

6 CENTRES

6.1 Introduction

Wellington's Centres are the focus of economic and social life in our communities. They have multiple functions and activities, but their core is providing localised shopping and services that complement the Central Area. Not only do they play a vital role in ensuring suburban communities have convenient services nearby, Centres may also contribute to a community identity and have distinctive characteristics that often determine why people choose to make a certain part of the city their home.

Centres range from large shopping centres to small clusters of shops. To help manage the breadth of the City's Centres, they have been identified in a Centres Hierarchy which is a resource management tool that guides development with the aim of maintaining and strengthening the role of each individual Centre. The City's centres are identified as:

- Sub-Regional Centres (Johnsonville and Kilbirnie)
- Town Centres
- District Centres
- Neighbourhood Centres

It is the combination of all the activities and functions of Centres working together to deliver a range of environmental, social, economic and cultural benefits for the community which makes Centres particularly important places within the City.

The health of Wellington's Centres depends on their future vitality and viability which essentially relates to:

- promoting integrated planning
- retaining and developing a wide range of attractions and amenities
- creating and maintaining an attractive environment
- ensuring good accessibility to and within the centre, including the implementation of multi modal transport systems
- attracting continuing investment in development or refurbishment of existing buildings.
- making efficient use of existing infrastructure.

A potential threat to the viability and vitality of Centres is the increasing pressure for larger scale supermarkets, large scale retailing and other shopping destinations to locate in areas outside of the City's traditional town centres. This is of particular concern given that Wellington's Centres represent a considerable investment, not only because of the infrastructure within them, but also because of the commercial and community services and facilities, and the street and landscape improvements they may contain. In the context of sustainable management these existing commercial centres are a valuable physical resource, and provide places that are highly accessible by multiple transport modes. For these reasons, Council seeks to ensure the viability and vitality of established Centres is not undermined by inappropriately located out-of-centre retail activities.

Council also recognise that large anchor stores, such as supermarkets, are important in providing a framework that supports finer grain development in Centres. Anchor stores generate a high number of customers and are instrumental in attracting people and thereby influencing the vibrancy, vitality and character of the smaller retailers in the urban environment. Because of this ability to attract so many people, it is important that where possible, they are located within Centres, rather than in inappropriately situated out-of centre locations.

However, Council also recognises that due to the site requirements for LFR, including supermarkets, it may not always be possible for them to locate within Centres, and that provided it can be demonstrated that it is not reasonably practicable to locate within a centre and the Centres themselves are appropriately protected, fringe of centre, or sites in the Business 1 Areas can also be appropriate.

In addition, it is also imperative that these buildings and the spaces around them are well designed and attractive places for people to be in. A well designed anchor store that responds well to the public space can set the benchmark in influencing the design and appearance of other smaller

retailers.

To ensure that Centres are competitive and vibrant places which encourage investment, there are few limits placed on the types of activities that may establish within Centres. Where standards have been set for activities, buildings and developments, it is generally to ensure a reasonable level of amenity is maintained. In cases where resource consent is required, applications will be assessed with respect to the ability for any adverse effects to be avoided, remedied or mitigated, including reverse sensitivity effects.

Another potential threat to the viability and vitality of Centres is poorly designed buildings and places that do not enhance the quality of the public environment. Through the use of Design Guides, Council seeks to ensure that new building development in a Centre is of a high standard and that it enhances the characteristics and qualities that contribute to people's sense of place. Specific rules deal with the siting, design and appearance of new buildings so that the existing urban form is preserved and enhanced. Additionally, one Centre has been recognised for its heritage value and contribution to the City and is identified in the Plan as a Heritage Area. Rules and design guidance are included to help maintain and enhance the character of these special areas.

Performance standards have been imposed on Centres activities to avoid, remedy or mitigate the impact of development on Residential Areas. More stringent standards apply in the interface between Centres and Residential Areas so that residents will have added protection. Maintaining the character, appearance and environment in and around Centres is an important objective of the Plan.

The commercial and business areas of Wellington, typically with concentrations of employment, commerce and industrial activities, are addressed in Chapter 33 and Chapter 34 of the District Plan.

6.2 Centres Objectives and Policies

OBJECTIVE – ROLE AND FUNCTION OF CENTRES

6.2.1 To provide a hierarchy of accessible and appropriately serviced Centres throughout the City that are capable of providing goods, services and facilities to meet the day to day needs of local communities, residents and businesses, and of accommodating anticipated population growth and associated development whilst maintaining Wellington's compact urban form.

POLICIES

To achieve this objective, Council will:

6.2.1.1 Maintain an efficient and sustainable network distribution of centres, as identified below:

CENTRE TYPE	FUTURE ROLES AND FUNCTIONS
Central City	Services the whole City/region and provides a significant retail offer, particularly along the Golden Mile. The Central City contains an extensive range of retail goods and specialist stores, including several department stores. It is the centre for government and civic administration and is also a major regional employment node accommodating large government related, and corporate offices. It has an extensive residential component, together with community, recreational and entertainment facilities. The area has major cultural institutions and visitor facilities, including accommodation. It is the central transport hub offering several different transport nodes and extensive on-street and off street parking. It also has a high level of pedestrian activity. The Central City is located at the top of the hierarchy of Centres throughout the Wellington Region.
	Services a significant part of the City and/or region and provides a significant

<p>Regionally Significant Centres - suburban centres</p> <ul style="list-style-type: none"> • Johnsonville • Kilbirnie 	<p>retail offer. These centres are based around a main street and contain one or more large supermarkets and department stores. A wide range of retail goods with some specialist stores is available. A range of civic and government services, employment, office, community, recreational, entertainment, residential activities can be found which are supported by a sub-regional transport hub. These centres have high levels of pedestrian activity, together with significant on-street and off-street parking facilities. These two Centres are recognised as Regionally Significant Centres in the proposed Regional Policy Statement.</p>
<p>Town Centres</p> <ul style="list-style-type: none"> • Karori • Miramar • Mt Cook • Newtown • Tawa 	<p>Service one or more suburbs and generally have very good access by public transport and the roading network. They are anchored by a main traditional main street with high levels of pedestrian activity and contain at least one supermarket and a range of other convenience-based retail goods. Town Centres contain some civic and government services and have medium scale employment office, community, recreational and entertainment activities. Residential uses, generally above ground floor, can be found in Town Centres. Both off-street and on-street parking is generally available.</p>
<p>District Centres</p> <ul style="list-style-type: none"> • Brooklyn • Churton Park ¹ • Crofton Downs • Island Bay • Khandallah • Newlands 	<p>Contain a moderate retail offer and generally service the day-to-day convenience needs of their surrounding suburb. Accessed by good public transport, some District Centres contain a supermarket and other convenience-based retail and also have access to some community, recreational and entertainment activities. Where offices are present, they are small scale in character. Residential uses tend to be located above ground floor. Mostly on-street parking is available, with only limited off-street parking.</p>
<p>Neighbourhood Centres</p> <ul style="list-style-type: none"> • Aro Valley • Berhampore • Berhampore Rintoul Street • Broadway, Strathmore • Constable Street, Newtown • Crofton Road, Ngaio • Darlington Road, Miramar • Hataitai • John Street intersection, Newtown • Kelburn • Kingston • Linden • Marsden Village • Mersey Street, Island Bay • Newlands Road • Ngaio • Northland • Onepu Road, Lyall Bay • Oxford Street, Tawa • Roseneath • Seatoun • Shorland Park shops, Island Bay • Standen Street shops, Karori • Strathmore • Thorndon 	<p>Service the surrounding residential neighbourhood and offer small-scale convenience-based retail for day-to-day needs. Neighbourhood Centres tend to have easy pedestrian access for locals and have some community services and small scale offices. There is good accessibility to public transport and parking is generally on-street only.</p>

• Tringham Street	
1 Proposed centre, not yet constructed	

METHODS

- Planning Maps
- Rules
- Centres Policy
- Urban Development Strategy

Wellington has a well established network of Centres across the City ranging from Sub-Regional Centres through to small Neighbourhood Centres. Each Centre performs a role and function reflecting its location, population catchment, size and historical development pattern. Centres provide accessible shopping and local services that meet people's day-to-day needs - the larger the Centre the greater the range of activities and functions.

The centres hierarchy guides development in a way that will maintain and strengthen the role of each of the City's Centres and deliver a sustainable land use pattern.

The rules in the District Plan provide for a range of activities that support the anticipated roles and functions of each of the Centres. Where an activity requires resource consent, consideration will be given to whether or not it is an activity that supports these roles and functions.

