

PART 14.9 - WYNYARD QUARTER

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Plan modification annotations - key



Indicates where content is affected by proposed plan modification x.
Refer to plan modification folder or website for details.



Indicates where the content is part of plan modification x, which is
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Locality Map - Wynyard Quarter



WYNYARD QUARTER

14.9.1 INTRODUCTION

Context

Wynyard Quarter ("the Quarter") represents the north-western extremity of the Central Area. The land is bounded on three sides by the sea and by Fanshawe Street on its southern boundary.

The Quarter comprises approximately 35 hectares of land reclaimed between 1920 and 1940 on the foreshore of the Waitemata Harbour and is approximately one twelfth of the size of the entire Central Area (433 hectares). If this land was overlaid on the Central Area core, it would stretch between Albert Street to Princes Street and from Quay Street to Aotea Square. Accordingly, its location and size are critically important for the future comprehensive development of the Central Area.

As reclaimed land, Wynyard Quarter is predominately flat and sits approximately 1.3 metres above high tide level. It has almost 3 kilometres of coastal frontage which distinguishes the Quarter from the remainder of the Central Area south of the original shoreline. It is also one of the largest flat pieces of land within the Central Area.

Although uniformly flat, Wynyard Quarter is made up of two distinct land shapes, corresponding to two phases of land reclamation. The southern area is approximately 500m square. In contrast, the northern "finger", is 175m wide and its 500m length is aligned approximately 66° to Jellicoe Street. Existing blocks within these areas are large and are serviced by a grid network of wide roads, reflecting their historical industrial use. The blocks are currently between 100m - 450m long by 80m - 140m wide. The largest of these blocks is bounded by Beaumont Street, Madden Street, Halsey Street and Pakenham Street West. The reconnection of Daldy Street through this block and its potential to provide a direct view shaft and public open space link from Wynyard Wharf to Victoria Park is considered to be a major opportunity. Increased permeability for public accessibility throughout the Quarter is also desirable in the form of 'lanes' and other public open space connections.

Wynyard Quarter is primarily characterised by industrial, commercial and marine activity on land that has been reclaimed specifically for these purposes. Many existing activities, including marine services, ship repairs, fish processing, berthage and marine related events will continue to play an important economic and social role for the area.

Existing built form includes a collection of character buildings, marine and industrial structures, and features that provide a background context to the area's historical stages of development. Collectively, these elements create an overall industrial aesthetic defined by structures and buildings, with robust materials and simple details.

The land to the north of Pakenham Street and west of Halsey Street is in single ownership although subject to several leasehold interests. The land to the south of Pakenham Street is also predominantly owned by one entity and is also subject to several leasehold interests. Their ownership structure provides an opportunity for the comprehensive planning and development of these areas.

Industrial development, including facilities storing dangerous goods have been situated on land within Wynyard Quarter since the early 1920s, with leases that vary in duration. Some are renewable in perpetuity but most are due to terminate between 2016 and 2026, thereby being one of the triggers for enabling progressive redevelopment opportunities for the area. The progressive development of land in the Quarter will require an approach to be taken which recognises these activities, and continues to provide for their safe and efficient operation.

Due to the disconnection of Jellicoe Street from the Eastern Viaduct, vehicle access to Wynyard Quarter is currently limited to the Beaumont Street, Daldy Street and Halsey Street intersections with Fanshawe Street and, to a lesser extent, Westhaven Drive from the west and Viaduct Harbour Avenue from the east. There are currently capacity issues with the Fanshawe Street intersections which are predicted to worsen if more intensive development proceeds within Wynyard Quarter. Consequently a planning approach is required which enables more intensive development to occur, in a manner that enables these issues to be addressed.

Vision

The vision for Wynyard Quarter is based on four interrelated public strategy documents being;

- Auckland Waterfront Vision 2040;
- Auckland CBD Into The Future Strategy;
- The Wynyard Quarter Concept Vision and Urban Design Framework; and
- The Wynyard Quarter Urban Design Background Information Document.

These documents were developed following extensive public consultation and input from key stakeholders.



Auckland Waterfront Vision 2040

The Auckland Waterfront Vision 2040, produced jointly by the Auckland Regional Council and the Auckland City Council, sets the overarching framework for the whole Central Area waterfront area with the following vision statement:

"The vision for the waterfront is of a world class destination that excites the senses and celebrates our sea loving pacific culture and maritime history. It supports commercially successful and innovative businesses and is a place for all people, an area rich in character and activities that link people to the city and the sea."

This vision defines a number of key principles relevant to Wynyard Quarter including:

- Provision of public access along the waterfront edge and the creation of a variety of new public open spaces;
- Re-establishment of the east-west connection from Quay Street into Wynyard Quarter by way of a bridge;
- The management of private vehicle impacts on existing road infrastructure and the need for fully integrated public transport;
- Maintaining the viability of the marine industry and fishing industry including the management of reverse sensitivity impacts.
- Developing a place for marine events;
- Urban design of the highest quality, reflecting the outstanding coastal setting of the area and its marine heritage and marine character.

The Auckland CBD Into The Future Strategy

The Auckland CBD "Into The Future Strategy" was developed following extensive research and consultation with the aim of detailing an overall vision and strategy for the Central Area. One of five key outcomes to deliver the Central Area strategy is the creation of a high quality urban environment proposed to be implemented by:

- the development of high-quality international standard public open spaces and streetscapes that meets the needs of users.
- ensuring public access to and public enjoyment of the waterfront.
- improving the ease of moving in and around the Central Area.
- ensuring good urban design throughout the Central Area.
- ensuring the Central Area is a safe place for people to work, live and visit.

- plan for and encourage new quality residential developments whilst balancing the need for commercial and business growth.
- plan for and facilitate more mixed-use development.
- encourage environmentally responsible and flexible design for developments.
- promote the distinctive character of the quarters of the Central Area.
- encourage greater environmental sustainability in the Central Area.

The Wynyard Quarter Concept Vision and Urban Design Framework

The Wynyard Quarter Concept Vision builds on the Auckland Waterfront Vision 2040 and Auckland CBD Into The Future Strategy at a level specific to Wynyard Quarter. This includes the establishment of a Vision for the Quarter forming part of the Resource Management Strategy (14.9.4).

The Wynyard Quarter Urban Design Framework has been designed to inform the Wynyard Quarter Concept Vision by providing a robust and clear urban structure for the long term development of Wynyard Quarter. This document was used as part of the preparation of the plan change to test and to inform the objectives, policies and selected methods in accordance with the requirements of the Resource Management Act 1991.

The Wynyard Quarter Concept Vision and Urban Design Background Information Document

The Wynyard Quarter Urban Design Background Information Document is a document adapted from the Wynyard Quarter Urban Design Framework designed to inform the Wynyard Quarter Concept Vision and provides background and reasons for the basic urban design principles for the entire Quarter.

Auckland Regional Council Jurisdiction

Activities and structures located below the Mean High Water Springs Mark (MHWS) fall within the jurisdiction of the Auckland Regional Council. The transition between the land and water interface requires careful consideration and management. To this end a change to the Auckland Regional Plan: Coastal has been made in conjunction with this plan change to ensure that land based and water based activities are appropriately integrated.

Additional Waitemata Harbour Crossing

An additional Waitemata Harbour Crossing is an important future transport infrastructure project for the Auckland Region. Several options have been explored over a number of years, including both tunnel and bridge options.

A study undertaken in 2008 by Transit NZ (now NZ Transport Agency), Auckland City Council, North Shore



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City Council, Auckland Regional Transport Authority, and Auckland Regional Council recommended a route which passes through the Wynyard Quarter/Westhaven area. Annex 15 shows the indicative location of this route. Integration of development within Wynyard Quarter with an Additional Waitemata Harbour Crossing is encouraged, as is consultation with the relevant requiring authorities by prospective developers/landowners when construction activities are to be undertaken.

Wynyard Quarter Qualitative Risk Assessment

A Qualitative Risk Assessment (QRA) has been completed addressing risk associated with hazardous industry within Wynyard Quarter. The risk categories assessed include individual fatality risk, injury risk, irritation risk and societal risk using internationally accepted methodologies. The QRA is a useful reference for risk sensitive activities (marked # in clause 14.9.6.6) establishing north of Pakenham Street. A copy of the QRA is available from the Council on request.

Approach to Redevelopment

Providing for more intensive forms of activity poses a number of challenges for the community, the Council, land owners and land occupiers, including:

- The desire for quality built form which responds appropriately to public open space and the coastal environment;
- The need to continue to provide for the development and efficient operation of the marine and fishing industries;
- Management of risk and public safety associated with existing industry, while ensuring those industries are not constrained by reverse sensitivity effects;
- The methods by which community, social and economic opportunities are provided for, including the provision of a major public open space on the water's edge in the Central Area, the provision of public access both to and along the foreshore, and a hierarchy of public open spaces;
- The management of traffic and infrastructural capacity issues associated with more intensive development;
- The need for development and the provision of infrastructure and public open space to be integrated and comprehensive rather than sporadic;
- Maintenance and enhancement of the identified heritage characteristics of the area; and
- The desire to incorporate and demonstrate sustainability objectives within the redevelopment and built form.

The response to these challenges also must reflect the obligations of the regional planning documents, including

the Auckland Regional Growth Strategy, and in particular accommodating growth by facilitating urban intensification in centres.

The Quarter provisions address these challenges by setting out a comprehensive list of issues facing the Quarter, then setting the objectives to address the identified issues followed by outlining policies to achieve each listed objective. Overall the Quarter provisions take a 'design based' approach, emphasising good design outcomes and establishing only bottom line principles in terms of rules and standards. A full range of planning tools is also utilised to allow existing activities to operate efficiently while at the same time encouraging a planned comprehensive approach to the long term redevelopment of the Quarter to address the area's infrastructure capacity issues, in a manner that keeps pace with the implementation of appropriate infrastructure and public open space.

To reflect the progressive manner in which the Quarter will be redeveloped, a two-tiered approach is taken to management of development and activities.

The first tier relates to the current development opportunity and essentially maintains the status quo, providing for the use and development of the land in the current manner. The principal exceptions are the requirements for all new buildings to be assessed against design based assessment criteria, and assessment of all new developments that generate increased traffic movements.

The second tier relates to future development opportunity. A voluntary mechanism using Integrated Development Plans has been introduced to enable a simplified process for increased building height and floor area. Once an Integrated Development Plan has been approved, subsequent resource consent applications can be made for buildings of increased height and floor area (as shown on Quarter Plans B2 and C2) as restricted discretionary activities, subject to compliance with development controls. If an applicant chooses not to apply for an Integrated Development Plan, an application can be made for a building of height and floor area shown on Quarter Plans B1 and C1 as a restricted discretionary activity, or for a building of increased height and floor area as shown on Quarter Plans B2 and C2 as a non-complying activity.

14.9.2 RESOURCE MANAGEMENT ISSUES

14.9.2.1 BUILT FORM

- a) Opportunity for significant redevelopment and enhancement of Wynyard Quarter, particularly with the progressive relocation of bulk liquids industrial activity and removal of associated structures.



- b) Opportunity to encourage high quality architecture and urban design combined with retention of character buildings, which reflects the specific coastal, topographical, historical, public open space intentions and streetscape attributes of the Quarter.
- c) Opportunity for built form to provide an appropriate scale in relation to the street network, and in a manner which enhances the prominent waterfront location, acknowledges neighbouring precincts, and which generally provides a transition in height between the Core SMA and the harbour.
- d) Risk of monotonous building heights and form due to the flat topography of the Quarter.
- e) Risk of building bulk and form dominating the waterfront and other public open spaces, resulting in a loss of sunlight access, outlook and privacy.
- f) Opportunity to protect existing, and to create new public view shafts to identified key physical and natural features from public open space.
- g) Opportunity to encourage development which expresses the Quarter's marine, fishing and industrial heritage in a contemporary manner.
- h) Opportunity to create a positive relationship between public open space and the built environment through building frontage location, design and height requirements.
- i) Risk of low quality design, including apartment development with inappropriately sized and located internal living space with limited sunlight access and low amenity outlook.
- j) Opportunity to develop built form that encourages the use of alternative modes of transport, including walking and cycling.

14.9.2.2 CHARACTER

- a) Opportunity to enhance public awareness of the character buildings within Wynyard Quarter.
- b) Opportunity to retain and to enhance identified character buildings which are representative of the previous industrial and marine related uses.
- c) Risk that new development adjoining or adjacent to identified character buildings may detract from their recognised qualities and values.
- d) Risk that removal or demolition of identified character buildings may detract from the historical maritime and industrial character of Wynyard Quarter.
- e) Opportunity to establish a new urban character in Wynyard Quarter recognising the past, the continued

presence of the maritime and fishing industries, and the diversification of the area as a mixed use urban waterfront.

- f) Opportunity to integrate and connect Wynyard Quarter with the CBD waterfront precincts including the Viaduct Harbour and Westhaven Marina.

14.9.2.3 SOCIAL AND ECONOMIC

- a) Opportunity to give effect to the Auckland Regional Growth Strategy through intensification within the Central Area.
- b) Opportunity to create an environment which showcases the City's diverse cultures and the importance of the Harbour to its daily life.
- c) Opportunity to create a vibrant new community that will complement the Central Area with a mix of activities and experiences for a wide range of people.
- d) Opportunity to establish high quality public open spaces providing a range of recreational activities and events which will provide positive social and economic benefits for the City and Region.
- e) Opportunity to create a community focal point at Jellicoe Harbour for existing and future residential and commercial occupants of, and visitors to, the Quarter.
- f) Opportunity to provide for and to encourage a range of community facilities such as health, education and care which support the functioning of a new and diverse community.
- g) Opportunity to provide a range of accommodation types with a high standard of amenity for occupants.
- h) Opportunity to maintain and to enhance the regionally significant economic function of the marine and fishing industries and maritime passenger operations to the Hauraki Gulf Islands.
- i) Risk that redevelopment will unduly compromise, or result in the loss of, the marine and fishing industries or existing maritime passenger operations to the Hauraki Gulf Islands.
- j) Risk that redevelopment will unduly compromise the existing bulk liquid industry prior to its vacation or relocation.
- k) Risk that commercial and non-marine related retail development could conflict with the established role of the Queen Street Valley and Karangahape Road Precincts as the primary retail areas of the Central Area and other centres on the fringe of the Central Area.
- l) Opportunity to encourage buildings which are adaptable to changing uses over time.



- m) Opportunity to maintain and to formalise an area predominantly for marine events.

14.9.2.4 PUBLIC OPEN SPACE

- a) Opportunity to create a coastal park of regional significance and status within the Central Area for the benefit of residents, workers and visitors to the Auckland Region.
- b) Opportunity to create a hierarchy of interconnected high quality public open spaces for present and future residents, workers and visitors.
- c) Risk that development will exacerbate the current lack of waterfront public open space within the Central Area.
- d) Opportunity to provide for increased public access to a range of public open space experiences along the waterfront edges of the Quarter, while recognising the marine, fishing, and port industry operational requirements.
- e) Opportunity to provide intimate public and private open space in the Quarter for the benefit of visitors, residents and workers, including pocket parks and a local neighbourhood park.
- f) Opportunity to integrate the Quarter with the Viaduct Harbour Precinct and Victoria Quarter via linked public open spaces and enhanced public access.
- g) Risk that without appropriate design, changes to the road network may further isolate Victoria Park and its amenity values, rather than reinforce the Park's relationship to the surrounding building edge and its importance as a recreational and landscape resource for the Central Area and inner city suburbs.
- h) Opportunity to enhance the connection between the Quarter and Victoria Park through the establishment of a wide, tree-lined, boulevard connecting Fanshawe Street and the water's edge.
- i) Risk that poorly designed buildings and inappropriately located activities will detract from and/or privatise public open space.
- j) Opportunity to treat the street network as part of the public open space network to provide quality streetscapes that complement the public open space network.

14.9.2.5 PEDESTRIAN ACCESS, LINKAGES, STREET QUALITY

- a) Opportunity to provide a high standard of pedestrian and cyclist accessibility and street quality throughout the Quarter.
- b) Opportunity to re-establish historical linkages and street patterns in the Quarter, including reconnecting the central section of Daldy Street and re-establishing the public link from Jellicoe Street to the Eastern Viaduct.
- c) Opportunity to establish a green link between Victoria Park and the waterfront by reconnecting and widening Daldy Street.
- d) Opportunity to provide a network of coastal edge public open space for the purposes of enabling access to and along the coast to enjoy the coastal environment, and connecting Westhaven Marina with the core of the Central Area.
- e) Risk that poorly designed buildings and inappropriately located activities will detract from and privatise the public realm.
- f) Risk of large street blocks continuing to obstruct convenient vehicle and pedestrian accessibility.
- g) Opportunity to create a finer grained network of roads and pedestrian linkages, including lanes as part of the comprehensive redevelopment of the area.
- h) Risk that poorly designed parking partly below or above ground will adversely affect the amenity and functioning of adjacent public open space.
- i) Opportunity to develop a continuity of built form at the street frontage which complements the nature and scale of the adjacent public open space.
- j) Opportunity to establish improved pedestrian and cyclist connections within the Central Area.
- k) Opportunity, through appropriate building and streetscape design to encourage walking and cycling.

14.9.2.6 PUBLIC SAFETY AND REVERSE SENSITIVITY

- a) Risk to public safety arising from people-generating activity being located in the vicinity of hazardous activities.
- b) Risk that commercial and industrial activities will be unduly compromised due to reverse sensitivity conflicts with mixed use redevelopment.



- c) Risk to public safety and industry operations arising from the introduction of unmanaged public access along sections of waterfront occupied by industrial, marine, and fishing industries.
- d) Risk that direct and reverse sensitivity conflicts between events occurring on public open space and adjacent activities will constrain the range, scale and number of such events.
- e) Opportunity to enhance public safety and security by the application of "Crime Prevention through Environmental Design" principles to public open space and the design of new development.

14.9.2.7 TRANSPORT

- a) Opportunity to maintain and to improve the functionality of the road network by requiring and encouraging a change in private vehicle transport patterns, using a combination of maximum parking ratios and travel management initiatives and the establishment of new pedestrian and vehicle linkages to, from, and through Wynyard Quarter.
- b) Opportunity to give effect to the New Zealand Transport Strategy, Land Transport Management Act and Auckland Regional Land Transport Strategies to promote an holistic, multi-modal view of transport that encompasses passenger transport including maritime passenger operations, cycling, walking and travel management designed to reduce significantly the potential for private vehicle travel to, from and through the Central Area during peak periods.
- c) Risk that additional development in Wynyard Quarter will generate traffic beyond the capacity of the internal road network and intersections.
- d) Risk that additional development in Wynyard Quarter will result in levels and patterns of traffic generation that will have significant adverse effects on the local and wider road network.
- e) Opportunity to improve the functionality of the road network through the implementation of key road and intersection upgrades within and adjacent to Wynyard Quarter.
- f) Opportunity to encourage walking and cycling to, from, and around the Quarter through appropriate streetscape and building design.

14.9.2.8 NATURAL ENVIRONMENT

- a) Opportunity to encourage development which improves stormwater quality through the

implementation of landscaping and low impact stormwater design principles on-site.

- b) Opportunity to provide for an integrated stormwater quality improvement system.
- c) Opportunity to promote low energy and sustainable building design including passive heating, cooling, solar energy and more efficient use of water resources.
- d) Opportunity to create a high quality environment by requiring the appropriate remediation of contaminated land.
- e) Opportunity to provide improved water quality through effective and integrated stormwater management.

14.9.2.9 EFFICIENT AND INTEGRATED DEVELOPMENT OF LAND RESOURCES

- a) Opportunity to encourage the development of buildings and the provision of infrastructure within Wynyard Quarter in a comprehensive, integrated and controlled manner having regard to surrounding existing land uses and the requirement for maritime passenger operations and marine and fishing industry to access the coastal environment.
- b) Risk that individual site building development will occur in a haphazard and sporadic manner resulting in inefficient development patterns, conflicts with industrial activity, and poor urban design outcomes.
- c) Opportunity to achieve a high quality and integrated building and public open space environment within the Quarter.
- d) Risk that development will proceed prior to the establishment of adequate infrastructure and the development of complementary public open space.
- e) Risk that early provision and absorption of roading capacity will affect the attractiveness of public transport, walking and cycling throughout the Quarter and limit later development.



14.9.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

14.9.3.1 OBJECTIVE - BUILT FORM

An integrated urban environment exhibiting high quality built form, high quality urban design and appropriate building heights to enhance the prominent waterfront location of Wynyard Quarter, and to complement the Central Area and wider City landform, skyline and views.

Policies

- a) By encouraging the location, bulk, outlook, access to, and servicing of buildings to be planned and designed on a comprehensive and integrated basis rather than on an ad hoc individual building basis.

Implemented by Method 14.9.3.1i)

- b) By encouraging the integration of built form with the proposed public open space network on a comprehensive land area basis, rather than a site by site basis, to provide a sound framework for a high quality built and public open space environment.

Implemented by Methods 14.9.3.1i) and iv)

- c) By ensuring that maximum building height:

- i) provides an appropriate scale in relation to the street network and the prominent waterfront location;

- ii) generally provides a transition between the core of the Quarter and the coastal edge with site specific opportunities for taller buildings specifically located and designed to reinforce key public open space and waterfront connections while avoiding intrusion of public views into and through Wynyard Quarter;

- iii) acknowledges development in the Viaduct Harbour Precinct and Victoria Quarter; and

- iv) provides a transition in height between the Core SMA and the harbour.

Implemented predominantly by Method 14.9.3.1ii)

- d) By identifying and protecting a series of public view shafts from public open space across, within, and to Wynyard Quarter to reinforce connections with the Central Area, harbour, and wider Auckland.

Implemented by Method 14.9.3.1iii)

Methods

- i) Encouraging the preparation of voluntary Integrated Development Plans for Quarter Areas 2, 4, 5, 6 and 7 prior to the redevelopment of those Areas.
- ii) Height controls in accordance with Quarter Plan C2, including site specific provision for increased building height in the Quarter to reinforce these connections, subject to specific limitations on building bulk.
- iii) Identifying and protecting public view shafts to physical and natural landscape features in accordance with Quarter Plan D.
- iv) Requiring development to take account of the future public open space network as shown on Quarter Plan D.

14.9.3.2 OBJECTIVE - BUILDINGS

Individual buildings or collections of buildings designed to:

- a) *Achieve an appropriate form and scale in relation to:*

- i) *any approved Integrated Development Plan applying to the subject site or any adjacent site;*

- ii) *existing and proposed public open space;*

- iii) *identified view shafts;*

- b) *Achieve a diversity of high quality architecture and urban design which reflects the attributes of the Quarter;*

- c) *Provide a high standard of amenity for occupants of buildings;*

- d) *Provide a sense of intimacy, character and enclosure at street level and passive surveillance of the street;*

- e) *Provide flexible and adaptive floor space capable of accommodating different uses over time, particularly at ground floor level;*

- f) *Achieve a subdivision and street pattern which enhances the permeability and legibility of the urban environment;*

- g) *Achieve a safe pedestrian environment, and provide weather protection for pedestrians.*

Policies

- a) By encouraging the location, bulk, outlook, access to, and servicing of, individual buildings or collections of



buildings to be planned and designed in a comprehensive and integrated manner consistent with an approved Integrated Development Plan.

Implemented predominantly by Method 14.9.3.1i)

- b) By promoting excellence and diversity in architecture and urban design directed at enhancing the relationship of buildings with public open space and reflecting the specific coastal, topographical, and historical attributes of the Quarter.

Implemented predominantly by Methods 14.9.3.2i) and vii)

- c) By encouraging building frontages to abut street boundaries and to attain a minimum height above street level to provide a sense of intimacy, character and enclosure at street level except where provided for in policy 14.9.3.2d).

Implemented predominantly by Methods 14.9.3.2ii) and iii)

- d) By enabling alternative building frontage typologies where necessary to manage privacy and other design considerations.

Implemented predominantly by Method 14.9.3.2iii)

- e) By encouraging accommodation to provide outlook that achieves sustainable internal and external amenity for occupants.

Implemented predominantly by Method 14.9.3.2iv)

- f) By encouraging a high quality residential environment through appropriately sized and located internal living spaces.

Implemented predominantly by Method 14.9.3.2v)

- g) By encouraging buildings to incorporate adaptable floor space height at ground level adjoining public open space frontages and by encouraging adaptable floor space height to be incorporated into the design of other building levels.

Implemented predominantly by Method 14.9.3.2vi)

- h) By encouraging built form that provides an appropriate scale and relationship to public open space.

Implemented predominantly by Method 14.9.3.2ii)

Methods

- i) Requiring all new building development, including alterations to existing buildings, throughout the Quarter to be considered and assessed against design criteria 14.9.9.1.
- ii) Applying the minimum street frontage alignment and height standards in development control rule 14.9.11.5.
- iii) Design assessment criteria 14.9.9.1.1i) and 14.9.9.1.9b) which enable the assessment of alternative building frontage typologies.

- iv) Requiring all new building development to comply with building outlook space development control rule 14.9.11.4.

- v) Applying the minimum accommodation size and mix standards in development control rule 14.9.11.7 and requiring other accommodation considerations to be assessed against the accommodation design criteria 14.9.9.1.11.

