOD**

- Rules

The Central Area has developed over a long period as Wellington's largest centre of activity with the greatest variety of uses and functions including business, commercial, government, retail, housing, education, entertainment and tourism. It has the development and infrastructure needed to fulfil these functions. Council recognises the importance of the existing investment and infrastructure in the Central Area and intends to encourage its efficient use by a policy of containment. This helps promote sustainable management objectives by allowing most activities to be conducted within reasonable walking distance, and thus minimises the need for motorised transport. It is Council's view that the Central Area is sufficiently large to accommodate development within the ten-year District Plan period.

Activity and development within the Central Area is also of a type, scale and intensity which clearly distinguish it from that of the surrounding area. Containment will ensure that Central Area development does not encroach into Residential Areas.

The environmental result of the containment policy will be a more efficient city and the development of the main functions of the Central Area in a way that protects adjacent Residential Areas.

OBJECTIVES - ACTIVITIES

12.2.2 To facilitate a vibrant, dynamic Central Area by enabling a wide range of activities to occur, provided that adverse effects are avoided, remedied or mitigated.

To achieve this objective, Council will:

12.2.2.1 Encourage a wide range of activities within the Central Area by allowing most uses or activities provided that the standards specified in the Plan are satisfied.

METHOD

- Rules

A wide range of uses are permitted within the Central Area to enhance its vitality and dynamism, and reinforce its role as the primary economic, social and cultural area of the city. Where Council wants to encourage activities such as retailing in particular locations, this is promoted through strategic planning, urban design or similar initiatives.

A flexible approach to the location of land uses or activities will encourage efficiencies in the Central Area by enabling owners or developers to respond appropriately to meet market needs or other economic or technological changes. Performance standards are applied to control potential adverse effects of activities.

The environmental result will be to allow a wide range of activities within the Central Area subject to performance standards. In considering any activity the positive effects will also be taken into account, including the extent to which it will enhance the vitality of the surrounding environment and the wider Central Area.

12.2.2.2 Ensure that activities are managed to avoid, remedy or mitigate adverse effects in the Central Area or on properties in nearby Residential Areas.

METHODS

- Rules
- Other mechanisms (Regional Air Quality Plan, Enforcement, WCC Bylaws, Section 17 of the Act)

The wide range of activities provided for in the Central Area has the potential to cause adverse effects both within the Central Area and in areas beyond its boundary. This includes potential effects from dust, vibration and glare. Performance standards are imposed in the Plan to avoid, remedy or mitigate such impacts.

The interface between the Central Area and adjacent Residential Areas is a transitional zone. As a result the effects of Central Area activities can detract from the amenity of nearby Residential Areas. By way of example, there are potential impacts from intrusive lighting, clutter from on-site storage, overshadowing or intrusion on privacy. Additional standards are imposed to maintain the quality of Residential Areas. In assessing applications to provide more intensive lighting near Residential Areas, the Council will consider the nature of existing and likely future development in the Residential Area, the degree to which topography or other site features may avoid, remedy or mitigate lighting effects and the extent to which planting, screening or the orientation of the light source will mitigate lighting effects.

Some activities are not provided for as Permitted Activities in the Central Area because of their potential to generate adverse effects on the environment. Any proposal for such activities must be assessed fully on their merits. These include:

- Any activity under the third schedule of the Health Act 1956 is a Non Complying Activity in the Central Area because of their offensive or noxious nature,
- Helicopter landing areas are included as Discretionary Activities (Unrestricted) to ensure that adverse noise effects and public safety issues can be addressed,
- Commercial sex premises in the Courtenay Place Area is a Discretionary Activity (Unrestricted),

• Office and retail activities within the Pipitea Precinct is a Discretionary Activity (Unrestricted). Refer to policies 12.2.4.2 to 12.2.4.4 for further details regarding management of activities in Pipitea Precinct.

Some activities will be noxious or dangerous wherever they are sited but others, relatively less harmful, become more dangerous if sited in residential or sensitive areas. Council aims to ensure that such activities are contained and do not cause a nuisance or danger.

Council will seek to ensure that dust nuisances are mitigated as far as practical and that amenities are protected.

In considering applications to establish helicopter landing areas in the Central Area, Council will be guided by the contents of NZS 6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas, and any relevant Civil Aviation rules.

There is potential for commercial sex activities in areas where they are not currently prevalent to adversely affect the amenity of the Central Area. The Courtenay Place area has developed into a particularly vibrant part of the City that includes theatres, restaurants, cafes and bars. This area is currently used by all sectors of the community including families and young people. The potential effects of a proliferation of commercial sex premises on the character of this area would be particularly significant. The Discretionary Activity (Unrestricted) status will ensure that the location, character and cumulative effects of commercial sex activities can be avoided, remedied or mitigated, either through the imposition of appropriate consent conditions, or through declining the consent application.

Control over office and retail activities within the Pipitea Precinct is retained to ensure that any such proposals are carefully considered in terms of their effect on the vitality of the remainder of the Central Area. However, office and retail activities associated with operational port activities, and a small range of other types of retailing, are permitted.

Council also relies on the general duty of every person under the Resource Management Act to avoid, remedy or mitigate the adverse effects of activities (section 17). Where necessary Council will also use the enforcement or abatement provisions of the Act to control nuisances.

The environmental result will be that uses or activities in the Central Area will not cause a nuisance or danger either within the Central Area or in nearby Residential Areas.

12.2.2.3 To provide for temporary activities that contribute to the social, economic and cultural wellbeing of the community, and control the adverse effects of temporary activities in a manner that acknowledges their infrequent nature and limited duration.

METHODS

- Rules
- Other mechanisms (Sections 16 and 17 of the Act, through the management of use of roads and public spaces)

Temporary activities make an important contribution to the social, economic and cultural wellbeing of Wellington's communities. Activities such as outdoor concerts, parade, sporting events and cultural festivals play an important role in making Wellington a vibrant and lively city that can be enjoyed by all sectors of society.

Temporary activities can have adverse effects, but these are largely mitigated by the short duration and non-repetitive nature of these activities. In general temporary activities are subject to less restrictive rules than other land uses. Excess noise is generally the most significant adverse effect of temporary activities, and this will be principally controlled using section 16 of the Resource Management Act rather than through District Plan noise levels.

With growing numbers of people choosing to live in the Central Area, and in residential areas surrounding the Central Area, care has been taken to ensure that 'reasonable' levels of residential amenity are maintained. In recognition of the growing number of people living in the Central Area the standard noise provisions apply to temporary activities during late evening and early morning.

However it is unreasonable to expect that noise levels similar to a suburban residential setting can be achieved in the Central Area and this should be reflected in the rules that apply to temporary activities. Issues of reverse sensitivity should not prevent a full range of activities from being able to be undertaken in the Central Area.

Council recognises that motorsport street race events produce benefits for the City but that they generate large amounts of noise. Council will therefore limit the exposure of the community to the noise impacts by limiting the number and duration of events.

The majority of outdoor temporary activities occur on legal road or public land. In addition to using section 16 of the Act, and the District Plan noise provisions, the Council will continue to control the effects of temporary activities through its role as manager of these public spaces. In particular the provisions of the Local Government Act contain an approval process for the temporary closure of roads.

In considering consent applications for temporary activities the Council will consider the cumulative duration and effect of noise generated by the activity, and whether the intensity of the noise effects of the activity can be appropriately managed.

Consideration will also be given to whether the positive effects generated by the activity and the public benefit (social, cultural and economic) derived from the activity are sufficient to justify exposure to temporary adverse noise effects.

The environmental result will be a city centre that is able to accommodate short term activities within levels of accepted environmental effects.

12.2.2.4 Control the adverse effects of noise in the Central Area.

METHODS

- Rules
- Other mechanisms (Enforcement, Section 16 of the Act)

Noise emissions have the potential to be intrusive, depending on the characteristics of the noise generated and the nature of the receiving environment (for example whether it is night or day). A balance has been sought to enable most activities to occur, while ensuring the quality and liveability of the Central Area is maintained. In all cases, a duty to avoid unreasonable noise applies to all activities within the Central Area (section 16 of the Act). This is particularly important where a mix of different uses occupy a single building or site. A duty to avoid unreasonable noise could also lead to potential improvements to the noise environment. Enforcement procedures will be used along with rules to control unreasonable noise.

Note, separate noise provisions apply to temporary activities.

Peace and quiet are particularly important for people's well-being. For this reason specific rules in the District Plan aim to avoid, remedy or mitigate the adverse effects of noise between properties within the Central Area and nearby Residential Areas.

The plan acknowledges that construction noise has effects on the Central Area but that these are generally temporary in nature. Construction noise is managed using best practical option, in accordance with NZS6803P:1984 The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work.

Noise levels in public places, such as streets, can at times reach unacceptable levels, particularly along streets with high pedestrian usage and in entertainment areas where loudspeakers are often in use. Continued uncontrolled growth in the number of such speakers, typically associated with commercial premises, will compromise the amenity of these public spaces. For this reason, controls are placed on the upper level of noise able to be generated by existing speakers, and applications to install new speakers will be assessed as non-complying activities. These controls will ensure the quality of the noise environment in public places does not deteriorate further and will gradually be enhanced. This policy is not intended to restrict live music venues because these are a legitimate activity that helps to maintain the vibrancy of the Central Area. Reducing the ambient noise levels in the public space by controlling electronic sound speaker systems will in fact help to enhance such live music venues.

Note, traffic noise will not be controlled through rules and needs alternative action.

Fixed plant noise, such as air conditioning and refrigeration, is a distinct contributor to 'noise creep' or cumulative noise effects. Therefore stricter standards generally apply to fixed plant than to other sources of noise within the Central Area.

While the background noise levels within the Wellington Regional Stadium site and the rail yard area of the Pipitea Precinct are generally high, a similar noise environment to the Central Area is desirable. Therefore the same noise standards apply to these areas as to other parts of the Central Area. The limited exception to this is provided for under policy 12.2.9.4 in respect of 'special entertainment events' in the Stadium Site.

For noise consents relating to the Wellington Regional Stadium site refer to policies 12.2.9.4 and 12.2.9.5.

[Port related activities can be noisy and can occur at all times, and specific noise standards are set for these activities by means of a noise control line shown on the Plan Maps. The effects of port noise from the Central Area extend into nearby Centres and Residential Areas, and the rules for these areas require acoustic insulation for noise sensitive activities.

Refer Volume 3, Map 55

Noise generated in the Coastal Marine Area (which includes the InterIslander Terminal Wharves at Kaiwharawhara and other port company city wharves, and the wharf areas of Queens Wharf, Taranaki Street Wharf and Overseas Passenger Terminal Wharf in the Lambton Harbour Area) is subject to the Regional Coastal Plan administered by Greater Wellington Regional Council.

The port company will manage the noise generated in the Operational Port Area and the Coastal Marine Area through the operation of the Port Noise Management Plan. Regular monitoring will test the effectiveness of the management plan and its implementation in managing port noise.] VAR3

When assessing applications to exceed noise standards in the District Plan the Council will consider:

- the extent to which the noise emissions contribute to any cumulative adverse effects on the noise environment
- the extent to which noise emissions will be intrusive.

Council will seek to ensure that the best practicable option is used to mitigate noise and that adverse effects are minor.

The environmental result will be the maintenance and improvement of the noise environment in the Central Area.

12.2.2.5 Ensure that appropriate on-site measures are taken to protect noise sensitive activities that locate within the Central Area from any intrusive noise effects.

METHOD

- Rules

Noise sensitive activities (including residential ones) may wish to establish in the Central Area. Designers, developers and end users need to be aware that higher noise levels are allowed within the Central Area than would normally be provided to adequately protect, say, residential activities. Similarly, the wide range of Permitted Activities within the Central Area may lead to higher noise levels in locations where noise levels may currently be quite modest.

In some areas, the noise levels are already high and locating noise sensitive activities in these areas may not be desirable. This is particularly relevant for high noise environments such as the rail yard area of the Pipitea Precinct; that receives noise from the railway and shunting yards, the motorway and arterial traffic routes, and the operations of the Port.

Note, specific rules control port related noise.

Other areas of the central city are characterised by a number of evening entertainment and music venues which collectively contribute to the vibrant and dynamic nature of the Central Area (eg. Courtenay Place Area). However, noise sensitive activities are also located in such areas and can be affected by the noise created by these entertainment activities.

Consequently, specific rules have been included in the District Plan to ensure designers, developers and

end users provide for appropriate levels of insulation to buildings to minimise the level of intrusive noise on noise sensitive activities. A higher standard of noise insulation is required in the Courtenay Place Area to recognise that noise sensitive activities should provide for their own amenity.

There may be some limited circumstances in which noise insulation to the standard specified may not be appropriate, for example, due to the location of a site adjoining a Residential Area, or the impacts of renovation on the historic heritage of a listed heritage building.

Ensuring appropriate ventilation and effective noise attenuation is an important part of protecting noise sensitive activities. Natural ventilation requirements, such as openable windows (as required by the Building Code), can compromise measures to attenuate external noise. Therefore, standards have been set to ensure that both ventilation and acoustic insulation requirements are met. The required airflow level is based on the minimum standard for habitable spaces set out in NZS 4303.

When assessing applications to exempt new building works from the noise insulation and ventilation standards in the District Plan, the Council will consider:

- whether the likely exposure to noise will lead to an unreasonable level of health or amenity for occupiers of the building
- whether the habitable rooms are located, orientated or designed in such a way which would make insulation to the required standards unnecessary
- whether the development is likely to lead to potential conflict with typical business and commercial activities commonly associated with the central city
- whether the building is a listed heritage building and the extent to which it is practicable to insulate to the required standard without compromising the heritage significance and fabric of the building
- in the Pipitea Precinct and the Courtenay Place Area, whether the appropriate noise attenuation and/or management measures can be provided to protect the health or wellbeing of future users
- in the Pipitea Precinct, the type and regularity of noise sources beyond the building which result in the standards in 13.6.2.1 not being met, and the extent to which the requirement in the rule is exceeded
- [in the Port Noise Affected Areas, the potential for sources of noise of special audible characteristics which may be intrusive and which may adversely affect the health or amenity of occupiers of the building] VAR3

The environmental result will be developments that provide insulation and ventilation to ensure the noise environment of noise sensitive activities are protected to an appropriate level.

OBJECTIVE – URBAN FORM AND SENSE OF PLACE

12.2.3 To recognise and enhance those characteristics, features and areas of the Central Area that contribute positively to the City's distinctive physical character and sense of place.

POLICIES

To achieve this objective, Council will:

12.2.3.1 Preserve the present 'high city/low city' general urban form of the Central Area.

METHOD

- Rules

Development in the Central Area is located within an amphitheatre formed by hills and ridgelines to the west and the harbour to the east. The general built form is in two parts: a well-defined and constrained core of high-rise buildings centred on Lambton Quay and lower Willis Street ("The High City") and the low-rise development to the outer boundaries of the Central Area ("The Low City").

Retention of the high city/low city urban form conveys a range of benefits to the City. It helps to reinforce the City's sense of place, and assists residents and visitors to orientate themselves around the Central Area. The high city also concentrates commercial activity into an area close to the main rail and bus transport hubs helping to promote the sustainability and accessibility of the Central Area.