6.2.1.2 Allow for the outward expansion of existing Centres when they are required to accommodate growth and where they:

- **are compatible with adjoining landuses; and**
- **improve access to goods and services, reduce congestion on the road networks; and**
- **are accessible by a variety of transport modes including public transport, walking and cycling; and**
- **do not generate more than minor adverse effects on the roading network and the hierarchy of roads (Maps 33 and 34) from potential trip patterns, travel demand or vehicle use; and**
- **make the best use of existing infrastructure.**

METHODS

- Rules
- Planning Maps
- Urban Development Strategy & Growth Spine concept (including Transport and Infrastructure Delivery Projects)
- Centres Policy
- Design Guides (Centres and Residential)
- Master, Structure and Concept Plans
- Plan Changes
- Annual Plan
- Long Term Council Community Plan
- Advocacy

Much of the future growth of the City, both for residential and employment activities, will be focussed in and around the key Centres. With the growth of the City, comes an increase in demand for land for retail, service and employment activities. Whilst the exact rate and type of growth will depend on a mix of local, national and international factors, if not managed well it could result in poor outcomes and impact on the City's valued environment and sense of place. Therefore, to accommodate this growth, Council seeks to encourage commercial development to locate within, or on the fringe of Wellington's existing Centres. Guiding the growth of the City's existing Centres can result in positive effects, such as improved accessibility to goods and services or reducing congestion on road networks.

When Council is considering applications for expanded Centres, factors such as accessibility to the road hierarchy and transport links, the wider transport network, the effect on local amenity and

alignment with the Council's spending projections for infrastructure will all be taken into account. 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 adjacent Centre.

The environmental result will be well-performing, attractive centres that are capable of providing goods, services and facilities to meet the day to day needs of local communities, residents and businesses, and of accommodating anticipated population growth and associated development.

6.2.1.3 Maintain and enhance the viability and vibrancy of Regionally Significant Centres in the Wellington region.

The Regional Policy Statement (RPS) recognises that the Wellington central business district is the key centre within the region, and has a critical role in maintaining and growing the region's economy. It also recognises a number of other Regionally Significant Centres, which are important centres servicing their sub-regions. This includes centres within and outside of Wellington City. This policy gives effect to the RPS, and ensures that these Regionally Significant Centres are maintained and enhanced where possible through the application of the District Plan.

When assessing resource consent applications for any discretionary (unrestricted) retail activities in Business Areas, Council will not only consider how the development impacts on Centres in Wellington City, but also how it impacts on Regionally Significant Centres in the wider Wellington region.

6.2.1.4 Promote the intensification of activities and buildings in and around Centres.

METHODS

- Rules
- Planning Maps
- Urban Development Strategy & Growth Spine concept (including Transport and Infrastructure Delivery Projects)
- Centres Policy
- Design Guides (Centres and Residential)
- Master Planning
- Annual Plan
- Long Term Council Community Plan
- Advocacy

Council's Urban Development Strategy (UDS) is a growth management strategy that aims to address some of the more significant issues facing the City. These issues include residential growth and providing for a variety of housing choices; maintaining and strengthening the City's centres; climate change; urban infrastructure; protection of industrial land; and making the urban environment an attractive place for communities and investors alike.

To help guide growth and development, a 'growth spine' concept has been identified as part of the UDS that directs development and growth to existing infrastructure. The concept is fundamentally based on maintaining Wellington's compact urban form and includes utilising existing transport systems and building on already accessible services and facilities available in the Central Area and Sub-Regional Centres. Developing the city along the 'growth spine' will ensure that the benefits of intensification and higher density residential development will be maximised and that quality urban design results will be achieved. It is, therefore, appropriate that the principles of the UDS growth spine concept are incorporated into the District Plan, where land use and development can be regulated and managed under the principles of the Resource Management Act.

In accordance with the growth spine concept, the Sub-Regional Centres of Johnsonville and Kilbirnie have been selected to contain Medium Density Residential Areas. It is considered that these areas of increased intensification will have the greatest benefits because of their existing infrastructure, proximity to employment, connectivity to public transport and existing services and facilities. To help facilitate this, the Centres standards in Chapter 7 concerning these particular areas provide more scope for intensive development. The Centres standards are designed to complement the Residential standards in Chapter 5 which deal specifically with residential intensification in Medium Density Residential Areas. Additional Medium Density Residential Areas may be identified in the future following consultation with local communities. Any future areas will be implemented through the plan change process.

Other Centres in the City that are not located on the growth spine can also assist in ensuring development and growth in the City is managed in a sustainable way. Most Centres have existed for a long time and already contain the development and infrastructure necessary to fulfil their function as service, employment and social areas. The majority of Centres are also appropriately located on or near main arterial routes and are well situated to service their surrounding communities. By concentrating development in and around existing Centres, it is more efficient to manage expenditure on public infrastructure and allows Council to budget appropriately for maintenance and upgrades, and gather development contributions where appropriate.

It is, therefore, essential that decisions taken on the location of activities, buildings and structures are integrated with decisions taken on transport investment and management. Concentrating land use activities in appropriate locations can reduce the need to travel and the length of journeys, where homes, jobs and services are in close proximity to one another. High trip-generating activities are best located on sites well served by public transport with good network capacity and accessible by foot and cycle.

It is for these reasons that new development needs to be appropriately located in and around existing Centres to maximise the benefits of already established infrastructure and resources. At the same time a balance must be achieved so that new development does not impact on transport patterns, the efficient functioning of the transport network, other infrastructure and public amenity.

A wide range of activities are permitted as of right in Centres, subject to compliance with standards. This will allow flexibility to enable owners and developers to respond appropriately to meet markets needs or other economic or technological changes. In addition, where Council wants to encourage activities such as retailing in particular locations, this is promoted through strategic planning, urban design or similar initiatives.

The Centres zone has been structured to reflect Council's UDS policy direction, and will ensure that future growth and change reinforce the spatial characteristics that make Wellington so distinctive and vibrant. By building on the City's strong urban form and focusing on quality urban development, Wellington will continue to be a well-connected and compact city that is sustainable and prosperous and overall a great place to live.

6.2.1.5 Provide for the comprehensive development and redevelopment of key Centres through a concept, master or structure plan process, as included in Appendix 1.

METHODS

- Rules
- Operational activities (management of infrastructure including through the Centres Policy 2008 and Long Term Council Community Plan)
- Urban Development Strategy & Growth Spine concept (including Transport and Infrastructure Delivery Projects)
- Northern Growth Management Framework
- Design Guides (Centres and Residential)
- Master Planning
- Concept Plans (including plans and accompanying text)
- Structure Plans
- Advocacy
- Memorandums of Understanding with land owners

Master planning (sometimes also referred to as structure planning) is the process of creating the 'big picture' vision for complex development projects or for future urban growth. Master plans set out the physical configuration and phasing of buildings, infrastructure and/or public spaces, and are an important planning tool in guiding substantial redevelopment projects. Concept plans are less detailed than master plans and often relate to landscape plans for street and open space development projects.

In the Wellington context, these plans will focus on key Centres to ensure that future growth in employment and residential accommodation is planned in an integrated manner that maximises benefit to the wider community. These plans also help guide how the Council can capitalise on its investment in infrastructure and how future development can link into, and add value to a particular Centre. Master/structure/concept plans also help shape opportunities for other parties to invest in the revitalisation of Centres and Council takes an active role in advocating for such investment.

Master/structure/concept plans have been developed for several parts of the city, as contained in Appendix 1 Residential. As more areas are master planned, the plans will be included as appendices to the Centres chapter.

OBJECTIVE – ACTIVITIES

6.2.2 To facilitate vibrant and viable Centres through enabling a wide range of appropriate activities to occur to meet the economic and social needs of the community, whilst avoiding, remedying or mitigating adverse effects.

POLICIES

To achieve this objective, Council will:

Wide range of activities

6.2.2.1 Enable and facilitate a wide mix of activities within Centres provided that character and amenity standards are maintained and adverse effects are satisfactorily avoided, remedied or mitigated.

METHODS

- Rules
- Centres Policy
- Design Guides

Centres are the focus of economic and social life in our communities. They have multiple functions and activities, but their core is typically the provision of retail and local services. It is the combination of activities and functions that makes centres particularly important places, as it enables them to deliver a range of environmental, social, economic and cultural benefits. Anchor stores, such as supermarkets, play an important role in Centres as they are instrumental in attracting people and thereby influencing the vibrancy, vitality and character of the smaller retailers in the urban environment. Encouraging anchor stores as well as the multi-functional nature of Centres is important and therefore the District Plan encourages a mix of uses.

In order to ensure Centres develop as vital and viable places, there are few limits on the types of activities that may establish. Standards have been set for all activities, buildings and developments in order to ensure a reasonable level of amenity value is maintained and that Centres remain vital and viable. Where resource consent is required, applications will be assessed against the policy framework and the ability for any adverse effects to be avoided, remedied or mitigated, including reverse sensitivity effects.

