

Appendix A: Port Zone chapter – Tracked Changes

Red underline and strike-out: show additions and deletions to the notified He Rohe Taunga Waka Port Zone Chapter as recommended in the section 42A Report dated 19 January 2024.

Green underline and strike-out: show further additions and deletions to the s42A Report version of the He Rohe Taunga Waka Port Zone Chapter, as recommended in the Supplementary Planning Evidence dated 13 February 2024.

Blue underline and strike-out: show further additions and deletions to the Supplementary Planning Evidence version of the He Rohe Taunga Waka Port Zone Chapter, as recommended in the Right of Reply dated 28 March 2024.

This entire chapter has been notified using the RMA Part One, Schedule 1 process ([P1 Sch1](#)).

He Rohe Taunga Waka

Port Zone

PORTZ	Port Zone
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Introduction

The purpose of the Port Zone is to enable the commercial port to operate efficiently and effectively as a locally, regionally and nationally significant shipping and passenger port and freight intermodal hub, while managing effects on the amenity of surrounding zones so that adverse effects are mitigated as far as practicable, and people's health and safety is maintained. It provides for activities that have a functional need or operational need to locate in the coastal environment, and activities already established in the zone, while ensuring the continued safe and efficient operation of the commercial port.

The Port Zone occupies a large prominent area at the entrance to the city. It is located within the coastal environment and extends inland to the west to include areas occupied by railyards and freight activities. It is bordered by the City Centre and Waterfront zones. Its strategic location at the northern gateway to the city, terminus of the north island main trunk railway, and linkage across the Cook Strait between the North and South Islands makes the commercial port and railyard area regionally significant infrastructure.

As regionally significant infrastructure, the ability of the commercial port to develop and adapt is important. The commercial port has specific functional needs and operational needs, which as a result of the port's operation and nature of operational port activities means that adverse effects, including noise, are not able to be fully internalised within the zone.

The Port Zone includes the commercial port area where CentrePort operates, extending from Kaiwharawhara in the north to Railway/Interisland Wharf in the south. The interrelationship between domestic and international shipping, freight, cruise, and rail transport networks facilitates employment, access, trade, and tourism – generating economic and social benefits at the local, regional, and national level.

The railyard area is covered by a designation that provides for rail activities and buildings and structures for railway purposes. All other activities, buildings, and structures in the railyard area are covered by this chapter.

Within the Port Zone there are two distinct Precincts – the Multi-User Ferry Precinct, and the Inner Harbour Port Precinct. The Inner Harbour Port Precinct is an area of land to the east of Waterloo Quay and south of the commercial port. The Multi-User Ferry Precinct covers the area in Kaiwharawhara to the north of the commercial port which contains the Interislander Ferry Terminal. Whilst each Precinct has distinct characteristics and different levels of development anticipated over the short to long-term, both Precincts are forecast to undergo a degree of change involving the provision of freight and passenger port facilities. This is in response to evolving demands, services and technological changes in the port's passenger and shipping capacity, and its connections with other transport modes.

Although the long-term vision for the Inner Harbour Port Precinct aligns with the Waterfront Zone, the Port Zone recognises and provides for existing operational port activities and passenger port facilities that are anticipated to continue to locate and operate in that Precinct in the short to medium term. For the Multi-User Ferry Precinct, operational port activities and passenger port facilities enabled by the Port Zone effectively align with the short, medium and long-term vision for the precinct. The Multi User Ferry Precinct provides for the comprehensive redevelopment of the site that is anticipated.

Shipping/freight and passenger functionality are two key aspects of the Port Zone that have compatible yet distinct needs. This interface is managed through the application of the Multi-User Ferry Precinct and Inner Harbour Port Precinct which contain additional provisions to control built form, urban design, access and connections with public transport modes and networks, and infrastructure requirements to meet current and foreseeable future needs.

Noise generated by the commercial port in the Port Zone and coastal marine area is managed through the Port Noise Management Plan for CentrePort Ltd 2008. Noise generated in the coastal marine area is also subject to the Natural Resources Plan administered by Greater Wellington Regional Council.

PORTZ- PREC01	Inner Harbour Port Precinct
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Introduction

The purpose of the Inner Harbour Port Precinct is to provide for the evolving demands, service and technological changes of the port's passenger and shipping capacity as the Precinct transitions towards a mixed-use environment that is integrated, connected, and reflective of the adjoining Waterfront Zone and City Centre Zone.

The Inner Harbour Port Precinct provides a clear long-term vision to guide anticipated development within the area while also recognising existing and ongoing operational port activities and passenger port facilities. The long-term vision for the area is transformation into a vibrant mixed-use environment with enhanced integration between the port, waterfront and city, one that provides more space for buildings, greater pedestrian connections, and a public waterfront space for Wellingtonian's and visitors to enjoy. As the transition of the Inner Harbour Port Precinct is inter-dependent on the development of the Multi-User Ferry Precinct, operational port activities and passenger port facilities will likely continue to be the primary purpose of the Inner Harbour Port Precinct in the short to medium term. The Inner Harbour Port Precinct area also has potential for better connections with adjacent transport networks, including the Wellington bus terminal and Wellington Railway Station.