The high city/low city form also relates well to the surrounding topography with the high city being located in front of the steeply sloped terrace escarpment. The low city meanwhile ensures a suitable transition between the Central Area and the adjacent residential areas of Mt Victoria, Mt Cook, Aro Valley and Thorndon.

Council intends to maintain and enhance this general urban form by means of building height and height threshold rules for both the "High City" and the "Low City".

The environmental result will be the maintenance and enhancement of the Central Area's general urban form.

12.2.3.2 Promote a strong sense of place and identity within different parts of the Central Area.

METHOD

- Rules
- Central Area Design Guide
- Identification of Heritage Areas
- The Wellington Waterfront Framework
- Other methods – operational activities

Sense of place is shaped by both an area's social activity (how spaces and areas are used) and by the character and quality of the built environment.

An array of qualities and characteristics contribute to people's sense of place in the Central Area. Diverse experiences of the central city include high rise towers and offices, classic heritage buildings, distinctive heritage and character areas, a range of public and open spaces, and harbour views. Enabling all types of activities within the Central Area attracts a variety of people who, in turn, add to the flavour of the city. Enhancing 'sense of place' and protecting those features that make Wellington special and unique is an important part of achieving a stimulating and memorable city.

Areas of special character within the Central Area are identified in the appendices to the Central Area Design Guide, and include:

- Parliament Precinct Heritage Area
- Stout Street Heritage Area
- Post Office Square Heritage Area
- BNZ / Head Office Heritage Area
- Civic Centre Heritage Area
- St John's Church Heritage Area
- Cuba Street Heritage Area
- Courtenay Place Heritage Area.

The waterfront area as a whole is an area of special character that has a specific set of policies and related objective (12.2.8).

Design guides have also been prepared to cover two sensitive development areas within the Central Area. These are the Pipitea Precinct and the Te Aro Corridor. Special care must be taken in developing these areas to ensure that new works enhance character and sense of place, and assist in integrating each area into the wider urban fabric of the Central City.

In the built environment promoting sense of place involves ensuring new developments incorporate and enhance positive urban design attributes of the surrounding area. It also seeks to install positive design attributes in areas that do not display those characteristics.

The environmental result will be a city that has distinctive places and memorable qualities of a positive nature.

OBJECTIVE – SENSITIVE DEVELOPMENT AREAS

12.2.4 To ensure that any future development of large land holdings within the Central Area is undertaken in a manner that is compatible with, and enhances the contained urban form of the Central Area.

POLICIES

To achieve this objective, Council will:

12.2.4.1 Enhance the public environment of the Port Redevelopment Precinct (shown in Appendix 2, Chapter 13) by managing the design of new buildings and public space development, by enhancing accessibility to and within the precinct, and by providing for a range of activities and uses.

METHODS

- Rules
- Design Guides
- Masterplan
- Other Mechanisms (Memorandum of Understanding between WCC and CentrePort)
- Operational activities (WCC as a landowner and roading authority)

The Port Redevelopment Precinct (shown in Appendix 2, Chapter 13) is an area of land to the east of Waterloo Quay that has historically been used for port purposes. The area is now largely surplus to port operations and has been proposed by the port company to be developed for non-port purposes. As this area develops the Council wishes to ensure that new buildings are managed both in terms of their design quality, but also in relation to their effect on surrounding public spaces. Council wishes to ensure that development occurs in a manner which provides for a high quality mixed use urban environment.

The previous use of this area for operational port activities means that much of the Port Redevelopment Precinct has no established street pattern on which to base subsequent development. It is desirable to consider matters like vehicle, cyclist and pedestrian access and circulation, open space and interconnections with existing and potential development sites. A master plan and design guide have been developed for the Port Redevelopment Precinct and has been included in the District Plan as Appendix 2, Chapter 13. The master plan indicates the layout of streets, access, carparking, infrastructure, public space, building footprints, and provides a clear vision and structure for the development of the precinct. The design guide covers issues of public space structure, public space design and building design on 'brownfield' sites. New building developments will be assessed against both the master plan and the design guide to avoid and/or mitigate the potential adverse effects of the development of this area by ensuring that development occurs in a co-ordinated way. Any development proposal that is not consistent with the masterplan will need to demonstrate that the:

- proposal is consistent with the provisions of the Central Area Urban Design Guide, including the Pipitea Precinct Appendix.
- development proposal would not compromise the ability to effectively deliver other aspects of the masterplan.
- development proposal would not compromise the quality, form and layout of buildings and spaces already developed in accordance with the masterplan.
- proposal will provide for a high quality, integrated and robust urban environment.
- public space created around the proposed building or structure is of high quality and amenity.

The masterplan for the Port Redevelopment Precinct identifies that the Precinct will be developed predominantly for office use. However both the masterplan and the District Plan identify that for the area to become a successful urban environment it must facilitate activity around the clock. Mixed use within the Port Redevelopment Precinct will therefore be encouraged to ensure that the development is vibrant and safe at all hours of the day and night.

A cap has been placed on the total amount of office space that can be developed within the Precinct. The office cap provides a tool by which to promote mixed use and to manage the balance of uses that are occurring within the Precinct. The development of additional office space above the cap (set at 68,200 square metres of net lettable floor area) will require a resource consent assessment to consider:

- the potential economic impact of the additional office space on the viability and vibrancy of the existing CBD
- whether the proposal compromises or enhances the ability to achieve mixed use within the Port Redevelopment Precinct as a whole
- whether the proposal will enhance the vibrancy, vitality and safety of the public environment within the Port Redevelopment Precinct.

The evolution of the Port Redevelopment Precinct from port uses to a fully functioning, vital Central Area environment may take some time. Because of this, the northern end of the Port Redevelopment Precinct has been retained as part of Operational Port Area in recognition of the fact that port activities may continue in this area for some time to come.

An area at the southern end of the Precinct has also been retained as part of the Operational Port Area to enable the ongoing operation of the "Bluebridge" Terminal. In this area, changes in port operations may lead to urgent needs for new or modified port related buildings which differ from those intended to be part of the Port Redevelopment Precinct's permanent development. The urgency of such needs is recognised, and the Council will, as far as practicable, deal with such applications within statutory timeframes. However, control is retained over the appearance of the building and the duration of the consent in this area to ensure that the long-term intentions of the Port Redevelopment Precinct and associated policy are achieved.

Public access to the waters edge is a key feature of the master-plan for the Port Redevelopment Precinct (see Appendix 2), and Council will seek to facilitate the provision of pedestrian access along the waters edge to enhance the existing waterfront route. However at present the operational requirements of the Port mean that a freight way is needed along the waters edge adjacent to Glasgow Wharf and Kings Wharf to allow freight to be moved from these wharves to the container port. While this freight way is in place, public access to the waters edge in this area will be restricted.

The environmental result will be the development of high quality buildings and public spaces within the Port Redevelopment Precinct, the creation of a vibrant public environment within the Precinct, and the successful integration of the area into the overall urban fabric of the Central Area.

12.2.4.2 Provide for the future integrated development of the Pipitea Precinct and its connections with the remainder of the Central Area, by way of a masterplan.

METHODS

- Rules
- Design Guides
- Master-planning
- Operational activities (WCC as a landowner and roading authority)
- Other Mechanisms (WCC funding of public transport)

The Pipitea Precinct is currently utilised for operational port and rail purposes, however in the longer-term the need for these uses may change and opportunities may arise for urban development of this area. In its current form there is little public space structure to this area, with few established streets, public spaces or urban services in place. Council wishes to ensure that any subdivision or development for urban land uses is undertaken in an orderly and integrated manner that provides for a high quality urban environment. Due to the size of this area and its importance to the future form and function of the established Central Area, it is dealt with separately with some distinct policies and rules.

Subdivision matters are covered in Objective 12.2.11 and related policies

The Pipitea Precinct includes most of the Operational Port Area and railway land. The Operational Port Area covers the area of working port to the north and east of Waterloo and Aotea Quays. Within the Operational Port Area the construction of buildings and structures for core port activities in the Operational Port Area are permitted activities. The area of the rail yards is covered by a designation that provides for buildings and structures for 'railway purposes'. All other buildings, structures and subdivision within the Pipitea Precinct will require a resource consent. Council will use the Central Area Urban Design Guide (including the Pipitea Precinct appendix) and the masterplan process to assess resource consent applications. The purpose of the masterplan is to avoid and to mitigate the potential adverse effects of development of the Area by ensuring that development occurs in a co-ordinated way; both within the Area and beyond its boundaries. In addition, the masterplan should ensure development is integrated with existing and new infrastructure, development and transport networks. The masterplan must be deposited with the Council before any application for subdivision or land-use consent can be assessed.

When considering the development of a master-plan to accompany the application, an applicant shall consult with Council officers to determine the physical extent of the area for which the master-planning is to be undertaken. In general, the area to be planned should be of sufficient extent to provide future context of the proposal in terms of pedestrian and vehicle access (and circulation), and nearby building forms and open space, and should integrate, if appropriate, with any other master-planning previously undertaken in the area.

Any resource consent assessment will consider whether the proposed building or structure is located in such a way as to constrain the staging and orderly development of the wider area, as set out in the masterplan for the area.

The environmental result is to provide for integrated development within the Area and with the wider Central Area.

12.2.4.3 Allow for a public space structure within the Pipitea Precinct which provides interconnections across and throughout the Area.

METHODS

- Rules
- Design Guides
- Operational activities (WCC Urban Development Strategy, and as landowner and roading authority)

The Pipitea Precinct is distinct from most other areas of the City in that it has no established pattern of urban uses. There is no public space structure in place as defined by streets, footpaths, cycleways, open space, and connections both formal and informal between buildings and structures. This can include land or development which is privately owned, but to which the public has access.

Note, policies 12.2.15.5 and 12.2.15.15 relate to the Pipitea Precinct and transport matters

It is important therefore to ensure that development is planned and designed in a manner which provides and allows for vehicle and pedestrians connections across and through the Precinct.

Emergency vehicles will be able to move across and through the Precinct at all times. It may be that access will not be provided to all areas for non-emergency vehicles.

The environmental result will be a well connected public space layout within Pipitea Precinct.

12.2.4.4 Ensure that development within the Pipitea Precinct complements the established part of the central city and reinforces its contained urban form, its vitality, and its viability.

METHODS

- Rules
- Masterplan

The Pipitea Precinct has potential for significant urban development over-time as existing uses (principally rail and port uses) relocate or rationalise. Its location on the northern edge of the established central city and on the main northern gateway to the city gives it a particular strategic importance. It is important that any urban development on this land complements the existing activities in the established part of the central city and does not adversely affect the central city's long-term vitality and viability.

One of the central objectives of the Plan is to maintain and reinforce the contained urban form of the central city. If the Pipitea Precinct were to be developed for extensive CBD Activities, this could have the potential to conflict with this policy. The established part of the central city also has particular benefits from the co-location of a range of activities and services, and excellent accessibility by public transport. This supports an efficient use of resources and sustainable management. Any future urban development of the Pipitea Precinct needs to maintain this.

Any proposal to develop the Pipitea Precinct for office or retail activities will be expected to demonstrate that it will promote and enhance the overall vitality and viability of the Central Area. This will require an economic analysis of the activity, giving particular consideration to:

- the quantitative need for additional floor space for specific types of office and retail activities and evidence that this need cannot be met in the established part of the Central Area
- how the activity supports improving overall economic productivity of the Central Area
- how the activity supports an efficient use of resources and a compact Central Area
- promotes accessibility and sustainable transport choices, including reducing the need to travel and providing alternatives to car use
- the co-location of a range of activities and its relationship to public investment in infrastructure and public spaces

The environmental result will be a contained central city that maintains an efficient and sustainable use of resources.

The environmental result will be a contained central city that maintains an efficient and sustainable use of resources.

12.2.4.5 Ensure that development within the Te Aro Corridor assists to integrate the inner city bypass in to the urban fabric of southern Te Aro.

METHODS

- Rules
- Te Aro Corridor Design Guide
- Operational activities (WCC Urban Development Strategy, and as landowner and roading authority)

The construction of the Inner City Bypass (Karo Drive) across southern Te Aro covered a large area and created a new traffic corridor that cut through existing city blocks in many places. The construction of the bypass introduced a new element into the urban landscape of southern Te Aro and created a range of undeveloped spaces along its length. How these spaces are developed over time will have a large bearing on how well the bypass is integrated into the urban fabric of the surrounding area.

The bypass is an important traffic corridor with regional significance. At the same time it is an integral part of the Te Aro urban fabric, a vibrant mixed use area of the city, offering places for people to cycle and walk with some leisure.

The buildings that line the edges of a street are important as these establish its character, quality and attractiveness. They collectively define the setting for the activities – businesses, institutions and residences - that will be established here. Moreover, buildings impact on the experience of the street for the many people, both pedestrians and motorists, who will use it every day.

The construction of new buildings along the edge of the bypass will be an important element in helping to integrate the bypass into the urban environment of Te Aro. As such they must be of high quality and must establish a positive relationship to the bypass corridor. Sites that are retained within the bypass designation (H2) are unlikely to be the subject of significant building works, with any development being limited to either temporary buildings (or structures) or buildings with a short life span. Costs constraints applying to temporary buildings can sometimes result in reduction in the quality of building design and materials. Within the Te Aro Corridor the limited life span of a building or structure will not be considered as justification for poor quality development. Any such buildings must take particular care to ensure that they enhance the quality of the public environment along the edge of the bypass.

There are also a variety of public spaces along the edge of the bypass that help to incorporate the new corridor into the existing urban environment, and which provide a range of experiences to motorists and pedestrians visiting and moving through the area. The most significant of these open spaces is the National War Memorial Park proposed to be developed to the north of the Carillon and National War Memorial. This park will serve both the City and the country by enhancing the setting of the memorial and providing a venue for public services and gatherings.

The environmental result will be the effective integration of the bypass into the city's urban fabric as an active city street.

OBJECTIVE – EFFECTS OF NEW BUILDING WORKS

12.2.5 Encourage the development of new buildings within the Central Area provided that any potential adverse effects can be avoided, remedied or mitigated.

POLICIES

To achieve this objective, Council will:

- 12.2.5.1** **Manage building height in the Central Area in order to:**
- reinforce the high city/low city urban form;
 - ensure that new buildings acknowledge and respect the form and scale of the neighbourhood in which they are located; and
 - achieve appropriate building height and mass within identified heritage and character areas.

METHODS

- Rules
- Design Guides

Height standards are provided for new building works within the Central Area. These heights provide an indication of the scale of buildings that are appropriate in different parts of the central city. Given the diversity of sites and uses within the Central Area, and given that some properties may not be developed for decades, if ever, it is considered that some variation in the heights of new buildings is inevitable. Accordingly it is not anticipated that the District Plan provisions will result in a rigid uniformity of building height. The focus of the District Plan is therefore not to control building height absolutely, but rather to manage the scale of new buildings to ensure that they respect and reinforce the Central Area's 'high city/low city' urban form, and the scale and character of existing neighbourhoods and identified heritage areas.

The general built form of the Central Area is in two parts: a well-defined and constrained core of high-rise buildings centred on Lambton Quay and Willis Street ("The High City") and the low-rise development to the outer boundaries of the Central Area ("The Low City").