Retail activities

6.2.2.2 Manage the location and scale of integrated retail developments exceeding 20,000m² gross floor area, to ensure they will not result in significant cumulative adverse impacts on:

- the viability and vitality of the Golden Mile; and
- the range of services available to visitors and any resulting loss of economic activity to Wellington; and
- the sustainability of the transport network; and
- the roading network and the hierarchy of roads (see Map 33) from trip patterns, travel demand or vehicle use; and
- the efficient use of existing infrastructure.

METHODS

- Planning Maps
- Rules
- Centres Policy
- WCC operational activities (Urban Development Strategy, Economic Development Strategy (2006), Transport Strategy, Public Space Centres Development Programme)
- Other mechanisms (the Wellington Regional Strategy and the Proposed Regional Policy Statement for the Wellington Region 2009)
- WRC operational activities for the proposed Takapu Island park and ride facility
- New Zealand Transport Agency operational activities as a road controlling authority

As a major shopping area, the Central Area has the largest concentration of retail in the region and is dominant in comparison goods, fashion and speciality shopping. The Golden Mile, which is the main retail and commercial strip running from the cenotaph (near Parliament Buildings) to the eastern end of Courtenay Place, is of particular importance to the City, and is viewed by many as Wellington's 'outdoor mall'. The importance of the Central Area to the economic and social health of the whole region is recognised in the Wellington Regional Strategy and in the Regional Policy Statement. Council's policy is therefore to maintain and strengthen the Central Area, and to ensure that it retains its primacy as an employment and retail centre. The significant retail offer on the Golden Mile and the vitality of public spaces is critical to achieving sustainable development outcomes, and maintaining the international competitiveness of Wellington, particularly with regard to providing for a wide range of services to visitors to Wellington.

Council is generally supportive of new large-scale retail activities and integrated retail developments locating within Centres provided the development is of a scale appropriate to the role and function of the Centre. Because of this, if a large integrated retail development, 20,000m² in gross floor area or more is proposed within Centres, Council will consider the impact of the proposed development on the viability and vitality of the Golden Mile and a range of other relevant considerations. To ensure that the Central Area retains its role as the primary retail and employment centre within the City, Council will not apply a permitted baseline assessment (ie. a comparison of the proposed activity against the permitted activities outlined in the Plan) when considering the effects of new large integrated retail developments.

Temporary Activities

6.2.2.3 Provide for temporary activities that contribute to the vitality and viability of a Centre whilst controlling any adverse effects in a manner that acknowledges their infrequent nature and limited duration.

METHODS

- Rules
- Section 16 of the Act (Duty to avoid unreasonable noise)
- Local Government Act

Activities such as outdoor concerts, parades, 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. Such temporary activities make an important contribution to the social, economic and cultural wellbeing of Wellington's communities.

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

Because the majority of outdoor temporary activities occur on legal road or public land, Council is also able to control noise and other effects through its role as manager of public spaces. In particular, the provisions of the Local Government Act contain an approval process for the temporary closure of roads.

In considering applications for temporary activities, Council will consider the cumulative duration and effect of noise generated by the activity, and whether the intensity of the noise can be appropriately managed. Consideration will also be given to whether the positive effects and public benefits (social, cultural and economic) are sufficient to justify exposure to temporary adverse noise effects.

The environmental result will be Centres that are able to accommodate short-term activities within levels of accepted environmental effects.

Noise

6.2.2.4 Control the adverse effects of noise within all Centres.

6.2.2.5 Ensure that appropriate on-site measures are taken to protect noise sensitive activities within Centres from intrusive noise effects of other

permitted or existing activities.

6.2.2.6 Ensure that residential activities do not constrain the activities of established and permitted activities through reverse sensitivity to noise.

METHODS

- Rules
- Other mechanisms (abatement notices, enforcement orders)
- Application of the New Zealand Acoustic Assessment and Measurement Standards

Noise is a particularly important consideration. Specific rules in the District Plan aim to avoid, remedy or mitigate the adverse effects of noise between properties within Centres and in nearby Residential Areas.

Higher noise levels are allowed within Centres in order to provide for a range of activities. This can create conflicts between noise sensitive and potentially noisy activities located alongside each other. As noise can create adverse effects on amenity values, on-site measures to protect noise sensitive activities (such as residential) from other permitted or existing activities in the zone, will need to be undertaken to stop possible higher levels of noise from causing intrusion.

The plan acknowledges that construction noise has effects on the Centres 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. Standards are therefore set to ensure the quality of the noise environment in public places is maintained. 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. These controls will ensure the quality of the noise environment in public places does not deteriorate further and will gradually be enhanced.

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 Centres.

Council is concerned that helicopter operations are conducted safely and do not cause adverse noise effects. Helicopters in flight are not subject to control but Council has made landing areas a Discretionary Activity (Unrestricted) to ensure that any adverse effects are avoided, remedied or mitigated.

Matters to consider when assessing applications for helicopter landing areas include:

- the nature, duration and frequency of the activity; and
- the impact of the activity on the amenity of neighbouring properties; and
- the extent of compliance with the provisions of NZS 6807:1994 Noise Management and Land Use Planning for Helicopter Landing Areas, or subsequent amendments; and
- the extent of compliance with relevant Civil Aviation rules.

However, compliance with NZS 6807:1994 may not necessarily guarantee that the effects from small scale helicopter operations will be without adverse effects. In these cases an assessment should also confirm that the best practicable options have been adopted to ensure a reasonable level under section 16 of the Resource Management Act 1991.

Noise from some sources such as motor traffic cannot be controlled by means of rules. Other actions are needed to avoid, remedy or mitigate intrusions from such sources. The enforcement order and abatement notice procedures of the Act will be used to control unreasonable noise.

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.

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

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. 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 a 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 Centres*
- *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*
- *whether the appropriate noise attenuation and/or management measures can be provided to protect the health or wellbeing of future users*

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. The environmental result also will be the improvement of the noise environment for all permitted or existing uses in Centres.

6.2.2.7 Require that noise sensitive activities and buildings in the Centres Area within the Wellington International Airport Air Noise Boundary identified on Planning Map 35, be insulated from airport noise.

METHODS

- Rules
- Other mechanisms (abatement notices, enforcement orders)
- Application of the New Zealand Acoustic Assessment and Measurement Standards

The Airport is an existing noise source that may be incompatible with residents in nearby Centres Areas, and conversely, residential development puts constraints on the airport. As the airport is one of the cornerstones of Wellington's economy it requires protection from noise sensitive activities.

Part of the Miramar Centre Area lies within the defined Wellington International Airport Air Noise Boundary shown on Planning Map 35. Here residential activities and developments need to be

protected from airport noise though insulation requirements. Reference will also be made to the objectives and policies in Chapter 10 (Airport and Golf Course Recreational Precinct) of this Plan when considering resource consent applications under this rule.

When assessing applications for buildings within the Wellington International Airport Air Noise Boundary, 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 and cause adverse effects, including reverse sensitivity effects, on airport activities*
- 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*
- whether the appropriate noise attenuation and/or management measures can be provided to protect the health or wellbeing of future users*
- the extent to which the site of building is affected by airport noise, any special characteristics of the site or building which influence the level of airport related noise received, and any mitigation proposals including in the application which will reduce the adverse effects of noise on the activity or building.*

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.

Environmental issues

6.2.2.8 Ensure that activities creating effects of lighting, dust and the discharge of any contaminants are managed to avoid, remedy or mitigate adverse effects on other activities within Centres or in nearby Residential or Open Space Areas.

6.2.2.9 Avoid adverse effects from activities listed under the Third Schedule of the Health Act.

METHODS

- Rules
- Other mechanisms (Regional Air Quality Plan, Abatement Notices, Enforcement Orders)

The effects generated by the wide range of activities in Centres, such as fumes, smoke, smell, vibration, glare or other nuisances can have adverse impacts both within Centres or in areas beyond the Centre boundaries. 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. For this reason Council seeks to ensure that such activities are contained and do not cause a nuisance or danger.

To do this, Council will also rely on the general duty of every person under the 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.

Activities listed under the Third Schedule of the Health Act are not permitted to be established in Centres because of their offensive or noxious nature.

Other effects identified in the rules will be controlled by applying performance standards.

The environmental results will be that uses or activities in Centres will not cause a nuisance or danger either within Centres or in nearby Residential Areas.

OBJECTIVE – BUILT DEVELOPMENT, URBAN FORM AND PUBLIC SPACE

6.2.3 To ensure that activities and developments maintain and enhance the safety and amenity values of Centres and any adjoining or nearby Residential or Open Space Areas, and actively encourage characteristics, features and areas of Centres that contribute positively to the City's distinctive physical character and sense of place.