- vi) Requiring compliance with minimum ground level floor to ceiling height requirements as set out in development control rule 14.9.11.6.

- vii) Promoting the use of the Urban Design Panel process to improve urban design outcomes.

14.9.3.3 OBJECTIVE - CHARACTER

The protection and enhancement of identified character buildings and the retention of a unique character within Wynyard Quarter that is reflective of its maritime use and location.

Policies

- a) By recognising the contribution that identified character buildings make to the marine, fishing, and industrial heritage aesthetic within the Quarter.
Implemented predominantly by Methods 14.9.3.3i), ii), iii), iv) and v)
- b) By encouraging the retention and re-use of identified character buildings within the Quarter.
Implemented predominantly by Methods 14.9.3.3i), iii), iv) and v)
- c) By encouraging development adjacent to identified character buildings to reference characteristics such as form, scale, materials and set-backs.
Implemented by Methods 14.9.3.3i) and ii)
- d) By assessing the effect of the demolition or removal of identified character buildings and the effects of replacement buildings on the built form and streetscape character of the Quarter.
Implemented predominantly by Method 14.9.3.3iii)
- e) By encouraging development that is reflective of the Quarter's maritime location.
Implemented predominantly by Method 14.9.3.3iv)

Methods

- i) Identifying character buildings on Quarter Plan G.
- ii) Design assessment criteria 14.9.9.1.9 relating to development abutting or in close proximity to identified character items.
- iii) Requiring restricted discretionary activity resource consent to alter, add to, demolish or remove any



identified character buildings as shown on Quarter Plan G.

- iv) General design assessment criteria in clause 14.9.9 relating to buildings and activities.
- v) Rule 14.9.11.2(c) enabling the transfer of floor space entitlement above the building footprint of identified character buildings.

14.9.3.4 OBJECTIVE - SOCIAL AND ECONOMIC

To enable redevelopment of Wynyard Quarter while at the same time managing potential conflicts between different uses to achieve:

- a) *A visitor destination which showcases the City's diverse communities and the importance of the harbour;*
- b) *The maintenance and enhancement of the regionally significant economic function of the marine, fishing and other industries and maritime passenger operations to the Hauraki Gulf Islands;*
- c) *A vibrant community providing a mix of activities and experiences for all people, including a community focal point, high quality public open space and community facilities;*
- d) *Public open space on the waterfront, and an area for marine events activity for the social and economic benefit of the wider Auckland Region;*
- e) *A network of coastal edge public open space for the purposes of enabling access to and along the coast and enjoyment of the coastal environment, while recognizing the need to manage access relative to competing commercial activities;*
- f) *A complementary, rather than competing, role with the function of the Queen Street Valley and Karangahape Road Precincts as the primary retail areas of the Central Area and other centres on the fringe of the Central Area such as Parnell, Newmarket and Ponsonby beyond the Central Area; and*
- g) *A mix of living opportunities providing a high standard of amenity for occupants.*

Policies

- a) By enabling the establishment of a diverse range of activities and types of residential development while

managing potential reverse sensitivity effects.

Implemented by Methods 14.9.3.4i) and viii)

- b) By providing for the development of a diverse range of high quality visitor experiences including promenading, coastal recreation and marine events activity.
Implemented by Methods 14.9.3.4ii), iii), vi), vii), ix) and x)
- c) By ensuring that sufficient and suitably located land is available to accommodate the current and future operation and growth of the marine and fishing industries and maritime passenger operations.
Implemented by Method 14.9.3.4viii)
- d) By promoting and encouraging the important role the marine and fishing industries play in defining the character and amenity of Wynyard Quarter.
Implemented by Method 14.9.3.4viii)
- e) By recognising the economic importance of the bulk liquid industry and Hauraki Gulf Islands maritime passenger operations to the Auckland Region.
Implemented by Methods 14.9.3.4v) and viii)
- f) By encouraging the provision of a vibrant community focal point at Jellicoe Harbour through encouraging activities and built form which contribute to the maintenance of pedestrian interest and vitality at ground level.
Implemented by Method 14.9.3.4vi)
- g) By recognising the significant local and regional social and economic benefits associated with the provision of high quality waterfront public open space and an area for marine events activity within the Central Area while also recognising the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.
Implemented by Methods 14.9.3.4ii), iii), vii), viii) and x)
- h) By recognising the significant social benefit associated with the provision of a network of coastal edge, public open space and public access along waterfront areas throughout the Quarter linking to the wider Central Area while also recognising the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.
Implemented by Methods 14.9.3.4viii) and ix)
- i) By encouraging activities that complement, while discouraging activities that compete with, the function of the Queen Street Valley and Karangahape Road Precincts as the primary retail areas of the Central Area and other centres on the fringe of the Central Area such as Parnell, Newmarket and Ponsonby beyond the Central Area; and which create a sense of community



and place for the residents, workers and visitors of the Quarter.

Implemented by Methods 14.9.3.4iv) and vi)

- j) By encouraging a mix of living opportunities and the provision of a high standard of internal amenity for occupants using minimum accommodation unit sizes, mix and outlook space controls, and by encouraging other amenity-related features such as natural ventilation and recreation space.

Implemented by Method 14.9.3.2v)

- k) By encouraging the ground floor of buildings adjoining special character frontages to present transparent facades and to provide a minimum ground floor height to encourage active uses.

Implemented by Methods 14.9.3.4vi) and 14.9.3.2vi)

- l) By recognising the need to meet the local demand for conveniently accessible public open space for recreational purposes created by new residential and commercial development within the Quarter.

Implemented by Methods 14.9.3.4ii), iii), ix) and x)

Methods

- i) Rule 14.9.6 enabling a wide range of activities which attract workers, residents and visitors.
- ii) The acquisition or designation of land to establish a hierarchy of high quality public waterfront public open space as shown on Quarter Plan D.
- iii) The acquisition or designation of land to establish a high quality community space as part of the comprehensive redevelopment of Quarter Area 2 (North Gaunt).
- iv) Managing the extent to which retail activity is provided for throughout the Quarter as set out in rule 14.9.6.
- v) Liaison between regional and local authorities and other stakeholders to facilitate a relocation process for the bulk liquid industry.
- vi) The identification of a "special character frontage" as shown on Quarter Plan E and compliance with development control rule 14.9.11.6.
- vii) Identifying Quarter Area 7 (Marine Events) to be set aside for predominantly marine events purposes, including potential hosting of regattas such as the America's Cup.
- viii) Enabling the marine and fishing industries, other industrial activities and maritime passenger operations to operate efficiently and to develop by:
 - in Quarter Plan E identifying areas for marine industry and fishing industry, areas where accommodation and non-permanent accommodation is a non-complying activity, and

areas where accommodation is subject to a no-complaint covenant.

- rule 14.9.6 limiting the range of non-marine and fishing related activities operating and locating within Quarter Area 3 (Marine);
- Integrated Development Plan assessment criteria 14.9.8.2D and 14.9.8.2K and L requiring any potential reverse sensitivity effects on the efficiency and operation of such activities to be considered;
- rule 14.9.6 enabling the private use of coastal access areas as a restricted discretionary activity; and
- development control rule 14.9.11.8 requiring accommodation to comply with the acoustic attenuation standards.

- ix) Requiring financial contributions as set out in clause 14.9.13 in the form of land to provide public access to and along the coastal environment.

- x) Requiring financial contributions as set out in clause 14.9.12 to provide for the acquisition and development of public open space.

14.9.3.5 OBJECTIVE - PUBLIC OPEN SPACE

A significant area of waterfront public park space for the benefit of the Auckland Region and a complementary hierarchy of interconnected, high quality, public open space for current and future residential and commercial occupants and visitors.

Policies

- a) By establishing a framework for the provision of a complementary hierarchy of key interconnected public open space areas as part of the comprehensive redevelopment of Wynyard Quarter being:
 - i) A high quality waterfront park of regional significance to complement the Central Area and the regional public open space network. Fundamental attributes of this space are:
 - linkage to and direct visibility from the Jellicoe Street Special Character Frontage, Halsey Street Extension Wharf and the marine events space (Quarter Area 7);
 - maximum sunlight access;
 - legibility and connectivity with the Daldy Street linear park; and



- convenient access for the public, residents, workers and visitors.

Implemented by Method 14.9.3.5i)

- ii) A network of coastal edge public open space for the purpose of enabling public access to and along the coast and the enjoyment of the coastal environment, comprising a minimum width of 20 metres, except where otherwise specified.

Implemented by Methods 14.9.3.5i) and ii)

- iii) A high quality linear park linking Victoria Park to the waterfront park space specified in i) above to provide a central public open space connection through Wynyard Quarter;

Implemented by Method 14.9.3.5i)

- iv) High quality areas of public open space for the public, residents, workers and local occupants designed to enliven the urban core of Wynyard Quarter, including a significant park space within Quarter Area 2.

Implemented by Method 14.9.3.5i)

- v) A network of small pocket parks, linking spaces and plazas designed to complement the public open space network specified in i) - iv) above.

- b) By treating the Wynyard Quarter internal street network as part of the public open space network, and providing for the creation of internal canals, ponds and plazas as part of development within the Quarter.

Implemented by Methods 14.9.3.5iii) and 14.9.3.6iv)

- c) By ensuring that the public open space and pedestrian routes are appropriately protected from adverse ground level wind and glare conditions resulting from development.

Implemented by Method 14.9.3.5iv)

- d) By encouraging the provision of public art in appropriate locations.

Methods

- i) Designating or acquiring areas of land for high quality public open spaces as shown on Quarter Plan D. This will be funded by Financial Contributions as set out in clause 14.9.12 or via Development Contributions.
- ii) Clause 14.9.13 requiring financial contributions (and/or esplanade reserves) in the form of land to be vested in the Council or conservation covenants secured in favour of the Council at the time of development or redevelopment, on any site abutting the coastal marine area for the specific purpose of enabling public access to, and along, and enjoyment of, the coastal environment, except where otherwise specified.
- iii) Providing for excavation for the creation of new water space as a restricted controlled activity.

- iv) Part 6 requiring compliance with wind and glare requirements.

14.9.3.6 OBJECTIVE - PEDESTRIAN ACCESS, STREET QUALITY AND SAFETY

A safe, convenient and interesting environment which maximises pedestrian use and amenity and improves connectivity within the Quarter and to adjacent areas.

Policies

- a) By encouraging the implementation of an opening bridge reconnecting the Eastern Viaduct with Jellicoe Street to improve public connectivity between Wynyard Quarter and the central city area.

Implemented by Method 14.9.3.6i)

- b) By facilitating the reconnection of Daldy Street between Pakenham Street and Madden Street to provide a physical north-south connection through Wynyard Quarter and to enable the establishment of activities with greater people or traffic generation potential.

Implemented by Method 14.9.3.6i)

- c) By ensuring the provision of a network of water edge promenades and pedestrian accessways to facilitate public access to and along waterfront areas throughout the Quarter, with the exception of Quarter Area 3.

Implemented by Method 14.9.3.5ii)

- d) By enabling mechanisms to manage and, in some cases temporarily restrict, public access to and along some parts of the water's edge to enable marine and fishing industry, maritime passenger operations and marine events to operate.

Implemented by Method 14.9.3.6ii)

- e) By encouraging a fine grained, integrated network of streets and lanes to increase pedestrian permeability and accessibility through the Quarter.

Implemented by Methods 14.9.3.6iii) and iv)

- f) By encouraging a high level of pedestrian amenity along identified existing and future routes, including Te Wero Bridge, that reinforces the ease, comfort and safety of the pedestrian environment.

Implemented by Methods 14.9.3.6iv) and v)

- g) By enhancing the connection between Wynyard Quarter and adjoining areas through the future provision of additional pedestrian linkages across Fanshawe Street.

Implemented by Method 14.9.3.6i)



- h) By strongly discouraging parking within buildings visible from existing and proposed public open space.
Implemented by Method 14.9.3.2i)
- i) By improving the pedestrian amenity and streetscapes through appropriate building design, and streetscape planting, street furniture and paving.
Implemented by Methods 14.9.3.2i) and 14.9.3.6v)
- j) By encouraging new development to have regard to Crime Prevention Through Environmental Design (CPTED) principles.
Implemented by Method 14.9.3.6vi)
- k) By ensuring that street quality and its contribution to the amenity of the Quarter and adjacent areas is taken into account when planning for and undertaking transport and roading changes within and on the fringe of the Quarter including Fanshawe Street.
Implemented by Method 14.9.3.6vii)

Methods

- i) Designating or acquiring land for key transportation works, including land required for a bridge to reconnect the Eastern Viaduct with Jellicoe Street and land required to reconnect Daldy Street.
- ii) Enabling resource consent applications to be made for the private use of the coastal edge as set out in clause 14.9.6.6.
- iii) Requiring lanes (with pedestrian primacy) to be set aside on the redevelopment or subdivision of the blocks identified on Quarter Plan D.
- iv) Classifying existing and proposed roads as shown on Quarter Plan D as Public Open Space 3.
- v) Encouraging a high level of pedestrian amenity with appropriate built form abutting the street environment through Design and Activity Assessment Criteria 14.9.9.1 and Integrated Development Plan criteria 14.9.8.2.C.
- vi) Requiring all new building development, including alterations to existing buildings that require resource consent, to be considered and assessed against CPTED criteria.
- vii) Advocate for consideration of urban design principles and encourage comment to be sought from the Urban Design Panel as part of the design process for any major roading works within and on the fringe of the Quarter.

14.9.3.7 OBJECTIVE - RISK AND PUBLIC SAFETY

To avoid, remedy or mitigate adverse environmental effects and risk presented by hazardous or dangerous activities or facilities in Wynyard Quarter.

Policies

- a) By ensuring that new development and activities will be designed, located, and managed to avoid unacceptable levels of risk.
Implemented by Methods 14.9.3.7i), ii), iii) and iv)
- b) By ensuring that new hazardous industry or changes to existing hazardous industry will be designed, located and managed to avoid levels of risk which are incompatible with existing risk sensitive activities.
Implemented by Method 14.9.3.7v)
- c) By encouraging new industry or changes to existing industry at existing or future public interfaces to implement management measures to ensure existing or potential adverse public safety effects are avoided, remedied or mitigated.
Implemented by Methods 14.9.3.7vi) and vii)

Methods

- i) By identifying risk sensitive activities in clause 14.9.6.6 and limiting or managing the establishment of such activities.
- ii) By classifying accommodation and non-permanent accommodation as a non-complying activity within Quarter Area 6 until hazardous industry cease operations.
- iii) By classifying accommodation and non-permanent accommodation as a non-complying activity within that part of Quarter Area 5 bound by Madden, Daldy, Jellicoe and Halsey Streets and along part of the Madden Street frontage to ensure that unacceptable levels of risk associated with potential vapour release from the ammonia refrigerant based fish processing plant are either avoided or mitigated.
- iv) Encouraging the future location of risk sensitive activities to be considered as part of the comprehensive planning of each Quarter Area through the approval of Integrated Development Plans.
- v) By requiring new hazardous industry or changes to existing hazardous industry to apply for resource consent (using the Hazardous Substances Screening Procedure as set out in Part 11) to ensure the appropriate management of risk and activity which may endanger the public.



- vi) By requiring restricted controlled activity resource consent for marine industry and fishing industry located within Quarter Areas 3 and 5 respectively and restricted discretionary activity resource consent for marine and fishing industry within Quarter Areas 1, 2, 4, 6 and 7 to ensure existing or potential adverse public safety effects are avoided, remedied or mitigated at existing and future public interfaces.
- vii) By enabling the private use of coastal access areas vested in or secured by the Council under clause 14.9.13, subject to restricted discretionary activity resource consent to require the implementation of site management methods which facilitate safe pedestrian access to and along the coast.

14.9.3.8 OBJECTIVE - REVERSE SENSITIVITY AND AMENITY

Management of conflicts between different uses to ensure the efficient operation of marine industry and fishing industry, other industry and regionally significant transport infrastructure and enabling the marine events centre and public spaces to be used for a range of public events.

Policies

- a) By enabling the continued efficient operation of existing marine industry, fishing industry and other industry including maritime passenger operations during and after the development of Wynyard Quarter.
Implemented by Method 14.9.3.4viii) and 14.9.3.8iii)
- b) By controlling or avoiding the establishment of accommodation and non-permanent accommodation within or directly adjacent to areas identified for marine industry and fishing industry and marine events or on sites subject to potentially unacceptable levels of risk associated with existing hazardous industry.
Implemented by Methods 14.9.3.7i) and 14.9.3.8ii)
- c) By requiring specific minimum acoustic attenuation standards to provide an acceptable level of internal amenity for permanent residential occupants and maximum noise standards for activities.
Implemented by Method 14.9.3.4viii)
- d) By requiring new, or changes to, existing marine industry, fishing industry and industry to protect and enhance amenity values at specified existing and future public interfaces.
Implemented by Method 14.9.3.8i)

Methods

- i) By requiring restricted controlled activity resource consent for marine industry and fishing industry

located within Quarter Areas 3 and 5 respectively and restricted discretionary activity resource consent for marine industry, fishing industry and industry within Quarter Areas 1, 2, 4, 6 and 7 to protect and to enhance amenity values at specified existing and future public interfaces.

- ii) By classifying accommodation and non-permanent accommodation as a non-complying activity within those parts of Quarter Areas 4 and 5 potentially most sensitive to the operation of the Sanford fishing operation and hazardous industry operation and by encouraging the establishment of no-complaint covenants where accommodation is proposed near industry interfaces.
- iii) Integrated Development Plan assessment criteria 14.9.8.2D, K and L requiring any potential reverse sensitivity effects on the efficiency and operation of adjacent hazardous industries, marine and fishing industries, and maritime passenger operations to be avoided, remedied or mitigated.
- iv) By requiring accommodation to be designed to achieve minimum acoustic attenuation standards to provide an acceptable level of internal amenity for occupants.

14.9.3.9 OBJECTIVE - REMEDIATION

To minimise the adverse effects of contamination in an integrated and comprehensive manner.

Policies

- a) By encouraging remediation (which may include various clean-up or mitigation methods), to be addressed on a comprehensive basis through the Integrated Development Plan process, including consideration of future activity and prospective site topography.
Implemented by Methods 14.9.3.9i), ii) and iii)
- b) Where any remediation of contaminated land occurs in advance of an approved Integrated Development Plan, give appropriate consideration to likely future land use and management activities and likely pathways in relation to the relevant contaminant.
Implemented by Methods 14.9.3.9i), ii) and iii)

Methods

- i) Requiring as part of the approval of Integrated Development Plans the consideration of likely anticipated future activity types across the subject land area.
- ii) Application of the methods specified in Part 11 - Hazardous Facilities.



- iii) By liaising with the Auckland Regional Council in respect of contaminated site investigation and management, through the assessment and approval process of Integrated Development Plans, and resource consents.

14.9.3.10 OBJECTIVE - TRANSPORT

Maintain or enhance the safety and capacity of the internal and wider transport network.

Policies

- a) Constraining and managing future private vehicle travel to and from Wynyard Quarter, particularly during peak travel periods.
Implemented by Methods 14.9.3.10i), ii), iii), iv), v), vi) and vii).
- b) Encouraging the use of alternative modes of transport and the provision of attractive and efficient passenger transport services compatible with the intended character and amenity of the area.
Implemented by Method 14.9.3.10v)
- c) Maintaining and enhancing maritime passenger operations to the Hauraki Gulf Islands by providing adequate vehicular, pedestrian and public transport access to ferry terminal facilities.
Implemented by Method 14.9.3.10v) and vi)
- d) Protecting the safe and efficient operation of Fanshawe Street as a key arterial route connecting the central city area with the wider Auckland region (including, but not limited to North Shore City and Rodney District).
Implemented by Methods 14.9.3.10i), ii), iii), iv), v), vi), and vii).

Methods

- i) The establishment of a voluntary Transport Management Association and the implementation of the Wynyard Quarter Transport Plan to provide a framework to assist to reduce single occupancy private vehicle trips and to promote more sustainable trip making.
- ii) Development control rule 14.9.11.1c) limiting the amount of office floor space within Wynyard Quarter.
- iii) Development control rule 14.9.11.1a) setting permitted maximum car parking ratios based on activity type.
- iv) Requirement for restricted discretionary activity consent for activities with potential to generate more than minor volumes of traffic to ensure that appropriate activity specific travel management measures are implemented.
- v) On-going consultation with relevant transport authorities to establish an appropriate regular public

transport system servicing Wynyard Quarter and connecting it to the central city area.

- vi) Funding of new infrastructure through development and/or financial contributions.
- vii) Ongoing monitoring of traffic effects (both internal and external to Wynyard Quarter).

14.9.3.11 OBJECTIVE - NATURAL ENVIRONMENT

Urban development incorporating sustainable design principles to enhance the natural environment.

Policies

- a) By encouraging low energy and sustainable building design including the use of durable, low maintenance materials, passive heating, passive cooling and the use of solar energy.
Implemented by Method 14.9.3.11i)
- b) By encouraging the incorporation of low impact stormwater design as part of the redevelopment of sites and public open spaces.
Implemented by Methods 14.9.3.11i)
- c) By ensuring the implementation of at-source stormwater management controls into the streetscape and drainage network.
Implemented by Method 14.9.3.11i)
- d) By encouraging the consideration of the potential effects of climate change.

Methods

- i) Buildings and Activities assessment criterion 14.9.9.1.18 Sustainability.

14.9.3.12 OBJECTIVE - INTEGRATED DEVELOPMENT

The development of buildings and activities and the provision of infrastructure within Wynyard Quarter in a comprehensive and integrated manner which achieves high quality urban design outcomes and which avoids, remedies or mitigates adverse effects on infrastructure.

Policies

- a) To provide an appropriate basis for assessment of future development on an integrated and comprehensive basis by identifying specific areas within Wynyard Quarter based on land ownership, character, activities, and existing and proposed street



pattern.

Implemented by Method 14.9.3.12i)

- b) By encouraging built form, activities, public open spaces and infrastructure to be planned and designed on a comprehensive land area basis, rather than on an individual site basis.

Implemented by Method 14.9.3.12ii), iv)

- c) By encouraging the specific characteristics and servicing requirements of each identified Quarter Area to be considered through an Integrated Development Plan.

Implemented by Methods 14.9.3.12ii), iv)

- d) By encouraging the consideration of anticipated activities and parking demand across identified Quarter Areas through an Integrated Development Plan.

Implemented by Methods 14.9.3.12ii), iv)

- e) By encouraging the joint consideration of Integrated Development Plan applications and any related development control rule modifications.

Implemented by Method 14.9.3.12iii)

Methods

- i) Quarter Plan A identifying Quarter Areas.
- ii) Rule 14.9.6.2 enabling applications to be made for Integrated Development Plans for consideration and assessment on either a non-notified or limited notified basis.
- iii) Rule 14.9.6.3 encouraging an Integrated Development Plan and development control modifications to be considered concurrently.
- iv) Clause 14.9.8 Information Requirements and Assessment Criteria - Integrated Development Plans.

14.9.4 RESOURCE MANAGEMENT STRATEGY

The resource management strategy for Wynyard Quarter is to provide a suite of provisions to give effect to the vision as set out in the Wynyard Quarter Concept Vision document:

"Wynyard Quarter is for the people of Auckland and beyond to celebrate the city's diverse cultural expressions, love of the harbour, and to enjoy a rich choice of opportunities and experiences where the CBD edge meets the sea."

The following seven key interrelated factors underpin and inform the resource management strategy for Wynyard Quarter:

1. Regional policy;

2. An integrated and comprehensive approach to redevelopment;
3. Quality built form and urban design and the protection and enhancement of identified character buildings;
4. Potential industry conflicts, including the management of risk associated with hazardous industry;
5. Providing for the efficient operation and growth of the marine industry and fishing industry sector, and maritime passenger operations;
6. Securing high quality public open space and community facilities for future generations on both a regional and local basis; and
7. The provision of infrastructure necessary to accommodate future growth.

Regional Policy

The Auckland Regional Policy Statement 1999 (ARPS) sets out policies to achieve sustainable management and integrated management of natural and physical resources. Changes made to the ARPS in response to the requirements of the Local Government (Auckland) Amendment Act 2004 reinforce the need to focus most of the Region's future development within urban areas, particularly in centres and around public transport nodes. It promotes selected and planned intensification based on urban redevelopment and opportunities for:

- Enhanced urban form and liveability;
- More effective and efficient use of the limited land resource;
- Upgraded infrastructure and improved environmental standards; and
- Improved transportation and community services.

The ARPS defines the Central Area, including Wynyard Quarter, as a "High Density Centre" and lists the Central Area as a priority growth area with plan changes to be initiated between 2005 - 2010.

For Wynyard Quarter, to give effect to Regional Policy, this means that any redevelopment will be focussed towards intensification while minimising adverse effects on environmental and amenity values, and ensuring the provision of adequate infrastructure. Intensification will also require the provision of public open space and enable the provision of community facilities to service not only the future population living, working and visiting the Quarter but also the future Central Area population which will continue to grow and intensify. To maximise the opportunity for intensification, the ARPS anticipates that land will be used efficiently. In order to encourage the efficient use of the limited land resource, the use of structure plans is promoted by the ARPS for the redevelopment of large brownfield areas.