In the Low City areas height limits range between 10.2 metres and 43.8 metres above ground level to reflect the Council's urban form objectives and to provide transitions between the High City and Low City areas, and between buildings in the Central Area and those in surrounding Residential Areas. In the High City area, the height limits are those approved by the Planning Tribunal in 1991 (measured above mean sea level) and are retained to protect the panoramic view of the harbour and distant hills from the viewing point at the top of the Cable Car.

Specific height limits apply to the Lambton Harbour Area to reflect the low-rise nature of development in this area, as envisaged in the Wellington Waterfront Framework (April 2001). Development in the Lambton Harbour Area will be complementary to and of a scale appropriate to the existing buildings around them (except the Museum of New Zealand "Te Papa").

In many neighbourhoods within the Central Area the height standards specified in the District Plan are significantly higher than the height of the existing building stock. In most locations it is anticipated that, overtime, the majority of properties will be developed in accordance with the heights specified in the Plan. However it is acknowledged that there are some properties and neighbourhoods that are less likely to undergo significant development. This can be the result of fragmented ownership patterns, legal encumbrances, or the imposition of planning regulations such as heritage listings. Any application for resource consent for a building that exceeds the height standards in the District Plan, must consider the scale and character of existing buildings in the surrounding neighbourhood, and assess the likelihood that that scale will change over time. In neighbourhoods where it is considered that there is limited scope for increases in building height, applications to exceed the height standards will need to demonstrate that the proposed building can be effectively and sympathetically incorporated into the existing neighbourhood context.

Within identified heritage areas Council seeks to protect the established urban character of each area and ensure that any new development recognises and respects the character, scale and form of the area. As in the remainder of the Central Area, the desired outcome is high quality building design that respects its context and protects the heritage values of the area. Height standards are specified in each heritage area to guide the scale of development that occurs on vacant sites or on sites containing 'non-heritage' buildings. 'Lower Thresholds' and 'Upper Thresholds' are provided for each heritage area. These 'thresholds' represent the predominant scale of existing buildings within each of the heritage areas. 'Absolute Maximum Heights' also apply in each heritage area. These heights represent the maximum scale of building that could be anticipated within the heritage area without significant detrimental impact on the heritage value and character of the area.

In the heritage areas that are predominantly commercial (Courtenay Place, Cuba Street, BNZ/Head Office, Post Office Square, and Stout Street) the thresholds are set with particular reference to the scale of existing buildings at the street edge. The street edge was selected because it is from the adjacent street that the public generally experiences these buildings, and where the scale of buildings has the greatest effect on the quality and character of the public environment.

Conversely, some heritage areas do not feature a strongly defined built edge to adjoining public space. In these areas no lower threshold has been specified.

In some heritage areas there is little or no difference between the maximum height standard and the upper height threshold. This is because the scale of the existing buildings in these areas has been identified as being a key feature that contributes to the area's character and heritage values. In these areas it is anticipated that the existing scale of buildings will be generally maintained.

In other heritage areas, building height is less fundamentally linked to the heritage value of the area. In these areas the maximum height limits may be significantly higher than the upper threshold. In these areas the maximum heights have been set at levels that recognise the existing building stock, the height standards that apply to sites surrounding the heritage area, and the scope for the area to potentially absorb additional building height without compromising heritage values.

The thresholds are provided to guide the scale and form of new development in heritage areas. It can be assumed that new buildings (or additions and alterations to an existing building) that are built in accordance with the thresholds will be of a scale that is compatible with surrounding buildings, and the heritage area as a whole. Building proposals that fall outside the thresholds have increased potential to negatively impact on the heritage values and character of the heritage area, because their scale and bulk varies significantly for the existing building stock. While the absolute maximum heights provide an indication of the scale of building that may be appropriate in each heritage area, it is probable that on some sites it may not be possible to

develop up to the maximum height, because to do so would have a significant adverse impact on the historic heritage values of the surrounding area.

Applications to construct a building within a heritage area that extends above (or below) the 'thresholds' will be considered on a site specific basis as a Discretionary Activity (Restricted). The Council will assess whether the proposed height and mass provides for appropriate transition or complementary contrast between heritage and non-heritage areas, and/or allows buildings to achieve desirable prominence (i.e. accentuating corner sites), or whether consistency with the existing height of relevant buildings within the heritage areas would be more appropriate. In this way, the Council will seek to manage the effects of new building works within heritage areas.

Additional guidance regarding the appropriate scale of new buildings, and additions and alterations to existing buildings in each heritage area, is provided in the heritage area appendices to the Central Area Design Guide.

For listed heritage buildings within an identified heritage area building heights are set at the height of the existing buildings. The height provisions applying to heritage areas will help to reinforce the existing scale of each heritage area, and also help to protect the historic heritage values of existing buildings and the area as a whole.

Any application to exceed the height standards specified in the District Plan will be considered on a site specific basis, acknowledging the context at the time the proposal is being developed. Matters to be considered will include:

- whether the proposal reinforces the Central Area's 'high city/low city' urban form
- whether the height, scale and mass of the proposal is consistent with the scale and form of buildings in the surrounding neighbourhood.
- whether the proposal will result in a building that will be complementary to, and of a scale appropriate to, existing buildings on adjacent sites.
- the extent to which the height, scale and mass of the proposal acknowledges and respects the scale and form of any adjacent listed heritage item.

For applications for new buildings (or additions and alterations to existing buildings) within an identified heritage area the following matters will also be considered in addition to those above:

- whether the height, scale and mass of the proposal respects and enhances the heritage values and sense of place of the heritage area.
- whether the proposed work will enable an existing heritage building to be earthquake strengthened.
- whether the work will facilitate the on-going retention of an existing heritage building.

The environmental result will be building developments that reinforce the city's general urban form, and that compliment the existing scale of buildings and structures in identified heritage and character areas.

12.2.5.2 Manage building mass to ensure that the adverse effects of new building work are able to be avoided, remedied or mitigated on site.

METHODS

- Rules
- Design Guides

Managing building mass is important in ensuring that new building works do not create adverse environmental effects. The total mass and bulk of a building on site, and the location and placement of the mass relative to adjoining buildings and structures, will determine how successfully potential adverse effects relating to wind, amenity (access to light), impacts on adjacent heritage items, viewshafts, and urban design can be managed.

For this reason the District Plan imposes standards on the total building mass (volume) that can be developed on sites in the Central Area.

The mass standards have been set at levels that will allow potential adverse effects relating to amenity (access to daylight for the proposed new building), heritage and design, to be avoided, remedied or mitigated on site. It is important to note that the development of new buildings in the Central Area is not a case of 'first in, first served'. All new building works are expected to protect their own amenity by making suitable provision for on-going levels of daylight. New building works will not be permitted to rely on the under-development of adjacent sites as the source of their daylight access. Similarly, it is not intended that the building mass standards will be used to require new building works to set back from boundaries in order to preserve access to daylight for existing buildings on adjacent sites. However it is acknowledged that there are likely to be some situations where a development is proposed adjacent to an existing building that contains residential units with principal windows to habitable rooms located on (or very near) the common boundary. In this situation Council will work with the developer to explore whether the new building can be sited and massed in a manner that allows the neighbouring residential units to retain some degree of daylight and outlook.

In relationship to building mass it is noted that while access to daylight is required to be addressed by building design, access to direct sunlight is not an effect to be specifically considered except with respect to sunlight protection for identified public places under standard 13.6.3.4.

The placement of building mass is an important tool in mitigating the effect of new building works on the amenity of the public realm. These effects can relate to the pedestrian wind environment, impact on identified viewshafts, and the loss of sunlight to public spaces. The District Plan contains specific standards for these issues in order to preserve the quality and amenity of the public environment. In some situations compliance with these standards may require building mass to be reduced to below the general mass standard specified in this plan.

Around the Central Area there are a number of buildings that exceed District Plan height standards. Of varying ages, these buildings were developed under previous, more permissive planning regimes. Because of their age, these buildings are an accepted part of Wellington's cityscape. The effects generated by these buildings are existing, and Council is satisfied that the effects of any new building works can be appropriately managed by the standards contained in the District Plan (including height and mass). However, these properties are potentially disadvantaged by the manner in which building mass is calculated, as the 'over height' mass of the existing building is effectively deducted from the total permitted mass for the site. To provide for reasonable development potential on these sites, the building mass provisions exempt the over height portion of any building built prior to July 1994 from the calculation of building mass.

No building mass limits are set within the Central Area heritage areas as building heights have been set to reflect the scale and character of the existing built form. As all new developments will be assessed to ensure that they do not detract from the character and heritage values of the area, specifying volume standards is not considered appropriate.

Within the Port Redevelopment Precinct the building footprints provided for in the masterplan adequately address matters of daylight retention, heritage and urban design. Accordingly the building mass provision does not apply to developments that comply with the masterplan and that are able to be considered under rule 13.2.3. Building mass is a relevant consideration for any development proposal within the Precinct that is not in accordance with the masterplan, or which exceeds 27 metres in height.

In defining building mass, an attempt has been made to capture the basic bulk of any new building work, without penalising positive urban design and architectural features of a development. The definition has been developed to promote the incorporation of Environmentally Sustainable Design (ESD) features into new building design. At present ESD features such as double skin facades are sometimes sacrificed in order to maximise the buildings internal floor space. By controlling building mass there will be greater scope to incorporate ESD features, and other architectural detailing and relief, into the facades of new buildings.

Similarly the new provisions seek to encourage quality roof top features and avoid grossly utilitarian building tops. On most properly designed rooftops, there are significant volumes that contribute to the quality of the roofscape, and the design quality and coherence of the building, but which are inaccessible and have no lettable value. To encourage the development of high quality roof top features, they have been excluded from the definition of building mass.

Increases in building mass above the specified standards will be contemplated when it can be demonstrated that the additional mass will not compromise the development's ability to avoid, remedy or mitigate adverse environment effects relating to wind, preserving access to daylight, heritage and urban design. Consideration may also be given to whether the function, location and prominence of the proposed building are such that it is appropriate to utilise additional mass to help create a landmark building.

It may also be appropriate to increase building bulk when a proposed development provides atria to increase amenity and protect access to light, or provides a publicly accessible through block link. This is particularly so when the enclosed atrium area or through block link is of high amenity and is accessible to the public for a minimum of 12 hours per day.

Because building mass is calculated using the area of the development site, care must be taken to ensure that overall development potential is not increased through manipulation of property boundaries. For this reason, in instances when a development site comprises multiple titles (or computer freehold registers), consideration will be given to the need to amalgamate into one title (or computer freehold register) all of the land parcels that were used to calculate the maximum mass of the development. Similarly there may be occasions when it is necessary to register a consent notice on a vacant or developable lot to maintain compliance with the building mass standards across the site.

The environmental result will be buildings that are of a volume capable of effectively managing any adverse effect on the environment.

12.2.5.3 Manage building mass in conjunction with building height to ensure quality design outcomes.

METHODS

- Rules
- Design Guides

The Central Area rules link building height and building mass together to provide increased flexibility in managing the effects of new buildings. Providing for height increases as a discretionary activity (restricted) subject to compliance with the specified standards for building mass, will allow greater ability for new buildings to respect and respond to their context.

By controlling building mass but at the same time providing for a greater degree of flexibility in relation to building height, the Council anticipates that there will be increased quality, variety and vitality in the built form of the City, and greater capacity to negotiate positive heritage and urban design outcomes throughout the Central Area.

The environmental result will be buildings of a height and volume that ensure quality design outcomes.

12.2.5.4 To allow building height above the specified height standards in situations where building height and bulk have been reduced elsewhere on the site to:

- provide an urban design outcome that is beneficial to the public environment, or
- reduce the impact of the proposed building on a listed heritage item

Any such additional height must be able to be treated in such a way that it represents an appropriate response to the characteristics of the site and the surrounding area.

METHODS

- Rules
- Design Guides

In situations where building height and building mass are reduced to achieve a positive heritage or urban design outcome, the Council will consider applications for consent to provide additional building height elsewhere on the site. For the purpose of this policy, urban design outcomes that are beneficial to the public environment include:

- provision of sunlight to an identified public space, or any public space of prominence or space where people regularly congregate
- provision of a publicly accessible through block link
- provision of high quality, public open space
- retention of an identified view shaft

Any additional building height must be able to be treated in such a way that it maintains the integrity of the building's design, and respects the characteristics of the site and the surrounding area.

The environmental result will be building work that is designed to provide a positive public environment and heritage outcomes.

12.2.5.5 Require design excellence for any building that is higher than the height standard specified for the Central Area.

METHODS

- Rules
- Design Guides

As all buildings contribute to the character and public environment of central Wellington, design quality is a fundamental consideration in the assessment of any development application (see policy 12.2.6.2). The issue of design quality is even more important for buildings of unusual height or bulk, which due to their size, height and massing can have a significant impact on the city, both at street level and from a distance. To ensure that over height buildings visually enhance the cityscape of the Central Area, the Council will require that they display design excellence.

When processing a consent application for an over-height building, Council will consider both the scale of the proposed height increase and the comparative height of the resulting building in relation to its surroundings. While all buildings in the Central Area must be of sufficient design quality that they make a positive contribution to the urban environment, the requirement to deliver design excellence applies particularly to proposals that will result in a building that is significantly higher than the surrounding built form.

There are two likely scenarios regarding the development of significantly over height buildings in the Central Area. The first is a building of exceptional height in comparison to every other building in the city (i.e in excess of 130 metres in height). The second is a building that is very tall in relation to the scale of surrounding properties. Both scenarios are likely to result in a building of significant visibility and prominence.

An exceptionally tall building would be a defining element on the City's skyline for years to come. Such buildings may be more appropriately located in the high city where they would enhance the compact nature of the Central city, and reinforce the high city/low city urban form. Done well these buildings can become landmarks, adding interest to and enhancing the overall cityscape. Developing an exceptionally tall building would bring with it certain responsibilities. Such a building would become a landmark feature in the Wellington skyline, and a prominent feature in all future images of the city. As such the building should be truly iconic and display a quality of design that befits its status as being one of, if not the most visible building in Central Wellington.

Design excellence is also required for buildings that are tall in relationship to the surrounding neighbourhood. Though not 'exceptionally' tall, these buildings can still be highly visible and have a significant impact on the character of the surrounding neighbourhood. As such they require careful consideration, and should display a quality of design that corresponds appropriately to their level of visibility.

The environmental result will be excellence in the design of any building that exceeds the height standards specified in the District Plan.

12.2.5.6 Ensure that buildings are designed to avoid, remedy or mitigate the wind problems that they create and where existing wind conditions are dangerous, ensure new development improves the wind environment as far as reasonably practical.

12.2.5.7 Ensure that the cumulative effect of new buildings or building alterations does not progressively degrade the pedestrian wind environment.

12.2.5.8 Ensure that the wind comfort levels of important public spaces are maintained.

12.2.5.9 Encourage consideration of wind mitigation measures during the early stages of building design and ensure that such measures are contained within the development site

METHODS

- Rules
- Information (Wind design guide/Advocacy)

Buildings that are significantly different in scale than their surroundings can induce wind changes at ground level. This can make pedestrian activities on the ground uncomfortable, difficult and even dangerous.