POLICIES

To achieve this objective, Council will:

Design Guidance

6.2.3.1 Ensure that buildings, structures and spaces are designed to:

- acknowledge, respect and reinforce the form and scale of the surrounding environment in which they are located; and
- respect the context, setting and streetscape values of adjacent listed heritage items and Heritage Areas; and
- promote a strong sense of place and identity within Centres; and
- establish positive visual effects; and
- provide good quality living and working environments; and
- integrate environmental sustainability principles; and
- provide conditions of safety and accessibility, including for people with restricted mobility.

METHODS

- Rules
- Design Guides
- Other mechanisms (New Zealand Urban Design Protocol, Advocacy, Memorandums of Understanding)
- Urban Development Strategy

The Council is a signatory to the New Zealand Urban Design Protocol and therefore has an obligation to try and achieve high quality urban design in all aspects of the urban environment. Additionally, Council's Urban Development Strategy identifies that improving the urban environment is critical to the vitality and viability of areas and the economic future of the City.

A diversity of qualities and characteristics contribute to people's sense of place in Centres. These include Wellington's compact form, well-designed buildings, heritage buildings, distinctive Heritage Areas and a range of public and open spaces. 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. The design and appearance of buildings has a direct bearing on the quality of the public environment and on the city's wider public setting and sense of place. Enhancing a sense of place and protecting those features that make Wellington special and unique are an important part of achieving a stimulating and memorable city.

Under the Discretionary Activity process, design guides are used to assess most new building developments in Centres to ensure that any new building enhances the public realm. 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.

Council will require high standards of urban design for new buildings and structures, especially if they are located on primary and secondary street frontages, as well as significant additions and alterations in Centres through design guidance assessment. While design guides do not provide quantitative certainty, applicants are encouraged to work with Council at the early stages of a development. A collaborative design-based approach, rather than conforming to quantitative standards, provides greater opportunities to find a solution that works for both the applicant and the public realm and achieve quality urban design. By engaging with Council advisors from the

early site-planning stages, applicants are likely to experience a smooth process once a resource consent is submitted. Council also recognises that good design is site and programme specific, and not all of the generic guidelines in the Centres Design Guide will necessarily apply to every site.

There are key aspects that are particularly important in achieving positive urban design outcomes. Quality design is particularly important for new buildings that are significantly taller or larger than their neighbours, as their size and height can have a significant impact on the character and amenity values of the area. Where buildings adjoin or face a Residential or Open Space Area, design guidance is considered appropriate to ensure more sensitive receiving environments are protected.

The design of new buildings must also acknowledge and respond to the character of adjoining sites. This is particularly important on sites that adjoin a listed heritage building or a group of heritage buildings. Where there is a distinctive concentration of heritage buildings in Centres, Council will seek to create a Heritage Area to recognise and protect the special contribution such buildings and the spaces between them make to the City's suburban fabric.

In addition to Heritage Areas in Centres, several other areas of suburban shopping centres have been identified in the appendices to the Centres Design Guide for their distinctive character. Whilst the Design Guide will apply to most new development in all Centres, these appendices provide an additional character overview of these Centres. Developments in these Centres should consider the particular character setting of these Centres and be guided by the Design Guide in this regard.

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

The environmental result will be buildings and spaces between them that contribute to the positive urban design characteristics of the surrounding locality (including Heritage Areas) and the City as a whole.

6.2.3.2 Encourage developments to create an attractive, comfortable and legible street environment including aspects such as shelter/ verandahs, lighting, street furniture and landscaping.

METHODS

- Rules
- Operational activities (Urban Design Strategies)
- Centres Design Guide
- Footpath Management Policy

Developments that positively contribute to the streetscape and public environment will be encouraged by Council as they are important to building a sense of place to improve environmental quality. It may be appropriate in some cases to use these aspects of a development to off-set or balance any adverse effects from building bulk and location infringements. However, it will not always be appropriate to do so especially where adverse effects from bulk and location infringements generate more than minor adverse effects.

Trees and vegetation make an important contribution to the amenity of Centres. Proposals that seek to provide landscaping and retain mature, visually dominant trees are encouraged as this will help integrate the new development into the surrounding environment and will be seen as a positive effect of the proposal. Where mature trees have been recently removed to facilitate new development, a landscaping plan may be required, demonstrating how and when new planting will be effective in mitigating any visual effects of new buildings.

The environmental result will be the maintenance or enhancement of the quality of Centre streetscapes and public spaces.

6.2.3.3 Maintain or enhance the street edge along identified primary and secondary street frontages.

Refer to District Plan Maps gt;46 to gt;49D

6.2.3.4 Maintain or enhance the streetscape by controlling the appearance of and/or limiting the creation of vacant land, or open land and ground level parking areas on identified primary and secondary streets frontages.

6.2.3.5 Maintain or enhance the streetscape by controlling the siting and design of structures on or over roads.

METHODS

- Rules
- Design Guides
- Master Plans, Structure Plans, Concept Plans
- Operational activities
- Advocacy and Memorandums of Understanding

Street edges and the buildings and activities that front them play a particularly important role in the urban fabric of Centres. Therefore specific standards have been put in place that require particular attention to this interface. Primary and secondary street frontages have been identified within Centres with the aim of ensuring that they place visible publicly-relevant activities at the edges of buildings to help communicate how the building is being used and occupied.

The creation of vacant space, gaps in the streetscape or parking areas at street level on identified primary and secondary street frontages is considered to 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; and
- the erosion of streetscape.

The Plan seeks to avoid such outcomes within Centres. It is Council's view that the characteristic pattern of these areas should be maintained by ensuring that existing retail frontages are retained. However, it is acknowledged that some activities, including vehicle-orientated activities such as service stations, drive through restaurants, and supermarkets may have difficulty in complying with these policies. If it is not reasonably practicable for these activities to be located in Centres it may be preferable for new activities of this type to locate on the fringe of a Centre to allow for an integrated setback if this is essential to the function of a facility.

It is also acknowledged that within the primary and secondary frontages there are a number of existing activities that are set back and not built directly to the street edge. When assessing such sites, Council will consider how the activity integrates with the street edge. Setbacks may continue to be appropriate if it can be demonstrated that the proposal will not detract from the visual qualities of the streetscape. Council will seek to ensure that any new proposals continue to reinforce the street grid and common alignment.

Display windows and verandahs are considered important along shopping streets and those that have a high flow of pedestrian traffic. Council aims to have continuity along these streets. The Council will also consider whether the reasonably practicable requirements of the building and activity on the site makes provision for display frontage and verandas impracticable or unnecessary. Where it is not appropriate to provide display windows the façade should be articulated or activated to provide visual interest.

In addition, the appearance of buildings and structures on or over streets, and of the streets themselves with high pedestrian counts has a significant bearing on the visual quality of Centres. Council will work to improve the quality of Centre environments by implementing improvements to streetscapes. Council also will advocate for Business Improvement Districts where appropriate, with priority given to enhancing areas with high pedestrian counts. Business Improvement Districts work on the agreement that business owners pay a higher rates contribution, with the extra revenue used to improve the local area.

Bridges and similar structures over a road can also have physical impacts. Such structures have the potential to block roads or access links in the event of a natural disaster. However, if carefully designed, they have the potential to become iconic in their own right. Developments of this type are Discretionary to enable their impacts to be carefully assessed.

The environmental results will be the maintenance and enhancement of the visual quality and vitality of main shopping streets providing quality ground level pedestrian streetscapes.

Residential developments

6.2.3.6 Enable residential development in all Centres, where it:

- utilises upper floors of buildings; and
- maintains an active ground-floor on any primary street frontages, (except for in Neighbourhood Centres other than the area zoned Neighbourhood Centre between 68-82 Aro Street); and
- provides a secure and pleasant environment for the occupiers; and
- in the Mt Cook Centre is located above the second floor (measured from street level) on streets with frontage to Adelaide Road or John Street and located above ground floor (measured above street level) on all other primary and secondary street frontages.

METHODS

- Rules
- Centres Policy
- Design Guides
- Adelaide Road Framework

In order to ensure Centres develop as vibrant places, residential uses, at first floor level and above, are encouraged to give these areas life outside of normal business hours. Centres can provide alternative locations and housing types from traditional residential areas, where residents can enjoy the benefits of a wide variety of social, community, entertainment and shopping activities and transport services.

Standards have been set for all activities, buildings and developments in order to ensure a reasonable level of amenity value is maintained. Where resource consent is required, applications will be assessed against the relevant policy provisions and the ability for any adverse effects to be avoided, remedied or mitigated, including reverse sensitivity effects.