Integrated and comprehensive approach to redevelopment

An integrated and comprehensive approach to redevelopment within the Quarter is important for three principal reasons:

- i) To implement effectively the Regional Policy direction which requires the efficient use of land;
- ii) To encourage areas to be planned comprehensively in order to set an appropriate framework for good urban design outcomes while ensuring necessary infrastructure is provided at appropriate stages; and
- iii) To provide a mechanism which allows for development to be planned and phased in over time to account for the progressive departure of hazardous and heavy industry from the Quarter while taking into account the presence of the existing hazardous and heavy industry.

Within Wynyard Quarter, this is given effect by:

- Dividing Wynyard Quarter into seven areas (Quarter Areas 1 - 7) based on land ownership, character, activities and existing and proposed street pattern;
- Enabling the establishment of risk sensitive activities within Quarter Area 6 once existing hazardous industry north of Jellicoe Street cease operation and managing the establishment of risk sensitive activities north of Pakenham Street; and
- Encouraging the comprehensive and integrated development of Quarter Areas 2, 4, 5, 6 and 7 through the voluntary Integrated Development Plan mechanism across either an entire Quarter Area or smaller or larger land holdings.

Wynyard Quarter Urban Design Background Information Document

The Wynyard Quarter Urban Design Background Information Document (Annex 14) contains the background to and reasons for the basic urban design principles for the entire Quarter. In this respect, it is not a substitute for three dimensional Integrated Development Plans, but rather a reference document to inform the district plan reader of the background which underpins the criteria which guides the development of such plans.

The Wynyard Quarter Urban Design Background Information Document explains the four key concepts designed to integrate Wynyard Quarter into its waterfront and Central Area setting. These concepts are:

1. The Waterfront Axis - 'establishing the waterfront spine';
2. The Park Axis - 'creating a landscape network';
3. The Wharf Axis - 'connecting land and sea'; and

4. Waterfront Precincts - developing areas of distinct character.

These concepts also include a series of smaller 'projects' which are envisioned to contribute to a high quality environment in Wynyard Quarter including:

- A coastal park of regional significance and status occupying a significant proportion of the northern "finger" of Wynyard Quarter.
- A marine events centre occupying the Halsey Street Extension Wharf site as a significant destination for marine/waterbased activities.
- The provision of a new opening Te Wero bridge to reconnect Wynyard Quarter to the Viaduct Harbour.
- A significant central park space between Jellicoe and Fanshawe Streets.
- The Daldy Street Linear Park connecting Victoria Park to the major park spaces within Wynyard Quarter.
- The establishment of a public plaza as a major urban plaza space at the intersection of Daldy Street, Brigham Street and Jellicoe Street, providing an important focal point for Wynyard Quarter.

The Wynyard Quarter Urban Design Background Information Document is included as Annex 14 to the District Plan to provide the background to and reasons for some of the provisions found in the District Plan for Wynyard Quarter and to assist the public to understand the approach taken to the Quarter.

Quarter Areas

To ensure that this unique opportunity is managed in a sustainable and co-ordinated manner, and in recognition of the long-term nature of the redevelopment, Wynyard Quarter has been divided into seven separate Quarter Areas. In order to encourage comprehensive and integrated development of each Quarter Area, Integrated Development Plans are encouraged to be approved prior to the redevelopment of Quarter Areas 2, 4, 5, 6 and 7.

Quarter Area 1 (Southern)

Quarter Area 1 (Southern) is bounded by Fanshawe Street, Westhaven Drive, Gaunt Street and Halsey Street. This comprises a total land area of 3.68 hectares, contained in three blocks. It has an existing commercial development flavour and is currently being redeveloped for further commercial activity, reflecting its zoning permitting offices under the operative Auckland City District Plan (Central Area Section) 2004. The existing situation provides unique challenges for the implementation of future reduction in private travel. The proximity to Fanshawe Street has the benefit of focusing higher traffic generating activity near Fanshawe Street, thus reducing the potential to draw traffic throughout the Quarter and providing convenient access to regular/high frequency bus



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services operating along Fanshawe Street. A maximum limitation on permitted office space of 98,000m² has been imposed to reflect the consented and constructed levels of office activity and the provision of approximately 20,000m² permitted office space within the remaining sites. A further 12,000m² is potentially available as a restricted discretionary activity on the Caltex site (Lot 1 DP179403).

In recognition of the former zoning of, and constructed and consented built form within Quarter Area 1, the maximum FAR and height limitations are the same on Quarter Plans B1 and B2 and C1 and C2 and therefore apply regardless of whether an Integrated Development Plan has been approved.

Quarter Area 2 (North Gaunt)

Quarter Area 2 (North Gaunt) is bounded on the south by Gaunt Street, to the east by Halsey Street and to the north and west by Pakenham Street West and Beaumont Street respectively. The Quarter Area is contained in two blocks and comprises a total land area of 3.36 hectares. The fact that the Quarter Area is in single ownership represents a significant opportunity for comprehensive redevelopment.

Development within Quarter Area 2 will assist to reduce the potential to draw traffic throughout the Quarter and will facilitate convenient utilisation of bus services operating along Fanshawe Street. Quarter Area 2 (like Quarter Area 1) is in relative proximity to Fanshawe Street and is not adjacent to the coastline. These factors, together with the synergies that can be gained from association with existing commercial activities (Quarter Area 1 and Viaduct Harbour Precinct) and the proposed underground railway station (see Annex 15), means that Quarter Area 2 is well disposed to commercial development. The commercial office floor area allocations reflect this.

Certain sites in the block between Beaumont Street and Daldy Street are suitable for marine industry and fishing industry activities at ground level and will assist in reinforcing a marine and fishing character in the western side of Wynyard Quarter.

Quarter Area 3 (Marine)

Quarter Area 3 (Marine) comprises 6.3 hectares of land lying between the western waterfront edge, Hamer Street and Beaumont Street. This area is strongly characterised by marine industry activity, and includes the use of various boat slipways and haul-out areas. This area offers a significant opportunity for the long-term consolidation, growth and efficient operation of the marine industry sector. This area also includes the slipways north of Jellicoe Street, which are currently important for servicing the passenger ferry fleet and the fishing fleet. It may be appropriate to extend the waterfront axis along the northern side of Jellicoe Street through Quarter Area 3 as part of the structure plan process for Quarter Area 5.

Provision is made for a limited range of activities within Quarter Area 3 which may be sensitive to risk associated with existing hazardous industry located within Quarter Area 6. For this reason activities marked # located within Area C as shown on Quarter Plan K require assessment as a restricted discretionary activity until all hazardous industry located within Quarter Area 6 discontinue operations.

Quarter Area 4 (Central)

Quarter Area 4 (Central), at approximately 4.16 hectares in land area, is bounded by Pakenham Street West, Halsey Street, Madden Street and Beaumont Street. Currently comprised of one large block, the reconnection of Daldy Street and its widening to establish the park axis boulevard between Fanshawe Street and Brigham Street will assist in the facilitation of a finer grained development.

The waterfront aspect of Quarter Area 4 across Viaduct Harbour, and its proximity to Jellicoe Street and Daldy Street, lends itself to mixed-use development. The Beaumont Street, Pakenham Street, Madden Street and Daldy Street extension ground floor frontage is suitable for marine industry and fishing industry activities and will assist in creating a marine and fishing character in the western side of Wynyard Quarter.

The block bound by Madden, Daldy, Pakenham Street West and Halsey Streets is adjacent to the existing ammonia refrigerant based fish processing plant. The establishment of accommodation and non-permanent accommodation and other activities marked # within this area requires careful consideration as either a non-complying or restricted discretionary activity to ensure that potential effects associated with accidental ammonia release are either avoided or mitigated. The owner and operator of the ammonia refrigerant based fish processing plant is deemed to be an affected party when establishing accommodation or non-permanent accommodation within the northern half of this block, identified as Area B as shown on Quarter Plan K.

Within the remainder of Quarter Area 4 west of Daldy Street activities marked # in clause 14.9.6.6 are classified as a restricted discretionary activity to ensure that potential human injury risk effects associated with a release of toxic vapour from hazardous product stored north of Jellicoe Street are either avoided or mitigated. Hazardous industry owners and operators located within Quarter Area 6 are deemed to be affected parties when establishing accommodation or non-permanent accommodation within Area A as shown on Quarter Plan K.

There is the possibility that hazardous product and facilities located within Quarter Areas 5 or 6 may either be relocated or substantially upgraded in the future. If this occurs, the QRA confirms that the human injury risk profile may be acceptable within the area identified as Area A. For this reason, clause 14.9.6.4.6 specifies that hazardous industry



owners and operators within Quarter Area 6 are no longer deemed to be affected parties, where it can be clearly demonstrated that the land area subject to the application will fall outside of the hazardous industry toxic injury risk contour.

Quarter Area 5 (Jellicoe)

Quarter Area 5 (Jellicoe) is defined by Halsey Street to the east, Jellicoe Street and the coastal edge to the north and Beaumont Street and Madden Streets to the west and south respectively. This comprises a total land area of 3.39 hectares contained in three blocks, including a narrow block of 20m in width located between Jellicoe Street and North Wharf. Jellicoe Street between Hamer Street and Halsey Street is currently the widest street within the Quarter (30 metres).

Activity within Quarter Area 5 (Jellicoe) includes the marine, fishing sector and maritime passenger operations which currently utilise North Wharf. The Sanford fishing operation is of regional significance with specific location and operational requirements and includes an ammonia refrigerant based fish processing plant. Maritime passenger operations provide an essential public service and together with marine and fishing industry has specific location and operational requirements which are enabled and provided for in this Quarter.

To avoid or mitigate risk related issues associated with the accidental release of ammonia, the establishment of accommodation or non-permanent accommodation within the block bound by Madden, Daldy, Jellicoe and Halsey Streets and on land fronting North Wharf is classified as a non-complying activity while other activities marked # in clause 14.9.6.6 are classified as a restricted discretionary activity.

Within that part of Quarter Area 5 west of Daldy Street and within the transitional overlay precinct permanent or non-permanent accommodation and other activities marked # are classified as a restricted discretionary activity. The hazardous industry owners and operators located within Quarter Area 6 are deemed to be affected parties when establishing permanent or non-permanent accommodation within Area A as identified on Quarter Plan K.

There is the possibility that hazardous product and facilities located within Quarter Areas 5 or 6 may either be relocated or substantially upgraded in the future. If this occurs, the QRA confirms that the human injury risk profile may be acceptable within the area identified as Area A. For this reason, clause 14.9.6.4.6 specifies that hazardous industry owners and operators within Quarter Area 6 are no longer deemed to be affected parties, where it can be clearly demonstrated that the land area subject to the application will fall outside of the hazardous industry toxic injury risk contour.

The section of Jellicoe Street running parallel with North Wharf forms an important part of the waterfront axis and is likely to be the focus of future pedestrian activity once the bridge between the Eastern Viaduct and Wynyard Quarter is established. The 20m wide strip of land that lies between Jellicoe Street and North Wharf requires special attention to ensure that future buildings are at an appropriate scale and spacing to provide for public views to the water, while activating the street and water's edge. This area is also of importance for unloading of the fishing fleet. In recognition of Jellicoe Street's changing role as a pedestrian oriented environment and entertainment spine along the waterfront axis, it is considered desirable to narrow the street to provide a sense of enclosure and to enable a suitable building platform between the street and North Wharf.

Quarter Area 5 (Jellicoe) is predominantly in single ownership and represents a significant opportunity for comprehensive redevelopment. Additionally, an opportunity is available to incorporate activities which activate the extension of the spine along Jellicoe Street into Area 3 as part of the structure plan for Quarter Area 5 via the transitional overlay precinct provisions proposed.

Quarter Area 6 (Northern)

Quarter Area 6 comprises a 5.5 hectare peninsula generally extending northwards from Jellicoe Street. Its unique aspect and size, and the opportunity for views out across the harbour and back to the Central Area provides the ideal setting for a waterfront public open space of regional significance. This Quarter Area provides an opportunity to integrate significant areas of public open space with areas of entertainment (Special Character Frontage areas on Jellicoe Street - Quarter Area 5) and marine events (Quarter Area 7), together with the future development on Wynyard Wharf, in a manner that provides views and aspect relative to Jellicoe Harbour.

Quarter Area 6 contains several hazardous industry operations which will continue to operate for a period of time while Wynyard Quarter is transitioning into a mixed use environment. To address risk issues associated with these industries, potentially sensitive land uses marked # in clause 14.9.6.6 are classified as a non-complying activity within Quarter Area 6 until all existing hazardous industries within this Quarter discontinue operations.

Quarter Area 7 (Marine Events)

Quarter Area 7 comprises a 1.57 hectare rectangular land area to the east of Halsey Street. The deep-water access to Viaduct Harbour, its aspect to the Eastern Viaduct, and future accessibility from the Central Area make this Quarter Area ideally placed to accommodate marine events activity. Built form and activities within this area therefore need to be carefully managed to ensure that the suitability of this Quarter Area for marine events activity is maintained or that an Area for marine events activity is



available prior to its redevelopment. The Western Viaduct Wharf and the Halsey Street Extension Wharf north of Jellicoe Street (regulated by the Auckland Regional Plan: Coastal) also provide for marine events and are an alternative location for the accommodation of a more permanent marine event precinct should the America's Cup not return to Auckland and Quarter Area 7 is no longer required for that use. This could enable Quarter Area 7 to be developed for mixed use purposes, provided that reverse sensitivity effects are avoided, remedied or mitigated.

Quarter Area 7 is also located adjacent to the Sanford fishing operation. For the reasons set out in the Quarter Area 4 strategy above, potentially sensitive activities within this area require specific consideration as a restricted discretionary activity to address potential risk related effects associated with the ammonia refrigerant based fish processing plant. The owner and operator of the ammonia refrigerant based fish processing plant is deemed to be an affected party when establishing accommodation or non-permanent accommodation within Quarter Area 7 (Area B as identified on Quarter Plan K).

Quality Built Form and Urban Design

A 'design based' approach has been taken, with all building development and redevelopment required to be assessed against design assessment criteria. The five key components of these criteria are:

- i) High quality and enduring design, particularly where viewed from public open space;
- ii) Attractive, active and safe public open spaces which create a sense of community;
- iii) Adaptable building form, encouraging the reuse and conversion of buildings overtime;
- iv) Sustainable building and site design that takes a long term view of energy efficiency and storm water management;
- v) Adequate internal and external amenity for building occupants which provides the opportunity for outlook, sunlight access and sufficient internal living space.

The building design assessment criteria are supported by a series of development controls.

The scale of development is controlled through the application of site intensity and maximum height controls, with the latter designed to reinforce the headland location of Wynyard Quarter in a manner subservient to the Central Area skyline. Specific provision is made for certain sites within Quarter Areas 2, 3 and 5 to extend to a maximum height of 52 metres, in recognition of their unique qualities, locational attributes and the contribution that resultant built form will make to the urban landscape.

The outlook space and building frontage controls are designed to be complementary, and to encourage future

built form which adequately encloses street space and secures adequate outlook. Flexibility is built into the latter control to allow outlook space to be legally secured and shared between sites and over public open spaces.

To encourage the adaptability of ground level building space, a minimum floor to ceiling height is set. Street level activation within the special character frontage area is encouraged through a minimum glazing requirement.

The provision of accommodation with adequate living space is also encouraged through minimum apartment sizes while the provision of adequate light is supported by minimum outlook requirements from principal living areas.

Furthermore, the protection and enhancement of identified character buildings is encouraged through activities classification.

Industry

Although hazardous industry is likely to relocate progressively from the area, there remains a requirement to manage risk in the transition period, particularly in relation to areas subject to redevelopment within the northern part of Wynyard Quarter. Accordingly, risk sensitive activities within Quarter Area 6 are classified as a non-complying activity until hazardous industry within this area discontinue operations. Access to existing hazardous industry is provided via Beaumont Street which is identified as the primary hazardous substances route in Wynyard Quarter. Halsey Street is also used as a secondary hazardous substances transport route and provides complementary access to and from the Quarter. Vehicles using the secondary route should connect to Beaumont Street via Madden Street. While hazardous industries remain it is also important to ensure that two access ways (Brigham and Hamer Streets) are maintained open at all times for emergency vehicles.

The marine and fishing industries cluster within Wynyard Quarter is important to the region both economically and in terms of synergies with marine events activities. Quarter Area 3 (Marine) has been identified for the continued development and growth of the marine industry sector, while the operation of the fishing industry is also specifically provided for within Quarter Area 5 (Jellicoe).

Office

Office activity is a major generator of peak hour traffic. To manage traffic capacity challenges facing redevelopment of Wynyard Quarter, the permitted amount of office activity in the Quarter is limited.

Office space has been distributed in recognition of the desire to achieve a mixed use environment and with regard to the restriction on accommodation activity within Quarter Areas 4, 5 and 6 arising as a result of reverse sensitivity and risk issues associated with hazardous industry.



Public Open Space

The provision of quality public open spaces and the ease, convenience, and safety of pedestrian movement through the Quarter is fundamental to achieving a successful community and visitor destination. Wynyard Quarter represents a significant opportunity to provide waterfront public open space within walking distance of the Central Area.

A hierarchy of public open space is proposed, including a large regionally significant public space, a linear space linking the waterfront to Victoria Park, smaller local neighbourhood public open spaces, waterfront access, and small pocket parks, linking spaces and plazas designed to complement the public open space network. The hierarchy of public open spaces is necessary to provide for the public open space needs of the occupants of and visitors to Wynyard Quarter. Open space shall be provided by way of financial contributions (or subsequent development contributions).

An network of coastal edge public open space for the purpose of enabling access to and along the coast is a fundamental element of the Quarter. In recognition of the important operational requirements of marine industry, coastal edge public access within Quarter Area 3 is not a requirement.

Travel Management

The establishment of operational and physical infrastructure to support the travel management approach for Wynyard Quarter is essential to ensure its future sustainable development. As traffic effects accumulate, it is very important that activities subscribe to travel management measures at the outset to enable the full potential development of the Quarter to be realised. It is critical that even those activities establishing early in the development phase are encouraged to subscribe to a travel management framework and philosophy for the entire Quarter to allow its full development potential to be realised. The redevelopment of Wynyard Quarter requires an appropriate framework to support and encourage travel reduction measures. For these reasons a Wynyard Quarter Transport Plan has been prepared by the Auckland City Council with input from stakeholders.

The intention of the travel management provisions is to constrain and manage single occupancy private vehicle trips to and from Wynyard Quarter, particularly during peak traffic periods, and to increase the proportion of trips using other modes. The aspiration is to achieve a 70/30 modal split, where single occupancy private vehicle trips represent no more than 30% of all trips. Walking, cycling, public transport and private vehicle passenger trips should account for 70% of overall trips to and from Wynyard Quarter. A critical component of the travel management framework is the following suite of vehicle trip generation ceiling targets:

- i) 3500 (permitted) - 3650 (restricted discretionary) vehicles per hour two way; and
- ii) 2500 vehicles per hour one way inbound or outbound during the weekday morning peak (7.00am - 9.00am); and
- iii) 2500 vehicles per hour one way outbound or inbound during the weekday afternoon peak (4.00pm - 6.00pm).

This intention is reflected in Part A of the Wynyard Quarter Transport Plan, and is to be achieved in part through site travel management plans. Part A of the Wynyard Quarter Transport Plan is incorporated into the District Plan by reference.

In addition to encouraging businesses' and residents' membership in the Wynyard Quarter Transport Management Association, and participation in travel management initiatives, new activities or changes to activities with high traffic generation potential are required to demonstrate how the development will achieve the objectives set out in Part A of the Wynyard Quarter Transport Plan (criterion 14.9.9.3.2).

The Wynyard Quarter Transport Plan has been established by the Auckland City Council with input from stakeholders and should provide guidance to the Wynyard Quarter Transport Management Association.

As part of the travel management approach, the Council acknowledges the importance of ongoing monitoring of the traffic effects (both internal and external to Wynyard Quarter), and review of that information in assessing the cumulative impact of development within the Wynyard Quarter.

14.9.5 ANTICIPATED ENVIRONMENTAL RESULTS

It is expected that the provisions adopted for the Quarter will result in the following.

- a) An environment which allows existing marine and fishing industry, industry and maritime passenger operations to continue to operate efficiently, subject to building design, safety and amenity considerations.
- b) Progressive redevelopment of the area being undertaken in an efficient, integrated and comprehensive manner in accordance with a framework for the provision of high quality public open space and built form throughout the Quarter.
- c) An environment that encourages a variety of activities, including marine, fishing, industrial, commercial, residential, the marine events precinct and public



space, which enhance the vitality and vibrancy of the Quarter and reflect its working waterfront tradition, while ensuring that their adverse effects are avoided, remedied or mitigated.

- d) A high quality and safe environment exhibiting good urban design, residential amenity and high quality public open spaces.
- e) The provision of a high quality waterfront public open space and a marine events precinct.
- f) A diverse and vibrant environment which complements the Central Area and which provides a good standard of amenity for occupants.
- g) A network of safe, convenient, and attractive pedestrian access routes.
- h) Quality buildings that promote sustainable design, and the desirability of the Quarter as a high amenity location within the City.
- i) Adaptable built form which encourages the reuse of building space and enables a variety of activities at ground level.
- j) The protection and enhancement of identified character buildings within the Quarter.
- k) The establishment of public authority travel management measures in advance of, or coincident with, the development of activities.

14.9.6 RULES - ACTIVITIES

The following activities table is designed to reflect the range of activities and the progressive nature of redevelopment anticipated within Wynyard Quarter.

Activities marked # are identified risk sensitive activities, within Area C shown on Quarter Plan K and Quarter Areas 4, 5, 6, and 7, deemed to be potentially sensitive to risk associated with hazardous industry operations. These activities are subject to specific controls set out on Quarter Plan K and as described in clause 14.9.6.4 below.

In addition, the integrated and comprehensive development of land areas is encouraged through the voluntary Integrated Development Plan mechanism. Following this mechanism avoids the requirement for each building that seeks to achieve the maximum permitted gross floor area ratio and building height shown on Quarter Plans B2 and C2 to be assessed as a non-complying activity.

Without an approved Integrated Development Plan, the maximum permitted total gross floor area ratio and height of new buildings within Quarter Areas 2, 4, 5, 6 and 7 is that identified on Quarter Plans B1 and C1 (refer rules 14.9.11.2 and 14.9.11.3). It is a non-complying activity to

exceed the permitted gross floor area ratio and maximum building height shown on Quarter Plans B1 and C1 in the absence of an Approved Integrated Development Plan. Any such application must be considered against the information requirements in 14.9.8.1 and assessment criteria in 14.9.8.2 and 14.9.9.1. The Council shall have regard to those provisions when considering any such activity under section 104.

Where an Approved Integrated Development Plan applies, the maximum total gross floor area and height of new buildings within Quarter Areas 2, 4, 5, 6 and 7 is that identified on Quarter Plans B2 and C2 (refer rules 14.9.11.2 and 14.9.11.3).

14.9.6.1 Activities Marked **

For that area identified as Transitional Overlay Precinct on Quarter Plan C2, the activity status marked ** shall apply only from the date on which an Approved Integrated Development Plan applies. Prior to that, the activity status of those activities is non-complying unless stated otherwise in the table.

14.9.6.2 Integrated Development Plan

1. An "Integrated Development Plan" is a voluntary built and spatial framework plan that is to be prepared for either the whole or part of a Quarter Area as shown on Quarter Plan A (refer activity table below). The activity status of the application depends on the area of land contained within the Integrated Development Plan. The application is to include the minimum information requirements set out in clause 14.9.8.1.
2. Any application for an Integrated Development Plan, and any subsequent application to amend an Approved Integrated Development Plan, shall be made by the freehold landowner or ground lessees with a minimum remaining term of 15 years (including any rights of renewal).
3. An "Approved Integrated Development Plan" is one that has been granted consent by the Council and the consent has commenced under section 116 of the Resource Management Act 1991.
4. An Approved Integrated Development Plan is deemed to have been given effect to in accordance with section 125 of the Resource Management Act 1991 once the first building exceeding the maximum total gross floor area and height shown on Quarter Plans B1 and C1 has been constructed in accordance with the Approved Integrated Development Plan.
5. An Approved Integrated Development Plan shall specify the consent lapses in 15 years unless given effect to within this timeframe.
6. In accordance with section 94D(2) of the Resource Management Act 1991 an application for approval of an Integrated Development Plan (in accordance with



rule 14.9.6) need not be publicly notified as otherwise required by section 93(1)(b).

7. In accordance with section 94D(3) of the Resource Management Act 1991 notice of an application for approval of an Integrated Development Plan in accordance with rule 14.9.6 does not need to be served on any person or party, other than any freehold landowner or ground lessee with a minimum remaining term of 15 years (including any rights of renewal) within the application area who has not provided written approval, as required by section 94(2).