The impact of a building on wind conditions will vary depending on a number of factors including, height of neighbouring buildings, height of the proposed building compared with the existing building, and features included in building design to mitigate adverse wind conditions.

The wind rules seek to encourage a safe and pleasant environment by decreasing the worst effects of wind. That is, a development should not make the existing wind environment dangerous or significantly worse for pedestrians.

The rules are also designed to prevent a cumulative degradation of the wind environment by a number of developments and to protect comfort levels in important public spaces.

Altering the design of a proposed development (ie building scale, bulk and height or by other mitigation measures) can help to reduce the pedestrian wind effects.

Council will look more favourably on mitigation measures that are contained within the development site and integrated with the building design, ie. breezeways, setbacks, verandahs. These mitigation measures will also need to be appropriate from an urban design and heritage perspective. The Council will manage concerns about the proposed siting of free-standing wind mitigation structures resulting from a private development (ie. vertical glass upstands) in Council-owned public spaces through its encroachment licence process.

In processing resource consent applications, consideration should also be given to the nature of the pedestrian environment affected and the degree to which the proposal represents the best practicable option after all other reasonable alternatives have been explored.

The environmental result will be the improvement of the pedestrian wind environment.

12.2.5.10 Provide for consideration of 'permitted baseline' scenarios relating to building height and building bulk when considering the effect of new building work on the amenity of other Central Area properties.

METHOD

- Implementation of the District Plan

The Central Area is the most intensely developed area of the City. The height and mass standards in the District Plan anticipate further buildings of significant scale across the Central Area. The scale of buildings and their proximity to each other mean that it is impractical to require that all of the potential adverse effects of new buildings be restricted to the site.

It is inevitable that new building works will impact to some degree on surrounding properties in terms of daylight, outlook and privacy. For this reason 'permitted baseline' scenarios (informed by the building height and mass standards in the Plan) are appropriate when considering the impact of the height and mass of new buildings in the Central Area on the amenity of surrounding properties. Occupiers of adjoining properties should be aware that the emphasis on protection of amenity in the Central Area is significantly less than applies in the city's Residential Areas.

The number of residential units in the Central Area is forecast to increase over the life of the District Plan. When new residential developments are proposed they will be expected to be self sufficient in the provision of on-site amenity, so that they are not reliant on neighbouring properties for sunlight, daylight, outlook and privacy. This will help to mitigate the impact of new buildings on the amenity of adjoining properties.

OBJECTIVE – BUILDINGS AND PUBLIC AMENITY

12.2.6 To ensure that new building works maintain and enhance the amenity and safety of the public environment in the Central Area, and the general amenity of any nearby Residential Areas.

POLICIES

To achieve this objective, Council will:

Design Guidance

12.2.6.1 Enhance the public environment of the Central Area by guiding the design of new building development, and enhancing the accessibility and usability of buildings.

METHODS

- Rules
- National standard access design criteria
- Design Guides
- Other mechanisms (Advocacy)
- The Wellington Waterfront Framework
- Operational activities (The Wellington Waterfront Framework)

The design and appearance of Central Area buildings has a direct bearing on the quality of the public environment and on the Central City's wider public setting. Design Guides are intended to ensure that the design of developments enhances, rather than detracts from, this public environment. The Design Guides identify various design principles to be followed but do not seek to impose aesthetic control.

Enhancing accessibility to buildings is an important aspect of the public environment of the Central Area, so Council will advocate improved provision for older people and all others with mobility restrictions in the refurbishment of those existing buildings which do not provide equitable access in terms of current Building Code requirements.

On the waterfront the environmental result will be an experience of openness and transition between the built up city and the expansiveness of the harbour, with buildings in appropriate cases supporting open spaces, both in their design and their associated uses and activities.

The environmental result will be Central Area buildings with design qualities which create a positive relationship to public spaces and the wider city setting.

12.2.6.2 Require high quality building design within the Central Area that acknowledges, and responds to, the context of the site and the surrounding environment.

METHODS

- Rules
- Design Guides
- Other mechanisms (Advocacy)

The qualities of the public environment, as well as the buildings that define it, are important contributors to people's appreciation of the pleasantness, functionality and liveability of the city. Council will require quality design for new buildings and structures in the Central Area in recognition of the areas role as one of the city's key public environments.

Within the Central Area there are a wide variety of built environments. To respond appropriately to this diversity, consideration must be given to the context of the site and the character of the surrounding area when developing designs for new buildings.

When considering a development proposal Council will assess whether the new building, or external additions and alterations to an existing building, exhibits quality design. In most situations this can be achieved by a well-mannered building that responds sensitively to the context. Only in some situations will it be achieved by an iconic or landmark building.

Quality design is particularly important for buildings that are significantly taller or larger than their neighbours, as their size, height and massing can have a significant impact on the character of the city, both at street level and from a distance.

The design and massing of new buildings must also acknowledge and respond to the character of adjoining sites. This is particularly important on sites that are located within a heritage area, or that adjoin a heritage area or listed heritage item. The Council will also take into account the reasonable practical requirements of the building and activity, as well as consideration of the matters above.

A key prerequisite for achieving quality design is for new buildings to have their own inherent design integrity and coherence. They should not simply be a piecemeal assemblage of elements and conditions that may be required by the rules, guidelines or any other design criteria in the District Plan. This same principle applies to the design of additions and the way in which they relate to existing buildings.

The environmental result will be new building work that contributes to the positive urban design characteristics of the surrounding locality.

12.2.6.3 Ensure that new buildings and structures do not compromise the context, setting and streetscape value of adjacent listed heritage items, through the management of building bulk and building height.

METHODS

- Rules
- Design Guides

The District Plan is focused on achieving quality building design that is of a form and scale that complements the character of the surrounding area. This is particularly important on sites that are adjacent to listed heritage items. In many instances the existing height and bulk of listed items is significantly less than the height standards specified in the plan. Development of sites adjacent to listed items should recognise and respond to this variation in height through the appropriate use of proportion, scale, massing and setbacks. Proposed development should not dominate or compete with the existing scale of adjacent listed heritage items, particularly at the public/street edge. To assist in achieving positive heritage outcomes the District Plan has a relatively flexible approach to building height and mass, that allows for additional height above the specified standards, in situations where height and mass have been reduced elsewhere on site to respect an adjacent listed heritage item (see also Policy 12.2.5.4).

The environmental result will be new buildings and structures that are of a height and bulk that do not detract from the setting of any adjacent listed heritage item.

Sunlight protection to public spaces

12.2.6.4 Protect sunlight access to identified public spaces within the Central Area and ensure new building developments minimise overshadowing of identified public spaces during periods of high use.

METHODS

- Rules
- Design Guides
- The Wellington Waterfront Framework

People need access to direct sunlight. However, it is accepted that within the Central Area, full access is neither reasonable nor practicable. Because there are few rules protecting sunlight within the Central Area, Council will work to ensure that sunlight access is maintained to identified public spaces where people congregate, and at a time of day when they are more heavily used. Sunlight access to identified public spaces can be eroded over time. Therefore, activity standards in the Plan will help to protect sunlight access to identified public spaces.

The Lambton Harbour Area is being frequented by increasing numbers of people. Sunlight protection applies to parts of the waterfront, and is more extensive in some areas because of the special nature of this environment.

In some cases existing vegetation, park structures, or protective screening from ultraviolet radiation shade parts of public spaces identified for sunlight protection. These features are a necessary part of ensuring public safety and amenity. However, these features are often subject to change. Over time replanting or repositioning of structures or vegetation can alter the layout of the public space as it is modified to meet ongoing needs. Therefore the potential effects of overshadowing from developments on areas shaded by park structures and vegetation should also be assessed.

Matters to consider in assessing applications to shade identified public spaces include:

- Whether overshadowing by a building or structure will reduce the public's enjoyment or use of identified public spaces within the Central Area.
- The extent and duration of any overshadowing of the public space by a building or structure throughout the year.

The environmental result will be that sunlight access to identified public spaces will be protected during periods of high public use.

12.2.6.5 Advocate for new building work to be designed in a way that minimises overshadowing of any public open space of prominence or where people regularly congregate.

METHOD

- Advocacy

There may be opportunities to design new building work in a way that minimises overshadowing of public open spaces of prominence or where people frequently congregate. Not all public spaces are listed for sunlight protection. In some cases, overshadowing of public spaces from new building work is inevitable. Where it is possible to design new building work to achieve an improved sunlight amenity this should be encouraged. Protecting sunlight access is more important during periods of regular use, and should include public open spaces such as pocket parks, paved seating areas or places of civic importance.

The environmental result will be buildings that are designed with consideration of maintaining sunlight access to public open spaces.

Protecting views

12.2.6.6 Protect the panoramic view from the public viewing point at the top of the Cable Car.

METHOD

- Rules

Council considers that the panoramic view of the harbour and distant hills from the Cable Car lookout site is of outstanding importance and should be

protected. The building height provisions, particularly the defined height limits in the "High City" area, are designed to protect this view. Any development above the maximum height limits is a Discretionary Activity (Restricted) and assessed for its impact on this public view.

The environmental result will be the protection of the panoramic view of the City from the top of the Cable Car.

12.2.6.7 Protect, and where possible enhance, identified public views of the harbour, hills and townscape features from within and around the Central Area.

METHODS

- Rules
- Design Guides

Specific views of the harbour, local hills and townscape features are an important part of the cityscape that Council seeks to preserve. Rules in the Plan protect identified viewshafts, making it a Discretionary Activity (Restricted) for developments that intrude upon a listed view.

When assessing an application to intrude on an identified viewshaft Council will consider:

- *whether the development frames the view horizontally or vertically from the edges of the viewshaft. The relationship between context and focal elements should be maintained.*
- *whether the development breaks up the view vertically or horizontally. This in general will be unacceptable unless the intrusion is minor.*
- *whether the development intrudes upon one or more of the view's focal elements. This in general will be unacceptable.*
- *whether the development removes existing intrusions or increases the quality of the view, particularly in relation to focal elements.*
- *in the case of proposed verandahs, the extent to which it would be screened by another verandah or building element in the foreground, or contained within the outline of a building (that is not a context or focal element) in the background.*

It is noted that vegetation intruding into a viewshaft will generally be disregarded when assessing applications, particularly where pruning or a plant's deciduous nature would restore the viewshaft's quality.

The environmental result will be the protection of significant public views.

Pedestrian shelter

12.2.6.8 Ensure that pedestrian shelter is continuous on identified streets where there are high volumes of pedestrians, and on identified pedestrian access routes leading to the Golden Mile from the outskirts of the Central Area.

12.2.6.9 Ensure that in providing pedestrian shelter any adverse effects on the architectural integrity and historic heritage value of a building to which the shelter is affixed, and any adverse effects on public safety and the informal surveillance of public spaces are avoided, remedied or mitigated.

12.2.6.10 Encourage the provision of pedestrian shelter along streets and public spaces throughout the Central Area (including within the Pipitea Precinct).

12.2.6.11 Enhance the informal pedestrian network within the Central Area, by encouraging the retention and enhancement of existing pedestrian thoroughfares, and promoting the creation of new thoroughfares where they would enhance walkability and permeability for pedestrians.

METHODS

- Rules
- Design Guides
- Pipitea Precinct - Masterplan
- Port Redevelopment Precinct - Masterplan

Pedestrian shelter adds greatly to the comfort of pedestrians in the City, providing shade in summer and protection from wind and rain. Verandahs will be required for developments on pedestrian routes identified on the District Plan Maps to ensure continuity in pedestrian shelter along important routes.

Although providing pedestrian shelter is encouraged within the Central Area, it should be balanced with the need to maintain the architectural design of buildings and public safety.

Provision of verandahs will be encouraged throughout the Central Area where it would contribute to improving the pedestrian amenity, but without compromising other policies (for example, in relation to building design, public safety and informal surveillance). Rules specify dimensions to minimise any conflict between vehicular traffic and the protruding shelter, while also seeking to ensure satisfactory levels of pedestrian shelter and comfort.

Colonnades may be used as a means of providing pedestrian shelter. As a rule colonnades are more appropriate in locations where there is little or no existing street edge definition. In situations where the street edge is already clearly defined, or where there is established verandah cover, colonnades can be difficult to integrate as they generally result in a set back from the existing street edge and a break in the prevailing patterns of shelter.

In addition to the formal pedestrian network, there is a comprehensive network of informal public pathways within the Central Area. These footpaths, lanes and alleys are partially independent from the main city pedestrian street system and are important in that they provide short cuts through large city blocks. They can also provide access to sheltered areas of public space, open up centres of city blocks for public use, and help people develop a strong sense of place and attachment to parts of the city.

There is no public space structure in place within Pipitea Precinct. However, as the area develops, Council will assess applications for resource consent and whether shelter for pedestrians should be provided within the design of a building or any public space. In general, Council shall have regard to the

likely future role of the particular area or public space with respect to providing access for pedestrians.

When assessing a consent application not to provide verandah cover, or in assessing whether a proposal would benefit from a public thoroughfare, Council will consider:

- Whether effective alternative pedestrian shelter can be provided that maintains the safety of pedestrian and vehicular traffic.
- Whether the design and appearance of the existing building is such that a verandah cannot be added without detracting from its appearance.
- Whether the layout of the building or site, or the nature of the building and activity limits continuous pedestrian shelter along the full length of the building or with an adjoining pedestrian shelter.
- In relation to a listed heritage building or heritage area, the extent to which it is practicable to provide a verandah without compromising the heritage significance of the building or the area in which the building is located.
- Whether the site is contained within a large city block which would benefit from the provision of a public thoroughfare in order to improve block permeability for pedestrians.

The environmental result will be safe, well designed and weather proof protection of pedestrian routes and other public spaces in the Central Area. Similarly, pedestrian permeability of larger city blocks through the use of pathways will be improved.

Ground floor frontages

12.2.6.12 Maintain and enhance the visual quality and design of ground floor level developments fronting on to streets, parks and pedestrian thoroughfares throughout the Central Area

METHODS

- Rules
- Design Guides

Developments at the ground floor level are a major contributor to the quality of the streetscape, and provide an important interface with pedestrians. Maintaining and enhancing the visual quality of developments at the ground floor level is an important contributor to both pedestrian amenity and the quality of the central city's public environment.

Grills and roller doors that provide security protection of display windows and doors should not compromise the visual interface between the public space and interior of the ground floor frontage.

Matters to consider in assessing applications not complying with standards for ground floor frontages in the Central Area will be assessed against the Central Area Design Guide. Likewise, the design of ground floor frontages of new buildings or redevelopment extending above verandah level will be considered against the Central Area Design Guide. The Council will also consider whether the reasonable practical requirements of the building and activity on the site make provision for the display frontage impracticable or unnecessary.

The environmental results will be quality ground level pedestrian streetscapes throughout the Central Area.

12.2.6.13 Maintain and enhance the commercial character and visual interface of ground floor level developments facing the public space along identified frontages within the Central Area.