In particular, the Inner Harbour Port Precinct aims to:

1. Meet the changing needs of existing and new functions and users, in a manner that does not detract from the operational ports long-term viability;
2. Support current established activities, and the upgrading, redevelopment and future development of the Precinct;
3. Manage the transition from operational port uses in the short to medium term, to a fully functioning, vibrant mixed-use space which successfully integrates into the overall urban fabric and transport network;
4. Provide a distinctive waterfront environment in the medium to long-term; and
5. Ensure future buildings and public environments are of a high-quality design that complements and enhances this area of the City Centre and its role as a waterfront gateway.

Building height, bulk and design controls are intended to provide a framework which, while providing flexibility and being enabling of operational port activities, encourages a high-quality built environment, positive well-defined waterfront space and a visual transition in the height of built form extending from the water's edge to the established City Centre.

The eventual vision for the Inner Harbour Port Precinct is that it becomes an extension of the Waterfront Zone. In order to achieve this, any future comprehensive redevelopment and rezoning of the area would be progressed through a plan change process, including the preparation of a companion masterplan to guide anticipated development.

Mana whenua have an important connection with Te Whanganui a Tara. Both Taranaki Whānui and Ngati Toa's Claims Settlement Acts identify the Wellington Harbour as a statutory area. Activities within the Inner Harbour Port Precinct must recognise mana whenua as kaitiaki, alongside their relationship with the land.

Active engagement with mana whenua will assist in ensuring the mouri/**mauri** of this area of importance to mana whenua is not diminished through any potential adverse effects created by activities or development within the Precinct.

The Land Use Activities Rules for the Port Zone apply to the Inner Harbour Port Precinct. The Building and Structure Activity Rules and Standards for the Port Zone also apply within the Inner Harbour Port Precinct in addition to any rules and standards identified specifically for the Inner Harbour Port Precinct.

Where there is any conflict between the Port Zone provisions and the Precinct provisions, the Precinct provisions prevail.

PORTZ- PREC02	Multi-User Ferry Precinct
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Introduction

The purpose of the Multi-User Ferry Precinct is to enable the potential reconfiguration of the Cook Strait ferry operations (Interislander and Strait NZ Bluebridge) to a co-located single precinct with enhanced active and public transport network multi-modal transport connections.

The Multi-User Ferry Precinct, located at Kaiwharawhara, has a strong locational prominence at the main entrance to Wellington, is an integral part of the northern gateway, and offers strategic inter-regional connectivity between the North and South Islands. The significance of this is reflected in the classification of ferry terminals as regionally significant infrastructure. This is in recognition of their importance as a resilient strategic asset and critical piece of infrastructure at a national and regional level, particularly in the event of a major natural disaster.

Evolving demands, service and technological changes may lead to urgent need for new, modified, and/or flexible port or freight and passenger port buildings and structures as the Precinct develops. The purpose of the Multi-User Ferry Precinct is to provide a clear long-term vision to guide anticipated development while recognising the need for flexibility in order to provide for the reconfiguration and transition of ferry operations and passenger port facilities in the short to medium term.

Kaiwharawhara and the Kaiwharawhara Stream has long established ecological, historical and cultural associations for the mana whenua of Whanganui a Tara (Wellington), Taranaki Whānui and Ngati Toa Rangatira. Activities within the Multi-User Ferry Precinct must recognise mana whenua as kaitiaki, alongside their relationship with the land. Active engagement with mana whenua will assist in ensuring the mouri/**mauri** of this area of importance to mana whenua is not diminished through any potential adverse effects created by activities and development within the Precinct.

The Land Use Activities Rules for the Port Zone apply to the Multi-User Ferry Precinct. The Building and Structure Activity Rules and Standards for the Port Zone also apply within the Multi-User Ferry Precinct in addition to any rules and standards identified specifically for the Multi-User Ferry Precinct.

Where there is any conflict between the Port Zone provisions and the Precinct provisions, the Precinct provisions prevail.