When considering applications in the Mt Cook Centre, applicants are required to design buildings in such a way that they provide for the area's important employment role/function and also encourage a mix of uses. Mt Cook encompasses the largely commercial area of the northern extent of Adelaide Road between the Basin Reserve and the John Street intersection and is a key urban growth area identified in the Council's Urban Development Strategy. It is recognised as an important employment area for the city and provides a range of services. The area is also located on a key transport route and has close proximity to the Central Business District, Wellington Hospital, Massey University's Wellington Campus and the Newtown shops.

The long-term vision for the Mt Cook Centre includes significantly more residential development, supported by increased employment opportunities, as well as good quality public amenities, streetscape and public transport. Locating residential activities above the second floor of developments fronting Adelaide Road or John Street, and above the ground floor on all other primary and secondary street frontages, is key to the success of this long-term vision. Therefore, specific standards for the Mt Cook Centre have been included in the Plan to ensure adequate space is provided for commercial, retail and other business and service activities, and to help facilitate a mix of activities in the area.

6.2.3.7 Enhance the quality and amenity of buildings incorporating a residential component by guiding their design to ensure current and future occupants have an adequate standard of amenity and access to daylight and an awareness of the outside environment.**METHODS**

- Rules
- Design Guides
- Advocacy

There has been a steady growth in townhouse development and low rise apartment buildings within Centres. 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). Over time, adjacent sites may be developed, leading to a reduction in amenity of occupants of residential buildings.

Maintaining reasonable levels of residential amenity in Centres is important in order to ensure residential developments are attractive to people over the long term and are able to provide a sustainable living options. People living in Centres will, however, have to accept that their level of amenity will be lower than can be expected in residential areas. The same access to daylight, sunlight, outdoor space and carparking may not be available, however, an appropriate standard of amenity is still required to be maintained.

Design guidance and rules are included to ensure that new residential buildings in Centres are of high quality and provide residential amenities on-site, and that these will not be inappropriately affected by potential new development on adjacent sites. The general intention of the design guidance is not to impose specific design solutions but to identify various design and amenity principles, aimed at improving the quality of development.

The environmental result will be residential buildings in Centres that provide an enduring level of residential amenity, including with respect to daylight, sunlight and outdoor space.

Zone interfaces

6.2.3.8 Ensure an appropriate transition between activities and buildings within Centres and adjoining Residential and Open Space Areas.

METHODS

- Rules
- Advocacy
- Design Guidance

The interface between Centres and adjacent Residential Areas is particularly sensitive. The effects generated by activities and developments within Centres can impact adversely on residential properties and enjoyment of their amenity values. Where Centres adjoin areas of Open Space, care also needs to be taken to ensure the amenity values of the open space environment are maintained or enhanced.

At the same time, it is acknowledged that Centres are an integral component to residential neighbourhoods and therefore may require higher thresholds. In cases where interface issues arise, Council will consider the standards for noise, privacy and bulk and location of buildings for both Centres and Residential Areas and ensure that an appropriate balance is struck to avoid, remedy or mitigate such impacts.

The environmental result will be activities, buildings and developments in Centres that do not cause a nuisance or detract from the amenity values in adjoining or nearby Residential or Open Space Areas.

Building height, bulk and location

6.2.3.9 Manage the height, bulk and location of buildings and developments so that they avoid, remedy or mitigate the adverse effects of shading, loss of daylight, privacy, scale and dominance and any other adverse effects on amenity values within Centres and on adjoining Residential and Open Space Areas.

METHODS

- Rules
- Design Guide for Centres

The scale and placement of building works and layout of new developments can have a significant impact on the amenity values enjoyed by neighbouring properties and in the public environment.

When processing a consent for new building works, Council will work with applicants to ensure both the scale of the proposed height and bulk and the comparative height of the resulting building in relation to its surroundings is appropriate. In the case of 42A Riddiford Street, Newtown, a 9m height limit has been imposed due to the site's elevated nature over the surrounding Centres Area. Maintaining a 9m height limit on this site will ensure that any potential

shading effects on neighbouring properties are maintained at the current permitted level and will ensure that any building on the site does not dominate its neighbours and the surrounding area.

Another special area for consideration is for new buildings over three storeys in height in Centres. In these cases Council will encourage opportunities to design new buildings in a way that protects sunlight access to public spaces and minimises overshadowing of public open spaces of prominence or where people frequently congregate. In this regard, the bulk and location standards indicate a level of development that can be reasonably anticipated in Centres, subject to design guidance (refer to the Centres Design Guide).

Where these standards are exceeded and resource consent is required, applications will need to demonstrate how it is proposed to deal with (avoid, remedy or mitigate), any potential adverse effects. Factors considered will be the level or degree of non-compliance, and whether or not the proposal will detract from rather than maintain or enhance the amenity values in public or private environments. At the same time, effects can be mitigated and balanced in some cases against the positive effects generated through building design and urban design outcomes in deciding whether or not the adverse effects are acceptable. The District Plan standards seek to strike an appropriate balance between facilitating new development and maintaining and enhancing amenity values in Centres.

In considering applications for bulk and location infringements where consent is also required for building external design and appearance, and assessment against the Centres Design Guide, it is not appropriate to apply any permitted baseline test. Only minor buildings or additions are permitted. As the majority of buildings, particularly in Centres, are subject to design guidance it is inappropriate to consider permitted baseline scenarios.

The environmental result will be Centres that are pleasant places to be in.

6.2.3.9(a) Ensure that new building or development within the area zoned Centres between 68-82 Aro St is

- designed to maintain and enhance the character and townscape of Aro Valley; and
- designed to maintain the residential amenity for any existing dwelling at 72, 80 or 82 Aro St
- designed to maintain an active ground floor.

6.2.3.9(b) Ensure that any new building and structures on 68-70 Aro Street are designed to recognise the relationship with the adjacent park and their function as a gateway to the Aro Valley.

METHODS

- Rules
- Design Guides (Centres and Residential)

Aro Valley is one of the city's oldest suburbs, and is one of the most architecturally distinctive and historically consistent built areas in Wellington. In general the Aro Valley has distinctive built form, including a fine-grained residential character, a limited diversity of building types and siting, a concentration of commercial buildings at the centre and a variable but predominantly two story height along the street edge.

The Aro Valley projects a strong sense of place due to its geographical separation from other parts of the city, the enclosure of the valley walls and the relative consistency of development within. Buildings are of generally consistent type and similar domestic scale. This gives a fine and relatively even gran of development to the area as a whole. Further aesthetic coherence arises from the limited range of typical buildings and a limited palette of forms and materials.

The existing commercial buildings have a remarkably consistent quality of scale and design and form a distinctive and historically authentic streetscape. Recognition of established patterns is most important in the valley floor (which includes lower and central Aro St) as this is the central and character-defining part of the Aro Valley.

The existing buildings located at 68-70 Aro Street, the nearby western properties of 80 and 82 Aro

Street and the width of the access leg at 76 Aro Street are not characteristics of the Aro Valley. This combined with the uncharacteristic open nature of the site and frontage dominated by onsite carparking means that the site offers unique redevelopment opportunities.

Any development within the area zoned Centres between 68-82 Aro Street needs to be of an appropriate scale and design that is respectful of the surrounding character, the nearby heritage area and the nearby park.

Existing development within the Aro Valley creates a strong sense of place and new development needs to respect the area's aesthetic coherence, visual intricacy and richness. To avoid any issues with regard to out of scale and out of character buildings, the maximum height for these sites is 9m, with no discretion for additional height. This means that any development exceeding 9m is a non-complying activity and will need to demonstrate exemplary design in order to gain consent.

Wind

- 6.2.3.10** **Ensure that new buildings higher than three storeys are designed to avoid, remedy or mitigate any wind problems that they create and where existing wind conditions are dangerous, ensure new development improves the wind environment as far as reasonably practical.**
- 6.2.3.11** **Ensure that the cumulative effect of new buildings and building additions or alterations higher than three storeys do not progressively degrade the pedestrian wind environment.**
- 6.2.3.12** **Encourage the use of wind mitigation measures for buildings higher than three storeys during the early stages of building design and ensure that such measures are contained within the development site.**

METHODS

- Rules
- Design Guides (Centres Design Guide, Design Guidelines for Wind)
- Information (Advocacy)

Buildings that are significantly different in scale from their surroundings can create 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 the building design. Wind rules seek to encourage a safe and pleasant environment by decreasing the worst effects of wind.

When resource consent to assess wind effects is required for taller buildings in Centres (particularly in Mt Cook and Johnsonville), Council will seek to ensure new developments do not make the existing wind environment dangerous or significantly worse for pedestrians, particularly at building entries in the surrounding area.

Section 3.2.2 of the Plan outlines the information requirements for land use consent applications. When developments propose a taller building, Council will require a wind assessment report to establish the likely effects of the new building at ground level. In some case a wind tunnel assessment may also be required.