METHODS

- Rules
- Design Guides

The Central Area contains the commercial core of the city. Maintaining the commercial character of that core reflects the structuring effect of the Golden Mile, high use pedestrian areas, and principles of the Plan relating to a compact city centre and city/harbour integration. The ground floor is the main interface between pedestrians and commercial activities, particularly along major pedestrian routes. Maintaining an active interface through display windows and appropriate design at ground floor level is an important part of retaining the commercial character and amenity of the streetscape within the city centre.

Matters to consider in assessing applications not complying with standards for ground floor frontages in the Central Area will be assessed against the Central Area Design Guide. The Council will also consider whether the reasonable practical requirements of the building and activity on the site make provision for the display frontage impracticable or unnecessary.

The environmental results will be the maintenance and enhancement of the commercial character and design of identified Central Area frontages.

12.2.6.14 Encourage new building development in the Central Area to provide ground floor stud heights that are sufficient to allow retro-fitting of other uses.

METHOD

- Design Guides

The Central Area is a dynamic, evolving system. Because all activities are permitted in the Central Area, the character of different parts of the Central Area can alter significantly over time as land use patterns change. To help ensure the long term sustainability of the building stock in the Central Area the Council will encourage new buildings to provide a ground floor height that is sufficient to accommodate future changes in use, particularly those of a commercial character.

The environmental result will be an adaptable building stock that is able to accommodate changes in use, particularly of a commercial nature, within the Central Area.

Health, safety and security**12.2.6.15 Improve the design of developments to reduce the actual and potential threats to personal safety and security.****METHODS**

- Design Guides
- Advocacy (National Guidelines for Crime Prevention through Environmental Design in NZ)
- Operational activities (City safety initiatives)

Urban design measures can minimise or reduce threats to personal safety and security. Guidelines for crime prevention through environmental design are used by Council to promote the development of a safe city.

The environmental result will be that buildings and public spaces are designed to minimise the incidence of crime.

12.2.6.16 Promote and protect the health and safety of the community in development proposals.**METHODS**

- Rules
- Other mechanisms (WCC Bylaws)
- Advocacy

The promotion of a safe and healthy city is being implemented through a broad range of Council actions, including District Plan rules.

Council uses a range of mechanisms and general bylaws to promote the health and safety of Wellington's communities. Some involve physical actions while others centre on providing information.

12.2.6.17 Ensure that public spaces in the Central Area (including privately owned places that are characterised by public patterns of use) are suitably lit at night time to improve the safety and security of people.**METHODS**

- Rules
- Operational activities

Poor lighting of public spaces at night can reduce people's sense of safety, both in a real and perceived way. Crime in poorly lit areas is more likely to go undetected, and people are less likely to venture into poorly lit areas.

If application is made to reduce the levels of lighting of an area that is open to public use, the Council will consider the nature of activities on the site, the extent of public use and whether other measures will be taken to maintain public safety.

The environmental result will be public spaces that are suitably lit at night time and that contribute to a safer city.

Streetscape**12.2.6.18 Maintain and enhance the streetscape by controlling the siting and design of structures on or over roads and through continuing programmes of street improvements.****METHODS**

- Rules
- Operational activities (street improvement work)
- Encroachment licenses

The design and appearance of streets and the buildings or structures located on or over them form a large part of the visual appearance of the Central Area. Council intends to improve the quality of Central Area streetscapes. Through its Urban Design Unit, it will also work to improve the quality of Central Area environments.

Council also undertakes a wide range of works which improve the city's streetscape. The main focus is on enhancing areas with high pedestrian counts. This focus will continue.

Where it is proposed to build in the air space above roads, particular consideration will be given to the impact on the streetscape. There is also the potential to block roads or access links in the event of a natural hazard occurring. Such development will be carefully controlled.

When assessing an application to build over legal road Council will consider:

- *The provisions of the Central Area Urban Design Guide.*
- *The impact of the structure on the visual qualities of the streetscape, including its impact on views.*
- *The effect of the structure on neighbouring properties.*
- *The effect of the structure on the wind environment of the street and the extent to which sunlight levels in the street will be reduced.*
- *The potential for the structure to restrict access in the event of a natural hazard. Council will consider the design, placement and construction materials to avoid or mitigate any potential hazard.*

The environmental result will be improvement of the quality of Central Area streetscapes.

12.2.6.19 Maintain and enhance the streetscape by controlling the creation of vacant or open land and ground level

parking areas.**METHODS**

- Rules
- Design Guides
- Master-planning

The creation of vacant space, open space or parking areas, at street level, on sites in the Central Area can have a detrimental effect on the amenity and streetscape of the city. These effects include:

- *the loss of vitality and viability, particularly in the main retail or commercial areas*
- *the erosion of streetscape.*

Use of these sites for activities that do not replace the contribution to the streetscape made by demolished buildings, or add to the vitality and viability of retail and commercial areas is discouraged.

The approved master-plan for the Port Redevelopment Precinct provides for ground level parking along the edges of the internal streets and lanes. Although it is located on private land, this parking will have similar effect to short stay, on-street car parking in the remainder of the Central Area.

In situations where building demolition is proposed consideration should be given to whether some form of streetscape frontage can be provided. This may be able to be achieved by:

- *maintaining cornice lines, floor-to-floor heights where strongly expressed, sign bands and other elements of adjacent buildings, where these serve to unify the street elevation as a whole*
- *adjusting the vertical height to the street to approximate the average height of neighbouring building frontages*
- *dividing up the site frontage to approximate the characteristic frontage width of adjacent buildings.*

As the establishment of new carparking areas for commuter traffic is also discouraged, Council seeks to ensure that any new parking areas are for short stay parking only.

The environmental result will be that any new car park, vacant or open land will be managed so as to effectively control any avoid adverse effect on the streetscape.

Residential Area amenity

12.2.6.20 **Require that where Central Area buildings or structures adjoin a Residential Area, they satisfy additional standards.**

METHOD

- Rules

The interface between the Central Area and adjacent Residential Areas is a transitional area. The effects of some building developments within the Central Area can affect residents in nearby Residential Areas. Additional standards are imposed in the Plan to avoid, remedy or mitigate such impacts.

Provisions are imposed to provide a building height transition between the Central Area and surrounding Residential Areas, and to protect residents from the impact of buildings, particularly overshadowing. Privacy glazing is required in windows close to Residential Areas to provide a degree of privacy for residential occupiers.

Matters to consider in assessing applications adjoining Residential Areas include:

- *for proposals to exceed set back or height controls, whether the topography of the site or surrounding land or the nature of the building development is such that the amenities of nearby Residential Areas are protected.*
- *for proposals involving windows within 5m of the boundary, whether the topography of the site and adjoining residential site(s), or the design and layout of buildings is such that there will be no loss of privacy for residential occupiers. There are a range of possible design measures and topographical forms which may allow for windows in buildings facing a residential boundary to be closer than 5 metres without significant adverse effects on residential amenity.*
- *for proposals not complying with standards relating to screening and storage, whether changes in topography or other mitigation measures will provide appropriate screening.*

The environmental result will be that activities in the Central Area may continue without causing a nuisance to nearby Residential Areas.

OBJECTIVE – BUILDING AMENITY

12.2.7 **To promote energy efficiency and environmental sustainability in new building design.**

POLICIES

To achieve this objective, Council will:

12.2.7.1 **Promote a sustainable built environment in the Central Area, involving the efficient end use of energy and other natural and physical resources and the use of renewable energy, especially in the design and use of new buildings and structures.**

12.2.7.2 Ensure all new buildings provide appropriate levels of natural light to occupied spaces within the building.**METHODS**

- Other mechanisms (Advocacy of Environmentally Sustainable Design principles, Education)
- Design Guides

New building works are users of natural and physical resources that can have adverse effects on the environment (including cumulative effects) for example, through high rates of water use or electricity consumption. Opportunities to incorporate sustainable building design features and to use sustainable building methods will be encouraged to minimise potential adverse environmental effects. A development that proposes an environmentally sustainable designed building will be viewed as having a positive effect of the proposal on the environment.

Because sustainable building design involves the site-specific context and function of the building, the options for taking up different design features and methods will vary from case to case. Ongoing developments in the technology and information about sustainable building design mean that options for this type of approach are likely to evolve over the life of the Plan. Accordingly, the Council will look to other research and industry organisations for guidance on the latest technology, methods and tools to achieve environmentally sustainable buildings.

Making provision for natural light to all habitable and high use areas of new buildings will help to reduce the on-going energy requirements of new buildings.

Many matters relating to sustainable building design are addressed by the minimum standards outlined in the Building Act 2004 (specifically the Building Code). However, where it is practicable, sustainable building design and associated methods that go beyond the minimum standards of the Building Code will be promoted.

The environmental result will be greater use of natural light as an energy source for providing light to high use and habitable spaces within buildings.

The environmental result will also be greater uptake of environmentally sustainable building design of buildings within the Central Area.

12.2.7.3 Enhance the quality and amenity of residential buildings in the Central Area by guiding their design to ensure current and future occupants have adequate ongoing access to daylight and an awareness of the outside environment.**METHODS**

- Rules
- Design Guides

There has been a significant growth in apartment buildings within the Central Area. Some of these buildings currently rely on adjacent sites (either vacant or with low height buildings) to provide suitable amenity for occupants (eg. natural light, awareness of the outside environment and sunlight access where practicable). Over time, adjacent sites may be developed, leading to a significant reduction in basic amenity requirements for occupants of the residential building. Design guidance and rules are included to ensure that new residential buildings provide residential amenities on-site, and that these will not be adversely affected by development on adjacent sites.

The Central Area has been identified as an area where further residential intensification is desirable to accommodate predicted future population growth. Guidance on the design of residential buildings is necessary to ensure this goal is not jeopardised by low quality residential developments.

The environmental result will be residential buildings that provide an enduring level of residential amenity with respect to daylight and an awareness of the outside environment.

OBJECTIVE – LAMBTON HARBOUR AREA

12.2.8 To ensure that the development of the Lambton Harbour Area, and its connections with the remainder of the city's Central Area, maintains and enhances the unique and special components and elements that make up the waterfront.

POLICIES

To achieve this objective, Council will:

12.2.8.1 Maintain and enhance the public environment of the Lambton Harbour Area by guiding the design of new open spaces and where there are buildings, ensuring that these are in sympathy with their associated public spaces.

METHODS

- Rules
- Operational activities (The Wellington Waterfront Framework)
- National Standard Access Design Criteria: NZS 4121:2001

The main focus of the Lambton Harbour Area is to reinforce its role as a primary open space on the waterfront. A series of different open spaces - some green some sheltered and some paved - that cater for diverse uses and activities will predominate. Furthermore, there will be a network of paths through the area, including a promenade along the length of the waterfront, predominantly at the water's edge. Buildings will support the open spaces, both in their design and their associated uses and activities. The ground floors of buildings will be predominantly accessible to the public and buildings will have "active edges". Particular consideration will be given to providing for equitable access to the water's edge and all other facilities on the waterfront by older people and all others with mobility restrictions.

12.2.8.2 Ensure that a range of public open spaces, public walkways and through routes for pedestrians and cyclists and opportunities for people, including people with mobility restrictions, to gain access to and from the water are provided and maintained.

METHODS

- Rules
- Operational activities (The Wellington Waterfront Framework)

Substantial and varied areas of open space near and adjacent to the water are important to ensure that uninterrupted public access to the water's edge is maintained and enhanced. Some water-based activities (such as rowing) require vehicular access and short term parking. There will be a public walkway/promenade along the length of the waterfront, predominantly at the water's edge. A series of different open spaces that cater for diverse uses and activities will predominate. In addition to Frank Kitts Park there will be a second large green open space at Chaffers.

12.2.8.3 Encourage the enhancement of the overall public and environmental quality and general amenity of the Lambton Harbour Area.

METHODS

- Rules
- Design Guides (The Wellington Waterfront framework)
- Operational activities (The Wellington Waterfront Framework)
- Advocacy
- Regional Coastal Plan

The waterfront as a whole is an area of special character that has five distinct areas at:

- North Queens Wharf
- Queens Wharf
- Frank Kitts Park
- Taranaki Street Wharf / Lagoon
- Chaffers

These areas will each develop their own "sense of place" or local character but collectively contribute to the overall richness and cohesion that makes the waterfront a unique and special part of the city.

The fundamental aim of future development in the Lambton Harbour Area is the achievement of a high quality public environment that provides and supports a range of public spaces and opportunities for vibrant activities, exciting uses and imaginative developments, which in turn encourage an improvement of the amenities of the waterfront for use and enjoyment by the public.

12.2.8.4 Maintain and enhance the heritage values associated with the waterfront.

METHODS

- Rules
- Operational activities (The Wellington Waterfront Framework)
- Advocacy
- Conservation Plans

Heritage and the history of the waterfront are important parts of the identity of the waterfront. There is a range of aspects to the pre and post-colonial history of the waterfront, including maritime, social and economic aspects, and all these stories need to be told. Heritage buildings are an important aspect of the history of the waterfront and should be restored and reused under the guidance of a Conservation Plan.

12.2.8.5 Recognise and provide for developments and activities that reinforce the importance of the waterfront's Maori history and cultural heritage.

METHODS

- Design Guides (The Wellington Waterfront Framework)
- Operational Activities (The Wellington Waterfront Framework)
- Information and advocacy

Maori cultural heritage will have a strong presence on the waterfront and play a key role in identifying the special and unique role that the waterfront has to play in the city. Also refer Objective 12.2.16 and associated policies.

12.2.8.6 Provide for new development which adds to the waterfront character and quality of design within the area and acknowledges relationships between the city and the sea.

METHODS

- Rules
- Design Guides (The Wellington Waterfront Framework) Operational activities (The Wellington Waterfront Framework)

The waterfront is somewhere to live, work and play. The waterfront will meet the needs of a diverse range of people. There will be an allowance for recreational, cultural and civic uses, and also an allowance for some commercial development. Any development should be of a high quality. Any new buildings will be generally complementary, and in a scale appropriate to, the existing buildings around them. In the Kumutoto/North Queens Wharf area buildings will be in scale with heritage buildings.

Buildings are modified over time, particularly when they are re-furbished to accommodate new activities and uses.

Any minor addition or alteration to an existing building will be assessed to ensure that there is no significant adverse effect on the overall character of the building, or on the environment of adjacent open spaces, and that the building remains in character with the waterfront as a whole.

The following matters will be considered in relation to any application for a new building or structure on the waterfront:

- the principles and objectives of the Wellington Waterfront Framework.

- For building works within the Queens Wharf Special Height Area shown in Appendix 4 the extent to which additions or alterations have regard to the principles and objectives of the Wellington Waterfront Framework and are designed to complement the existing buildings. Particular consideration will be given to ensuring that the pitch of roofs generally match existing roof slopes (other than any gable windows or other minor roof features) and that all new work is strongly modelled and well integrated into the existing design and that any additional floors are clearly articulated in their external appearance.

- whether the ground floor of the building has an 'active edge' that supports the public use of the space and which is predominantly accessible to the public.

- whether the addition or alteration will result in a building that will be complementary to, and of a scale appropriate to, other existing buildings adjacent and nearby.

- whether the addition or alteration respects the form and scale of the existing building.

- whether the addition or alterations will have a material effect on sunlight access to any open space.

- whether the addition or alteration will intrude on an identified viewshaft.

- whether the addition or alteration adversely affects the heritage values or significance of the heritage building.