14.9.6.3 Consent Status and Concurrent Applications

1. Where an Integrated Development Plan requires a development control modification, a concurrent development control modification application shall be made. With the exception of applications to modify development controls 14.9.11.1a), 14.9.11.1d), 14.9.11.2b) or 14.9.11.3b), c) or d) or 14.9.11.11e), concurrent development control application(s) do not alter the restricted discretionary activity status of an Integrated Development Plan and rule 14.9.6.2 applies.
2. In circumstances where concurrent applications are made, the Council will consider and determine those applications together.
3. Where an Integrated Development Plan involves development control modification(s) and no concurrent development control modification application has been made, the determination of the Integrated Development Plan application will be deferred in accordance with s91 of the Resource Management Act 1991 until either an application is made for the required development control modification(s) or the Integrated Development Plan is amended to comply with the relevant development controls.
4. Where a concurrent application is made to modify development control 14.9.11.3b), c) or d) the Integrated Development Plan application shall be considered as a discretionary activity.
5. Where a concurrent application is made to modify development control 14.9.11.1a) or d), 14.9.11.2b), or 14.9.11.11e) the Integrated Development Plan application shall be considered as a non-complying activity.
6. In circumstances where an Approved Integrated Development Plan applies, any subsequent application to modify development control 14.9.11.1a) or d), 14.9.11.2b), 14.9.11.3b), c) or d) or 14.9.11.11e) shall require an application either to amend the Integrated Development Plan or an application for a new Integrated Development Plan. The activity status that

applies to the modification of the development control shall apply.

7. In circumstances where an Approved Integrated Development Plan applies, any subsequent applications for new buildings inconsistent with the Approved Integrated Development Plan should be accompanied by an application either to amend the Integrated Development Plan or an application for a new Integrated Development Plan.
8. Where consent has been granted to a concurrent application to modify a development control, and provided the subsequent resource consent application for the building is in accordance with the Approved Integrated Development Plan, no further consent is required to modify that development control.
9. A concurrent application can be made for a building, and the activities within the building, located within the Integrated Development Plan area. The activity status of the Integrated Development Plan application will be assessed independently of the building, and the activities within the building.

14.9.6.4 Risk Sensitive Activities Marked #

Specific requirements apply to risk sensitive activities associated with hazardous industry within the area of Wynyard Quarter north of Pakenham Street. Within Quarter Areas 4, 5, 7 and Area C shown on Quarter Plan K, those activities marked # in activity table 14.9.6.6 are deemed to be risk sensitive activities and classified as a restricted discretionary activity, subject to specific controls applying to Quarter Area 6 and compliance with Quarter Plan K.

To ensure the safe and efficient operation of existing hazardous industry within Quarter Area 6, the status of activities marked NC* or RD* applies until the date upon which all hazardous industry located within Quarter Area 6 discontinue operations. After that time the activity status of most of those activities is permitted unless an alternative activity status not marked "*" is shown.

In recognition of the risk associated with the ammonia refrigerant based fish processing plant, Quarter Plan K identifies accommodation and non-permanent accommodation as a non-complying activity along part of the southern frontage of Madden Street and within the block bound by Madden, Daldy, Jellicoe and Halsey Streets and on land fronting North Wharf. A Special Industrial Frontage control (development control 14.9.11.6d)) also applies along the southern frontage of Madden Street to reduce human injury risk associated with accidental ammonia release.

Quarter Plan K also identifies "Area A", "Area B" and "Area C" where specific controls apply to address risk associated with hazardous industry. Area A represents land potentially subject to human injury effects associated



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with existing hazardous industry located within Quarter Area 6. Where applications are made to establish accommodation or non-permanent accommodation within Area A, hazardous facility owners and operators located within Quarter Area 6 are deemed to be an affected person under section 95B of the Resource Management Act 1991. The restricted discretionary activity status of all activities marked # within Area A applies until the date upon which all hazardous industry located within Quarter Area 6 discontinue operations. After that time the activity status of those activities marked # within Area A is permitted.

Area B identifies land where specific consideration is required when establishing accommodation and non-permanent accommodation activities due to human injury risk associated with accidental ammonia vapour release. Specific assessment criteria apply to this area to ensure potential health effects associated with ammonia release are avoided. As part of the consideration of an application to establish either accommodation or non-permanent accommodation within Area B, the owner and operator of the adjacent fishing plant is deemed to be an affected person under section 95B of the Resource Management Act 1991.

Area C represents land within Quarter Area 3 subject to human injury effects associated with hazardous industry located within Quarter Area 6. Listed permitted activities marked # located within Area C as shown on Quarter Plan K require assessment as a restricted discretionary activity and assessment against criteria listed at clause 14.9.9.3.3. The restricted discretionary activity status of all activities marked # within Area C applies until the date upon which all hazardous industry located within Quarter Area 6 discontinue operations. After that time the activity status of those activities marked # within Area C is permitted.

Specific requirements are also included dealing with events due to the potential risk issues associated with a significant number of people congregating near existing hazardous facilities. Where events will attract over 1000 people at any one time restricted discretionary activity consent is required and the owner and operator of the adjacent hazardous industries are deemed to be an affected person under section 95B of the Resource Management Act 1991. It is anticipated that resource consents lodged will cover a number of events planned for Wynyard Quarter.

There is the possibility of a future reduction in the human injury risk profile due to the redistribution of product or the upgrading of hazardous plant facilities located within Quarter Areas 5 or 6. To account for this, the criteria set out in clause 14.9.6.4.6 specifies that hazardous industry owners and operators within Quarter Area 6 are no longer deemed to be affected parties, where it can be demonstrated that the land area subject to the application will fall outside of the hazardous industry toxic injury risk contour.

The rules which give effect to this approach are set out in rule 14.9.6.6.

1. In accordance with section 95A(3) of the Resource Management Act 1991 an application for approval of a restricted discretionary activity for a risk sensitive activity marked # in accordance with rule 14.9.6.6 need not be publicly notified.
2. With the exception of accommodation, non-permanent accommodation or an event specified in 14.9.6.4.3, 14.9.6.4.4 and 14.9.6.4.5 below, in accordance with section 95B(2) of the Resource Management Act 1991 notice of an application for approval of a restricted controlled activity or restricted discretionary activity for a risk sensitive activity marked # or an event in accordance with rule 14.9.6.6 does not need to be served on any person or party.
3. In accordance with section 95B(2) of the Resource Management Act 1991 notice of an application for approval of restricted discretionary activity for accommodation or non-permanent accommodation within Area A as shown on Quarter Plan K, does not need to be served on any person or party, other than any hazardous industry owner or operator within Quarter Area 6 who has not provided written approval.
4. In accordance with section 95B(2) of the Resource Management Act 1991 notice of an application for approval of a restricted discretionary activity for accommodation or non-permanent accommodation within Area B as shown on Quarter Plan K, does not need to be served on any person or party, other than the owner or operator of the fish processing plant located within Quarter Area 5 who has not provided written approval.
5. In accordance with section 95B(2) of the Resource Management Act 1991 notice of an application for approval of a restricted discretionary activity for an event within Quarter Areas 4, 5, or 6 or Area C identified on Quarter Plan K does not need to be served on any person or party, other than any hazardous industry owner or operator within Quarter Area 6 and the owner or operator of the fish processing plant located within Quarter Area 5 who has not provided written approval.
6. In accordance with section 95B(2) of the Resource Management Act 1991, and notwithstanding clauses (3) and (5) above, notice of an application for approval of a restricted discretionary activity referred to in clauses (3) and (5) above need not be served on any hazardous industry owner or operator within Quarter Area 6 if it can be clearly demonstrated that the land area subject to the application will fall outside of the hazardous industry toxic injury risk contour caused by that particular hazardous industry owner or operator within Quarter Area 6.



14.9.6.5 Office activity which exceeds the maximum office activity gross floor area requirement in development control 14.9.11.1c)

1. In accordance with section 94D(2) of the Resource Management Act 1991, an application for office activity which exceeds the maximum office activity gross floor area requirement in development control 14.9.11.1c) and complies with the maximum office activity gross floor area requirement in development control 14.9.11.1d) need not be publicly notified as otherwise required by section 93(1)(b).
2. In accordance with section 94D(3) of the Resource Management Act 1991, notice of an application for office activity which exceeds the maximum office activity gross floor area requirement in development control 14.9.11.1c) and complies with the maximum office activity gross floor area requirement in development control 14.9.11.1d) does not need to be served on any person or party other than the freehold land owner of the subject land and the relevant national and regional statutory roading agency or authority.

14.9.6.6 Activity Status

1. The status of activities within each Quarter Area (A1, A2, A3, A4, A5, A6 and A7) is as listed in the following Activities Table, subject to compliance with Quarter Plans E and K.
2. Activities not provided for require consent as a non-complying activity.
3. For that area identified as Transitional Overlay Precinct on Quarter Plan C2, the activity status marked ** shall apply only from the date on which an Approved Integrated Development Plan applies. Prior to that, the activity status of those activities is non-complying.
4. Activities marked # are risk sensitive activities and require assessment against relevant criteria listed in clause 14.9.9.3.3.
5. For Quarter Area 6 and Area A and Area C as shown on Quarter Plan K, the activity status marked * shall apply until the date on which all hazardous industry located within Quarter Area 6 discontinue operations. Following that, the activity status of most of those activities is permitted unless an alternative activity status not marked "*" is shown.
6. The requirements in clause 15.5.1.3 shall apply to:
 - i) all temporary activities within Quarter Areas 1, 2, 3 (south of Area C as shown on Quarter Plan K) and 7;
 - ii) all sports events provided that the event only passes through, and is not based in, Quarter Areas 4, 5, 6

or Area C as shown on Quarter Plan K and the event does not involve motor racing.

- iii) All temporary activities occurring within Quarter Areas 4, 5, 6 and Area C shown on Quarter Plan K, except an event.

7. Events located within Quarter Areas 4, 5, 6 and Area C as identified on Quarter Plan K shall be subject to the requirements set out in Part 14.9: Wynyard Quarter. From the date on which all hazardous industry located within Quarter Area 6 discontinue operations, the requirements set out in clause 15.5.1.3 shall apply to events within Quarter Area 6 and Areas A and C as identified on Quarter Plan K.



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Activities	A1, A2	A3	A4	A5	A6	A7
Accommodation or non-permanent accommodation subject to compliance with the requirements shown on Quarter Plan E (as applicable) #	P	NC	RD*	RD*	NC*	RD
Accommodation or non-permanent accommodation subject to compliance with the requirements shown on Quarter Plan E (as applicable) and located within the Transitional Overlay Precinct identified on Quarter Plan C2 #	n/a	RD	n/a	n/a	n/a	n/a
Accommodation in the areas identified on Quarter Plan E as being subject to a no-complaint covenant where no such covenant has been entered into #	A1 n/a A2 D	D	D	D	NC* D	D
Accommodation for people whose duties require living on site #	P	Areas A & C - RD* Sth of Area C - P	RD*	RD*	RD*	RD
Ancillary office space complying with the definition of Marine Industry, Fishing Industry or Marine and Fishing Retail located on another site within Quarter Area 3 or on land fronting Beaumont Street identified on Quarter Plan E as "Areas where ground level activity is limited to marine and fishing industry and marine and fishing retail only".#	RC	RC	RC	RC	RC	n/a
Ancillary parking contained within a building and complying with the parking standards provided that no part of any above ground parking area may be located within 10m of a public open space	P	P	P	P	P	P
Artworks	P	P	P	P	P	P
Community Care Facilities #	P	NC	RD*	RD*	NC*	RD
Conversion of floor space within existing buildings to accommodation or non- permanent accommodation #	RC	NC	RD* RC	RD* RC	NC* RC	RC
Conversion of floor space within existing buildings to accommodation or non- permanent accommodation located within the Transitional Overlay Precinct identified on Quarter Plan C2 #	n/a	RD**	n/a	n/a	n/a	n/a
Demolition of buildings or creation of vacant space, except those buildings identified on Quarter Plan G - Character Overlay	RC	RC	RC	RC	RC	RC
Demolition of internal walls, partitions and fixtures and internal and external redecoration, maintenance or repair	P	P	P	P	P	P



Activities	A1, A2	A3	A4	A5	A6	A7
The demolition or removal of any building, or part of a building, on a site identified on Quarter Plan G - Character Overlay, except for demolition of internal walls, partitions and fixtures and internal and external redecoration, maintenance or repair	RD	RD	RD	RD	RD	n/a
Education #	P	NC	RD*	RD*	NC*	RD
Entertainment/gathering #	P	NC	RD*	RD*	NC*	RD
Entertainment/gathering located within the Transitional Overlay Precinct identified on Quarter Plan C2 #	n/a	P**	n/a	n/a	n/a	n/a
The erection of any new building or the external alteration or addition to any existing building, excluding minor cosmetic alterations or repairs which do not change the design and appearance of the existing building	RD	RD	RD	RD	RD	RD
An event subject to: i) The event attracting no more than 1000 people at any one time; and ii) The event occupying a venue for a maximum cumulative duration of not more than 5 days inclusive of the time required for the establishment and removal of structures	n/a	Areas A & C - P Sth of Area C - n/a	P	P	NC	n/a
An event subject to: i) The event attracting no more than 1000 people at any one time; and ii) The event occupying a venue for a maximum cumulative duration of more than 5 days but not more than 21 days inclusive of the time required for the establishment and removal of structures	n/a	Areas A & C - RC Sth of Area C - n/a	RC	RC	NC	n/a
An event which either: i) Attracts more than 1000 people at any one time; or ii) Occupies a venue for a maximum cumulative duration of more than 21 days inclusive of the time required for the establishment and removal of structures	n/a	Areas A & C - RD Sth of Area C - n/a	RD	RD	NC	n/a
Excavation works associated with the creation of new water space, including areas intended to become part of the coastal marine area	RC	RC	RC	RC	RC	RC
Fishing Industry	RD	RD	RD	RC	RD	RD
Food and Beverage provided that the gross floor area per site does not exceed 100m ² #	P	Areas A & C -RD* Sth of Area C- P	RD*	RD*	NC*	P



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Activities	A1, A2	A3	A4	A5	A6	A7
Food and Beverage with gross floor area per site exceeding 100m ² #	P	D	RD*	RD*	NC*	RD
Food and Beverage with gross floor area per site exceeding 100m ² located within the Transitional Overlay Precinct identified on Quarter Plan C2 #	n/a	Areas A & C - RD* Sth of Area C - P	n/a	n/a	n/a	n/a
Industry	D	D	D	D	D	D
Information Centres	P	P	P	P	NC*	P
An Integrated Development Plan and any subsequent amendments subject to: i) Compliance with rules 14.9.6.2.2 and 14.9.6.3.1 ii) The Integrated Development Plan forming one contiguous land area (including across adjacent Quarter Areas); and iii) The Integrated Development Plan comprising either: a) One City Block; or b) A minimum land area of 2.0ha.	RD	RD	RD	RD	RD	RD
Marine and Fishing Retail #	P	Areas A & C - RD* Sth of Area C - P	RD*	RD*	RD*	RD
Marine Industry	RD	RC	RD	RD	RD	RD
Maritime Passenger Operations #	P	Areas A & C - RD* Sth of Area C - P	RD*	RD*	NC*	RD
Minor cosmetic alterations or repairs which do not change the design and appearance of the existing building	P	P	P	P	P	P
Observation areas, viewing platforms and related structures #	P	Areas A & C - RD* Sth of Area C - P	RD*	RD*	NC*	RD
Offices located within the area identified on Quarter Plan E	P	n/a	n/a	n/a	n/a	n/a



Activities	A1, A2	A3	A4	A5	A6	A7
Offices located outside of the area identified for offices on Quarter Plan E #	P	NC	RD*	RD*	NC*	RD
Offices located within the Transitional Overlay Precinct on Quarter Plan C2 #	n/a	P**	n/a	n/a	n/a	n/a
Office activity which exceeds the maximum office activity gross floor area requirement set out in development control 14.9.11.1c), subject to compliance with the maximum office activity gross floor area requirement set out in development control 14.9.11.1d) #	A1- NC A2- RD	NC	RD	RD	RD	RD
Private use of coastal access areas either vested in the Council under clause 14.9.13 or areas over which Council has a covenant for public access	n/a	RD	RD	RD	RD	RD
Public toilets	P	P	P	P	P	P
Quick vehicle service on sites fronting onto Fanshawe Street	D	n/a	n/a	n/a	n/a	n/a
Retail, Maritime Passenger Operations, Food and Beverage, Entertainment/gathering and Services at ground level fronting Special Character Frontages identified on Quarter Plan E #	RD*	P**	RD*	RD*	NC*	RD
All other permitted, controlled and discretionary activities at ground level fronting Special Character Frontages identified on Quarter Plan E #	D	D	D	D	D	D
Note: Within Quarter Area 3 this rule applies only to the Transitional Overlay Precinct identified on Quarter Plan C2						
Retail other than Marine and Fishing Retail provided the gross floor area of any individual retail tenancy or shop shall not exceed 1000m ² .#	P	NC	RD*	RD*	NC*	RD
Retail other than Marine and Fishing Retail where the gross floor area of any individual retail tenancy or shop exceeds 1000m ² but does not exceed 5000m ² #	RD	NC	RD*	RD*	NC*	RD
Retail other than Marine and Fishing Retail where the gross floor area of any individual retail tenancy or shop exceeds 5000m ² #	D	NC	D*	D*	NC*	D
Retail other than Marine and Fishing Retail located within the Transitional Overlay Precinct identified on Quarter Plan C2 provided the gross floor area of any individual retail tenancy or shop shall not exceed 1000m ² #	n/a	P**	n/a	n/a	n/a	n/a
Retail other than Marine and Fishing Retail located within the Transitional Overlay Precinct identified on Quarter Plan C2 where the gross floor area of any individual retail tenancy or shop exceeds 1000m ² but does not exceed 5000m ² .#	n/a	RD	n/a	n/a	n/a	n/a



PART 14.9 - WYNYARD QUARTER

Activities	A1, A2	A3	A4	A5	A6	A7
Retail other than Marine and Fishing Retail located within the Transitional Overlay Precinct identified on Quarter Plan C2 where the gross floor area of any individual retail tenancy or shop exceeds 5000m ² #	n/a	D	n/a	n/a	n/a	n/a
Services #	P	NC	RD*	RD*	NC*	RD
Services located within the Transitional Overlay Precinct on Quarter Plan C2 #	n/a	P**	n/a	n/a	n/a	n/a
Short term public visitor parking within a building provided that no part of any above ground parking area may be located within 10m of a public open space	D	NC	D	D	D	D
The transfer of identified character building floor space in accordance with development control 14.9.11.2c)	RC	RC	RC	RC	RC	n/a
The use of greater than 100m ² of gross floor area for office, marine and fishing retail, retail, food and beverage, entertainment/ gathering or education activity	RD	RD	RD	RD	RD	RD
Workrooms for light manufacturing service or repair activities with a gross floor area less than 300m ² per activity	P	P	P	P	P	P

P = Permitted Activity

RC = Restricted Controlled

RD = Restricted Discretionary Activity

D = Discretionary Activity

NC = Non-complying Activity

n/a = Not Applicable

Explanation

The activities set out in the Activities Table under rule 14.9.6 are designed to reflect the progressive nature of development within Wynyard Quarter. The discretionary activity status applied to industrial related activity throughout the Quarter recognises that such activities need to take account of the future redevelopment of the area and to ensure that activity does not compromise the use of future public areas associated with this redevelopment.

In recognition of the unique restrictions placed on office activity within Wynyard Quarter relative to the remainder of the Central Area, specific provision has been made to enable applicants to achieve a limited amount of additional office floor area by way of a restricted discretionary activity consent process.

The Integrated Development Plan is a voluntary process intended to provide a framework for the development of an integrated built form, against which an assessment of individual building proposals can be subsequently considered. The purpose of this is to discourage individual

development occurring in a haphazard and sporadic manner by providing a more stream-lined resource consent process where buildings are developed in accordance with an Approved Integrated Development Plan. The ability to apply for smaller or larger Integrated Development Plans, including across Quarter Areas, provides a degree of flexibility to reflect the evolving and long term redevelopment of Wynyard Quarter. Integrated Development Plans are classified as either restricted discretionary or non-complying activities based on size to encourage integrated development over larger areas and to discourage the prospect of development occurring in a haphazard and sporadic manner where consent is sought over a smaller area. All Integrated Development Plans are subject to compliance with development controls applicable to parking and peak traffic generation (14.9.11.1a), 14.9.11.1d)), site intensity (14.9.11.2b), height (14.9.11.3b, c or d).

Integrated Development Plans involving applications to modify development controls other than parking, specified ratios of office gross floor area, site intensity, and maximum height will be processed concurrently without affecting their non-notified or limited notification status.

In recognition of the importance of providing a continuous axis through to the western (seaward) edge of Jellicoe Street and the need to avoid impacting on the efficient operation of the marine industry and the fishing industry, a Transitional Overlay Precinct has been identified on Quarter Area Plan C2. The opportunity to establish non marine industry related development within this area is



subject to the approval of an Integrated Development Plan. This will ensure that development within the Transitional Overlay Precinct is considered as part of the integrated development of adjacent Quarter Areas. As part of the consideration of such an Integrated Development Plan, particular consideration is required to be given to the interface between non-industrial and industrial related activities.

The restricted discretionary activity status of new buildings or external alterations to existing buildings and the restricted controlled activity status applying to the conversion of existing buildings to accommodation are intended to achieve two key outcomes:

1. High quality built form that enhances and supports existing and proposed public open space. To achieve this, all buildings require (subject to the development control rules in 14.9.11) restricted discretionary activity approval regardless of location or whether an Integrated Development Plan has been approved.
2. A high standard of amenity for occupiers of accommodation. Accommodation unit design will also be assessed against criteria for the purpose of achieving a high standard of urban design.

The resource consent considerations applying to demolition or removal of character buildings are intended to encourage the retention of those buildings that reflect the marine and industrial heritage aesthetic within the Quarter.

14.9.7 MATTERS FOR CONSIDERATION

An application for resource consent shall be accompanied by an assessment of the environmental effects of the proposed activity in terms of the relevant criteria contained in the Plan. Where the Council has restricted its discretion the assessment of environmental effects and conditions imposed shall address only those matters listed.

14.9.7.1 RESTRICTED CONTROLLED ACTIVITIES

Clause 14.9.6 describes which activities are restricted controlled activities in Wynyard Quarter. A resource consent will be required but consent can not be refused. The Council has restricted its discretion when assessing such an application and imposing conditions to the matters specified in the table below. The criteria contained in Part 5 do not apply, unless listed in the table below for consideration as Specified Activities Criteria.

Activity	Assessment Criteria - Buildings and Activities	Specified Activities Criteria
Ancillary office space complying with the definition of Marine Industry, Fishing Industry or Marine and Fishing Retail located on another site within Quarter Area 3 or on land fronting Beaumont Street identified on Quarter Plan E as "Areas where ground level activity is limited to marine and fishing industry and marine and fishing retail only".	14.9.9.1.8 14.9.9.1.15b)	14.9.9.2.3
Conversion of floor space within existing buildings to accommodation or non permanent accommodation	14.9.9.1.5 14.9.9.1.6 14.9.9.1.11 14.9.9.1.12 14.9.9.1.13 14.9.9.1.14 14.9.9.1.15b) 14.9.9.1.16 14.9.9.1.18	
Demolition of buildings or creation of vacant space	14.9.9.1.13 14.9.9.1.18f) 14.9.9.1.20b)	5.6.1
Event		14.9.9.2.4 Assessment Criteria 15.5.1.3A.2 a)-c)
Excavation works associated with the creation of new water space		14.9.9.2.1
Marine Industry Fishing Industry	14.9.9.1.5c) 14.9.9.1.7 14.9.9.1.14 14.9.9.1.15 14.9.9.1.16 14.9.9.1.17 14.9.9.1.18	



Activity	Assessment Criteria - Buildings and Activities	Specified Activities Criteria
The transfer of identified character building floor space in accordance with development control 14.9.11.2c)		14.9.9.2.2

14.9.7.2 RESTRICTED DISCRETIONARY AND DISCRETIONARY ACTIVITIES

Clause 14.9.6 classifies restricted discretionary and discretionary activities in Wynard Quarter. Consent may be refused or granted subject to conditions.

For restricted discretionary activities the Council has restricted its discretion, when assessing whether to grant an application and imposing conditions, to the matters specified in the table below. The criteria contained in Part 5 do not apply, unless otherwise listed in the table below for consideration as Specified Activities Criteria.

For discretionary activities, the Council has not restricted its discretion. Without restricting the exercise of its discretion to grant or to refuse consent or to impose conditions, the Council may assess the application against the matters specified in the table below and the criteria contained in Part 5.