Altering the design of a proposed development (ie building scale, bulk and height or other mitigation measures) can help to reduce the wind effects on pedestrians and for this reason wind effects should be considered at an early stage in the design process. Alterations may include re-designing entrance locations, entrance canopies or wind lobbies, or including larger/longer verandahs.

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.

The environmental result will be the improvement of the pedestrian wind environment in Sub-Regional Centres and the Mt Cook Centre.

Health, safety and security

6.2.3.13 Ensure that all spaces accessed by the public are safe and are designed to minimise the opportunities for crime.

METHODS

- Rules
- Other mechanisms (WCC Bylaws)
- Design Guides (Centres Design Guide, Guidelines for Design Against Crime)
- Centres Plans
- Advocacy (National Guidelines for Crime Prevention Through Environmental Design in NZ)
- Operational activities (City safety initiatives)
- Implementing the Urban Development Strategy, 2006

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 other mechanisms and general bylaws to promote the health and safety of Wellington's communities. Some involve physical actions, whereas others centre on providing information.

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 Centres that provide for the health and safety of people by controlling the adverse effects of activities.

Government House and Grounds

6.2.3.14 Manage the bulk and location of buildings and developments in the Mt Cook (Adelaide Road) Height Zones so that they avoid, remedy or mitigate adverse effects of shading, loss of daylight, privacy, scale and dominance and any other adverse effects on the amenity values of Government House and Grounds.

METHODS

- Rules
- Centres Design Guide

Government House is registered as a Category 1 Historic Place and is listed as a heritage building in the District Plan (Planning Map 6, Symbol Ref 104). The grounds of Government House are identified as a "Garden of National Significance" by the New Zealand Gardens Trust.

Government House is the residence of the Governor General. The Governor General is a pivotal figure in the constitutional life of the country, being the representative of the Queen in New Zealand.

Government House is held in very high public esteem as many people have visited the house for investitures and social functions; it has also been the scene of numerous visits by royalty and overseas dignitaries from many countries.

Development in the adjacent Mt Cook (Adelaide Road) Height Zones has the potential to adversely affect the amenity values of Government House, including its heritage and open space values as a result of the scale, dominance and design of buildings and developments in the Mt Cook (Adelaide Road) Height Zones.

The bulk and location standards indicate a level of development that can be reasonably anticipated in the Mt Cook (Adelaide Road) Height Zones, subject to design guidance (refer Centres Design Guide). Where these standards are exceeded and resource consent is required, applications will need to demonstrate how it is proposed to deal with (avoid, remedy or mitigate) any resulting adverse effects on the amenities of Government House and Grounds.

OBJECTIVE – BUILDING EFFICIENCY AND SUSTAINABILITY

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

POLICIES

To achieve this objective, Council will:

- 6.2.4.1 Promote a sustainable built environment in Centres, 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.**
- 6.2.4.2 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 buildings 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 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. With respect to Centres this may be in the form of new development incorporating sustainable and energy efficient building design principles, and the use of renewable energy sources for space and water heating, and electricity generation. This may involve simple energy efficiency design principles such as correct building orientation to the sun to assist in passive solar heating, cooling and natural lighting. Many of these activities may not require resource consent, but the Council recognises its responsibility in terms of role model and advocate to encourage the use of renewable energy and energy efficiency.

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 as well as provide more comfortable living environments for occupants.

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 Centres.

OBJECTIVE – ACCESS AND TRANSPORT

6.2.5 To maintain an efficient and sustainable transport network to enable the provision of convenient and safe access for people and goods to and within Centres.

POLICIES

To achieve this objective, Council will:

Multiple transport modes

6.2.5.1 Ensure that activities and developments are designed to be accessible by multiple transport modes.

METHODS

- Planning Maps
- Rules
- Master, Structure and Concept Plans
- Urban Development Strategy & Growth Spine concept (including Transport and Infrastructure Delivery Projects)
- National standard access design criteria including NZS 4121:2001 (or subsequent amendments)
- Operational activities (WCC Transport Strategy, Walking and Cycling Plans etc)
- Centres Policy
- Annual Plan
- Long Term Council Community Plan
- Advocacy (Council Social Policy)
- Other mechanisms (Regional Land Transport Strategy)

As Wellington continues to grow, there is likely to be increasing pressure on the City to accommodate larger numbers of people travelling to and within the urban environment. This produces a complex pattern of journeys and places considerable pressure on the existing road and public transport infrastructure.

While car-based traffic is likely to remain as the predominant transport choice, it can have adverse effects on people's health and on the urban character of Wellington. These include:

- road safety problems for residents, drivers and other road users;
- the effects on health of vehicle emissions and traffic noise;
- road safety problems for residents, drivers and other road users; deterioration in the environment of residential areas and Centres brought about by excessive traffic speeds and use by non-local traffic;
- restrictions on the movement of pedestrians, cyclists and people with special mobility needs, as well as severance of local communities, through the presence of roads and heavy traffic;
- congestion, resulting in less convenience for people making local trips, by bus and by car;
- heavy demand for kerbside parking and loading space leading to 'saturated' parking conditions, with vehicles circulating looking for space.

For these reasons, Council considers it essential that management of traffic for new activities and development is treated comprehensively, taking account of all road users.

One way in which Council can improve transportation options around the City is through land use planning which carefully considers types of transport modes available in the area, as well as the location and scale of activities and development, parking control and the promotion of environmentally-friendly modes of travel and movement. By supporting this position, improved transportation options can:

- make the best use of existing transport infrastructure;
- help reduce traffic congestion, facility costs, road risk, environmental impacts and consumer costs;
- provide consumer sovereignty by enabling them to choose the most efficient option for each trip;
- help break down personal and economic limitations for people who are physically, economically or socially disadvantaged;

- create a more livable City by improving the walking and cycling environment;
- create public health benefits from increased walking and cycling; and
- help develop a diverse and flexible transportation system that can accommodate variable and unpredictable conditions. Even people who do not currently use a particular form of transport may value its availability as a form of insurance to accommodate future needs.

Improved transportation modes can give people better options for where they live and work. For example, many people want to continue living in their community as they become older, rather than moving to a specialised retirement community. For this to be possible, the City must provide transportation services for people with various needs and abilities, including good walking facilities, support for mobility aids and wheelchairs, and special mobility services. Similarly, lower-income workers, and families with children, have special needs that require a diverse transportation system and accessible land use patterns.

With this in mind, Council will negotiate improvements to bus and rail services and to pedestrian and cyclist facilities for new activities and developments through the resource consent process.

However, in doing so, the Council recognises that many of the solutions to Wellington's traffic and public transport problems do not lie wholly within its control. The City's transportation system is shaped by the actions of many authorities or organisations, including Greater Wellington Regional Council, the New Zealand Transport Agency and companies involved in the movement of people and freight on land, sea or air. Where there are opportunities for input, Council will advocate for improved accessibility. Council will continue to work closely with Greater 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.

The environmental result will be better access for people and goods in Centres.

Sustainability

6.2.5.2 Support the uptake of new vehicle technologies by enabling supporting infrastructure in order to reduce reliance on fossil fuels.

METHOD

- Advocacy

New vehicle technologies are emerging that will help to reduce the City's reliance on fossil fuels to run vehicles. Such technologies may include electric vehicles. Structures may be required to support the charging of electric vehicles or other new vehicle technologies. Supporting infrastructure may be established on private properties, but may also be sited on public property subject to landowner permission from the Council.

Managing adverse effects

6.2.5.3 Ensure that activities and developments that have the potential to generate significant levels of traffic incorporate design features and/or contribute to other activities so that traffic generation is minimised, and the use of public transport and active modes actively facilitated and encouraged.

6.2.5.4 Ensure that the location and design of activities and developments that generate significant levels of traffic or provide high levels of on-site parking are accessible by multiple transport modes and do not result in:

- a significant increase in traffic that would be incompatible with the capacity of adjoining roads and their function in the road hierarchy, or would lead to unacceptable congestion; or
- the creation of an unacceptable road safety risk.

METHODS

- Rules
- National standard access design criteria including NZS 4121:2001 (or subsequent amendments)
- Other mechanisms (Regional Land Transport Strategy)
- Operational activities (WCC Transport Strategy, Walking and Cycling Plans, parking management and enforcement)

- Advocacy (Council Social Policy)
- Other mechanisms (WCC Bylaws and Traffic Regulation Orders)

Some land uses, notably large scale retailing, place considerable pressure on the road network within the vicinity. Similarly, over time a collection of smaller scale destination activities may have a cumulative effect on traffic generation in the immediate vicinity – particularly adjacent residential areas. This can cause considerable inconvenience to local residents and result in a loss of residential amenity and character

Council will therefore carefully consider large-scale businesses, large scale retailing, and leisure developments in Centres and take into account their proximity to regular and frequent public transport facilities and their impact on the road network and surrounding neighbourhoods.