- the adverse effects of the building work on wind, views, shading and sunlight on adjacent properties in the Central Area.

12.2.8.7 Maintain and enhance the Lambton Harbour Area as an integral part of the working port of Wellington.

METHODS

- Rules
- Operational activities (The Wellington Waterfront Framework)

Parts of the Lambton Harbour Area remain a working port and the area draws much of its character and present activity from port related functions, structures and open space. These functions, including the use of wharves by cruise ships, fishing boats, pleasure boats and other vessels, will be encouraged to continue. Design which relates to the maritime location and port functions will also be encouraged.

12.2.8.8 To provide for and facilitate public involvement in the waterfront planning process.

METHODS

- Rules
- Operational activities (The Wellington Waterfront Framework)

The waterfront is predominantly a public area, a place owned by all Wellingtonians.

Governance arrangements for the waterfront include a broadly based group consisting of both professional and community representatives. This group will have primary responsibility for the on-going planning and development of the waterfront, as well as responsibility for monitoring all proposed developments. The group will actively engage the public in waterfront decision-making.

Thus, the public will be consulted the development of plans for the waterfront (Stage 2 of the waterfront planning process) and enabled to participate through the statutory planning process about any proposed new buildings and any significant changes to existing buildings.

12.2.8.9 Encourage and provide for consistency in the administration of resource management matters across the line of mean high water springs (MHWS).

METHODS

- Rules
- Operational activities (The Wellington Waterfront Framework)
- Other mechanisms (New Zealand Coastal Policy Statement, Regional Policy Statement, Regional Coastal Plan).

Parts of the waterfront that are below mean high water springs (such as the Outer Tee at Queens Wharf and the Overseas Passenger Terminal) are administered by Greater Wellington – The Regional Council. These areas fall within the jurisdiction of the Regional Coastal Plan for the Wellington Region.

Both the Wellington City Council and Greater Wellington - The Regional Council are committed to working closely together to ensure consistency in administration of the coastal edge.

Policy 4.2.46 of the Regional Coastal Plan signals Greater Wellington - The Regional Council's intention to align the provisions of the Regional Coastal Plan with those of the District Plan. This policy reads:

"To vary or change the Plan, if necessary, as soon as practicable after the Wellington City District Plan becomes operative, to align rules in the Lambton Harbour Area (for activities and structures on wharves on the seaward side of the coastal maritime area boundary) with the rules in Wellington City Council's District Plan for the Lambton Harbour Area (for activities and structures on the landward side of the coastal marine area boundary)".

In explanation of this Regional Coastal Plan policy Greater Wellington – The Regional Council has stated that:

"The Lambton Harbour Area has special characteristics that need to be recognised and provided for in the Regional Coastal Plan. At the time of writing the Plan and Committee deliberations, the provisions of the Wellington City District Plan for the Lambton Harbour Area were subject to alteration through submission, decision making and appeal process. In order to establish a consistent set of provisions across the line of mean high water springs within the Lambton Harbour Area, Greater Wellington - The Regional Council will undertake a variation/change to the Coastal Plan to align the provisions of the coastal plan with those developed by the City Council for the landward side of the coastal marine area boundary. This will achieve a consistent set of provisions for the Lambton Harbour Area".

OBJECTIVE – WELLINGTON REGIONAL STADIUM

12.2.9 To support the use and development of the regional stadium so that it continues to contribute to the well-being of the local and regional community.

POLICIES

To achieve this objective, Council will:

12.2.9.1 Enable the continuing development and operation of the regional stadium (lot 1, DP 85907 & lot 1, DP 10550).

METHOD

- Rules

The multi-purpose stadium acts as a seven-day a-week operation catering for a wide range of sporting, business, entertainment, and educational purposes. This facility has significant benefits to the local and regional community. It is a prominent feature of the City due to its size, function and location. Council will seek to ensure that the stadium and any associated structures are designed and maintained in a manner which will enhance its 'landmark' status as a significant building at the entrance to the City.

The environmental result will be a regional stadium that continues to meet its ongoing roles and functions.

12.2.9.2 Promote the use of public transport, and discourage vehicle use and parking which would have adverse environmental effects on the roading network and areas adjoining the regional stadium.

METHODS

- Rules
- Operational activities (WCC initiatives relating to parking restrictions and enforcement, and powers as roading authority, traffic management)
- Funding of public transport by WRC
- Other mechanisms (WCC and Regional Land Transport Strategies)
- Wellington Regional Stadium Trust – Operational Plan Coach Parking
- Thorndon Parking Management Plan; Pedestrian Management Plan

The stadium is close to railway, bus and taxi services. Possible future developments are likely to improve the attractiveness of public transport use in this area. Methods to achieve this policy include providing for residents' parking, restricting other parking, taking enforcement action, and traffic management to discourage the parking of vehicles in the vicinity of a stadium, including in Residential Areas.

Provisions are included to limit the amount of parking the stadium provides on-site to avoid, remedy or mitigate the impacts on the capacity of the strategic road network in the area as a result of increased levels of commuter traffic. The requirement for a significant level of coach parking near the site, but with access from Aotea and Waterloo Quays, should keep patrons away from Residential Areas and encourage greater use of public transport.

Site access requirements on the stadium site also help to avoid, remedy or mitigate road congestion and to promote safety. Coach parking is to be provided to allow easy access to the stadium, and which is in accordance with the existing traffic restraint policies of the Regional Land Transport Strategy and the Wellington City Council Transport Strategy.

The quality of pedestrian access between the stadium to public transport and other facilities within the City will be important. Resource consent is required to deal with pedestrian access and design and external appearances, which will be assessed against the Central Area Design Guide. The environmental result will be that a stadium functions without compromising residential amenity and the efficiency of the roading network.

12.2.9.3 Ensure that the Wellington Stadium site (on lot 1, DP 85907 and Part lot 1 DP 10550) retains key links to public transport nodes and facilitates pedestrian access to the stadium.

METHOD

- Rules

The maintenance of access to public transport nodes and pedestrian networks to the stadium site is essential.

The environmental result will be a Stadium site that integrates well with public transport nodes and pedestrian routes.

12.2.9.4 Ensure that any adverse environmental effects of activities associated with a stadium, especially the effects of day to day noise, will be avoided, remedied or mitigated.

METHOD

- Rules

The stadium creates significant positive effects for the local and regional community, but it is important to have regard to the adverse local environmental effects that the stadium might create in attracting large numbers of people. The Council will require specific environmental standards to be met in order to avoid, remedy or mitigate any adverse environmental effects. Specific standards apply to carparking, access to coach parking, noise, signage, vehicle access and servicing, lighting, and height.

The background noise levels in the vicinity of the stadium site are generally high. Noise generated from the stadium site and received within the residential areas of Thorndon, Highland Park and Wadestown will also have to comply with similar standards to those which apply to activities within the Central Area.

On that basis, similar noise standards have been applied to stadium activities, with the limited exception of special entertainment events.

Matters to consider in assessing applications seeking to exceed the noise standards in the Wellington Regional Stadium Site (other than Special Entertainment Events – refer to Policy 12.2.9.5) include:

- whether noise emission levels would raise the background noise levels in noise sensitive areas and in particular Residential Areas resulting in a noise nuisance for residents.
- whether the sound characteristics of the noise emissions or the time of day at which noise occurs is likely to lead to sleep disturbance or other form of nuisance associated with noise.
- the manner in which buildings, structures or machinery are designed and arranged to reduce the noise emission levels likely to emanate from the stadium.
- reasonable options available for measures to reduce the adverse effects of the noise.

The environmental result will be that day to day stadium activities will not cause a deterioration in the existing local noise environment.

12.2.9.5 Provide for a limited number of special entertainment events in the regional stadium subject to standards which recognise and mitigate the temporary nature of noise experienced by the local community.

METHOD

- Rules

A stadium represents a significant community facility and should be available for a range of uses. The site has many advantages, including its accessibility to the population of Wellington City and the region. There are few facilities, if any, that are suitable or available for a range of uses, particularly special entertainment events such as concerts.

Special entertainment events are events which will generate noise levels above those activities which would operate within the stadium on a daily basis. It is important to provide for these types of events within restrictions on the timing, number, length, and noise level. Likewise, the layout of equipment and staging may also assist in mitigating noise adverse effects. There are special notification and monitoring requirements. These restrictions will provide the local community with some certainty about the degree of effect.

Matters to consider in assessing applications seeking to exceed the noise standards for Special Entertainment Events include:

- *the length of the event, the time of day or night at which it is to occur, and the character and nature of the noise having regard to its effect on residents in nearby Residential Areas.*
- *the procedures proposed to monitor noise emission levels received at residential sites within Residential Areas.*
- *the notification procedures to be employed by the applicant to warn the public of the event.*
- *the manner in which the stage, machinery or other structures are designed and arranged to reduce the noise emission levels likely to emanate from the stadium.*
- *what reasonable options are available to reduce the adverse effects of the noise.*

The environmental result will be that there will be a small number of controlled special entertainment events with higher noise levels than general stadium activities. The community will be informed of the timing and nature of these special entertainment events ahead of time.

OBJECTIVE - SIGNS

12.2.10 To achieve signage that is well integrated with and sensitive to the receiving environment, and that maintains public safety.

12.2.10.1 Guide the design of signs (and their associated structures and affixtures) to enhance the quality of signage within the Central Area.

METHOD

- Design Guides

The scale, intensity, placement, type and style of signage can be designed in a way that enhances the host building, site and surrounds. Providing guidance assists people to design and assess sign proposals in a way that enhances the amenity of the Central Area and nearby Residential Areas.

The environmental result will be quality signage that contributes to the amenity of the Central Area and nearby Residential Areas.

12.2.10.2 Manage the scale, intensity and placement of signs to:

- maintain and enhance the visual amenity of the host building or site, and
- ensure public safety.

12.2.10.3 Ensure signs in the Central Area do not adversely affect the architectural integrity of the building on which the sign is located.

METHODS

- Rules
- Design Guides
- Other mechanisms (WCC Bylaws, Encroachment Licences, Pavement Licences, Building Act, Advertising Standards Authority)

Signs are an integral part of the Central Area environment and are supported at street level. However, the scale, number, illumination, motion and placement of signs are all matters that need to be managed to avoid adverse effects on the visual amenity of the host building or site. Ensuring signs maintain public safety is also important. Because of this, illuminated, animated and flashing signs are controlled to prevent conflict with traffic safety.

As there are pressures to erect freestanding signs on highly visible sites, particularly those on busy traffic routes, the size and number of signs has been limited to prevent clutter and preserve the good appearance of the city.

Signs affixed to buildings can detract from the way in which people understand the design, role and architectural intent of buildings. The Design Guide and specific rules seek to ensure the architectural integrity of buildings is not compromised.

When assessing sign proposals that do not comply with the District Plan standards Council will consider:

- whether the sign is in scale and compatible with the visual amenity of the area in which it is situated.
- whether an additional sign will result in visual clutter.
- whether the size, number, placement, illumination or movement of the sign(s) or sign display will compromise traffic or pedestrian safety.
- whether the sign detracts from the architectural integrity of the building on which the sign is located
- whether the sign is obtrusively visible from any Residential Area or public space.

The environmental result will be signage within the Central Area that respects the visual amenity of the host building or site, and does not compromise public safety.

12.2.10.4 Ensure that signs contribute positively to the visual amenity of the building neighbourhood and cityscape above the fourth storey level.

METHODS

- Rules
- Design Guides
- Other mechanisms (WCC Bylaws, Encroachment Licenses, Building Act, Advertising Standards Authority)

The area above the fourth storey level is visible at a wider spatial scale where buildings are viewed as a collective, and where signs may adversely affect the visual quality of the building neighbourhood. For the purpose of this policy the fourth storey level is understood to be 18.6m. Above this level, signs can have a wider impact, particularly on surrounding Residential Areas, so their area and number have been limited. At the wider spatial scale naming signs are a useful element for way-finding in the city. However, some signs can detract from the way people understand a building's function or the types of activities associated with a building's use.

In addition to assessment matters identified in the above policies, for applications not complying with sign standards in the District Plan, consider whether the sign display detracts from the cityscape or building neighbourhood above the fourth storey level.

The environmental result will be signage that is in context with the host building and its collective building environment.

12.2.10.5 Control the number and size of signs within heritage areas and areas of special character.

METHODS

- Rules
- Design Guides
- Other mechanisms (WCC Bylaws, Encroachment Licenses, Building Act, Advertising Standards Authority)

Within the Central Area there are a number of areas that have been identified as having a unique character, and/or significant historic heritage values. These areas are:

- Cuba Street Heritage Area
- St John's Church Heritage Area
- Civic Centre Heritage Area
- BNZ/Head Office Heritage Area
- Post Office Square Heritage Area
- Stout Street Heritage Area
- Parliamentary Precinct Heritage Area
- Te Aro Corridor Area

Within these areas Council will work to ensure that the existing built form and urban character of these areas does not become overwhelmed or diminished by an over-proliferation of signage. In doing so the Council acknowledges that these areas are part of an active urban environment and that signage retains an important role in allowing people to navigate around the areas and to locate businesses, services and products.

The sign provisions have therefore been refined to limit permitted signage to signage that indicates the name of the owner or occupier of a site, and the products and services that are available on site.

Third party (billboard) signage is often larger and more visually dominant than signage associated with a specific activity. Third party signage therefore requires special consideration to ensure that it does not detract from the historic heritage values and special character of these areas. Any applications for third party signage will be assessed against the content of the Sign Design Guide.

The environmental result will be signage that does not detract from the existing heritage values, character and amenity of identified heritage areas and other areas of special character within the Central Area.

12.2.10.6 Ensure that signs contribute positively to the context of the Parliamentary Precinct Heritage Area.

METHODS

- Rules

- Design Guides
- Other mechanisms (WCC Bylaws, Encroachment Licenses, Building Act, Advertising Standards Authority)

The Parliamentary Precinct Heritage Area (as shown in Appendix 15, Chapter 21) is symbolic of the country's nationhood, housing the seat of parliament and other important institutions and places of remembrance. To respect the mana and significance of this area, signage will be more strictly controlled both within and around this area.

In addition to assessment matters identified in the above policies, for applications not complying with sign standards in the District Plan, consideration will be given as to whether the sign display detracts from the context of the Parliamentary Precinct Heritage Area.

The environmental result will be signage that is sympathetic to and respectful of the prestige and mana of the Parliamentary Precinct Heritage Area.

12.2.10.7 Ensure that signs in the Central Area do not adversely affect the amenity values of nearby Residential Areas.

METHODS

- Rules
- Design Guides
- Other mechanisms (WCC Bylaws, Encroachment Licenses, Building Act, Advertising Standards Authority)

Council believes that in cities, residential owners or occupiers cannot expect the complete exclusion of signs from view and that a balance must exist between providing reasonable protection from annoying signs and encouraging signs as a desirable townscape element. Signs that are obtrusively visible from Residential Areas can be a source of annoyance, and the adverse effects on these areas need to be controlled.

The environmental result will be signage that does not form an obtrusive element in the cityscape and adversely affect the amenity of Residential Areas.