Activity	Assessment Criteria - Buildings and Activities	Specified Activities Criteria
Marine Industry Fishing Industry Industry	14.9.9.1.5c) 14.9.9.1.7 14.9.9.1.13 14.9.9.1.14 14.9.9.1.15 14.9.9.1.16 14.9.9.1.17 14.9.9.1.18	

Activity	Assessment Criteria - Buildings and Activities	Specified Activities Criteria
Office activity which exceeds the maximum office activity gross floor area requirement in development control 14.9.11.1c), subject to compliance with the maximum office activity gross floor area requirement in development control 14.9.11.1d).	14.9.9.1.8	14.9.9.3.5
Quick Vehicle Service on sites fronting Fanshawe Street	14.9.9.1.7 14.9.9.1.13	5.6.3.1b)
Retail other than Marine and Fishing Retail where the gross floor area of any individual retail tenancy or shop exceeds 1000m ² .	14.9.9.1.7 14.9.9.1.8 14.9.9.1.13 14.9.9.1.14	5.6.3.1a)
Short term public visitor parking contained within a building	14.9.9.1.5c) and d) 14.9.9.1.7 14.9.9.1.13 14.9.9.1.15 14.9.9.1.16	5.5.2 and 5.6.3.1c)
Integrated Development Plan and any subsequent amendments		14.9.8.2
The use of greater than 100m ² gross floor area for office, marine and fishing retail, retail, food and beverage, entertainment/ gathering or education activity.	14.9.9.1.5c) and d) 14.9.9.1.7 14.9.9.1.8 14.9.9.1.13	14.9.9.3.2 9.6.1.1a)



Activity	Assessment Criteria - Buildings and Activities	Specified Activities Criteria
Demolition or Partial Demolition of Buildings Identified on Quarter Plan G - Character Buildings and Features Overlay	14.9.9.1.13 14.9.9.1.18 e) 14.9.9.1.20	5.6.3.1g)
Private use of coastal access areas vested in the Council under clause 14.9.13	14.9.9.1.13 14.9.9.1.14 14.9.9.1.15	14.9.9.3.1
Erection of new buildings and external alterations and additions to existing buildings	14.9.9.1.1-12 14.9.9.1.16 14.9.9.1.17 14.9.9.1.18	
Conversion of floor space within existing buildings to accommodation or non permanent accommodation.	14.9.9.1.5 14.9.9.1.6 14.9.9.1.11 14.9.9.1.12 14.9.9.1.13 14.9.9.1.14 14.9.9.1.16 14.9.9.1.18	
Risk sensitive activities marked # in activity table 14.9.6.6 and located in Quarter Areas 4, 5, 6, 7 or Areas A or C as shown on Quarter Plan K (excluding an event).		14.9.9.3.3
Event		14.9.9.3.4 Assessment Criteria 15.5.1.3A.3

14.9.8 INFORMATION REQUIREMENTS AND ASSESSMENT CRITERIA - INTEGRATED DEVELOPMENT PLANS

14.9.8.1 INFORMATION REQUIREMENTS

An application for approval of an Integrated Development Plan or any amendment to an approved Integrated Development Plan shall be accompanied by the following information as a minimum:

1. Plans showing:

- a) The overall context of the subject land area relative to existing buildings, public open space identified on Quarter Plan D and any approved buildings and approved Integrated Development Plans generally, and to the extent possible, the context shall consist of a minimum of two full city blocks surrounding all edges of the subject land area;
- b) Where changes are intended, the relationship of site contours to existing and proposed streets, lanes, any adjacent coastal environment, and, where information is available, public open space shown on Quarter Plan D;
- c) Building footprints relative to existing and proposed streets, lanes identified on Quarter Plan D, character buildings identified on Quarter Plan G, any adjacent coastal environment and, where information is available, public open space shown on Quarter Plan D
- d) The location and layout of public open space areas (within the control of the landowner or leaseholder), including the general location of soft and hard landscaping areas, such as pocket parks, plazas and linking spaces that complement the public open space network shown on Quarter Plan D.
- e) The general location of vehicle access, parking areas and loading areas;
- f) The location and function of pedestrian, cycling and vehicle routes to and within the Quarter Area, and their relationship to other Areas. This shall include representative street and lane cross sections showing the width of footpaths, cycle paths and traffic lanes;



- g) Where information is available, the general location and function of existing and proposed streets and lanes shown on Quarter Plan D, including cross-sections where applicable;
 - h) The location of existing character elements within or directly adjacent to the subject land area, including items and features listed in Annexure 17 within the jurisdiction of the Auckland City Council.
2. Proposed building profile and height as viewed from all existing and proposed street frontages, existing and proposed public open spaces, and any adjacent coastal margin.

For the purpose of this requirement "building profile" means two dimensional and three dimensional building block elevations and building cross sections showing:

- a) overall building form and height (as opposed to detailed design);
 - b) indicative proposed floor to ceiling heights of each building storey;
 - c) areas at ground level adjoining public open space intended to be available for active uses;
 - d) areas of walls likely to contain windows for principal living areas of accommodation units to demonstrate how the outlook space development control will be met.
3. The general location of activity types which have potential to influence the staging and design of development across the subject land area including:
- i) general proposed activity types at activity interfaces, including activity types to be established adjacent to existing lawful activities (including marine and fishing activities); and
 - ii) where an Integrated Development Plan is proposed within Quarter Areas 3, 4, 5, 6, or 7 the identification of areas within buildings or on-site which may accommodate identified risk sensitive activities marked # in activity table 14.9.6.6 relative to the known risk profile of existing hazardous industry.
4. The standard to which contaminated land is to be remediated in relation to the proposed use (activity) of the land, and the strategy or method proposed for contaminated site investigation and remediation including the proposed approach to obtaining necessary resource consents either on a site by site basis, or across the subject land area
5. Proposed staging of demolition, earthworks and building development and, where information is available, the staging of public open space shown on Quarter Plan D.

14.9.8.2 INTEGRATED DEVELOPMENT PLAN ASSESSMENT CRITERIA

A. General Considerations

1. The extent to which the Integrated Development Plan integrates with any other Approved Integrated Development Plan and the relevant conditions of consents granted.

B. Ground Contours and Contamination

1. The extent to which the proposed finished contour levels across the subject land area will avoid variations between the ground floor level of future buildings and adjoining existing and proposed public open space (where information is available). Where ground floor accommodation or non-permanent accommodation use is proposed, some minor variation between the ground floor level and the level of adjoining public open space may be acceptable to provide for the privacy of residents.
2. The extent to which the intended standard or method of remediation of the contaminated land is suitable for the proposed development and future occupants/users.

C. Buildings

1. The extent to which building footprints, profile and height (as opposed to detailed building design) establish an integrated and legible built form and spatial framework across the subject land area while also:
 - i) enabling future individual buildings to satisfy design assessment criteria 14.9.9.1.1f) and i), 14.9.9.1.3a) and b), 14.9.9.1.5c), 14.9.9.1.6a) and b) and 14.9.9.1.9a) and b) in so far as these criteria relate to building mass and form as opposed to detailed building design;
 - ii) retaining, reusing and enhancing identified character buildings and structures as shown on Quarter Plan G;
 - iii) enhancing the form and function of existing and proposed streets, lanes and public open space as shown on Quarter Plan D and any other public open space provided as part of any Approved Integrated Development Plan;
 - iv) avoiding monotonous built form when viewed from public open space through variation in building footprints, height and form.
2. The extent to which character elements such as Julian's Wall and other maritime structures (excluding buildings), fixtures and fittings within or directly



adjacent to the subject land area can be retained (including those listed in Annexure 17).

D. Activities

1. The extent to which the floor to floor heights of the ground floor levels of buildings enable them to accommodate a wide range of activities and to be adapted to accommodate differing uses in the future.
2. The extent to which the location and staging of anticipated activity types and/or the location, orientation or layout of buildings avoids or mitigates potential conflicts between activities within the subject land area and adjacent land areas.
3. The extent to which buildings may provide opportunities for the establishment of community facilities, such as health, educational and care facilities, for future people in the area.

E. Public Open Space Network

1. The extent to which development can be staged to correspond with the implementation of the proposed public open space network shown on Quarter Plan D where such information in respect of programming is available.
2. The extent to which the layout and design of public open space within the subject land area will ensure well-connected, legible and safe vehicular and pedestrian routes with appropriate provision for footpaths, servicing, infrastructure services and landscape treatment.
3. The extent to which the layout and design of public open space and lanes within the subject land area will integrate with and complement the form and function of existing and proposed public open space and lanes network shown on Quarter Plan D.

F. Services

1. The extent to which stormwater, wastewater, water supply, electricity and telecommunication infrastructure will be provided to adequately service the nature and staging of anticipated development within the subject land area.
2. The extent to which proposed location of built form, public open space and stormwater management infrastructure provides for the establishment of future stormwater management features which incorporate low impact stormwater design principles and improved water quality systems.

G. Traffic and Parking

1. The extent to which consideration has been given to integration of parking, loading and servicing areas within the subject land area taking account of location and staging of anticipated activity types.

H. Area 1 (Southern) Specific Considerations

1. The methods by which any prospective activities along Beaumont Street that interface with Quarter Area 3 (Marine) can be managed to avoid or mitigate reverse sensitivity effects.
2. The extent to which building footprints, height, and profile complement and enhance the function of Daldy Street as a major tree-lined boulevard linking Victoria Park to the public open space in Quarter Area 6 as shown on Quarter Plan D.
3. The extent to which future building footprints, height and profile and public open space will complement and enhance existing and approved commercial development and encourage a mix of activities.

I. Quarter Area 2 (North Gaunt) Specific Considerations

1. The specific considerations listed in 14.9.8.2H.1 and 2 as they apply to the Beaumont Street and Daldy Street frontages within Quarter Area 2 (North Gaunt).
2. The extent to which the proposed building footprints, height and profile and public open space will encourage an appropriate mix of commercial, residential and other activities.

J. Quarter Area 4 (Central) Specific Considerations

1. The specific considerations listed in 14.9.8.2.H.1 and 2 as they apply to the Beaumont Street and Daldy Street frontages within Quarter Area 4 (Central).
2. The methods by which the location or orientation of buildings (as opposed to detailed building design) and the type and location of any known prospective activities marked # in clause 14.9.6.6 (including the use of public open space areas):
 - a) avoid, or mitigate reverse sensitivity issues associated with existing industry, marine industry and fishing industry; and
 - b) avoid unacceptable levels of risk associated with existing hazardous industry, including the adjacent ammonia refrigerant based fish processing plant.

K. Quarter Area 5 (Jellicoe) Specific Considerations

1. The specific considerations listed in 14.9.8.2.H.1 and 2 as they apply to the Beaumont Street and Daldy Street frontages within Quarter Area 5 (Jellicoe).
2. The methods by which any prospective activities interface with marine and fishing industries (areas where accommodation and non-permanent accommodation is a non-complying activity as identified on Quarter Plan E) can be managed to avoid or mitigate reverse sensitivity effects.



3. The methods by which the design and location of buildings and the type and location of prospective activities (including public open space areas) avoid, or mitigate risk and reverse sensitivity issues associated with the adjacent marine and fishing industry, industry and maritime passenger operations.
4. The extent to which a safe and practical 24hr east-west public pedestrian walkway can be provided through the block bound by Daldy, Jellicoe, Beaumont and Madden Streets to provide connectivity between Beaumont and Daldy Streets.
5. The methods by which efficient vehicle access to adjacent marine and fishing industry, industry and maritime passenger operations will be enabled or maintained.
6. The specific considerations listed in 14.9.8.2.J.2 as they apply to adjacent industry, marine industry, maritime passenger operations and existing hazardous industry.
7. The extent to which the layout and profile of buildings and their relationship with adjacent public open space along the identified Special Character Frontages shown on Quarter Plans E and H will facilitate the establishment of activities that will support the role of Jellicoe Street as the major community and visitor focal point of Wynyard Quarter.
8. Within that area located between Jellicoe Street and the coastal edge shown on Quarter Plan H, information will be required to demonstrate the manner in which:
 - i) a seamless integration of the private and public realm through building frontages and activity that will activate the identified public open space and avoid privatisation of that space; and
 - ii) unobstructed street-level pedestrian visibility from Jellicoe Street to the coastal environment can be achieved between identified building footprints shown on Quarter Plan H.
9. The extent to which the development of Quarter Area 5 may provide opportunities for the provision of public transport facilities serving Wynyard Quarter residents, visitors and workers in a location convenient to both bus and ferry transport users.
10. Within the area identified as the Transitional Overlay Precinct on Quarter Plan C2, the methods by which building footprints, height and profile, public space and the type and location of prospective activities will:
 - i) integrate with that area identified as Special Character Frontage on either side of Jellicoe Street; and
 - ii) enable the interface with industry and fishing industry within Quarter Area 3 to be managed to

avoid or to mitigate potential reverse sensitivity effects and unacceptable levels of risk associated with existing hazardous industry, having regard to other methods available at the detailed building design stage.

11. The extent to which proposed development will integrate with existing and future development on neighbouring wharves.

L . Quarter Area 6 (North) Specific Considerations

1. The extent to which building footprints, height and profile, public open space and the type and location of prospective activities will be designed to enable the interface with industry and fishing industry within Quarter Area 3 to be managed to avoid or to mitigate potential reverse sensitivity effects, having regard to other methods available at the detailed building design stage.
2. The extent to which the layout and profile of buildings complement and enhance the area of public open space shown on Quarter Plan D, relative to its function and significance for people in the area.
3. The specific considerations listed at 14.9.8.2.H.2 as they apply to the Daldy Street linear park extension within Quarter Area 6 (North).
4. The extent to which proposed development will integrate with existing and future development on neighbouring wharves.
5. The specific considerations listed in 14.9.8.2.K.3 and 5 as they apply to adjacent marine and fishing industry, industry and maritime passenger operations.

M Quarter Area 7 (Marine Events) Specific Considerations

1. The extent to which the layout, profile and use of buildings is demonstrated to enable the interface with marine events activity on the Halsey Street Extension Wharf and fishing activity in the Viaduct Harbour to be managed to avoid or to mitigate potential reverse sensitivity effects, having regard to other methods available at the detailed building design stage.
2. The specific considerations listed in 14.9.8.2.K.2 as they apply to the Halsey Street frontage and land shown as "Designated Road" on Quarter Plan D.
3. The specific considerations listed in 14.9.8.2.K.2 as they apply to the Halsey Street frontage and land shown as "Designated Road" on Quarter Plan D.
4. The specific considerations listed in 14.9.8.2.J.2 as they apply to the adjacent ammonia refrigerant based fish processing plant and any adjacent maritime passenger operations.



Explanation

Integrated Development Plans are the principal technique to enable the subsequent design and development of buildings and activities within Wynyard Quarter in a comprehensive and integrated manner which achieves high quality urban design outcomes and which avoids, remedies or mitigates adverse effects on public open space infrastructure.

The criteria provide the foundation for the assessment of Integrated Development Plans that will facilitate the establishment of an integrated and legible built form and spatial framework across each Area. Background Information Document.

Some matters apply to all Integrated Development Plans with additional matters specific to issues that are particular to each of seven separate Areas where Integrated Development Plans are required.

14.9.9 ASSESSMENT CRITERIA - BUILDINGS AND ACTIVITIES

See Clause 14.9.7 for guidance on which assessment criteria are relevant to particular activities.

14.9.9.1 DESIGN AND ACTIVITY ASSESSMENT CRITERIA

1. Public Open Space Frontages

General Design Principles

- a) Buildings shall be located and designed to be consistent with any Approved Integrated Development Plan and the conditions imposed on that consent.
- b) Building design should be of high quality, provide design variation and respond to the local context at every scale including streets, neighbourhoods and Quarters.
- c) The rhythm and scale of architectural features, fenestration, finishes and colour should complement the streetscape.
- d) Architectural design differentiation of ground, middle and upper building levels is encouraged.
- e) Flat planes or blank facades devoid of modulation, relief or surface detail should be avoided. Servicing elements should not be placed on facades unless integrated into the facade design.
- f) Where site amalgamation occurs or large sites enable the development of an extensive building frontage to

public open space, that frontage should be visually broken up through building separation and/or variation in building height, form and/or design to avoid monotonous building façades as viewed from areas of public open space.

- g) Signs should not dominate the architecture of a building or site and should be integrated with the architecture of the building.

Building Frontages

- h) Building frontages at ground level and/or fronting onto public open spaces must contribute to pedestrian vitality, interest and public safety. This requires a variety of architectural detail and maximising doors, window openings, glazing, and balconies fronting public open space.
 - i) Buildings shall address and align to the boundary at a height appropriate to define spatially and to enclose the public open space. However, minor modulation and variance of the building frontage, including recessed pedestrian entrances and windows, is acceptable to avoid architectural monotony provided that the overall continuity of the frontage is not compromised.
 - a) Where accommodation is proposed at or near street level, it may be appropriate to set back building frontages to provide a degree of privacy and separation for residents and to accommodate private open space amenity within the site. Consideration of this street frontage typology is encouraged through the Integrated Development Plan process.
 - j) Building entrances should be easily identifiable, directly accessible from street level, and incorporate elements to provide for pedestrian shelter.
 - k) Building facades should provide richness, interest and depth. This includes architectural detail and balconies fronting public open space. Blank walls are strongly discouraged on street and public open space frontages.
- ##### 2 Rooftops
- a) Roof profiles should be designed as part of the overall building form.
 - b) Roofs should create an attractive and varied skyline profile as viewed from ground level and an attractive and varied roofscape when viewed from higher surrounding buildings.
 - c) Plant, exhaust and intake units, chimneys, lift towers and other mechanical and electrical equipment should be integrated into the overall roof design so that they form an integrated component of the building design when viewed from outside the site.



3. Corner Sites

- a) Design of buildings located on the corner of streets should express the corner element as a vertical transition between the opposing street frontages. In particular, designs should recognise the importance of corner sites in linking the narrow street spaces to the wider, more expansive intersections and public open spaces.
- b) The top of the building at the corner should be designed to distinguish it from the remainder of the building, but remain an integral part of the corner element.
- c) Where practicable, the main pedestrian building entrance to the building should be located on the corner at street level and be designed as an integral part of the corner element.

4. Materials and Articulation

- a) Quality, durable and easily maintained materials should be used on the outside of the building.
- b) Side or rear walls visible from public open spaces should be used as an opportunity to introduce creative architectural solutions that provide interest in the façade including modulation, relief or surface detailing.

5. Activity Relationship to Public Open Space

- a) Internal space at all levels within the building should be designed to maximise outlook onto existing public open space and proposed public open space, streets and lanes shown on Quarter Plan D.
- b) Activities which engage and activate existing public open space and proposed public open space, streets and lanes shown on Quarter Plan D at ground level are encouraged.
- c) At grade private parking areas and parking areas located within buildings which are visible from existing public open space and proposed public open space, streets and lanes shown on Quarter Plan D are strongly discouraged. It is expected that activated building space will be provided between parking areas within buildings and existing and proposed street and public open space frontages.
- d) Ventilation from car parking structures or other uses should not be exhausted into any adjacent pedestrian environment.
- e) The design of residential accommodation at or near ground level should avoid 'privatising' adjacent public open space.

6. Adaptable Buildings

- a) Buildings should be designed to be adaptable for a variety of uses.

- b) Re-use and renovation/restoration of buildings that contribute positively to the character of an area is strongly encouraged.

7. Accessways, Lanes and Accessibility

- a) Buildings should be designed to provide strong architectural cues to the location of accessways and lanes, with portal or clearly indicative entrance imagery, so as to enhance a visible sense of pedestrian access to the area. The criteria in clause 6.7.5.3 should be referred to for the incorporation of appropriate design features that contribute to a safe and comfortable pedestrian environment.
- b) Vehicle access to sites shall be designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed public open space, streets and lanes shown on Quarter Plan D and public transport priority lanes, balancing the requirements of access and through-movement.
- c) The design of vehicle ingress and egress to sites should be primarily considered from the perspective of the pedestrian and cyclist, particularly in terms of visibility, accessway width and the use of paving materials.
- d) Building frontages should be designed as far as possible to avoid multiple service and vehicle access interruptions to the continuity of the built frontage and verandahs.
- e) Separate pedestrian entrances should generally be provided for mixed-use developments which incorporate residential activity.
- f) Where alternative vehicle access is available, the creation of new vehicle crossings across frontages along Jellicoe, Beaumont, Halsey and Daldy Streets is discouraged.
- g) Quarter Plan D illustrates the locations of publicly accessible lanes which should be provided to create alternative, shorter, or more convenient pedestrian routes at ground level.
- h) A safe and practical 24hr east-west public pedestrian walkway should be provided through the block bound by Daldy, Jellicoe, Beaumont and Madden Streets to provide connectivity between Beaumont and Daldy Streets.
- i) Facilities for cyclists should be provided including covered and secure cycle parking areas, changing rooms and showers.

8. Travel Management

- a) Where a building accommodates greater than 100m² gross floor area of office, marine and fishing retail, retail, food and beverage, entertainment/gathering or



education activity, the criteria listed in clause 14.9.9.3.2 shall also apply.

9. Development Abutting or In Close Proximity to Identified Character Buildings

- a) The design of building frontages and elevations facing streets and/or other public open spaces should have regard to the setback, form and character of any identified character building(s) abutting or adjacent to the site. This requires consideration of important character elements and qualities through building design on frontages and elevations visible from streets and other public open spaces.
- b) A new building abutting, or adjacent to, an identified character building which is set back from the street frontage, may not be required to be constructed predominantly to the street boundary, where a better urban design outcome could be achieved by respecting the spatial location of the character building.
- c) Building elevation, design and materials should respect (rather than replicate) the architectural design composition of the identified character building(s) (as shown on Quarter Plan G), and new and contemporary interpretations in form, elevational composition, material and detail may be used.

10. Crime Prevention

- a) New development should be designed in accordance with the Crime Prevention through Environmental Design guidelines in Annex 6 of the District Plan.

11. Accommodation

- a) Where practical, accommodation should have natural through ventilation by window openings facing different directions. Notwithstanding any requirements to achieve internal acoustic amenity, ventilation provided solely by mechanical means is strongly discouraged.
- b) Internal design of accommodation units should maximise outlook, as distinct from views.
- c) The extent to which the design of every accommodation unit complies with Appendix 12, Minimum Residential Apartment Guidelines. In particular, accommodation (including non-permanent accommodation) should be designed to provide a good standard of amenity and accessibility with regard to the size, purpose and design of residential units and accommodation.
- d) Where practical, rooftop areas should be accessible, landscaped and designed for use as residential amenity or recreation areas.
- e) Plans submitted as part of a resource consent application shall be to a standard scale, clearly

indicating the floor plan layout, the use of each space, with the furniture drawn to the correct scale.

12. Outlook Space

- a) In addition to the minimum requirements in rule 14.9.11.4, all required outlook space should be designed and landscaped to achieve a high level of amenity.
- b) Outlook provided in the form of Typologies 1, 2 and 3 in Annex 12 is strongly discouraged.

13. Integrated Development Plan

- a) The extent to which activities, buildings and areas of public open space within the control of the landowner or leaseholder within Quarter Areas 1, 2, 4, 5, 6 or 7 are consistent with the built form and spatial framework across the Area as contained within any Approved Integrated Development Plan and the conditions imposed on that consent.

14. Activity Interface with Neighbouring Areas

- a) Adverse effects on the amenity values of neighbouring Quarter Areas should be avoided, remedied or mitigated as follows:
 - i) within Quarter Area 3 (Marine) consideration will be limited to the protection and enhancement of amenity values at the Quarter Area interface with existing and proposed public open space (as shown on Quarter Plan D).
 - ii) within Quarter Areas 1, 2, 4, 5, 6 and 7, in addition to those matters specified in i) above, the consideration is extended to the existing or approved residential activity interface, and, in particular, visual and aural privacy.

For the purpose of criteria i) and ii) above, the Transitional Overlay Precinct identified on Quarter Plan C2 shall be considered as Quarter Area 5 from the date on which an Approved Integrated Development Plan applies to this area.

15. Public Safety and Risk

- a) The extent to which adequate site management measures are proposed to maintain and to enhance public safety at the interface with any existing or proposed public open space. The Council will require the provision of a site management plan as part of any resource consent application detailing operational procedures and physical measures to be put in place to avoid, remedy or mitigate public safety effects.
- b) Where a building within Quarter Areas 4, 5, 6 or 7 or Areas A or C as shown on Quarter Plan K is proposed to accommodate any activity marked # in clause 14.9.6.6, the criteria listed in clause 14.9.9.3.3 shall also apply.



16. Site Amenities

- a) Screening and/or landscaping should be provided for all parking, loading and servicing areas visible from publicly accessible places.
- b) Site services such as mechanical, electrical and communications equipment shall generally be concealed from the view from public open spaces.

17. Lighting

- a) Activities will be required to demonstrate compliance with the general lighting provisions in Section 7 of the District Plan.

18. Sustainability

- a) Buildings should be designed to be sustainable through the use of durable low maintenance materials, inert exterior cladding (avoiding the use of materials containing copper or zinc), maximising solar access and natural ventilation and the incorporation of mechanical and electrical systems that optimise energy efficiency.
- b) On-site stormwater conservation measures should be incorporated where appropriate, including rainwater harvesting devices, green roofs, site landscaping, rain gardens and wetland treatment systems and stormwater planter boxes (all subject to soil contamination considerations).
- c) An infrastructure report should be submitted with resource consent applications assessing infrastructure effects of proposed developments.
- d) Adequate storage space and containers must be provided for rubbish and recyclable material. This should be in a location which is easily accessible to both occupants and collection vehicles.
- e) Building and demolition should be undertaken in a manner which maximises the reuse and recycling of materials.

19. Subdivisions

- a) Subdivision should enable the recognition and protection of identified character buildings.
- b) Subdivision shall be complementary to any Approved Integrated Development Plan and ensure that the anticipated outcomes are not frustrated or precluded.
- c) Where no approved Integrated Development Plan exists, the proposed subdivision pattern shall ensure that future comprehensive and integrated development within Quarter Areas 2, 4, 5, 6 or 7 is not frustrated.