Other relevant District Plan provisions

There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives
Port Zone

PORTZ-01	<p>Purpose</p> <p>Activities in the Port Zone operate safely, efficiently and effectively as:</p> <ol style="list-style-type: none"> 1. A locally, regionally and nationally significant shipping and passenger port and freight hub; and 2. A commercial port area whose functional needs and operational needs are not constrained or compromised by non-port activities, reverse sensitivity, incompatible built form or subdivision.
PORTZ-02	<p>Managing effects</p> <p>Adverse effects from activities and development within the Port Zone are managed effectively, particularly on more sensitive environments in adjoining zones.</p>
Inner Harbour Port Precinct	
PORTZ- PREC01-01	<p>Purpose of the Inner Harbour Port Precinct</p> <p>The Inner Harbour Port Precinct is a safe, resilient, and flexible environment that:</p> <ol style="list-style-type: none"> 1. Enables the effective operation of passenger port facilities and operational port activities and responds to evolving demands, services and technological changes in the port's passenger and shipping capacity; 2. Transitions in a co-ordinated and integrated manner to a mixed-use waterfront environment in the long-term; 3. Is an attractive place for development and investment that contributes to the long-term vision of a mixed-use environment; and 4. Is integrated with existing and future active and public transport networks.
PORTZ- PREC01-02	<p>Amenity and design</p> <p>The Inner Harbour Port Precinct complements and connects with the surrounding urban environment to create a distinctive waterfront identity, characterised by good quality buildings, urban design, and public spaces.</p>
Multi-User Ferry Precinct	
PORTZ- PREC02-01	<p>Purpose of the Multi-User Ferry Precinct</p> <p>The Multi-User Ferry Precinct is a safe, resilient, convenient, and accessible environment that:</p> <ol style="list-style-type: none"> 1. Is recognised for its strategic importance and function; 2. Optimises existing and future active and public transport network connectivity both inter-regionally and locally; 3. Provides safe and efficient integration with inter island and regional transport networks, including for freight and passenger vehicles; 4. Provides flexibility for the precinct to transition and develop in a comprehensive manner; 5. Improves the quality of Wellington's passenger port facilities' infrastructure, access and services for ferry users and the wider Wellington public; and 6. Optimises investment to support future passenger port facilities, freight efficiency, tourism spend, port operations and benefits to Wellington's City Centre.
PORTZ- PREC02-02	<p>Amenity and design</p> <p>Development in the Multi-User Ferry Precinct positively contributes to creating a well-functioning urban environment and enhances the entrance to the city.</p>
Policies	
Port Zone	

PORTZ-P1	<p>Port activities</p> <p>Maintain and protect the efficient and effective operation of the commercial port by:</p> <ol style="list-style-type: none"> 1. Enabling operational port activities and associated buildings and structures of an appropriate scale; 2. Avoiding the establishment of incompatible activities that may compromise or conflict with existing or permitted operational port activities and the ability of the Port Zone to operate safely, efficiently and effectively; and 3. Only allowing non-operational port activities to establish in the Port Zone where the activity: <ol style="list-style-type: none"> a. Has a functional need or operational need to locate in the Port Zone; or b. Is necessary for the safe and efficient use and operation of the commercial port.
PORTZ-P2	<p>Management areas and activities</p> <p>Identify different areas within the Port Zone that provide for distinct activities, including:</p> <ol style="list-style-type: none"> 1. A commercial port area to provide for a range of operational port activities; 2. A Multi-User Ferry Precinct at Kaiwharawhara to provide for the comprehensive redevelopment of the area for passenger port facilities; 3. An Inner Harbour Port Precinct to enable ongoing passenger port facilities and the transitional redevelopment to an area occupied by activities that support a public waterfront environment; and 4. A railyard area to provide for rail activities and buildings and structures for freight and railway purposes.
PORTZ-P3	<p>Access and connections</p> <p>Maintain and provide efficient, safe and effective access and connections to other transport modes and networks, recognising the important role the Port Zone plays as a locally, regionally and nationally significant passenger, shipping and freight hub.</p>
PORTZ-P4	<p>Adverse effects</p> <p>Manage adverse use and development related effects in the Port Zone associated with noise and light emission and the bulk, scale and location of buildings and structures.</p>
PORTZ-P5	<p>Sensitive activities</p> <p>Ensure that any new sensitive activities seeking to establish adjacent to<u>within</u> to the Port Zone are appropriately located <u>or designed</u> to avoid adverse reverse sensitivity effects and/or potential conflict with lawfully established activities within this Zone, and where avoidance is not possible, that any adverse effects are appropriately remedied or mitigated <u>by the sensitive activity</u>.</p>
Inner Harbour Port Precinct	
PORTZ-PREC01-P1	<p>Use and development of the Inner Harbour Port Precinct</p> <p>Provide for the staged redevelopment of the Inner Harbour Port Precinct, and its connections with the transport network and Waterfront Zone by:</p> <ol style="list-style-type: none"> 1. Ensuring land use activities and development is planned and designed in a co-ordinated, site-responsive, comprehensive and integrated manner; 2. Enabling the ongoing operation, upgrading and redevelopment of established activities; and 3. Enabling new development and a range of activities in the Inner Harbour Port Precinct that are adaptable, integrated, and compatible with surrounding land uses and activities.
PORTZ-PREC01-P2	<p>Managing effects</p>