OBJECTIVE - SUBDIVISION

12.2.11 To ensure that the adverse effects of new subdivisions are avoided, remedied or mitigated.

POLICIES

To achieve this objective, Council will:

12.2.11.1 Ensure the sound design, development and servicing of all subdivisions.

METHODS

- Rules (Code of Practice for Land Development)
- Other mechanisms (WCC Bylaws)

Council wishes to ensure that all new subdivisions are developed to high standards, and imposes controls to bring this about. Council seeks to ensure that all new sites in the Central Area are suitable for their intended use, and that appropriate site arrangements are established at the time of subdivision. In particular, continued access to off-street loading facilities is to be safeguarded together with efficient arrangement of units. Important matters for land subdivision adjoining the coastal environment are to maintain and enhance public access to this area and the natural and conservation values of the coastal environment. Within the Pipitea Precinct public access to the coastal environment is restricted by the operational requirements of the port. As a result providing public access to the water's edge may be inappropriate as long as the land to be subdivided is required for operational port activities.

Subdivision matters relating to access to and along the coastal environment are covered in Objective 12.2.12 and Policy 12.2.12.1

Matters to consider in assessing all applications for subdivision include:

- the requirements of Section 106 of the Act.
- the extent of compliance with the relevant city bylaws and Council's Code of Practice for Land Development.
- the Central Area Design Guide.
- whether proposed allotments are capable of accommodating development that complies with the standards in the District Plan for activities and for buildings and structures.

Matters to consider in assessing applications for subdivision for company lease, cross lease and unit title, include:

- the need to ensure permanent site access and continued provision for on site loading and unloading facilities.
- the current and future allocation of subdivisional areas to achieve the efficient use of land and buildings.

Additional matters to consider in assessing applications for subdivision proposals in the Pipitea Precinct or Port Redevelopment Precinct include:

- Whether the proposed subdivision is consistent with any masterplan for the area, and whether the subdivision will facilitate the development of the area in a manner consistent with the provisions of the masterplan as described in Appendix 9.
- Whether the proposed subdivision is consistent with the masterplan for the Port Redevelopment Precinct contained in Appendix 2.
- The need to ensure permanent site access and continued provision for on site loading and unloading facilities possible future servicing and integration of development needs.

The environmental result will be the development of well-designed and properly serviced subdivisions in the Central Area.

OBJECTIVE – COASTAL ENVIRONMENT

12.2.12 To maintain and enhance access to, and the quality of the coastal environment within and adjoining the Central Area.

POLICIES

To achieve this objective, Council will:

- 12.2.12.1** Maintain the public's ability to use the coastal environment by requiring that, except in Operational Port Areas, public access to and along the coastal marine area is maintained and enhanced where appropriate and practicable.
- 12.2.12.2** Enhance the natural values of the urban coastal environment by requiring developers to consider the ecological values that are present, or that could be enhanced, on the site.
- 12.2.12.3** Ensure that any developments near the coastal marine area are designed to maintain and enhance the character of the coastal environment.
- 12.2.12.4** To recognise the special relationship of the port to the coastal marine area through identification of the Operational Port Area.

METHODS

- Rules
- Advocacy
- Other mechanisms (New Zealand Coastal Policy Statement, Regional Coastal Plan, Esplanade requirements)
- Operational activities (The Wellington Waterfront Framework)

The coastal environment is an important asset for Wellington, and Council is concerned that its qualities and character are not degraded through inappropriate activities or development. Council aims to maintain and enhance the character and public amenity of the coastal environment by means of rules and strategies. The development of the Lambton Harbour Area as a unique and special part of the city and as a predominantly public area is an important element of the Council's coastal policy.

Maintaining and enhancing public access to and along the coast is an important issue. This is particularly important with regard to requiring esplanade land in respect of subdivision. In this regard, each application shall be assessed on its merit, including:

- In relation to subdivisions adjoining the coast

- the extent to which the coast's natural and physical character is maintained or enhanced
- the provision of public access to, and along the coast
- whether esplanade land is required to be set aside as part of the subdivision.

• Esplanade land to a maximum of 20 metres is required as a part of subdivision on the Wellington Coast where the criteria specified in Part X of the Act are met.

• A reduction in the width of land required and the appropriate type of land tenure will be assessed as part of the subdivision application. The need for esplanade land will be assessed against whether the land:

- is necessary to provide or maintain access to the coast for recreational purposes
- holds conservation or ecological values
- is necessary to maintain or enhance conservation or ecological values of the adjacent land, water or the water quality of the sea
- is necessary to provide or maintain public access, both present and future, along the coast
- is necessary to maintain or enhance other natural values of the esplanade land.

• The requirement to provide 20 metres of esplanade land may be waived totally where the land will not:

- contribute to the protection of conservation values;
- enable public access along or to waterbodies; or
- enable public recreational use of esplanade land or waterbodies.

• Where there is no necessity for Council to own esplanade land to achieve the above outcomes, esplanade strips will be considered as mechanisms to ensure access or the maintenance of natural values.

• For structures in the coastal yard, consider whether public access to, and along, the coastal marine area is maintained or enhanced where appropriate and practicable.

There are occasions when public access will not be appropriate or practicable. The term "appropriate and practicable" means:

"Public access may not be appropriate where it is necessary to protect any Area of Significant Conservation Value, Area of Important Conservation Value,

Greater Wellington Regional Council is responsible for the resource management administration of activities and structures on wharves on the seaward side of the coastal marine area boundary eg. the Outer Tee at Queens Wharf and Overseas Passenger Terminal (refer Policy 4.2.45 of the Regional Coastal Plan). Landward of the coastal marine area (ie mean high water springs) is the boundary of Wellington City Council's resource management jurisdiction.

sites of significance to tangata whenua, public health or for safety, animal health, security, defence purposes, or quarantine facilities. In other cases, particularly along sections of coastal cliff, access along the foreshore may not be practicable. Practicable includes recognition of both technical and financial constraints." (Coastal Plan for the Wellington Region - Explanation to Policy 4.2.17). Greater Wellington Regional Council is responsible for the resource management administration of activities and structures on wharves on the seaward side of the coastal marine area boundary eg. the Outer Tee at Queens Wharf and Overseas Passenger Terminal (refer Policy 4.2.45 of the Regional Coastal Plan).

Landward of the coastal marine area (ie mean high water springs) is the boundary of Wellington City Council's resource management jurisdiction.

Within the Operational Port Areas access may need to be restricted. In this area, safety, security and operational requirements, as well as the existence of wharves below mean high water springs, means that esplanade land is not required. This exception only applies as long as the land is utilised for operational port purposes.

The area in the vicinity of the "Bluebridge" Terminal is retained within the Operational Port Area. In this area, control is retained over the appearance of buildings for operational port activities in recognition of the area's visibility and proximity to the Lambton Harbour Area to the south and the developing 'Harbour Quays' area to the north, and the longer-term intention of this area being redeveloped as part of the Port Redevelopment Precinct. Design control is not justified elsewhere within the Operational Port Area.

The environmental result will be the maintenance or enhancement of the quality of the coastal environment and public access to and along the coast.

OBJECTIVE – NATURAL AND TECHNOLOGICAL HAZARDS

12.2.13 To avoid or mitigate the adverse effects of natural and technological hazards on people, property and the environment.

POLICIES

To achieve this objective, Council will:

- 12.2.13.1 Identify those hazards that pose a significant threat to Wellington, to ensure that areas of significant potential hazard are not occupied or developed for vulnerable uses or activities.**
- 12.2.13.2 In relation to the Wellington fault, discourage the location of new structures and buildings within the 'fault rupture hazard area'.**

METHOD

- Rules

Hazards occur whenever people are in contact with natural or technological phenomena that pose a threat to their health and safety. It is therefore necessary to identify the hazards and risks that people face by living in Wellington.

Council's hazard management involves four phases – mitigation, preparedness, response and recovery. Mitigation is addressed through a combination of land use management within the District Plan and Building Act controls. Control can be exercised over some hazards to avoid the hazard (such as technological hazards), whereas other hazards such as fault rupture and ground shaking from earthquakes are unavoidable. However, the risk to life from these unavoidable hazards can be reduced with appropriate mitigation measures.

Not everyone is able to respond to an event in the same way. Portions of the population (due to factors such as age, health and income) may be less able to cope with an emergency and are more vulnerable. Certain high-intensity land uses (such as public assembly sites, schools, high rise housing or stadium) may also increase the hazard risk.

Limitations are imposed on developments in fault zones to reduce development intensity and promote safety. The 'fault rupture hazard area' is a narrower zone within the wider Hazard (Fault Line) Area. As the fault is expected to rupture within this narrower zone it is desirable to avoid locating new structures and buildings here. The Hazard (Fault Line) Area extends beyond the fault rupture hazard zone because of inherent uncertainties associated with fault rupture. Engineering measures should also be applied to buildings in this wider hazard area to reduce the effects of a fault rupture.

The environmental result will be the minimisation of hazards and risks to people in high hazard risk areas.

12.2.13.3 Ensure that the adverse effects of hazards on critical facilities and lifelines are avoided, remedied or mitigated.

METHODS

- Rules
- Advocacy

The services people depend on to help them cope with emergencies include the fire, police, ambulance and civil defence organisations as well as other volunteer services. People also rely on other services such as communications, transport routes, electricity, gas and water to cope after the event. These significant services are known as lifelines.

Council considers that critical facilities and lifelines should be located as far as is reasonably practicable from Hazard Areas. The location of critical facilities can be vital when a natural disaster occurs. Council's long-term aim is to encourage all critical facilities to be located in secure areas so as to minimise the risks from ground shaking, fault rupturing and inundation.

In considering applications for resource consent, the applicant will need to demonstrate the particular site or location for the facility is necessary for the safe and efficient functioning of the city and that the structure will perform safely under hazard conditions.

The environmental result will be the establishment of critical facilities and lifelines in locations that avoid, remedy or mitigate the risk from hazards.

12.2.13.4 Ensure that the adverse effects on the natural environment arising from a hazard event are avoided, remedied or mitigated.

METHODS

- Rules
- Advocacy
- Operational mechanisms (WCC enforcement of the Building Act and as a Civic Defence authority)

If a hazard event occurs, its after-effects on the natural environment need to be considered, such as contamination of ground water from ruptured pipelines and storage tanks. The potential for an activity to affect the natural environment under emergency conditions is also an important consideration. The Plan incorporates rules dealing with flow-on effects.

The environmental result will be the better protection of the natural environment from hazard events.

OBJECTIVE – HAZARDOUS SUBSTANCES AND CONTAMINATED SITES

12.2.14 To prevent or mitigate any adverse effects of the storage, use, disposal, or transportation of hazardous substances, including waste disposal.

POLICIES

To achieve this objective, Council will:

12.2.14.1 Ensure that the use, storage, handling and disposing of hazardous substances does not result in any potential or actual adverse effects on the environment, by requiring that the proposed activity is assessed using the Hazardous Facilities Screening Procedure, and where appropriate, the resource consent process.

METHODS

- Hazardous Facilities Screening Procedure (HFSP)
- Rules
- Other mechanisms (Health Act, Hazardous Substances and New Organisms Act 1996 and its Transitional Provisions, Health and Safety in Employment Act 1992)

Council is concerned that the community and environment should not be exposed to unnecessary risk from hazardous substances. The District Plan, using the HFSP, aims to control use of land in order to prevent or mitigate any potential adverse effects of hazardous substances by considering the appropriateness of the site location and other site requirements to minimise the risk of accidental release.

The hazardous substance provisions of this Plan work in conjunction with the provisions for hazardous substances under the Hazardous Substances and New Organisms Act 1996. Controls imposed on hazardous substances under the Resource Management Act cannot be less stringent than those set under the Hazardous Substances and New Organisms Act 1996. This requirement is reflected in the rules for hazardous substances in this Plan.

The Regional Council has developed rules in the Regional Plans to control discharge of hazardous substances to land, air and water.

The Hazardous Facilities Screening Procedure has been incorporated into the District Plan. Uses which have unacceptable potential effects will be located and contained where their potential adverse effects can be prevented or mitigated. The environmental result will be a safer environment as a result of the safer storage, use and disposal of hazardous substances.

The environmental result will also be certainty that any activity involving hazardous substances is assessed and controlled if required.

12.2.14.2 Reduce the potential adverse effects of transporting hazardous substances.

METHODS

- Rules (conditions on resource consents)
- Other mechanisms (advocacy and WCC bylaws, and NZ land transport legislation - including Land Transport Act 1993, Land Transport Rule: Dangerous Goods 1999 and New Zealand Standard 5433:1999).
- WasteTRACK database tracking system

Because there is always a risk of an accident, the transportation of hazardous substances potentially has adverse effects on the surrounding locality. Where practicable, transport of hazardous substances to a hazardous facility will be restricted to main arterial routes and avoid peak periods of commuter traffic.

A tracking system (such as WasteTRACK) has a number of benefits, primarily the safer transportation of wastes by approved transport providers to approved disposal facilities. Active monitoring of such waste will help to prevent unauthorised or accidental discharges into the environment.

The environmental result will be safer communities.

12.2.14.3 Control the use of land for end point disposal of waste to ensure the environmentally safe disposal of solid and hazardous waste.

METHODS

- Rules
- Operational activities (Waste Management Strategy)
- Designation
- Other mechanisms (Regional Plans and Hazardous Substances and New Organisms Act 1996).

Unrestricted land disposal of waste by landfilling is increasingly less environmentally acceptable as a method of dealing with the City's waste. For this reason, Council wishes to discourage the proliferation of waste disposal sites.

Council's Waste Management Strategy, which addresses waste disposal in Wellington City, includes guidelines on the environmentally acceptable

management of the hazardous wastes produced in Wellington.

The environmental result will be fewer and better-managed waste disposal sites.

12.2.14.4 To require hazardous facilities to be located away from Hazard Areas.

METHOD

- Rules

The likelihood of an accidental release of a hazardous substance is increased during a natural hazard event.

For this reason, Council wishes to discourage the development of new hazardous facilities in identified Hazard Areas.

The environmental result will be the minimisation of hazards and risk to the environment and people in Hazard Areas.

12.2.14.5 In assessing an application for a resource consent relating to hazardous substances, the following matters will be considered:

- Site layout, design and management to avoid, remedy or mitigate any adverse effects of the activity.
- The adequacy of the design, construction and management of any part of a hazardous facility site where hazardous substances are used for their intended function, stored, manufactured, mixed, packaged, loaded, unloaded or otherwise handled such that:
 - any significant adverse effects of the intended use from occurring outside the intended use, handling or storage area is prevented
 - the contamination of any land in the event of a spill or other unintentional release of hazardous substances is prevented
 - the entry or discharge of the hazardous substances into surface or groundwater, the stormwater drainage system or into the sewerage system (unless permitted under a regional plan, resource consent or trade waste permit) is prevented.
- Necessity for secondary containment of bulk storage vessels.
- Location of and separation distance between the hazardous facility and residential activities.
- Location of and separation distance between the hazardous facility and critical facilities and lifelines.
- Location of the facility in relation to the nearest waterbody or the coastal marine area.
- Access routes to the facility, location and separation distance between the facility and sensitive activities and uses, sensitive environments and areas of high population density.
- Transport of hazardous substances to and from the site, including the tracking of waste where it is disposed off-site.
- Existing and proposed (if any currently under consideration by Council) neighbouring uses.
- Potential cumulative hazards presented in conjunction with nearby facilities.
- Potential for contamination of the surroundings of the site and sensitivity of the surrounding environment.
- Fire safety and fire water management.
- Site drainage and utility infrastructure.
- Whether the site has adequate signage to indicate the presence of hazardous substances.
- Whether adequate arrangement has been made for the environmentally safe disposal of any hazardous substance or hazardous wastes generated, including whether off-site disposal is a more appropriate solution.
- Whether the site design has been subject to risk analysis, such as Hazop (Hazard and Operabilities Studies), to identify the potential hazards, failure modes and exposure pathways.
- Where the hazardous facility is located within a Hazard Area, any additional requirements to mitigate the potential effect of a natural hazard event.