20. Demolition of Buildings or Creation of Vacant Space

- a) The contribution the identified character building (including its association with any nearby identified

character buildings) makes to the character or streetscape quality of Wynyard Quarter and whether its removal or partial demolition adversely impacts upon those qualities. In assessing proposals against this criterion particular regard should be had to retaining a link to the past marine industrial aesthetic of the Wynyard Quarter.

- b) Where redevelopment does not take place within six months of demolition the vacant site should be landscaped to a high standard and provide good visual amenity to the surrounding neighbourhood. Vacant sites are not to be used as carparks.

Explanation

The maximum gross floor area (GFA) and the maximum building height realisable on any site in Wynyard Quarter are permitted by Clauses 14.9.11.2 Site Intensity and Clause 14.9.11.3 Maximum Permitted Height. Nothing in Clause 14.9.9.1 Design and Activity Assessment Criteria shall reduce the maximum GFA and the maximum building height of the site (or sites) as defined in Clauses 14.9.11.2 and 14.9.11.3.

14.9.9.2 ADDITIONAL CRITERIA FOR SPECIFIED CONTROLLED ACTIVITIES

1. Excavation works associated with the creation of new water space, including areas intended to become part of the coastal marine area

- a) The effect of the finished land/water configuration on:
 - The marine environment (including water, sediment quality, and ecology) of the coastal marine area;
 - Hydrogeology (ground water) and hydrology;
 - Sediment accumulation and the need for ongoing maintenance dredging of the coastal marine area.
- b) The effect of construction work including the management of silt, contaminated soils and groundwater, and other contaminants;
- c) The ability of the adjacent land area to provide for public access and/or development and to provide adequate public open space adjacent to, and public access around, the waters edge;
- d) The design and construction of seawalls (in accordance with commonly accepted construction practice and methodology).



2. The transfer of identified character building floor space in accordance with development control 14.9.11.2c).

- a) The amount of any character building floor space should be defined either by the Certificate(s) of Title or a plan prepared by a registered surveyor.
- b) The amount of any character building floor space transferred to another part of the same Quarter Area should be recorded by covenant on the title upon which the character building is located.
- c) The application must be accompanied by a conservation plan prepared in accordance with clause 10.9.13 and the Council will need to be satisfied that the conservation plan is appropriate based on the character and heritage qualities of the building in accordance with the criteria set out in clause 6.7.5.6b).
- d) In considering any conditions imposed when granting the transfer of identified character building floor space Council may address the matters set out in a) - c) above and/or those matters set out in clause 6.7.5.6c).

3. Ancillary office space complying with the definition of Marine Industry, Fishing Industry or Marine and Fishing Retail located on another site within Quarter Area 3 or on land fronting Beaumont Street identified on Quarter Plan E as "Areas where ground level activity is limited to marine + fishing industry and marine and fishing retail only".

- a) The amount of ancillary office gross floor area constructed on another site within Quarter Area 3 or on land fronting Beaumont Street shall be recorded by covenant on the donor freehold and leasehold title(s) upon which the ancillary office gross floor area is transferred from to ensure the amount transferred does not exceed the limit specified in the definitions of Marine Industry, Fishing Industry and Marine and Fishing Retail.

4. Application for an event within Quarter Areas 4, and 5 and Areas A and C as identified on Quarter Plan K.

- a) The extent to which adverse risk or transport related effects are able to be adequately remedied or mitigated through the preparation and implementation of an emergency evacuation and management plan and event transport plan. The information requirements for an emergency evacuation and management plan and an event transport plan are specified in clause 14.9.9.3.4a) i) and ii).

Explanation

In order to satisfy the requirements of criterion 14.9.9.2.4a), a draft emergency evacuation and management plan and event transport plan will be required at resource consent stage with both plans required to be completed prior to the commencement of the activity.

A condition of consent will be imposed requiring completion of the emergency evacuation and management plan and event transport plan prior to the commencement of the activity and to ensure the consent holder's commitment to the implementation of the management measures specified.

It is anticipated that a single resource consent and supporting management plans may provide for a range of events within Quarter Areas 4, 5 and Areas A and C shown on Quarter Plan K.

14.9.9.3 ADDITIONAL CRITERIA FOR SPECIFIED DISCRETIONARY ACTIVITIES

1. Private use of coastal access areas vested in the Council under clause 14.9.13

- a) In assessing an application to use coastal access areas provided under clause 14.9.13, the Council shall consider:
 - i) the requirement for the use of coastal access areas based on the operational nature of the activity, including any available alternatives to avoid the use of coastal access areas;
 - ii) the proposed duration and frequency of the use of the coastal access area, including the level of certainty provided (through conditions offered by the applicant, site management plans and monitoring) that usage will be appropriately managed and the conditions of use adhered to;
 - iii) the existing and future potential public use of the subject coastal access area, including the timing of the proposed use in relation to peak pedestrian activity;
 - iv) whether alternative access along the coastline is available during any periods of closure;
 - v) the level of public safety risk posed and methods by which this will be avoided, remedied or mitigated, including the provision of a site management plan.



2. The use of greater than 100m² gross floor area for office, marine and fishing retail, retail, food and beverage, entertainment/ gathering or education activity.

- a) The extent to which it can be demonstrated by the measures and commitments outlined in a detailed site travel management plan that the activity or activities will be managed to minimise private vehicle travel to and from Wynyard Quarter to achieve Objective 14.9.3.10 using methods outlined in Part A of the Wynyard Quarter Transport Plan (19 August 2010).

The site travel management plan shall correspond to the scale and significance of the activity and contain the following information as a minimum to demonstrate how the development will achieve the objectives of the Wynyard Quarter Transport Plan including:

- i) the physical infrastructure to be established or currently established on-site to support the use of alternative forms of transport (such as adequate covered facilities for cyclists, showering, locker and changing facilities, carpool parking areas, travel reduction information boards in foyer areas (such as the display and availability of timetables and route maps), internet service to enhance awareness of alternative transportation services);
- ii) the physical linkages to be provided on the site to link with surrounding pedestrian and cycle networks and existing public transport resources;
- iii) operational measures to be established or currently implemented on-site to encourage reduced vehicle trips to Wynyard Quarter (including car sharing schemes, public transport use incentives, flexitime, staggered working hours);
- iv) operational measures to be established to restrict the use of any short term parking area(s) during peak periods;
- v) details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures;
- vi) the methods by which the effectiveness of the proposed measures outlined in the site travel management plan can be independently measured/monitored and reviewed, including a commitment to undertake travel surveys at the time of building occupation or as otherwise

required to provide on-going information regarding travel behaviour; and

- vii) the methods by which the travel management measures complement the Quarter wide travel management measures outlined in Part B of the Wynyard Quarter Transport Plan and utilise the travel demand management measures outlined in Part C of the Wynyard Quarter Transport Plan (or other appropriate initiatives).

Explanation

In order to demonstrate that criterion 14.9.3.2 may be satisfied, a draft site travel management plan will be required at resource consent stage with the site travel management plan required to be completed prior to the commencement of the activity.

A condition of consent will be imposed on any consent granted requiring completion of the site travel management plan prior to the commencement of the activity and to ensure the consent holder's commitment to the implementation of the travel management measures specified.

A template of a Site Travel Management Plan is attached to Part C of the Wynyard Quarter Transport Plan to assist applicants to comply with this clause.

3. Risk sensitive activities marked # within Quarter Areas 4, 5, 6, 7 or Areas A or C as shown on Quarter Plan K (excluding events).

- a) The extent to which unacceptable levels of risk can be avoided or mitigated based on the following:
- i) the location of the development, including service areas, carparking and outdoor areas, with respect to industrial hazard sources;
 - ii) the design occupancy of the development, including anticipated design occupation numbers, the predominant and most vulnerable age demographic, hours of operation, estimated mean and maximum occupancy times for individual site dwellers in hours/days and any other pertinent occupancy information;
 - iii) a description of alternative layout plans considered in order to mitigate risk arising from offsite hazard sources;
 - iv) methods for advising occupiers of the development of potential safety risks including methods of risk mitigation and control;
 - v) an emergency and evacuation plan, prepared by an independent authority or competent safety professional, which clearly indicates communication roles and responsibilities, location of egress points and assembly areas;



vi) building design methods for avoiding or mitigating occupant risk resulting from exposure to toxic vapour, thermal radiation and explosion debris from offsite hazard sources;

viii) details of any proposed development staging and any voluntary site occupancy controls to be implemented during the transition period leading up to hazardous industry relocation.

b) For open markets that attract more than 1000 people at any one time, the criteria in 4 below also apply.

4. Application for an event within Quarter Areas 4 and 5 and Areas A and C as identified on Quarter Plan K.

a) The extent to which any unacceptable level of risk or adverse transport related effects associated with the type and duration of event and expected demographic and number of people attending the event can be avoided or mitigated through the preparation and implementation of:

i) an emergency, evacuation and management plan, prepared by an independent authority or competent safety professional, which clearly indicates communication roles and responsibilities, location and management of access and egress points, assembly areas and people movement for the event.

ii) an event transport plan, developed in consultation with adjacent hazardous industry, marine industry and maritime passenger operators, which addresses the following matters:

- measures to ensure the maintenance of safe and efficient access (including at least two access points for emergency service vehicles) to existing hazardous industry, marine industry and maritime passenger operations for the full duration of the event;
- measures to prevent event attendees entering into, or parking within, Quarter Area 6 for the full duration of the event;
- communication channels and methods to respond to and remedy traffic issues as they may arise with existing hazardous industry, marine industry and maritime passenger operations; and
- where multiple events are planned, review procedures with hazardous industry, marine industry and maritime passenger operators to ensure that issues identified are avoided, remedied or mitigated for future planned events.

Explanation

In order to demonstrate that criterion 14.9.9.3.4a)ii) may be satisfied a draft emergency evacuation and management plan and event transport plan will be required at resource consent stage with both plans required to be completed prior to the commencement of the activity.

A condition of consent will be imposed requiring completion of the emergency evacuation and management plan and event transport plan prior to the commencement of the activity and to ensure the consent holder's commitment to the implementation of the management measures specified.

It is anticipated that a single resource consent and supporting management plans may provide for a range of events within Quarter Areas 4, 5 and Area C shown on Quarter Plan K.

5. Office activity which exceeds the maximum permitted office activity gross floor area provided for in development control 14.9.11.1c), subject to compliance with the maximum office activity gross floor area provided for in development control 14.9.11.1d).

a) The extent to which the activity together with existing, permitted and consented activities, will adversely affect the current and future operational capacity and safety of the adjacent road network and specifically the Beaumont Street/Fanshawe Street, Daldy Street/Fanshawe Street and Halsey Street/Fanshawe Street intersections. In determining the extent of any potential transportation effects, the following matters shall be taken into account:

i) the extent to which it is demonstrated that the proposed office activity will result in vehicle trips consistent with a maximum formula of:

- 0.38 trips per parking space; plus
- 0.16 trips per 100 m² proposed office GFA.

ii) the extent to which it is demonstrated that:

- the proposed office activity, together with all other existing, permitted and consented activities, will not exceed the following trip generation ceiling targets for all activities from Wynyard Quarter:
 - 3650 vehicles per hour two way; and
 - 2500 vehicles per hour one way inbound or outbound during the weekday morning peak (7.00am - 9.00am); and
 - 2500 vehicles per hour one way outbound or inbound during the



weekday afternoon peak (4.00pm - 6.00pm).

- the proposed office activity, together with all other existing, permitted and consented activities, will not exceed the total allowable gross floor area and the predicted total trips for the relevant Quarter Area set out in Table 2 of Part A of the Wynyard Quarter Transport Plan;
- the proposed office activity will not exceed the number of trips per hour inbound or outbound during the weekday morning and afternoon peaks for each Quarter Area set out in the table below:

Quarter Area	Trips per hour one way in peak direction
1	622
2	346
3	21
4-6	451
7	0

In demonstrating compliance with these criteria, the Council will require independently verified actual morning and afternoon peak vehicle trip generation monitoring results from existing office activity within and, if appropriate, adjacent to Wynyard Quarter with similar operational characteristics to the office activity proposed. The trip generation formula set out in (i) above shall be used to predict trips from the proposed, permitted and consented office activities;

- iii) any available information demonstrating the success or otherwise of travel management measures implemented within Wynyard Quarter;
- iv) any planned or constructed transport infrastructure improvements;
- v) the proximity of the site to a regular public transport service;
- vi) when assessing any application in Quarter Areas 4, 5 and 6 and in the Transitional Overlay Precinct, any agreed reduction in allowable office gross floor area provided in these Quarter Areas or sites below that specified in development control 14.9.11.1c);
- vii) where the proposed activity does not comply with criteria (i) and (ii) above, Council shall

have regard to whether the proposed activity could comply with these criteria if either:

- Less than the maximum permitted parking is proposed in the application for the proposed office activity gross floor area; or
- No parking is proposed in the application for the proposed office activity gross floor area.

In granting any resource consent the Council may impose resource consent conditions relating to any of the matters listed in criteria 14.9.9.3.5, including a requirement for on-going morning and afternoon peak vehicle trip generation monitoring results and supporting review condition(s).

14.9.10 ANTICIPATED ENVIRONMENTAL RESULTS

It is expected that development which satisfies the above assessment criteria will result in:

- a) High quality built form and a network of public open spaces designed and implemented in an efficient, integrated and comprehensive manner.
- b) High quality, durable, sustainable and adaptable building design, which addresses and enhances public open space and the topography of the Quarter.
- c) Development which fosters a sense of human scale and is sympathetic and sensitive to the existing qualities of the Quarter, and which will achieve these characteristics where such qualities do not already exist.
- d) Building form and activities at street level which contribute to pedestrian vitality, interest and public safety.
- e) Building design and location which enhances street corners.
- f) Maintenance of, and respect for, the value of character buildings in the Quarter.
- g) Safe and consolidated vehicle entranceways which are designed to ensure pedestrian safety and comfort.
- h) A good standard of residential amenity and an appropriate mix of living opportunities.
- i) A high level of pedestrian amenity.
- j) A high quality sense of place and community for the occupants of the Quarter including improved and additional public open spaces.



- k) A sustainable transportation network.
- l) A safe environment for visitors, workers and residents.
- m) Enhanced stormwater quality and energy efficient buildings.

14.9.11 RULES - DEVELOPMENT CONTROLS

All activities set out in Rule 14.9.6.6 are subject to the following development controls contained in Part 6 of the Plan, except as specified otherwise in this part of the District Plan:

- Clause 6.2.1(a)(iii) Mount Eden View Protection Planes
- Clause 6.9 Verandahs
- Clause 6.11 Screening
- Clause 6.12 Wind environmental control
- Clause 6.13 Glare control.

An application to modify the development control rules may be considered under Clause 15.3.1.2(b) as a restricted discretionary activity, except that:

- a) On land areas shown on quarter Plans C1 and C2 with a maximum permitted height limit of 18 metres within quarter Area 1 an application to infringe 14.9.11.3a) or b) Maximum Height will be considered as a discretionary activity, subject to the maximum height not exceeding 21 metres above mean street level.
- b) Except as provided for by rule 14.9.11a) an application to infringe 14.9.11.3b) c), or d) Maximum Height will be considered as a discretionary activity within quarter Areas 1 - 7 where a concurrent application is made with an Integrated Development Plan (refer clause 14.9.6.3).
- c) An application to infringe any of the following development control rules will be considered as a non-complying activity:
 - i) 14.9.11.1a) and d) Parking and Peak Traffic Generation;
 - ii) 14.9.11.2a) and b) Site Intensity;
 - iii) 14.9.11.3a), Maximum Height within Quarter Areas 1 - 7 prior to the approval of an Integrated Development Plan, except as provided for by rule 14.9.11a);
 - iv) 14.9.11.3b), c) or d) Maximum Height within Quarter Areas 1 - 7 where no concurrent application is made with an Integrated Development Plan, except as provided for by rule 14.9.11a); or

iv) 14.9.11.11e) Lanes and Viewshafts.

- d) An application for a restricted discretionary activity to infringe any of the following development control rules need not be publicly notified as otherwise required by section 93(1)(b) and notice of an application need not be served on any person or party as required by section 94D(3) of the Resource Management Act 1991 other than the freehold landowner:

- i) 14.9.11.1c) office activity, subject to compliance with rule 14.9.11.1d);
- ii) 14.9.11.6a) Street Frontage Storey Height, Floor Level and Transparency;
- iii) 14.9.11.7a) or b) Accommodation.
- iv) 14.9.12 Financial Contributions - Public Open Space and 14.9.13 Financial Contributions - Public Access to the Coastal Environment. An application for a restricted discretionary activity shall only be required however in respect of an activity otherwise having permitted activity status under rule 14.9.6.6.

All specific development control rule modification criteria shall be considered in conjunction with the criteria listed under Clause 15.3.1.2(b), except that:

- a) The consideration of an application for office activity which exceeds the maximum office activity gross floor area requirement in development control 14.9.11.1c), subject to compliance with the maximum office activity gross floor area requirement set out in development control 14.9.11.1d), will be limited to assessment criteria 14.9.9.3.5.

14.9.11.1 PARKING AND PEAK TRAFFIC GENERATION

- a) The following maximum permitted parking ratios shall apply to activities within the Quarter:

Activity Type	Maximum Parking Ratio
Office	1 space per 150m ² of GFA
Retail	1 space per 150m ² of GFA
Non Permanent Accommodation	1 space per 200m ² of GFA
Accommodation	1 space per 80m ² of GFA*
All other listed activities	1 space per 105m ² of GFA.

* For the purpose of calculating parking for accommodation account shall be taken only of



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actual gross floor area of accommodation units, excluding servicing and common areas within buildings.

- b) With the exception of clauses 9.6 (restricted controlled activity listed in the table) and 9.7.1 the requirements of Part 9 Transportation apply.
- c) Within each of Quarter Areas 1, 2, 3, 4, 5, 6 and 7 the maximum permitted total gross floor area for office activity on any site shall not exceed the following:

Quarter Area	Maximum Permitted Office GFA	Maximum Permitted Office Activity Ratio per site
1	98,000m ²	Lot 1 DP 179403 0:1 Lots 2-10 DP9097, Lot 1 DP197609, Lot 2 DP360738, Lot 3 DP8709 and Part Blk V Deeds Plan 226 - 3:1 All other sites - 3.62:1
2	69,300m ²	2.48:1
3	5,000m ²	Only on Lot 28 DP133386 - 0.41:1
4	34,000m ²	0.94:1
5	35,000m ² **	1.02:1
6	13,000m ²	0.86:1
7	0m ²	0

** Includes the Transitional Overlay Precinct

Note: The maximum permitted office activity ratio is to be applied to the site area excluding any area of land shown on Quarter Plan D as public open space (inclusive of land subject to public access easement) but including any land shown as Indicative Lane.

- d) Subject to resource consent for a restricted discretionary activity, within each of Quarter Areas 1,

2, 4, 5 and 6 the total gross floor area for office activity on any site shall not exceed the following:

Area	Maximum Additional Office GFA	Maximum Restricted Discretionary Office Activity Ratio per site	Total Office GFA - Permitted + Restricted Discretionary
1	12,000m ²	Only on Lot 1 DP179403 - 3:1	110,000m ²
2	14,700m ²	3:1	84,000m ²
4	14,000m ²	1.32:1	48,000m ²
5	8,500m ² **	1.27:1	43,500m ²
6	5,000m ²	1.18:1	18,000m ²

** Includes the Transitional Overlay Precinct

Note: The maximum restricted discretionary office activity ratio is to be applied to the site area excluding any area of land shown on Quarter Plan D as public open space (inclusive of land subject to public access easement) but including any land shown as Indicative Lane.

- e) Subject to g) below, the subject land area of any approved Integrated Development Plan may be considered as one site for the purpose of development controls 14.9.11.1c) and d).
- f) Office activity may be transferred between Quarter Areas 4, 5 and 6 and the Transitional Overlay Precinct subject to:
- the donor land and receiver land forming part of the same approved Integrated Development Plan; and
 - the maximum amount of office activity able to be established on the donor land in accordance with development controls 14.9.11.1c) and d) not being increased as a consequence of the transfer.
- g) Office activity shall not be transferred from Lot 1 DP360738 and Lot 1 DP309925 to any other site.

Explanation

The maximum parking ratios are one of several measures designed to operate as a combined package to maintain or enhance both the safety and capacity of the internal and wider road network and to give effect to the regional policy direction to reduce single occupancy vehicle commuter trips to and from the Central Area significantly. The amount of permitted parking is dependant on the particular traffic demand characteristics of the activities, including the potential to generate traffic movements during peak travel periods.



Due to the unique traffic capacity challenges facing redevelopment of Wynyard Quarter, other travel management measures are also required to avoid the potential for adverse effects on the internal and wider road network. These include a requirement to limit the permitted amount of office activity, because of its potential to generate traffic during morning and evening peak travel times and particularly in the direction of peak traffic flow. Other measures include reducing on-street parking in the Quarter, undertaking road widening, improving the efficiency of the intersections along Fanshawe Street, implementation of the Wynyard Quarter Transport Plan and the establishment of a Travel Management Association.

A restricted discretionary activity process is provided for the consideration of office activity to the maximum ratios contained in development control 14.9.11.1d) to allow specific traffic conditions to be assessed based on available monitoring information.

The Council shall be responsible for monitoring traffic conditions in Wynyard Quarter, and will use the methodology set out in the non-statutory Annexure 18.

14.9.11.2 SITE INTENSITY

- a) The maximum permitted floor area ratio applying to sites in the Quarter prior to an Approved Integrated Development Plan is that identified on Quarter Plan B1.
- b) The maximum permitted floor area ratio applying to land areas in the Quarter with an Approved Integrated Development Plan is that identified on Quarter Plan B2.
- c) The relevant maximum floor area ratio as shown on Quarter Plan B2 occupied by the building footprint of an identified Character Building shown on Quarter Plan G may be transferred to another part of the same Quarter Area within which the identified character building is located subject to:
 - i) Consent being obtained for a restricted controlled activity (refer assessment criteria 14.9.9.2.2);
 - ii) Compliance with development control 14.9.11.2b); and
 - iii) The total area of transferrable floor space being calculated on the following basis:

$$(A \times B) - (A \times C) = \text{Total Area of Transferrable Floor Space}$$

A = Area of identified character building footprint.
B = Maximum floor area ratio shown on Quarter Plan B2

C = Floor area ratio of 1:1

- d) For the purposes of this clause, Gross Floor Area and Floor Area Ratio are defined in Part 16, except where the vertical distance between storey levels exceeds 6 metres the gross floor area of the building or part of the building so affected shall be calculated as floor area as opposed to the volume of that airspace.

Explanation

The site intensity rule limits the building bulk and gross total floor area achievable on a site. It is the prime control of the scale and intensity of development in the Central Area and Wynyard Quarter. Different permitted site intensity ratios apply to land within the Quarter with the intention of working in conjunction with the maximum height control to enable development that will achieve the Quarter-wide objectives and policies for built form.

The permitted site intensity control also works in conjunction with the maximum permitted parking ratios, voluntary travel management initiatives and the travel management criteria to ensure that future development does not compromise the capacity of the surrounding road network.

14.9.11.3 MAXIMUM PERMITTED HEIGHT

- a) The height of any building in the Quarter prior to an Approved Integrated Development Plan shall not exceed the specified permitted maximums shown on Quarter Plan C1.
- b) The height of any building in the Quarter within land areas with an Approved Integrated Development Plan shall not exceed the specified permitted maximums as shown on Quarter Plan C2.
- c) On sites with a maximum permitted height limit of 52m the maximum cumulative floor plate area per floor shall not exceed:
 - i) Quarter Area 2 - 1200m² gross floor area and a maximum dimension of 45m by 45m for that part of the building exceeding a height of 31m.
 - ii) Quarter Area 5 at the corner of Halsey and Jellicoe Streets - 1200m² gross floor area and a maximum dimension of 40m by 30m for that part of the building exceeding a height of 27m.
 - iii) Quarter Areas 3 and 5 (except for the site at the corner of Halsey and Jellicoe Street) - 900m² gross floor area and a maximum dimension of 30m by 30m for that part of the building exceeding a height of 31m.



- d) On land areas shown on Quarter Plan C2 with a height limit of 25m, the height limit may be exceeded by no more than 2m for roofs, including any roof top projections, subject to a maximum of 6 building storeys and compliance with development control 14.9.11.2 Site Intensity.

Explanation

The maximum permitted height limits imposed on buildings in the Quarter seek to achieve an appropriate scale in relation to the proposed street network while also providing a transition to the coast, and between Wynyard Quarter and the Core SMA.

Provision has been made for permitted building height up to a maximum of 52 metres on specific sites. These sites have been selected to add variety to the building form and also to provide 'markers' to the Quarter. A site within Area 2 has also been specifically located to take advantage of and complement the significant areas of public open space to be provided along the Daldy Street and Pakenham Street West frontages in this area.

The maximum permitted height of 52m has been set to achieve a balance between providing for building variety while also ensuring that built form remains subservient to the Core SMA and that adverse effects can be avoided, remedied or mitigated through design. The individual floor plate control is a specific bottom line standard aimed at avoiding bulky buildings and providing outlook between buildings.