Council is also aware that in some Centres there is often not enough parking during peak trading hours which can cause shopper parking to spill over into nearby residential streets. Many existing residential areas near Centres do not have off-street spaces and sometimes the availability of on-street parking is limited. Council is mindful of the need and desire of residents to be able to park close to where they live.

To reduce these problems and general street congestion, the Council will require larger developments and activities in Centres to provide a transport assessment. This will enable Council to consider the appropriateness of the parking provision, balancing the desire for activities to be self-sufficient with the need to reduce traffic generation and encourage the use of alternative transport modes. On-street parking control and management will also be maintained within Centres and surrounding streets to achieve this end.

When assessing resource consent applications that involve a potentially high-trip generating activity that requires more than 70 carparks, Council will consider:

- *whether the proposed development will cause congestion or affect the safe or efficient movement of traffic; and*
- *whether the proposed activity provides appropriate facilities and access for public transport, cycling, and pedestrians or has easy access to those facilities.*

The Council will encourage the use of company/organisation and school travel plans for certain activities. The travel plan may include measures such as car sharing, changing working habits, home delivery, and facilities for cyclists.

Residential developments in Centres are not required to provide on-site car parking. The principal reasoning behind this relates to developing a high quality compact urban form, encouraging public transport use and allowing adaptive re-use of existing buildings. Urban design considerations such as visual streetscape appearance and architectural or historic interest in an area or building may also be important reasons for not requiring on-site car parking.

Nevertheless, the Council recognises that on-site residential parking in Centres can be desirable. In circumstances where no, or limited off-street parking is proposed, the Council will seek to ensure that such development does not generate unacceptable levels of on-street parking demand or exacerbate existing problems in surrounding residential streets. Council will also consider streetscape values as a result of vehicle dominance, loss of street trees or pedestrian safety.

Roading hierarchy

6.2.5.5 Support and maintain the roading hierarchy, as identified on District Plan Map 33.

METHOD

- Rules

The road hierarchy classifies roads according to their function and the various pressures such as traffic volume, peak flows and access. The hierarchy includes State highways 1 and 2 which provide a key transport corridor stretching from the northern edges of the city through to Wellington Airport. Most Centres are located on main arterial routes or principal streets, with

many areas experiencing pressure, especially in peak traffic times. The road hierarchy is a resource management tool to assist with the sustainable management of roading infrastructure.

Larger scale retail developments may be required to include an assessment of effects at the site access points, on the adjoining streets, and the associated intersections with the arterial or principal road network.

Accessibility for people with restricted mobility

6.2.5.6 Encourage buildings and spaces to have a high level of accessibility, particularly for people with restricted mobility.

METHODS

- Rules
- National standard access design criteria, including NZS 4121: 2001 (or its successor)
- Other mechanisms (Advocacy)
- Operational activities (urban design strategies)
- Design Guides

Public spaces and amenities should have adequate access, particularly for older people and those with restricted mobility.

Council aims to protect and enhance existing access and seeks to improve access opportunities when they arise. Council acknowledges that urban design plays a key role in ensuring that the City is accessible to people with mobility restrictions. Working with interest groups, Council will also undertake strategic actions to promote equity and safety in access, such as awareness improvements initiatives. It will also promote accessibility for people with mobility restrictions through the national standard in access design criteria under NZS 4121:2001 (or subsequent amendments). This standard can be used as a code of practice for compliance with sections of the Building Code that relate to accessibility in public buildings.

In addition, Council will also advocate for improved provision for older people and those with mobility restrictions in the refurbishment of those existing buildings which do not provide equitable access in terms of current Building Code requirements.

Council also recognises that it is important that equitable provisions for older people and those with mobility restrictions are made in the design and construction of parking. Ensuring that the City's public spaces are accessible to all persons within the community will enhance the quality of the environment and promote equity in the enjoyment of amenity values.

Pedestrian network and accessibility

6.2.5.7 Maintain and enhance existing pedestrian accessways and thoroughfares, and where opportunities arise, create new thoroughfares and enhance pedestrian accessibility including in the following locations:

- **Between Johnsonville Road and Moorefield Road, through the site known as 'The Triangle', and providing access between the town centre and the Johnsonville railway station. Any such access that passes across a privately owned and operated integrated retail development shall only be available to the public during the hours that the integrated retail development is open to the public.**

METHODS

- Rules
- Design Guides
- Johnsonville – Masterplan
- Adelaide Road Framework

Maintaining existing connections and improving connectivity via new links through larger blocks within a Centre is important to enhance the ability for walkable access to key facilities and to and from a Centre. Improved access can reduce dependence on vehicles, improve safety, and assist with improving legibility and overall amenity. Council will look to achieve new links where

appropriate through negotiation as part of a resource consent process.

The Johnsonville Town Centre Plan has identified the need for a new mid-block link through the large block known as 'The Triangle', which forms the core of the town centre. This would provide a public access between the mainstreet (Johnsonville Road) and the railway station and Moorefield Road, where there are a number of important community facilities, including the swimming pool and community centre. Whilst there is currently informal access through this block, any substantial redevelopment could block this, and force pedestrians to walk around the entire block to access facilities.

Servicing and site access

6.2.5.8 Require the provision of appropriate servicing and site access for activities in Centres.

METHODS

- Rules
- National standard access design criteria, including NZS 4121: 2001 (or subsequent amendments)
- Operational Activities (WCC Transport Strategy, Walking and Cycling Plans)
- Other mechanisms (WCC Bylaws and Traffic Regulation Orders)

Well-designed on-site loading and safe access to sites is required to help prevent traffic congestion or conflict between street users. Providing space for vehicles to service sites off the street, and ensuring that all vehicles enter or leave a site in a safe and efficient manner, will help keep traffic flowing smoothly and let pedestrians get around more easily. Where significant disruption would occur because of the nature of the traffic or pedestrian environment, access may be restricted. In addition, where any road has been declared to be a limited access road, access to that road shall be subject to the requirements of the New Zealand Transport Agency.

It should be noted, given the small scale nature of activities and associated servicing needs of neighbourhood centres, there are no on-site servicing and site access requirements. However, in Sub-Regional, Town and District Centres, servicing and site access provisions aim to assist efficient, convenient and safe vehicular access of these larger Centres. However, demands of particular developments may justify variations from these standards.

When assessing resource consent applications where the standards relating to parking, service and access cannot be met, Council will consider:

- *whether the activities undertaken or proposed on the site will generate a demand for the required servicing facilities or require compliance with the site access provisions;*
- *the extent to which 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 that make compliance impracticable;*
- *whether suitable alternative provision for servicing or site access can be made;*
- *the extent to which the standards for servicing or site access can be varied without endangering public safety, or detract from the amenities of any shopping street.*

The environmental results will be improved access to streets within Centres.

OBJECTIVE – SIGNS

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

POLICIES

To achieve this objective, Council will:

6.2.6.1 Manage the design of signs (and their associated structures and fixings) to enhance the quality of signage within Centres.

METHOD

- Design Guides (Centres Design Guide, Design Guide for Signs)

The scale, intensity, placement, type and style of signage can be done 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 Centres and nearby Residential Areas.

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

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

- maintain and enhance the visual amenity of the host building or site; and
- reduce visual clutter and viewer confusion; and
- ensure public safety, including road safety.

6.2.6.3 Ensure signs in Centres 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 of all types are an established part of the environment of Centres. The Council recognises that signs do play a role in helping people understand what goods and services are on offer and with orientation. However, the scale, number, illumination, motion and placement of signs are all matters that need to be managed to avoid adverse effects. The Council considers it important to control signs and advertisements. If there is no control over size, design and siting, they may create adverse effects to the amenity, character and appearance of buildings and streets and add clutter and visual confusion to the street scene.

The maintenance of public safety is also important. Because of this, illuminated, animated and flashing signs are controlled to avoid conflict with traffic safety.

As there are pressures to erect signs (especially third party signs) on highly visible sites, particularly those on busy traffic routes, the size and number of signs has been limited to prevent clutter and to preserve the appearance of the city. In particular, 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 streetscape of the area. Any applications for third party signage will be assessed against the content of the Design Guide for Signs.