See Exemptions to the Hazardous Facilities Screening Procedure contained in section 3.5.2 Note, section 3.2.2.9 sets out the information required for a Site Management Plan (or Environmental Management System) to include as part of any resource consent application relating to hazardous substances. Note, Council will require the design of the site to include measures which will prevent the accidental releases of any hazardous substances into the environment.

- Type and nature of the existing facility.
- Whether appropriate contingency measures and emergency plans are in place.
- Whether the facility complies with the provisions of the Hazardous Substances and New Organisms Act 1996, and whether more stringent controls are required to take account of site-specific conditions.

[Note: Policies 12.2.14.6 – 12.2.14.8 deleted by Variation 9]^{VAR9}

OBJECTIVE – ACCESS

12.2.15 To enable efficient, convenient and safe access for people and goods within the Central Area.

POLICIES

To achieve this objective, Council will:

- 12.2.15.1** **Seek to improve access for all people, particularly people travelling by public transport, cycle or foot, and for people with mobility restrictions.**

METHODS

- Rules
- National standard access design criteria, including NZS 4121:2001
- Other mechanisms (Regional Land Transport Strategy)
- Operational activities (WCC Transport Strategy)
- Advocacy (Council Social Policy)

Good access for all modes of movement is an important element of a sustainable city. Council will use a variety of methods to improve accessibility. Its Transport Strategy includes a broad range of both short and longer-term initiatives to improve access to the Central Area. Programmes and plans under this Strategy are implemented primarily through the Annual Plan process.

The actions of many authorities or organisations, including the Wellington Regional Council, the New Zealand Transport Agency and companies involved in the movement of people and freight on land, sea or air, work to shape the City's transportation system. Where there are opportunities for input Council will advocate for improved access. In particular Council will continue to work closely with the Wellington Regional Council on transportation matters and the District Plan will remain consistent with the Regional Policy Statement, the Regional Land Transport Strategy and relevant plans.

An important consideration will be the protection of existing railway links to the City, including the Cable Car. Council will work to ensure that these essential corridors are retained.

Council also acknowledges that an important aim of urban design is to make the city accessible to people with mobility restrictions. In this regard, Council will ensure both equity and safety for people with mobility restrictions, employing mechanisms such as the national standard access design criteria in NZ Standard 4121 (or its successor).

Within the Pipitea Precinct, the Council will look favourably upon integrated development that provides for cycle and pedestrian access across and throughout the Precinct where practicable, and provides for bicycle parking.

See also Policy 12.2.4.4

The environmental result will be better access for people and goods in the Central Area.

- 12.2.15.2** **Manage the road network to avoid, remedy or mitigate the adverse effects of road traffic on the amenity of the Central Area and the surrounding Residential Areas.**

METHODS

- Rules
- Operational activities (Traffic Management)
- Other mechanisms (WCC Bylaws)

Traffic on roads, whether active or stationary, can have major impacts on the amenities of the Central Area and surrounding Residential Areas. Council will continue to use traffic management techniques to control congestion and parking.

Council is also aware of the impact that heavy trucks and similar vehicles can have on the Central Area and residential neighbourhoods in terms of noise and general disturbances and will seek to minimise through-traffic, particularly at night. Bylaws may be used to exclude heavy trucks on certain streets.

The environmental result will be the minimisation of the adverse effects of road traffic in the Central Areas and surrounding Residential Areas.

- 12.2.15.3** **Manage the road system in accordance with a defined road hierarchy.**

METHOD

- Rules

A road hierarchy classifies roads according to their function. A road hierarchy is used in the administration of the Plan to ensure that land uses or activities are appropriately related to the network.

The environmental result will be the development of land uses or activities in the Central Area which have better access because they are better related to the function of the roads on which they are sited.

In terms of the Pipitea Precinct, access into the 'railyards site' will generally be gained from Thorndon Quay, as opposed to Aotea/Waterloo Quays. This will avoid potential increases in vehicular conflicts on Aotea Quay, and lead over time to an increase in traffic volumes along Thorndon Quay, with a

consequent change in character.

Consistent with the requirements of the masterplan (regarding provision of access and the efficient operation of the road hierarchy), there will be regular assessments of access to and from the precinct. When the cumulative effects of progressive development of the precinct generates traffic volumes that exceed critical thresholds for network efficiency, safety, and other relevant transport planning criteria, then a link between the precinct and the Motorway may be required for any further development. Provision of the link will need to address such issues as:

- effective access to and from the Motorway from the precinct, including relationships with the surrounding road and street network
- movement through and egress from the precinct to the surrounding road and street network, including consideration of different levels between the development and the surrounding network
- public use of private "land" in the precinct for traffic movement
- the size, scale and nature of the proposed development.

The environmental result will be land uses and activities which are appropriately related to the roading network.

12.2.15.4 To permit appropriate extensions to the existing road network, and make provision for these.

METHOD

- Rules

Improving access for motor traffic may require additional roads. Where extensions to the existing road network are proposed they will, in most cases, be identified or designated on the District Plan Maps.

The environmental result will be better access for motor traffic to parts of the Central Area.

12.2.15.5 Enable development within the Pipitea Precinct by allowing for the design and construction of new roads and access points, where appropriate.

METHODS

- Rules
- Operational activities (WCC initiatives relating to parking enforcement, coupon parking, long-stay parking restrictions, pricing and sale of parking buildings)
- Other Mechanisms (WRC and central government initiatives for funding public transport)
- Advocacy

Premises must be able to be serviced safely and efficiently, so that streets are not blocked and people and cars can move freely. Additional access points will not be permitted onto Aotea and Waterloo Quays without careful consideration of the traffic safety and efficiency implications through a resource consent application.

Well-designed and safe access to sites is needed to help prevent traffic congestion or conflict between street users. Where significant disruption would occur because of the nature of the traffic or pedestrian environment, access may be limited. Consideration will also be given to providing access from the Motorway to the Precinct.

Particular attention will be paid to the effects of extra traffic arising from access points and new roads on the efficient and effective operation of the roading network, and in particular, Thorndon, and Aotea Quays and the motorway.

The environmental result will be a safe and efficient transport system.

12.2.15.6 Manage the supply of commuter car parking.

12.2.15.7 Consider waivers from parking requirements where:

- the nature of the activity on the site necessitates the provision of additional parking; or
- the additional provision is for short-stay customer parking.

12.2.15.8 Manage on-site parking to ensure any adverse effects on the surrounding street network are avoided, remedied or mitigated.

METHOD

- Rules

Council's strategies on transportation and parking for the central city area seek to manage the volume of commuter traffic, both to avoid, remedy or mitigate congestion and to improve the Central Area environment. The strategies promote central city accessibility and the use of a variety of transport modes, including modes other than private vehicles. In particular Council seeks a high standard of public transport, pedestrian and cyclist accessibility. One way of managing the growth of commuter traffic is by managing parking supply. While the District Plan does not require parking to be provided for activities in the Central Area, where it is provided, a maximum level is set. This is established through a standard that sets a ratio between parking and the gross floor area of buildings. Any additional provision will generally only be considered where this can be justified for the type of activity proposed or for short-stay parking where this is appropriate for certain activities, such as shopping.

Developments providing more than 70 parking spaces, including parking buildings which generate significant vehicular traffic movement to and from a site, will be assessed as a discretionary activity (restricted). This is to ensure that the proposed development will not cause local congestion or affect the safe or efficient movement of traffic on surrounding streets. The Council will take into account the extent to which the provision of high standard facilities for public transport, cyclists, or pedestrians would assist in avoiding, remedying or mitigating local congestion, or the safe or efficient movement of traffic in the vicinity of the proposed development.

It is recognised that there may be a need for car parking associated with development in the Port Redevelopment Precinct and Pipitea Precinct. However, the use of this car parking for commuters who work outside the Precincts will be discouraged.

The environmental result will be the improved access to streets in the Central Area.

12.2.15.9 Require the provision of servicing or loading facilities for each site in the Central Area

12.2.15.10 Ensure that the design and location of servicing or loading facilities is appropriate having regard to the nature of the development and the existing or likely future use of the site.

12.2.15.11 Consider waivers from the servicing or loading requirements:

- where suitable alternative off-street provision can be made; or
- where site access restrictions apply and there is no suitable alternative means of access; or
- where it is necessary to protect any listed heritage item.
- where the topography, size or shape of the site, the location of any natural or built features on the site, or other requirements such as easements, rights of way, or restrictive covenants impose constraints which make compliance impractical.

METHOD

- Rules

Council considers the provision of suitable off-street servicing or loading facilities for all sites in the Central Area essential for the efficient functioning of the city. It is important that streets and other public spaces are not blocked by servicing vehicles and that pedestrians and other road users can move freely.

The rule requirements for servicing or loading are based on the design standards for a medium rigid truck. This will be appropriate for most developments. Where higher standards may be required for exceptional developments, the Council will negotiate an acceptable design solution. Where lesser standards are sought this will be assessed through discretionary consent processes.

The environmental result will be improved access to streets and public space in the Central Area.

12.2.15.12 Manage the creation of new vehicle accessways along identified roads in the Central Area, to ensure:

- efficient, convenient and safe movement of pedestrians, vehicles and public transport; and,
- continuity of key commercial frontages.

12.2.15.13 Require all vehicular access to sites to be safe.

METHODS

- Rules
- Encroachment policy

Map 34 shows those roads in the Central Area that are subject to vehicle access restrictions. These restrictions apply in four situations:

- On key shopping and commercial streets where it is important to retain continuity of shop front.
- On key pedestrian routes where an increase in vehicles crossing the footpath could compromise the safety and flow of pedestrians along the street.
- On key public transport routes where an increase in vehicles moving onto and off the carriage way from adjacent sites could potentially reduce the efficient functioning of the public transport system.
- On key, high volume traffic routes where an increase in vehicles moving onto and off the carriageway from adjacent sites could potentially reduce the safe and efficient flow of traffic along these streets.

New accessways will generally not be permitted onto roads where access is restricted. Well-designed and safe access to sites is needed to help prevent traffic congestion or conflict between street users. Where significant disruption would occur because of the nature of the traffic or pedestrian environment, access may be limited.

Where vehicular access is provided the Council will seek to ensure that it is designed to be safe and will facilitate the efficient movement of vehicles to and from a site.

The access points onto Waterloo Quay shown in the master plan for the Port Redevelopment Precinct are considered to be appropriate.

The environmental result will be safe vehicular access and appropriately located accessways depending on the function of the transport corridor and adjoining land uses.

12.2.15.14 Protect and enhance access to public spaces in the Central Area.

METHODS

- Rules
- National standard access design criteria
- Operational activities (Urban design strategies)
- Design Guides

Good public spaces and amenities require good access. Council aims to obtain, enhance where necessary, and protect existing accessways. This includes ensuring these public spaces are equitably and safely accessible to all persons within the community, including older people and all others with mobility restrictions.

The environmental result will be the improved access to public spaces in the Central Area.

12.2.15.15 Recognise the role of the Pipitea Precinct as a strategic public transport corridor for the City, to recognise the continuing role of the railway system for both passenger and freight transport, and to promote the provision and use of public transport to generally enhance accessibility within the Pipitea Precinct.

METHODS

- Rules
- Operational activities (WCC initiatives for parking enforcement, coupon parking, long-stay parking restrictions, pricing and sale of parking buildings).
- Other mechanisms (WRC and central government initiatives for funding public transport)
- Advocacy

The Precinct contains important public transport facilities in the railway and as part of a roading network for other forms of public transport. Council will work to ensure that essential railway corridors are retained. The proposed development of the transportation hub centred on the railway station will also significantly impact on the form and functioning of the Precinct and the role it will play within the wider context of public transport provision for the city. Retaining options for providing rail access, including the provision of a new station, if the size, scale and nature of the development in the Precinct reasonably warrants it.

The actions of many authorities or organisations, including the Wellington Regional Council, the New Zealand Transport Agency and companies involved in the movement of people and freight on land, sea or air, work to shape the City's transportation system. Where there are opportunities for input Council will advocate for improved access. In particular Council will continue to work closely with the Wellington Regional Council on transportation matters and the District Plan will remain consistent with the Regional Policy Statement and relevant Plans.

Regional and central government are also main contributors to promoting the use of public transport, and Council will use advocacy in association with these organisations to promote increased use of public transport. District Plan provisions have a limited ability to compel greater use of public transport.

The environmental result will be the maintenance and improvement of the role of public transportation in the city.

OBJECTIVE – TANGATA WHENUA

12.2.16 To facilitate and enable the exercise of tino rangatiratanga and kaitiakitanga by Wellington's tangata whenua and other Maori.

Maori concepts present a different view for the management of the City's natural and physical resources. In particular, kaitiakitanga is a specific concept of resource management. By acknowledging ancestral relationships with the land and natural world, a basis can be constructed for addressing modern forms of cultural activities.

POLICIES

To achieve this objective, Council will:

12.2.16.1 Identify, define and protect sites and precincts of significance to tangata whenua and other Maori using methods acceptable to tangata whenua and other Maori. *Refer to Chapter 21*

METHODS

- Rules
- Information

Particular features of the natural and cultural landscape hold significance for tangata whenua and other Maori. The identification of specific sites (such as wahi tapu/sacred sites and wahi tupuna/ancestral sites) and precincts will ensure that this significance is respected. For this reason sites of significance and precincts are listed and mapped within the Plan.

The environmental result will be that such sites and precincts are identified and protected from inappropriate development.

12.2.16.2 Enable a wide range of activities that relate to the needs and wishes of tangata whenua and other Maori, provided that physical and environmental standards specified in the Plan are met.

METHOD

- Rules

The Central Area provisions facilitate a wide range of activities, including marae, papakainga/group housing and kohanga reo/language nests. The performance standards for the Central Area are not intended to act as barriers to such uses.

The environmental result of this policy will be that such uses establish if there is a need.

12.2.16.3 In considering resource consents, Council will take into account the principles of the Treaty of Waitangi/Te Tiriti o Waitangi.

METHOD

- Rules (conditions on resource consent)

The principles that underlie the Treaty provide a basis for the management of natural and physical resources. These principles include having regard to consultation, partnership and a shared responsibility for decision making. Rules have been included in the Plan requiring consultation in specific situations.

Matters to consider in assessing applications for resource consent within a Maori precinct, include the outcome of consultation with tangata whenua and other Maori.

The environmental result will be that developments show greater respect for Maori cultural values.