	<p>Enable and manage the development of the Inner Harbour Port Precinct by ensuring that intensification, redevelopment, and growth within the Inner Harbour Port Precinct is planned and designed in a site responsive and integrated manner, while:</p> <ol style="list-style-type: none"> 1. Ensuring that development does not compromise or constrain the safe and efficient operation of the commercial port, operational port activities and passenger port facilities; 2. Ensuring that development does not significantly adversely affect activities on the surface of the water; 3. Recognising the locational context, including whether the activity will compromise cultural, spiritual and/or historical values and interests and associations of importance to mana whenua, particularly where the site is located adjoining: <ol style="list-style-type: none"> a. Sites and areas of significance to Māori; b. A heritage building, heritage structure or heritage area; and 4. Ensuring that there is adequate existing and/or planned infrastructure to service the activity.
<p>PORTZ- PREC01-P3</p>	<p>Access, connections and open space</p> <p>Require that the use, development, and operation of the Inner Harbour Port Precinct:</p> <ol style="list-style-type: none"> 1. Provides attractive, safe, efficient, and convenient connections to existing and planned transport networks; 2. Promotes and enhances existing and planned pedestrian and cycle access and connections between the Waterfront Zone and City Centre; 3. Provides public open spaces and well-designed, safe pedestrian and cycle access within the Precinct; and 4. Does not compromise or conflict with the safe and efficient operation of operational port activities or passenger port facilities.
<p>PORTZ- PREC01-P4</p>	<p>Amenity and design</p> <p>Require development within the Inner Harbour Port Precinct to complement and enhance the city centre gateway and contribute positively to the visual quality, amenity, interest and public safety of the Precinct, by:</p> <ol style="list-style-type: none"> 1. Providing building forms and facades that reflect their visual prominence; 2. Encouraging resilient building design that is adaptable to change in use over time; 3. Responding to the site context, particularly where it is located adjacent to: <ol style="list-style-type: none"> a. A heritage building, heritage structure or heritage area; and b. Sites and areas of significance to Māori; c. The coastal marine area; and d. The interface with the remainder of the Port Zone. 4. Responding to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings; 5. Incorporating high-quality visual and architectural design based on factors such as the bulk, form, scale, design, location and detailing of the building/structure or building additions/alterations; 6. Recognising mana whenua cultural values in the design of public spaces; 7. Achieving good accessibility for people of all ages and mobility; 8. Providing a safe environment for people that promotes a sense of security and allows informal surveillance; 9. Encouraging and enhancing a distinctive waterfront environment with features, character, and sense of place which reflects the context and character of its port and maritime surroundings; 10. Complementing the established part of the Waterfront Zone; 11. Providing activated frontages adjoining the waterfront and, where practical, publicly accessible spaces; 12. Retaining visual connections to the city and harbour; 13. Recognising and contributing positively to the amenity values, safety, character and coherence of the surrounding area at the site boundary and street interfaces,

	<p>particularly where it interfaces with public areas and the waterfront; and</p> <p>14. Incorporating public artwork and means to assist wayfinding, including provision of interpretation and references to the area's heritage and cultural associations.</p>
Multi-User Ferry Precinct	
PORTZ- PREC02-P1	<p>Multi-User Ferry Precinct redevelopment</p> <p>Provide for the staged redevelopment of the Multi-User Ferry Precinct to meet the changing needs of existing and expanding passenger port facilities by:</p> <ol style="list-style-type: none"> 1. Ensuring land use activities and development is planned and designed in a co-ordinated, site-responsive, comprehensive and integrated manner; 2. Enabling the ongoing operation, upgrading and redevelopment of established activities; and 3. Enabling the development of new regionally significant infrastructure that is compatible with passenger port facilities or operational port activities.
PORTZ- PREC02-P2	<p>Managing effects</p> <p>Manage the effects of development within the Multi-User Ferry Precinct by ensuring that:</p> <ol style="list-style-type: none"> 1. The development does not compromise or constrain: <ol style="list-style-type: none"> a. The safe and efficient operation of the commercial port, including associated operational port activities; b. Opportunities for intensification or expansion of passenger port facilities; 2. The development does not create significant adverse effects on activities on the surface of water; and 3. The activity does not compromise cultural, spiritual and/or historical values and interests and associations of importance to mana whenua, particularly where the site is located adjoining: <ol style="list-style-type: none"> a. Sites and areas of significance to Māori; and b. A heritage building, heritage structure or heritage area.
PORTZ- PREC02-P3	<p>Access and connections</p> <p>Ensure that the use, development, and operation of the Multi-User Ferry Precinct provides attractive, safe, efficient, and convenient connections to existing and planned <u>freight and passenger</u> transport networks by while aslo:</p> <ol style="list-style-type: none"> 1. Prioritising sustainable modes of transport within the precinct; and 2. Promoting and enhancing pedestrian and cycle access and connections.
PORTZ- PREC02-P4	<p>Quality and Amenity</p> <p>Require new development and alterations and additions to existing development within the Multi-User Ferry Precinct to contribute to a well-functioning urban environment, complement and enhance the entrance to the city, and contribute positively to visual quality and amenity, by:</p> <ol style="list-style-type: none"> 1. Providing building forms and facades that reflect and reinforce the Precinct's visually prominent city gateway location; 2. Ensuring the bulk, scale and location of built form is appropriate to the context, and is integrated with other development on the site, adjacent sites and surrounding public spaces; 3. Responding to the site context, particularly where it is located adjacent to: <ol style="list-style-type: none"> a. A heritage building, heritage structure or heritage area; and b. Sites and areas of significance to Māori; c. <u>The coastal marine area; and</u> d. <u>The Kaiwharara/Kaiwharawhara Stream and estuary; and</u> 4. Responding to any identified significant natural hazard risks and climate change effects, including the strengthening and adaptive reuse of existing buildings;