With the exception of the 25m height limit, the maximum permitted height requirements have been designed to allow scope to include roofing elements to make a positive contribution to the overall appearance of the building. For those sites with a 25m height limit, provision has been made to exceed the height limit by no more than 2m to allow for roofing elements.

Provision has been made for a maximum permitted height of 5m on a site in Quarter Area 3 overlooking the western edge of the Quarter. This will ensure that any development is adaptable and responsive to changes in use of the building over its lifetime and to provide an appropriately scaled built edge to the 5m wide public access easement along the northern boundary of the site. Limiting the height to a maximum of 5m will ensure that pedestrians using the proposed State Highway One overbridge linking Jacob's Ladder with Westhaven will be able to enjoy views of the Waitemata Harbour.

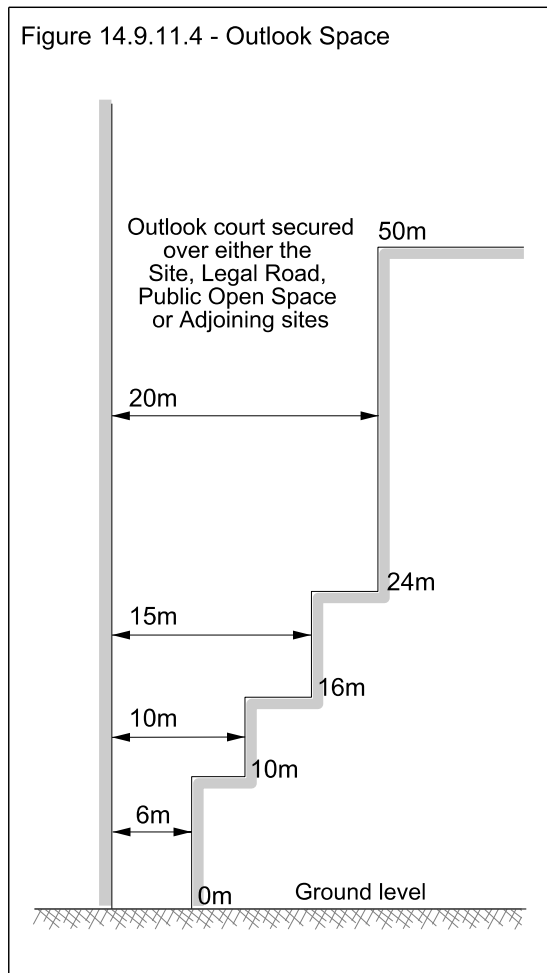
On land areas with a maximum permitted height limit of 18 metres within Quarter Area 1, exceeding the maximum permitted height limit by 3 metres may be considered appropriate to provide a gateway building to Wynyard Quarter, subject to the consideration of visual, shading and dominance effects.

14.9.11.4 OUTLOOK SPACE

- a) An outlook space shall be provided from each face of a building containing windows to principal living areas or bedrooms of any permanent accommodation unit. Where windows to a principal living area or bedroom are provided from two or more faces of a building, outlook space shall be provided for the face with the greatest window area.
- For the purpose of this rule "principal living area" means the main communal living space within an accommodation unit for entertainment, recreation and relaxation. Refer to "Living" in Appendix 12 "A Matrix of Minimum Gross Floor Areas (in m²) For Components Of Various Residential Apartment Types".
- b) The minimum dimensions for outlook space are:
- For principal living areas, the dimensions of the outlook space, measured perpendicular to the exterior face of the building, shall be in accordance with Figure 14.9.11.4 for the relative height of the floor above the average ground level along the face of the building from which the principal living area derives its outlook.
 - For bedrooms, the outlook space shall be a minimum of 6m, measured perpendicular to the exterior face of the building.
- c) Subject to compliance with rule 14.9.11.4e), outlook space may be over:
- the site on which the building is located;
 - legal road or legally secured lane complying with clause 14.9.11.11;
 - public open space (including land vested for public access to the coastal environment); or
 - another site -
provided that in the event of iv):
 - the outlook space shall be secured in perpetuity for the benefit of the building by a legal instrument to be put in place prior to the commencement of construction
 - written approval of the owner of the adjoining site for the outlook space shall be provided prior to the grant of resource consent for the building.
- d) More than one building may share an outlook space.
- e) The outlook space may not be any part of a side or rear boundary of an adjoining site across a side or rear boundary within 10m of a road boundary.



- f) In the situation where an outlook space is provided over a legal road or legally secured lane complying with clause 14.9.11.11 narrower than the width specified in Figure 14.9.11.4, the width of the road or lane shall be deemed to satisfy the minimum outlook space requirement.



Explanation

The purpose of this control is to safeguard outlook, daylight, sunlight and privacy for occupants of buildings. This is not a view protection control. Building typology diagrams showing the anticipated building form resulting from this control are included in Annex 12.

14.9.11.5 STREET FRONTAGE ALIGNMENT AND HEIGHT

- a) Except as required by rules 14.9.11.5e), f) and g), the frontage of new buildings and additions to buildings on a site identified on Quarter Plan F must abut the street or public open space boundary for its entire length and

shall not be less than 13 metres above mean street level ("MSL").

- b) For the purpose of this rule "frontage" means that part of the external wall of a building that occupies the length of the public open space boundary and which rises from that boundary to a height of no less than the minimum required under a) of this rule, but excludes vehicle entrances, public open space, loading bays, pedestrian entrances and lobbies, window and balcony recesses and similar architectural modulations.

"Frontage height" excludes any railing or other similar form of safety barrier that is not less than 50% open and not higher than 1.4 metres above its point of attachment.

- c) Where the maximum building height is less than the minimum Frontage Height requirement in a), rule 14.9.11.5 shall not apply.
- d) Where an application is made to modify this development control rule, the criteria listed in clause 14.9.9.1.9(b) and 14.9.9.1.1i) shall be considered in addition to the criteria in rule 15.3.1.2(b).
- e) Any building within Quarter Area 7 shall comply with the requirements of rule 14.9.11.5a) except that at ground floor along the eastern boundary it shall be set back from the public open space identified on Quarter Plan I by a minimum width of 2.5 metres measured perpendicular from the public open space for a minimum height of 4 metres.
- f) Any building within the building platform areas identified on Quarter Plan H as "3 storeys above mean street level" shall comply with the requirements of rule 14.9.11.5a) except that it shall be set back from the northern site boundary at ground floor by a minimum of 2.5 metres for a minimum height of 4 metres.

- g) Any building located on the 52m maximum height area within Quarter Area 2 shall comply with the requirements of rule 14.9.11.5a) except that the entire northern frontage shall be set back by 6m from the northern public open space boundary as shown on Quarter Plan D in order to provide for outdoor food and beverage and retail activities associated with ground floor tenancies.

Explanation

The Street Frontage Alignment and Height control is applied to ensure that new buildings achieve an appropriate scale and alignment in relation to the street so that a sense of intimacy and enclosure of the street environment is achieved.

Rather than set a single fixed frontage height, the control sets a minimum base height. This provides for some flexibility in design and avoids the potential visual monotony of a regimented frontage height.



Rule 14.9.11.5e) reflects the relatively narrow width of public open space required along the coastal edge and the risk that accommodation and similar activity has potential to privatise such space.

Rule 14.9.11.5f) is designed to ensure sufficient space is available for north facing outdoor seating fronting North Wharf.

14.9.11.6 STREET FRONTAGE STOREY HEIGHT, FLOOR LEVEL AND TRANSPARENCY CONTROL

- a) Ground floor space in all new buildings abutting any existing or proposed street or public open space is to be designed to provide a minimum floor to floor height of 4 metres with a minimum depth of 6 metres and a minimum average depth of 8 metres per building frontage.
- b) The ground floor within all new buildings fronting any Special Character Frontage identified in Quarter Plan E shall:
 - i) be at mean street level; and
 - ii) have clear glazing for at least 75% of its height for at least 50% of the ground floor building frontage (other than vehicle entrances and loading bays and pedestrian entrances and lobbies).
- c) For any building on a site having a Special Character Frontage identified in Quarter Plan E the gross floor area of any individual ground floor tenancy shall not exceed 400m².
- d) For any building proposed for permanent or non-permanent accommodation, facades of buildings fronting the Special Industrial Frontage identified on Quarter Plan E shall not incorporate opening windows or balconies.

Explanation

The purpose of this control is to provide a built environment that will encourage active street and public frontages throughout the Quarter and in particular within Special Character Frontage Areas.

The provision of safe and attractive public places often depends on the nature of activities and building adjoining those public places. The character frontage control is designed to provide a defined edge to streets and public places and to provide activities that complement activities on the associated public open space. The scale of buildings adjoining public open spaces is also an important component in the quality of those space. While it is expected that the building should be designed to address

the adjoining street or public open space, strict alignment of the building frontage with the boundary will not be required where active amenities such as outdoor food and beverage areas are incorporated in the design (e.g. to allow the setting back of dining/drinking areas).

14.9.11.7 ACCOMMODATION

- a) Accommodation shall be designed to meet the following minimum gross floor area standards:

- i) Studio - 35m²;
- ii) 1 Bedroom - 45m²;

The minimum gross floor area for studio and 1 bedroom accommodation units may be reduced by 5m² where a balcony of 5m² or greater is provided.

- iii) 2 Bedroom - 70m²

- iv) 3+ Bedroom - 90m²

The minimum gross floor area for 2 bedroom and 3+ bedroom accommodation units may be reduced by 8m² where a balcony of 8m² or greater is provided.

- b) In any one residential apartment building containing more than 20 residential units, the combined number of one bedroom units and studios shall not exceed 70% of the total number of apartments within the building.
- c) Accommodation units are to achieve the following minimum daylight standards:
 - i) living rooms and living/dining areas - a total clear glazed area of exterior wall no less than 20% of the floor area of that space;
 - ii) bedrooms - a minimum of one bedroom with a total clear glazed area of exterior wall no less than 20% of the floor area of that space;
 - iii) no more than one bedroom in an apartment may rely on natural light borrowed from another naturally lit room provided:
 - a) the maximum distance of the bedroom from the natural light source window shall be 6m; and
 - b) the minimum total clear glazed area of the light source shall be no less than 20% of the floor area of the bedroom.

Development controls 14.9.11.7a) - c) do not apply to non permanent accommodation as defined in 14.9.14.

Explanation

The purpose of this control is to achieve minimum standards of amenity for accommodation. These development controls should be read in conjunction with



the criteria for accommodation in 14.9.9.10. The exception for non-permanent accommodation recognises the short stay nature of these activities.

14.9.11.8 NOISE

14.9.11.8.1 Sound Insulation of Accommodation Buildings

- a) All accommodation units shall be designed and constructed to provide an indoor noise level of 35dBA L_{10} in every bedroom and 45dBA L_{10} in any other habitable spaces (as defined in the NZ Building Code), based on both:
- an external traffic noise level of 65dBA L_{10} at the boundary of any road between 11pm and 7am; and
 - the noise levels standards in rule 14.9.11.8.2 below as applicable to the Noise Area within which the accommodation units are located as shown on Quarter Plan J.

At the same time and under the same physical conditions as the above internal noise levels will be achieved, all bedrooms and other habitable spaces are to be adequately ventilated in accordance with clause G4 of the NZ Building Code.

14.9.11.8.2 External Noise Levels

- a) Noise from activities in Wynyard Quarter shall comply with the following limits, measured at 1m from the façade of any building located in the Noise Areas shown on Quarter Plan J.

Noise Source Location	Noise Limit		Noise Receiver Location
	Day 7am - 11pm	Night 11pm - 7am	
Noise Areas 1,2	L_{10} 60dBA	L_{10} 55dBA L_{10} 66dB @ 63Hz L_{10} 62dB @ 125Hz L_{max} 90dBA	Noise Area 2
Noise Areas 1,2	L_{10} 70dBA	L_{10} 70dBA L_{10} 76dB @ 63Hz L_{10} 73dB @ 125Hz L_{max} 90dBA	Noise Area 1

14.9.11.8.3 Internal Noise Levels for Adjacent Tenancies

- a) Where an activity shares a common building element such as floor or wall with a separate tenancy it shall not exceed the following noise levels when measured in any habitable spaces (as defined in the NZ Building Code):

7:00am to 11:00pm	L_{10} 45dBA
11:00pm to 7:00am	L_{10} 40dBA L_{10} 55dB @ 63Hz L_{10} 50dB @ 125Hz

14.9.11.8.4 Noise Levels for Events

- a) Events in Quarter Areas 4, 5, 6 and 7 shall comply with rule 14.9.11.8.2 above, except that for no more than 15 noise events in any calendar year (1 January to 31 December inclusive) those levels may be exceeded subject to:
- The noise level specified in rule 14.9.11.8.2 is not exceeded for a cumulative duration of more than 6 hours within any 24 hour period for a noise event; and
 - The maximum noise levels shall not exceed:
 - 75dBA L_{10} and 80dBA L_{01} (medium noise level) for at least 12 of the 15 noise events; and
 - 85dBA L_{10} and 90dBA L_{01} (high noise level) for a cumulative duration of not more than 3 of the total 6 hours permitted in paragraph i) above exclusive of one sound check of no more than one hour duration prior to each event, and for no more than 3 of the 15 noise events.
 - The medium and high noise levels shall be determined from the logarithmic average of the L_{10} values for any measurement periods not exceeding 15 minutes during the event. The L_{01} values shall be determined from the logarithmic average of the L_{01} values for representative periods not exceeding 15 minutes within the timeframe of the event. The noise levels shall not be exceeded by more than 5 dBA for medium noise levels and 3dBA for high noise levels in any representative measurement period not exceeding 15 minutes during the noise event.
 - Noise levels exceeding the standard in clause c), including sound checks, shall start no earlier than 10.00am and shall finish no later than 10.30 pm Sunday to Thursday inclusive, 11.00pm Friday and Saturday and 1.00am New Year's Day.



v) Not less than 4 weeks prior to the commencement of the noise event, the organiser shall notify the Council in writing:

- the names and types of the acts and whether they are anticipated to be within the medium noise level or high noise level as defined in ii) above.
- The person(s) and procedures for monitoring compliance with noise levels
- The nominated alternative date in the event of postponement due to the weather

vi) The Council will keep a record of all Noise Events held and provide this information upon reasonable request.

14.9.11.8.5 Noise Measurement and Assessment

a) Measurement and assessment shall be in accordance with the requirements of NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sounds". Noise shall be measured with a sound level meter complying with at least the International Standard IEC 651 (1979): Sound Level Meter, Type 1.

Explanation

The purpose of this control is to provide a minimum level of internal acoustic amenity for occupants of buildings from external noise sources generated by activities in the Quarter and a maximum level of noise that activities other than accommodation may generate.

14.9.11.9 ACCESS TO SITES WITH MULTIPLE FRONTAGE

The provisions under Clause 9.7.3.2 apply to the Quarter except:

- a) No vehicular entry or exit shall be established directly from Fanshawe Street, Beaumont Street (south of Jellicoe Street), western side of Halsey Street, Daldy Street or Jellicoe Street where alternative access via another road or service lane is available.
- b) No vehicular entry or exit shall be established through any Special Character Frontage area shown on Quarter Plan E.

Explanation

The purpose of this control is to avoid potential adverse traffic safety and efficiency effects on the regional arterial and rapid transit functions of Fanshawe Street, as well as protecting traffic capacity and pedestrian amenity along Beaumont Street, Halsey Street, Daldy Street and Jellicoe

Street, and also to promote the pedestrian function of Special Character Frontage areas.

14.9.11.10 VEHICULAR ACCESS OVER FOOTPATHS

The provisions under Clause 9.7.3.3 apply to the Quarter except that:

- a) Except from the land legally described as Pt Lot 2 DP179403 (contained in NA110C/761), no vehicular entry or exit is to be established directly from Fanshawe Street.
- b) Vehicular entry or exit from the land legally described as Pt Lot 2 DP179403 (contained in NA110C/761) to Fanshawe Street shall be limited to one entry and one exit providing left turn manoeuvres only.
- c) With the exception of Quarter Area 7, no vehicular entry or exit shall be established through any Special Character Frontage area shown on Quarter Plan E.
- d) Notwithstanding anything to the contrary in the foregoing clauses, the total crossing width for any front or corner site shall not exceed 50% of the frontage to any road in which it abuts.

Explanation

Due to the regional arterial and rapid transit network function of Fanshawe Street and the need to maintain traffic efficiency on Beaumont Street and Halsey Street, direct vehicle access is strongly discouraged for operational and safety reasons. A similar restriction is required on Jellicoe Street and Daldy Street to enhance pedestrian amenity and safety.

Another purpose of the rule is to prevent the aggregation of vehicular accesses, which can have an adverse effect by breaking frontage continuity, particularly on frontages to streets that are significant pedestrian routes.

14.9.11.11 LANES AND VIEW SHAFTS

- a) Lanes shall be provided at ground level, generally in the locations shown on Quarter Plan D and will comprise:
 - i) a minimum width of 10 metres where provided for pedestrians, cyclists and service vehicles; or
 - ii) a minimum width of:
 - 6m where lanes are 50m or less in length; or
 - 7m where lanes are up to 100m in length; or
 - 8m where lanes are over 100m in length,



where provided for pedestrians and cyclists only.

For the purpose of this rule the length of a lane shall be measured as the dimension between the lane intersections and/or the lane termination points as shown on Quarter Plan D.

- b) Where the lanes shown on Quarter Plan D are also shown as viewshafts, the minimum width shall be 10 metres.
- c) Where a viewshaft is indicated alone, it shall have a minimum width of 10 metres.
- d) The minimum widths in (a), (b) and (c) above shall be clear and unobstructed by buildings or structures from ground level upwards, except that verandahs may be provided where they meet the following standards:
 - i) a minimum height of 3m and a maximum height of 4m above the footpath, road, lane or ground immediately below; and
 - ii) a minimum width of 3m or setback no closer than 600mm in plan from the edge of any lane carriageway, whichever is the lesser.
- e) The lane shall be available for public use at all times unless written approval has been obtained from the Council. In all circumstances the lane shall be available for public use between the hours of 07.00 and 23.00.
- f) The registration of an access easement on the Title(s) to which the lane applies is required to ensure preservation of the lane and its ongoing maintenance by the owner(s) of the land concerned.

Explanation:

The purpose of this control is to build upon the existing grid pattern of streets that characterise the Quarter by requiring additional lane connections to serve a finer urban grain. The minimum required widths provide the opportunity for some lanes to be used as service lanes while also contributing to pedestrian permeability within the development blocks. The widths also provide the opportunity to include landscaping features, furniture and artworks.

The viewshafts identified along required lanes combined with those obtained along the existing street structure and from proposed waterfront public open spaces retain and enhance the visual connections of the Quarter with the harbour, other features of the surrounding landscape, the CBD and the wider city.

14.9.11.12 MARINE AND FISHING ACTIVITIES AT GROUND LEVEL

- a) Except as specified in rule b) below, activities at ground level shall be restricted to the extent and in the manner identified on Quarter Plan E.
- b) Activities at ground level on a site identified on Quarter Plan E as Transitional Ground Level Activity shall be limited to marine and fishing industry and/or marine and fishing retail until any of the following occurs on that site:
 - i) The marine and fishing industry and/or marine and fishing retail activity at ground level occurring on the site as at 1 November 2009 has either relocated off-site or ceased operating from the site; or
 - ii) The lease (including all rights of renewal) for the site existing as at 1 November 2009 which, as at 1 November 2009, is used for marine and fishing industry and/or marine and fishing retail activity at ground level expires; or
 - iii) The road widening works along the frontage of the site authorised by a designation are constructed.

At any time any one of the items i) - iii) above occur on the site, the limitation to marine and fishing industry and/or marine and fishing retail is lifted from that site and those activities listed at clause 14.9.6 may establish at ground level.

Explanation:

The purpose of this control is to provide for marine and fishing industry and marine and fishing retail activity at ground level on specific sites identified on quarter Plan E. Some flexibility has also been built into the control to allow specific sites identified as Transitional Ground Level Activity to accommodate other activities in the future.

14.9.12 FINANCIAL CONTRIBUTIONS - PUBLIC OPEN SPACE

- a) A financial contribution may be taken for development on any site for the specific purposes of providing for the acquisition and development of public open space in the Quarter, and/or for enhancing public pedestrian facilities. For the purpose of this rule "development" includes site works, building construction and alterations. Financial contributions shall not be levied for subdivisions.



- b) The financial contribution requirements set out in Part 8.7.1 apply, with the exception that:
- i) Clause 8.7.1.3(c) does not apply. However, financial contributions will not be levied for refurbishments. For the purpose of this rule "refurbishment" means the cosmetic alteration, restoration or redecoration to the interior or exterior of a building or site and includes replacement of services such as lifts or air-conditioning. "Refurbishment" excludes increases to the gross floor area of a building and changes in activity such as conversion of office premises to retail premises or conversion of offices to residential apartments.
 - ii) Clauses 8.7.1.3(e) and 8.7.1.3(f) do not apply.
 - iii) In clause 8.7.1.5 the references to the "Central Area" shall be read as references to "Wynyard Quarter".

14.9.13 FINANCIAL CONTRIBUTIONS - PUBLIC ACCESS TO THE COASTAL ENVIRONMENT

- a) With the exception of Quarter Area 3, a financial contribution may be taken in the form of either a conservation covenants; or land to be vested in the Council for development on any site abutting the coastal marine area or any site within 20 metres of the coastal marine area for the specific purpose of enabling public access to and enjoyment of the coastal environment.

This rule does not apply to any site where an esplanade reserve or conservation covenant of 20 metres or greater in width (or such lesser width as provided by clause c), d) or e) below) has been created prior to 13 July 2007.

- b) Within Quarter Areas 5 and 6, where the site abuts the coastal marine area, the land to be vested in the Council or otherwise secured shall be of a minimum width of 20 metres and shall not exceed 30 metres in width measured perpendicular from the coastal mean high water springs mark, except where specified by rule 14.9.13(d).
- d) The total width of land to be vested in Council for Lots 34 and 35 DP 131567 within Quarter Area 5 (Jellicoe) is limited to the land area identified as "public open space" as shown in Quarter Plan H.
- e) The total width of land over which public access is secured within Quarter Area 7 is limited to the area

identified as public open space as shown on Quarter Plan I.

- f) For the purpose of this rule "development" means site works, and building construction and alterations.

Financial contributions will not be levied for refurbishments. For the purpose of this rule "refurbishment" means the cosmetic alteration, restoration or redecoration of the interior or exterior of a building or site and includes replacement of services such as lifts or air-conditioning. "Refurbishment" excludes increases to the gross floor area of a building and changes in activity such as conversion of office premises to retail premises or conversion of offices to residential apartments.

14.9.14 DEFINITIONS

For the purpose of Part 14.9 Wynyard Quarter, the following definitions apply in addition to the definitions set out in Part 16:

CITY BLOCK

City Block means land bound on four sides by existing roads (Beaumont Street, Hamer Street, Brigham Street, Jellicoe Street, Halsey Street, Daldy Street, Madden Street, Pakenham Street, Gaunt Street and Fanshawe Street), or in some cases bounded by 3 such existing roads and the Coastal Marine Area.

FISHING INDUSTRY

Fishing Industry means port activities associated with fishing vessels, including use of wharves for vessel loading and unloading, berthing, maintenance and fish processing. It includes ancillary offices and residential accommodation for people whose duties require living on-site.

For the purpose of this definition "ancillary offices" means office activity occupying a maximum of 15% of total gross floor area on any site PROVIDED THAT in the case of the "Sanford site" (Lot 1 DP 70740 (NA27B/649), Lot 1 DP 57246 (NA29A/54), Lots 27 & 28 Block VI Deeds 226 (NA29A/56) and Lot 1 DP 89281 (NA46B/682)) in Quarter Area 5 "ancillary offices" means office activity occupying a maximum of 3,000m² or 15% total gross floor area on the Sanford site, whichever is the greater.



MARINE AND FISHING RETAIL

Marine and Fishing Retail means retail activity primarily selling goods directly associated with Marine Industry and Fishing Industry.

It includes wholesale and retail sale of fish associated with fish processing and coolstores, chandleries, boat yards, ancillary offices and residential accommodation for people whose duties require living on-site.

For the purpose of this definition "ancillary offices" means office activity occupying a maximum of 15% of total gross floor area on any site.

MARINE INDUSTRY

Marine Industry means marine and port activities associated with boat building, storage, refit and repair, including use of drydocks, slipways travel lifts, shiplifts and syncrolifts, refit servicing halls. It includes ancillary offices and residential accommodation for people whose duties require living on-site.

For the purpose of this definition "ancillary offices" means office activity occupying a maximum of 15% of the total gross floor area on any site.

MARITIME PASSENGER OPERATIONS

Maritime Passenger Operations means activities associated with ferries, water taxis and charter boat services including passenger and tourist operations, freight movement and storage, vessel loading and unloading, vehicular ferry operations (including vehicle parking for vessel loading and unloading), berthing, maintenance and ancillary administration activities.