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 in respect of freestanding signs they form part of a landscape plan for an area or are designed to screen unsightly sites, activities or buildings;
- whether signs are of a scale appropriate to the position of the site in relation to the road hierarchy;
- whether the sign is obtrusively visible from any Residential Area or public space;
- whether the sign is appropriate for site identification and traffic directional purposes;
- whether the sign is in proportion to the size of the host building or site

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

6.2.6.4 Ensure that signs contribute positively to the visual amenity of the building neighbourhood and cityscape.

METHODS

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

The signage provisions provide significant flexibility to respond to the varied nature of activities in Centres and their differing signage requirements and as a result do not limit the number of signs permitted on a site. However, in providing this flexibility, Council wishes to ensure that this flexibility is not taken advantage of. Council does not accept that making provision for multiple signs should be used as an argument to enable larger, more intrusive signage. Council will not apply a permitted baseline assessment (i.e. a comparison of the proposed sign against a hypothetical signage scenario that complies with the signage standards outlined in the Plan).

In Centres, signs above ground floor are generally more visible and may adversely affect the visual quality of buildings and the surrounding neighbourhood. Above ground floor level, signs can have a wider impact, particularly on surrounding Residential Areas, so their size has been limited. At the wider spatial scale 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, the types of activities associated with a building's use or the visual amenity of the road and state highway network.

This is particularly relevant when assessing third party (billboard) signage. Third party signage is often larger and more visually dominant than signage associated with a specific activity. Third party signage has therefore been restricted to ensure that it does not detract from the streetscape values, traffic safety and other special characteristics of Centres.

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 to whether the sign display detracts from the cityscape or building neighbourhood above ground floor level.

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

6.2.6.5 Control the number and size of signs within Heritage Areas.

METHODS

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

Within Heritage Areas in Centres, 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 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 has therefore been restricted to ensure that it does not detract from the historic heritage values and special character of these areas.

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 Centres.

6.2.6.6 Ensure that signs in Centres do not adversely affect the amenity of nearby Residential Areas.

METHODS

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

Because illuminated or flashing signs can detract from the amenities of adjacent areas, controls have been imposed.

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

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

POLICIES

To achieve this objective, Council will:

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

METHODS

- Rules (Code of Practice for Land Development)
- Design Guides (Subdivision Design Guide, Centres Design Guide)
- Other mechanisms (WCC Bylaws)

Council wishes to ensure that all new subdivisions are developed to high standards, and has imposed controls to encourage their sound design, development and servicing. Council seeks to ensure that new sites in Centres 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.

Applicants are reminded of the need for proposed subdivisions to comply with the City Bylaws. In addition, where private infrastructure is proposed to be vested in the Council or where private stormwater, water and sewerage lines are connected or proposed to be connected to public infrastructure, applicants will need to liaise with the Council concerning the requirements set out in the Council's Code of Practice for Land Development so that the Council will either accept the vesting of such infrastructure or will authorise connection or continued connection to public infrastructure. Refer to Section 3.2.3 of the Plan.

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 parts of the Subdivision Design Guide, City Bylaws and Council's Code of Practice for Land Development;*
- *the Centres 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.*

Matters to consider in assessing all applications for subdivisions adjoining the coast and waterbodies include:

- *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 and waterbodies;*
- *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 following waterbodies or the coastal marine area where they meet the criteria specified within the Resource Management Act:*

- o all parts of the Wellington Coast*
- o Porirua Stream and tributaries*
- o Kaiwharawhara Stream and tributaries.*

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:

- holds conservation or ecological values;
- is necessary to provide or maintain access to the coast or waterbodies for recreational purposes;
- is necessary to maintain or enhance conservation or ecological values of the adjacent land, water or the water quality of the sea or waterbodies;
- is necessary to provide or maintain public access, both present and future, along the coast or waterbodies;
- 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 the coastal marine area; or
- enable public recreational use of esplanade land, waterbodies or the coastal marine area.

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.

Esplanade land may also be considered for financial contributions where esplanade reserves or strips are not deemed to be necessary. With regard to esplanade land, section 345(3) of the Local Government Act 1974 also applies.

Additional matters to consider in assessing applications for subdivision proposals in Johnsonville, the Mt Cook Centre or Churton Park include:

- whether the proposed subdivision is consistent with any masterplan and guiding principles 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 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 Centres.

OBJECTIVE – NATURAL AND TECHNOLOGICAL HAZARDS

6.2.8 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:

- 6.2.8.1 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.**
- 6.2.8.2 In relation to the Wellington fault, discourage the location of new structures and buildings within the 'Hazard (Fault Line) Area'.**

METHOD

- Rules

Natural and technological hazards pose a threat to health and safety throughout the City. 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) may also increase the hazard risk.

Limitations have been 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 in this zone. 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.

When assessing applications for the construction, alteration or addition to buildings or structures exceeding a gross floor area of 30m² within a Hazards (Fault Line) Area, Council will consider:

- *the extent to which a geotechnical report and an engineering design report shows that the risk of building failure following a fault rupture can be reduced to minimise the effects of fault rupture on the safety of occupiers and neighbours.*

The provision of site-specific geotechnical and engineering design reports carried out by experts will assist the Council to assess the adverse effects arising from the fault rupture hazard for the development site and how those effects can be minimised.

The environmental results will be a reduction in the adverse effects of hazard events, and a reduction in risk to people from natural or technological hazards to an acceptable level.

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

METHODS

- Rules
- Advocacy

Refer to Rule 3.2.2.13 for information on geotechnical and engineering design reports

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 essential services are known as lifelines. For these reasons, Council considers it essential to encourage all critical facilities and lifelines 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 within hazard areas, the applicant will need to demonstrate that the particular site or location for the facility is necessary for the safe and efficient functioning of the city and/or that the structure will perform safely under hazard conditions.

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

6.2.8.4 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)

Planning to cope with the after-effects of a hazard event must include considering contamination of ground water from ruptured pipelines and storage tanks. Some activities may also affect the natural environment under emergency conditions. For these reasons relevant rules have been included in the Plan.

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

6.2.8.5 Ensure that buildings and structures do not exacerbate natural hazards, particularly flood events.

METHOD

- Rules

The Porirua Stream catchment is subject to flood events which can range in severity from small annual events to much larger ones. The Porirua, Takapu and Stebbings Stream form part of a wider flood protection network that includes dams and culverts in Churton Park, Takapu and Seton Nossitor Park. This is managed and maintained by Wellington Regional Council. To protect the safety of building occupants, the Council will generally require that building floor levels are above the predicted flood levels for the 1 in 100 year flood event. The detail of flood depths for land within the Tawa Hazard (Flooding) Area is held by Wellington City Council. These depths are based on the best information available to the Council and vary with the topography of the area. The Porirua Stream flood hazard information will be reviewed and updated by the Greater Wellington Regional Council on a periodic basis.

Development involving buildings and structures will be controlled to ensure that they do not increase the risk of flooding by blocking flood water flow paths and culverts, and diverting flood waters to other sites. Council is particularly concerned that buildings within 10 metres of the Porirua Stream could impede the flow of flood waters and increase the risk of flooding to other properties.

Flood water detention volumes should not be reduced by future development and Council will consider whether any new development should provide on-site compensatory flood water storage capacity.

In assessing an application for a resource consent relating to proposed activities or the construction of buildings or structures within the Tawa Hazard (Flooding) Area, the following matters will be considered:

- whether the size or siting of the building or structure will impede the flow of flood waters;

- *whether the building or structure or associated works will accelerate, worsen or result in the erosion or inundation of the site, or any other site or building;*
- *whether the potential threat to the health and safety of people, property or the environment from flooding is avoided, remedied or mitigated;*
- *the effect of the building or structure or associated works on the flood hazard;*
- *whether any additional flood detention area can be provided on site to mitigate any reduction in the total detention volume for flood waters from the building or associated works;*
- *the extent that the associated structures will be designed to use 'soft engineering' practices, which are visually unobtrusive and minimise or enhance the ecology of the stream and the flood-prone area.*

The environmental result will be the minimisation of hazard risks on flood plains or flood prone areas.

OBJECTIVE – HAZARDOUS SUBSTANCES

6.2.9 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:

6.2.9.1 Ensure the environment is safeguarded by managing the storage, use, handling and disposal of hazardous substances.

METHODS

- 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 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. Although these are only two facets of hazardous substances management, others are outside the scope of the District Plan.

The hazardous substance provisions of this Plan work in conjunction with the provisions for hazardous substances under the Hazardous Substance 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 Substance 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.

6.2.9.2 Reduce the potential adverse effects of transporting hazardous substances.

METHODS

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

6.2.9.3 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.

6.2.9.4 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.

6.2.9.5 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:*

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.

- *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, 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;*
- *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.*

OBJECTIVE – TANGATA WHENUA

6.2.10 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:

6.2.10.1 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 to 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.

6.2.10.2 Enable a wide range of activities that fulfil the needs and wishes of tangata whenua and other Maori, provided that the physical and environmental conditions specified in the Plan are met.

METHOD

- Rules

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

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

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

METHOD

- Rules (condition on resource consent, consultation)

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

The environmental result will be that appropriate developments respect the existence of Maori cultural values.