	<ol style="list-style-type: none"> 5. Achieving good accessibility for people of all ages and mobility; 6. Providing a safe environment for people that promotes a sense of security and allows informal surveillance; 7. Incorporating landscaping to enhance the character and amenity of the Precinct and to mitigate adverse visual effects of development, particularly at the interface with public spaces and adjacent sites; 8. Incorporating high-quality visual and architectural design; and 9. Incorporating public artwork and means to assist wayfinding, including provision of interpretation and references to the area's heritage and cultural associations.
PORTZ- PREC02-P5	<p>Cultural, historical and ecological values</p> <p>Ensure that use and development within the Multi-User Ferry Precinct recognises and has regard to the significance of the Kaiwharawhara area, in particular:</p> <ol style="list-style-type: none"> 1. The cultural and ecological significance of the area; and 2. The historical and contemporary relationship between mana whenua and the Kaiwharawhara area.
Rules: Land use activities in the Port Zone	
PORTZ-R1	Operational port activities
	<ol style="list-style-type: none"> 1. Activity status: Permitted <p>Where:</p> <ol style="list-style-type: none"> a. Compliance with PORTZ-S1 is achieved.
	<ol style="list-style-type: none"> 2. Activity Status: Restricted Discretionary <p>Where:</p> <ol style="list-style-type: none"> a. Compliance with the requirements of PORTZ-R1.1 cannot be achieved. <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters in PORTZ-P1, PORTZ-P2, PORTZ-P3, PORTZ-P4, and PORTZ-P5; and 2. The extent and effect of non-compliance with any relevant Standards as specified in the associated assessment criteria for the infringed standard(s). <p>Notification status: An application for resource consent made in respect of rule PORTZ-R1.2 is precluded from being either publicly or limited notified.</p>
PORTZ-R2	All Other Activities
	<ol style="list-style-type: none"> 1. Activity status: Discretionary <p>Where:</p> <ol style="list-style-type: none"> a. The activity has an operational need or functional need to locate in the Port Zone.
	<ol style="list-style-type: none"> 2. Activity status: Non-complying <p>Where:</p> <ol style="list-style-type: none"> a. Compliance with the requirements of PORTZ-R2.1 cannot be achieved. <p>Notification status: An application for resource consent made in respect of rule PORTZ-R2.2 must be publicly notified.</p>
Rules: Land use activities in the Inner Harbour Port Precinct	

PORTZ- PREC01-R1	Commercial activities
<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The area of net lettable floor space occupied by commercial activities within the precinct does not exceed 500m².</p>	
PORTZ- PREC01-R2	Office activities
<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The area of net lettable floor space occupied by office activities within the precinct does not exceed 200010,000m².</p>	
<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with PORTZ-PREC01-R2.1 cannot be achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters in PORTZ-PREC01-P1 and PORTZ-PREC01-P2; 2. The potential impact of the additional office space on the viability and vibrancy of the City Centre Zone; 3. The extent to which the proposal compromises or enhances the ability to achieve a mix of activities within the Inner Harbour Port Precinct; and 4. The extent to which the proposal will enhance the vibrancy, vitality and safety of the public environment within the Inner Harbour Port Precinct. 	
PORTZ- PREC01-R3	All other activities, <u>excluding Operational Port Activities</u>
<p>1. Activity Status: Discretionary</p> <p>Where:</p> <p>a. The activity is not otherwise provided for as a permitted or restricted discretionary activity.</p>	
Rules: Land use activities in the Multi-user Ferry Precinct	
PORTZ- PREC02-R1	Commercial activities
<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The area of net lettable floor space occupied by commercial activities within the precinct does not exceed 500m².</p>	
PORTZ- PREC02-R2R1	All other activities, <u>excluding Operational Port Activities</u>
<p>1. Activity Status: Discretionary</p> <p>Where:</p>	

a. The activity is not otherwise provided for as a permitted activity.	
Rules: Building and structure activities in the Port Zone	
PORTZ-R3	Maintenance and repair of buildings and structures
1. Activity status: Permitted	
PORTZ-R4	Demolition or removal of buildings and structures
1. Activity status: Permitted	
PORTZ-R5	Construction and alterations and additions to buildings and structures
1. Activity status: Permitted	
Where:	
<ul style="list-style-type: none"> a. The building or structure is for operational port activities; and b. Compliance with PORTZ-S1 is achieved. 	
2. Activity status: Restricted Discretionary	
Where:	
<ul style="list-style-type: none"> a. Compliance with the requirements of PORTZ-R5.1 cannot be achieved. 	
Matters of discretion are:	
<ul style="list-style-type: none"> 1. The matters in PORTZ-P1 and PORTZ-P4; 2. The extent and effect of non-compliance with any Effects Standards as specified in the associated assessment criteria for the infringed standard(s); 3. The design, scale and configuration of the proposed building/structure or building additions/alterations, including: <ul style="list-style-type: none"> a. The scale of development anticipated within the zone and in the vicinity of the site; b. The visual and architectural quality based on such factors as the form, scale, design and detailing of the building/structure or building additions/alterations; c. The extent of landscaping or other means to mitigate the visual impact of buildings and structures when viewed from public areas; and d. The safe movement of people and vehicles to and from the site and within the site and surrounding transport network. 	
Rules: Building and structure activities in the Inner Harbour Port Precinct (PORTZ-PREC01)	
PORTZ-PREC01-R4	Existing passenger port facilities
1. Activity status: Permitted	
<u>Where:</u>	
<ul style="list-style-type: none"> a. The passenger port facilities are associated with existing operators. 	
PORTZ-PREC01-R5	Maintenance and repair of buildings and structures
1. Activity Status: Permitted	
PORTZ-PREC01-R6	Demolition or removal of buildings and structures
1. Activity Status: Permitted	

<p>Where:</p> <ul style="list-style-type: none"> a. The demolition or removal of a building: <ul style="list-style-type: none"> i. Is required to avoid a threat to life and/or property; or ii. Enables the creation of public open space or for outdoor living space; or iii. Is required for the purposes of constructing a new building or adding to or altering an existing building; or b. The demolition or removal of a structure, excluding any building; or c. The demolition or removal is necessary to create a space for, or that is associated with, passenger port facilities. 		
<p>2. Activity status: Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with any of the requirements of PORTZ-PREC01-R6.1 cannot be achieved 		
<table border="1"> <tr> <td data-bbox="113 640 323 752">PORTZ-PREC01-R7</td> <td data-bbox="323 640 1477 752">Construction of buildings and structures and alterations and additions to buildings and structures not related to existing passenger port facilities or operational port activities in the Inner Harbour Port Precinct</td> </tr> </table>	PORTZ-PREC01-R7	Construction of buildings and structures and alterations and additions to buildings and structures not related to existing passenger port facilities or operational port activities in the Inner Harbour Port Precinct
PORTZ-PREC01-R7	Construction of buildings and structures and alterations and additions to buildings and structures not related to existing passenger port facilities or operational port activities in the Inner Harbour Port Precinct	
<p>1. <u>Activity status: Permitted</u></p> <p><u>Where:</u></p> <ul style="list-style-type: none"> a. <u>The alterations or additions to a building structure:</u> <ul style="list-style-type: none"> i. <u>Do not alter the external appearance of the building or structure; or</u> ii. <u>Relate to a building frontage below verandah level; or</u> iii. <u>Do not extend the existing building footprint by more than 10 percent.</u> b. <u>It involves the construction of any new building or structure that:</u> <ul style="list-style-type: none"> i. <u>Will have a gross floor area of 100m² or less; and</u> ii. <u>Will result in a building coverage of no more than 40 percent 5,263m² across the precinct; and</u> c. <u>Compliance with PORTZ-PREC01-S1 and PORTZ-PREC01-S2 is achieved.</u> 		
<p>2. Activity status: Discretionary</p> <p><u>Where:</u></p> <ul style="list-style-type: none"> a. <u>Compliance with any of the requirements of PORTZ-PREC01-R7.1 cannot be achieved.</u> <p>Section 88 information requirements for applications:</p> <ul style="list-style-type: none"> 1. Applications under this rule <u>PORTZ-PREC01-R7.2</u> must provide, in addition to the standard information requirements: <ul style="list-style-type: none"> a. An assessment that addresses the specific Inner Harbour Port Precinct requirements set out in Appendix 10-A. <p>Notification Status: An application for resource consent made in respect of this rule <u>PORTZ-PREC01-R7.2</u> must be publicly notified.</p>		
<table border="1"> <tr> <td data-bbox="113 1641 323 1727">PORTZ-PREC01-R8</td> <td data-bbox="323 1641 1477 1727">Outdoor storage areas</td> </tr> </table>	PORTZ-PREC01-R8	Outdoor storage areas
PORTZ-PREC01-R8	Outdoor storage areas	
<p>1. Activity Status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. The storage area is screened by a fence of at least 1.8m high or landscaping from any adjoining road or site. 		
<p>2. Activity Status: Restricted Discretionary</p>		

<p>Where:</p> <p>a. Compliance with the requirements of PORTZ-PREC01-R8.1 cannot be achieved.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters in PORTZ-PREC01-P4; 2. The extent to which any lesser screening is necessary to provide for the functional needs or operational needs of activities on the site, or for people's health and safety; and 3. Visual amenity effects. <p>Notification status: An application for resource consent made in respect of PORTZ-PREC01-R8.2 is precluded from being publicly notified.</p>	
<p>Rules: Building and structure activities in the Multi-User Ferry Precinct (PORTZ-PREC02)</p>	
<p>PORTZ-PREC02-R3R2</p>	<p>Existing passenger port facilities</p>
<p>1. Activity status: Permitted</p> <p><u>Where:</u></p> <p>a. <u>The passenger port facilities are associated with existing operators.</u></p>	
<p>PORTZ-PREC02-R4R3</p>	<p>Maintenance and repair of buildings and structures</p>
<p>1. Activity Status: Permitted</p>	
<p>PORTZ-PREC02-R5R4</p>	<p>Demolition or removal of buildings and structures</p>
<p>1. Activity Status: Permitted</p> <p>Where:</p> <p>a. The demolition or removal of a building:</p> <ol style="list-style-type: none"> i. Is required to avoid a threat to life and/or property; or ii. Enables the creation of public open space; or iii. Is required for the purposes of constructing a new building or adding to or altering an existing building; or <p>b. The demolition or removal of a structure, excluding any building; or</p> <p>c. The demolition or removal is necessary to create a space for, or that is associated with, passenger port facilities or operational port activities.</p>	
<p>2. Activity status: Discretionary</p> <p>Where:</p> <p>a. Compliance with any of the requirements of PORTZ-PREC02-R5R4.1 cannot be achieved</p>	
<p>PORTZ-PREC02-R6R5</p>	<p>Construction of buildings and structures, alterations and additions to buildings and structures for passenger port facilities</p>
<p>1. Activity status: Permitted</p> <p>Where:</p>	

	<ul style="list-style-type: none"> a. The alterations or additions to a building or structure: <ul style="list-style-type: none"> i. Do not alter the external appearance of the building or structure; or ii. Relate to a building frontage below verandah level; or iii. Do not extend the existing building footprint by more than 10 percent. b. The activity involves the construction of any new building or structure that: <ul style="list-style-type: none"> i. Will have a gross floor area of 100m² or less; and ii. Will result in a building coverage of no more than 20 percent across the precinct; and c. Compliance with PORTZ-PREC02-S1 is achieved. 		
	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with any of the requirements of PORTZ-PREC02-R6R5.1, cannot be achieved. <p>Matters of discretion are:</p> <ul style="list-style-type: none"> 1. The matters in PORTZ-PREC02-P1, PORTZ-PREC02-P2, PORTZ-PREC02-P3, PORTZ-PREC02-P4 and PORTZ-PREC02-P5; 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; 3. Multi-User Ferry Precinct requirements set out in Appendix 10-B; 4. The design, scale and configuration of the proposed building/structure or building additions/alterations, including: <ul style="list-style-type: none"> a. The scale of development anticipated within the precinct and in the vicinity of the site; b. The visual and architectural quality based on such factors as the form, scale, design and detailing of the building/structure or building additions/alterations; c. The extent of landscaping or other means when viewed from public areas; and d. The safe movement of people and vehicles to and from the site and within the site and surrounding transport network. 		
	<table border="1"> <tr> <td style="background-color: #FFD700;">PORTZ-PREC02-R7R6</td> <td>Construction of buildings and structures, alterations and additions to buildings and structures not related to passenger port facilities or operational port activities</td> </tr> </table>	PORTZ-PREC02-R7R6	Construction of buildings and structures, alterations and additions to buildings and structures not related to passenger port facilities or operational port activities
PORTZ-PREC02-R7R6	Construction of buildings and structures, alterations and additions to buildings and structures not related to passenger port facilities or operational port activities		
	<p>1. Activity status: Discretionary</p> <p>Section 88 information requirements for applications:</p> <ul style="list-style-type: none"> 1. Applications under this rule must provide, in addition to the standard information requirements: <ul style="list-style-type: none"> a. An assessment that addresses the specific Multi-User Ferry Precinct requirements set out in Appendix 10-B. 		
	<table border="1"> <tr> <td style="background-color: #FFD700;">PORTZ-PREC02-R8R7</td> <td>Outdoor Storage Areas</td> </tr> </table>	PORTZ-PREC02-R8R7	Outdoor Storage Areas
PORTZ-PREC02-R8R7	Outdoor Storage Areas		
	<p>1. Activity Status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. The storage area is screened by a fence of at least 1.8m high or landscaping from any adjoining road or site. 		
	<p>2. Activity Status: Restricted Discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with the requirements of PORTZ-PREC02-R8R7.1 cannot be achieved. 		

<p>Matters of discretion are:</p> <ol style="list-style-type: none"> 1. The matters in PORTZ-PREC02-P4; 2. The extent to which any lesser screening is necessary to provide for the functional needs or operational needs of activities on the site, or for people’s health and safety; and 3. Visual amenity effects. <p>Notification status: An application for resource consent made in respect of PORTZ-PREC02-R8R7.2 is precluded from being publicly notified.</p>
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Standards for any building or structure in the Port Zone

PORTZ-S1	Maximum height of buildings and structures	
1. Buildings and structures must not exceed the following maximum heights above ground level:		Assessment criteria where the standard is infringed: <ol style="list-style-type: none"> 1. Visual amenity and dominance effects; and 2. The extent to which the additional height is necessary for the functional needs or operational needs of the Port.
Building or structure	Maximum height limit above ground level	
a. Cranes, elevators and similar cargo or passenger handling equipment, including walkways b. Lighting poles	No limit	
c. All other buildings and structures	27m	

Standards for any building or structures in the Inner Harbour Port Precinct (PORTZ-PREC01)

PORTZ-PREC01-S1	Maximum height of buildings and structures	
1. Buildings and structures must not exceed the following maximum heights above ground level:		Assessment criteria where the standard is infringed: <ol style="list-style-type: none"> 1. Visual amenity, dominance, and streetscape effects; and 2. The extent to which the additional height is necessary for the functional needs or operational needs of passenger port facilities.
Building or structure	Maximum height limit above ground level	
a. Cranes, elevators and similar cargo or passenger handling equipment, including walkways b. Lighting poles	No limit	
c. All other buildings and structures	40m	

PORTZ-PREC01-S2 **Verandahs**

<ol style="list-style-type: none"> 1. Verandahs must be provided on building elevations on street frontages identified. 2. Any verandah must: <ol style="list-style-type: none"> a. Extend the full width of the building elevation; b. Connect with any existing adjoining verandah; c. Have a minimum clearance of 2.5m directly above the footpath or formed ground surface; 	Assessment criteria where the standard is infringed: <ol style="list-style-type: none"> 1. The extent to which any non-compliance: <ol style="list-style-type: none"> a. Will adversely affect the comfort and convenience of pedestrians; b. Will result in further street trees being added to public space as part the development; and 2. The continuity of verandah coverage along the identified street, informal access route or public
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<p>d. Not exceed a maximum height of 4m measured between the base of the verandah fascia and the footpath or formed ground surface directly below;</p> <p>e. Be setback a minimum of 450mm from any point along the kerbing extending back to the site boundary; and</p> <p>f. Not exceed a maximum width of 3m from the front of the building.</p> <p>This standard does not apply to:</p> <ul style="list-style-type: none"> a. Any heritage building in SCHED1-Heritage Buildings; b. Any building where compliance with the standard results in an encroachment into the dripline of an existing street tree. 	<p>space.</p>
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Standards for any building or structure in the Multi-User Ferry Precinct (PORTZ-PREC02)

PORTZ-PREC02-S1	Maximum height of buildings and structures	
<p>1. Buildings and structures must not exceed the following maximum heights above ground level:</p>		<p>Assessment Criteria where the standard is infringed:</p> <ul style="list-style-type: none"> 1. Visual amenity, dominance, and streetscape effects; and 2. The extent to which the additional height is necessary for the functional needs or operational needs of passenger port facilities.
Building or structure	Maximum height limit above ground level	
<ul style="list-style-type: none"> a. Cranes, elevators and similar cargo or passenger handling equipment, including walkways b. Lighting poles 	No limit	
<ul style="list-style-type: none"> b. All other buildings and structures 	19m	

Definitions

Term	Definition
Commercial Port	<p>means the area of land to the north and east of Waterloo and Aotea Quays, within Wellington Harbour (Port Nicholson) and adjacent land used, intended or designed to be wholly for Operational Port Activities.</p> <p><u>The Commercial Port also includes land adjacent to Miramar and Burnham Wharf, intended or designed to be wholly used for Operational Port Activities.</u></p>