NON-PERMANENT ACCOMMODATION

Non-permanent accommodation means accommodation in any building or area within a building that is:

- Used for the day to day accommodation of tourists and short-stay visitors by persons living away from their usual place of residence, including any services or amenities provided on-site for the exclusive use of patrons; and
- Held together and managed as a single entity; and
- Comprised of no more than one allotment or stratum estate in freehold or leasehold, in one Certificate of title; and

- Is subject to a registered covenant on the Certificate of Title which records that the site is not to be used for accommodation other than non permanent accommodation.

It includes hotels, motels, backpackers and serviced rental visitor accommodation that is offered at a daily tariff or a price structure commensurate with short stay motel-type accommodation.

PUBLIC OPEN SPACE

Public Open Space means streets, lanes, squares, parks and esplanade reserves vested in a local authority or the Crown and privately owned land where public access is secured in perpetuity by legal instrument.

RISK SENSITIVE ACTIVITIES

Risk sensitive activities means activities marked # in activity table 14.9.6.6 and located north of Pakenham Street potentially sensitive to risk from hazardous industry operations.

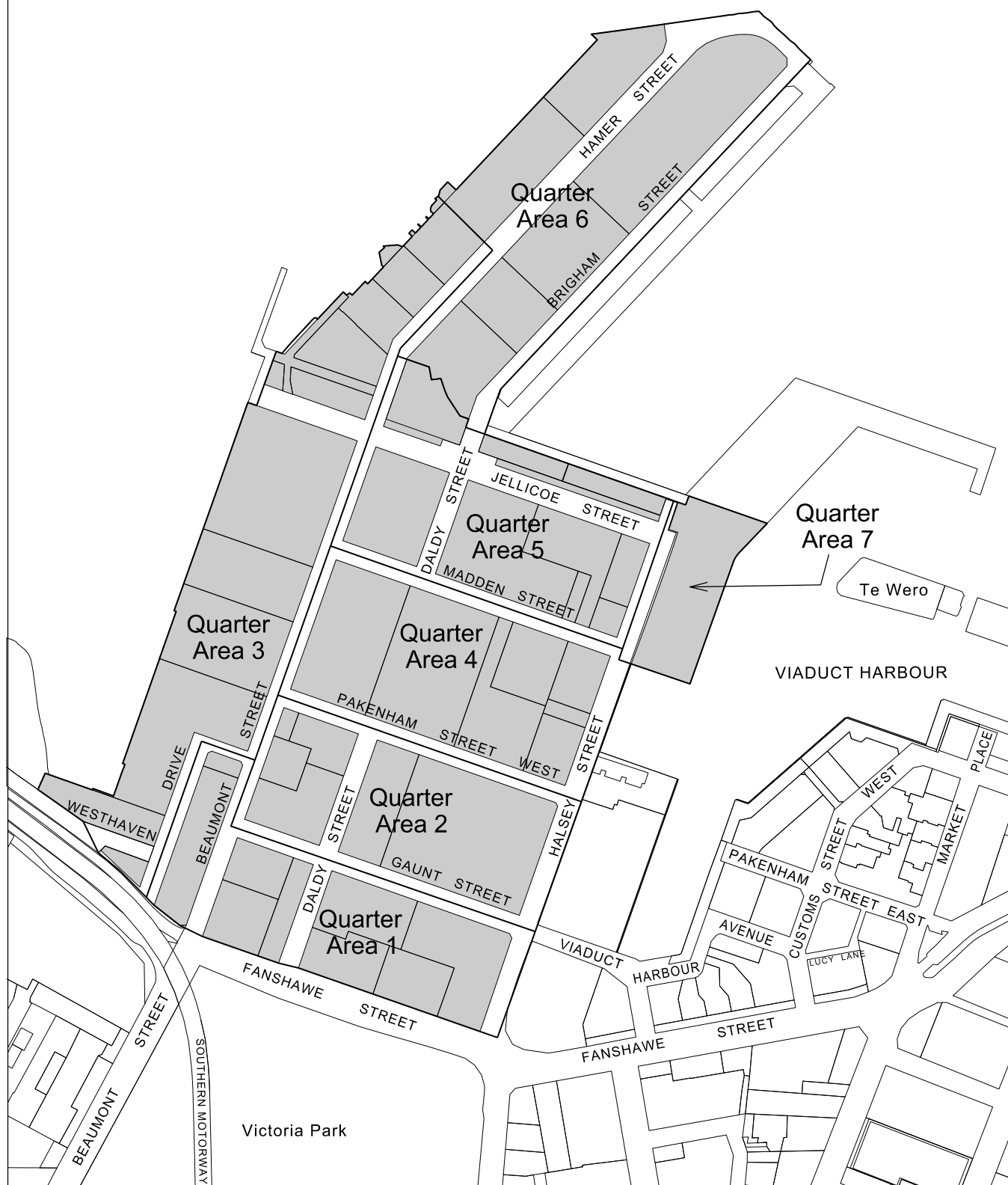
14.9.15 REFERENCES

Reference should also be made to the following parts of the Plan:

- Part 4Strategic Management Areas
- Part 5Activities
- Part 6Development Controls
- Part 7Noise, Signs and Lighting
- Part 8Financial Contributions
- Part 9Transportation
- Part 10Heritage
- Part 11Hazardous Facilities and Contaminated sites
- Part 12Network Utility Services
- Part 13Subdivision
- Part 15General Rules/Designations
- Part 16Definitions and Interpretations

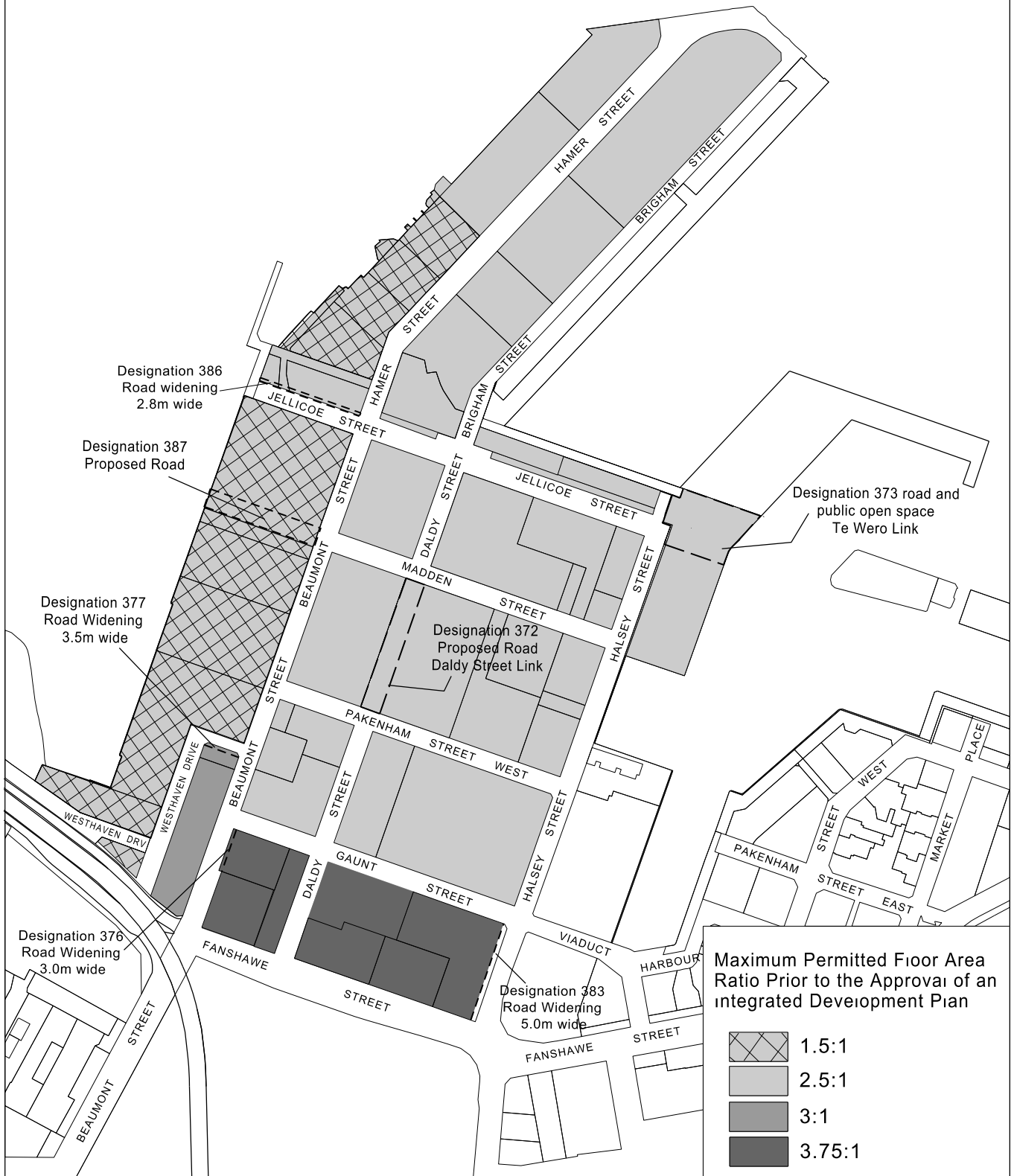


Quarter Plan A



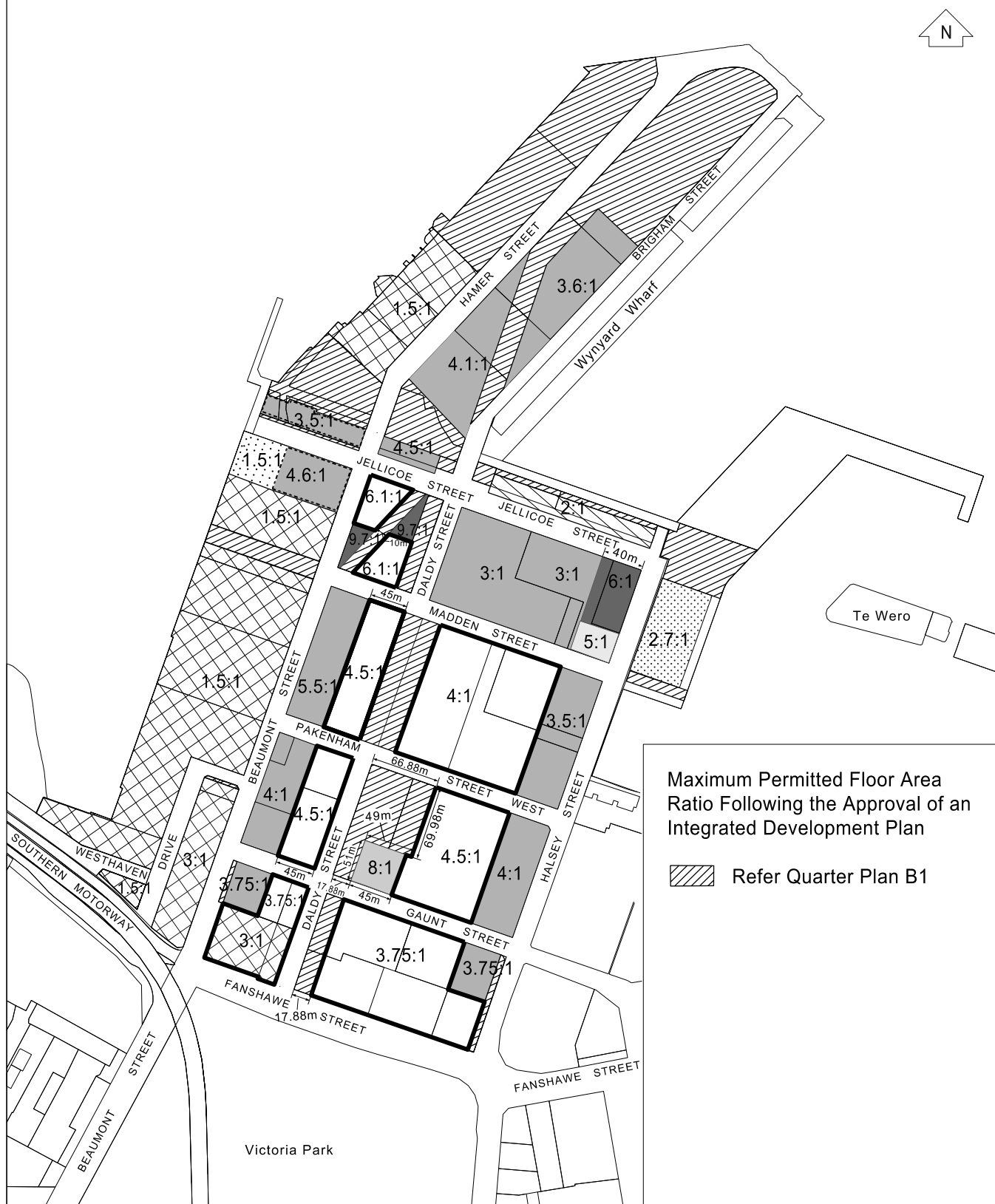
Quarter Plan B1

Maximum Permitted Floor Area Ratio Prior to the Approval of an Integrated Development Plan



Quarter Plan B2

Maximum Permitted Floor Area Ratio Following the Approval of an Integrated Development Plan



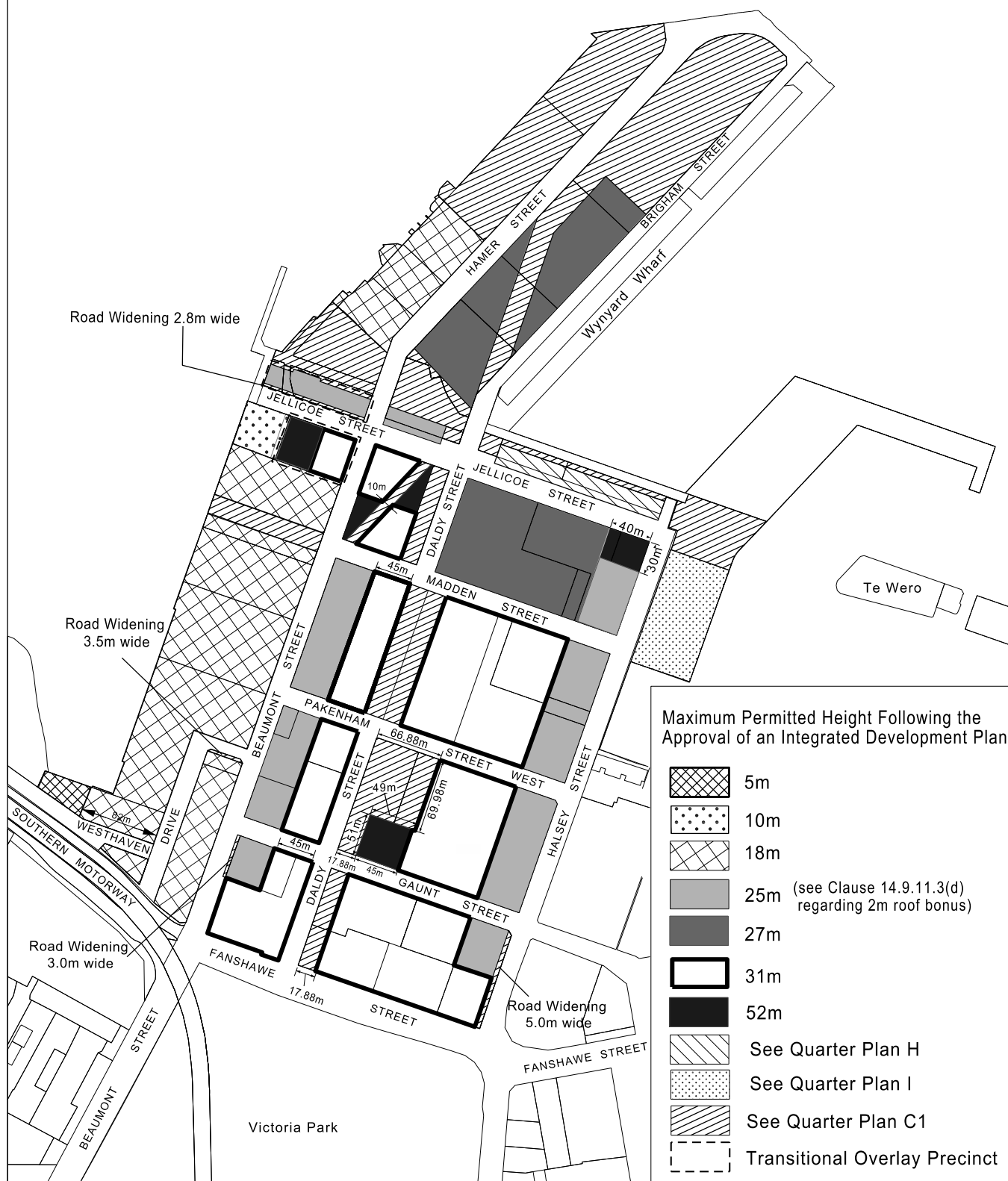
Quarter Plan C1

Maximum Permitted Height Prior to the Approval of an Integrated Development Plan

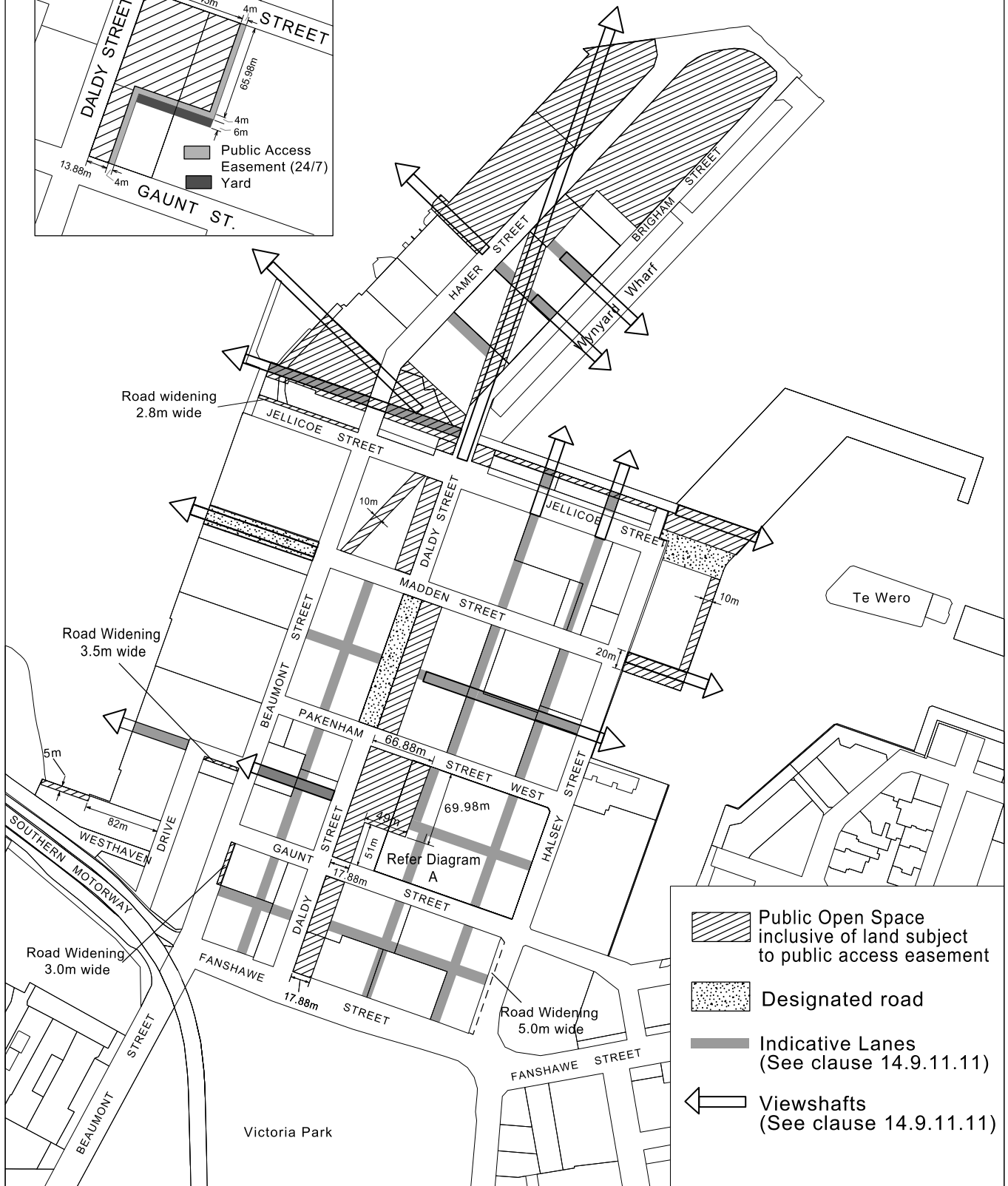
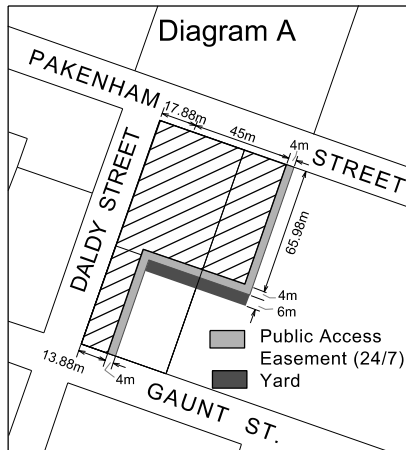


Quarter Plan C2

Maximum Permitted Height Following the Approval of an Integrated Development Plan



Quarter Plan D



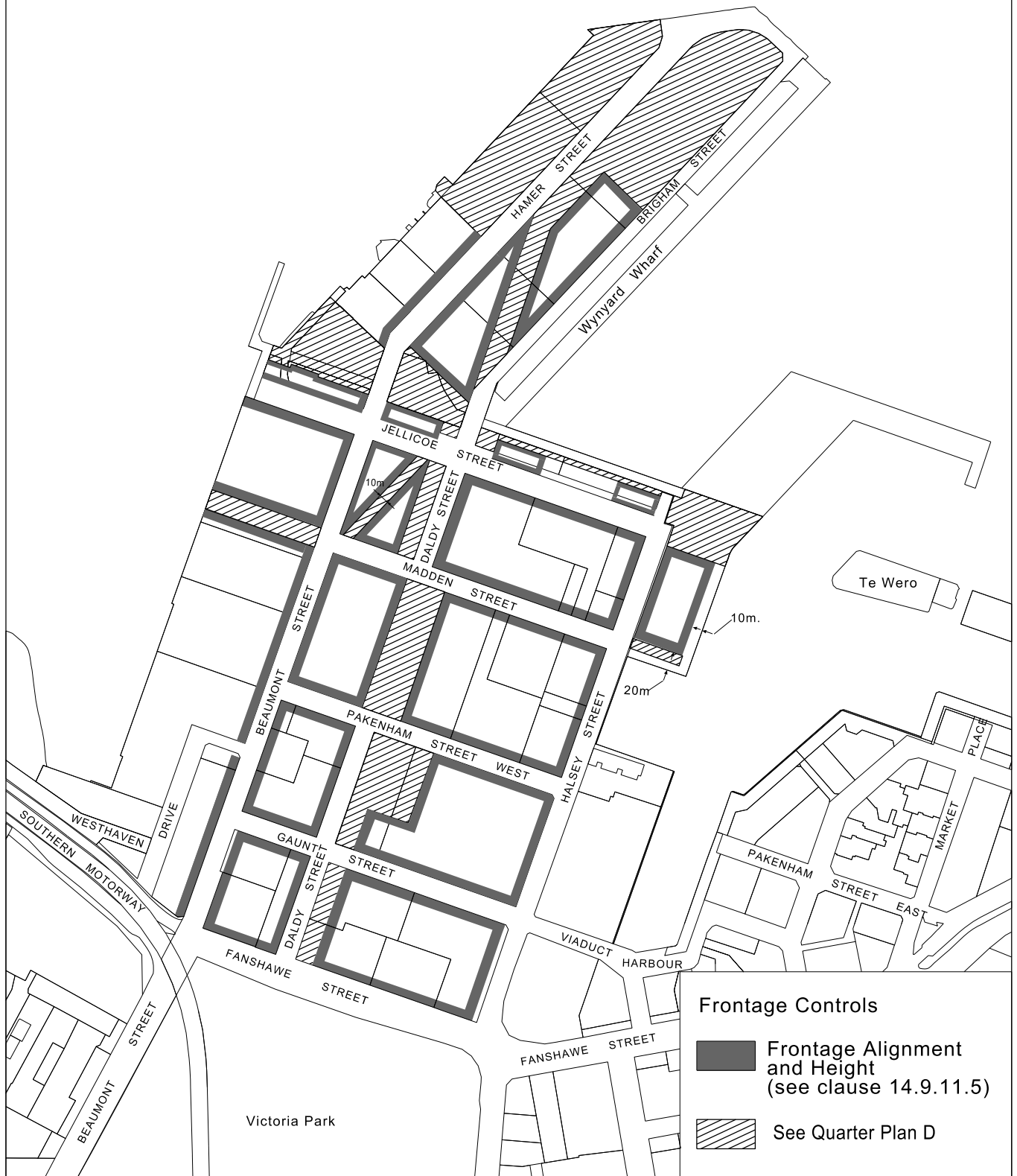
Quarter Plan E



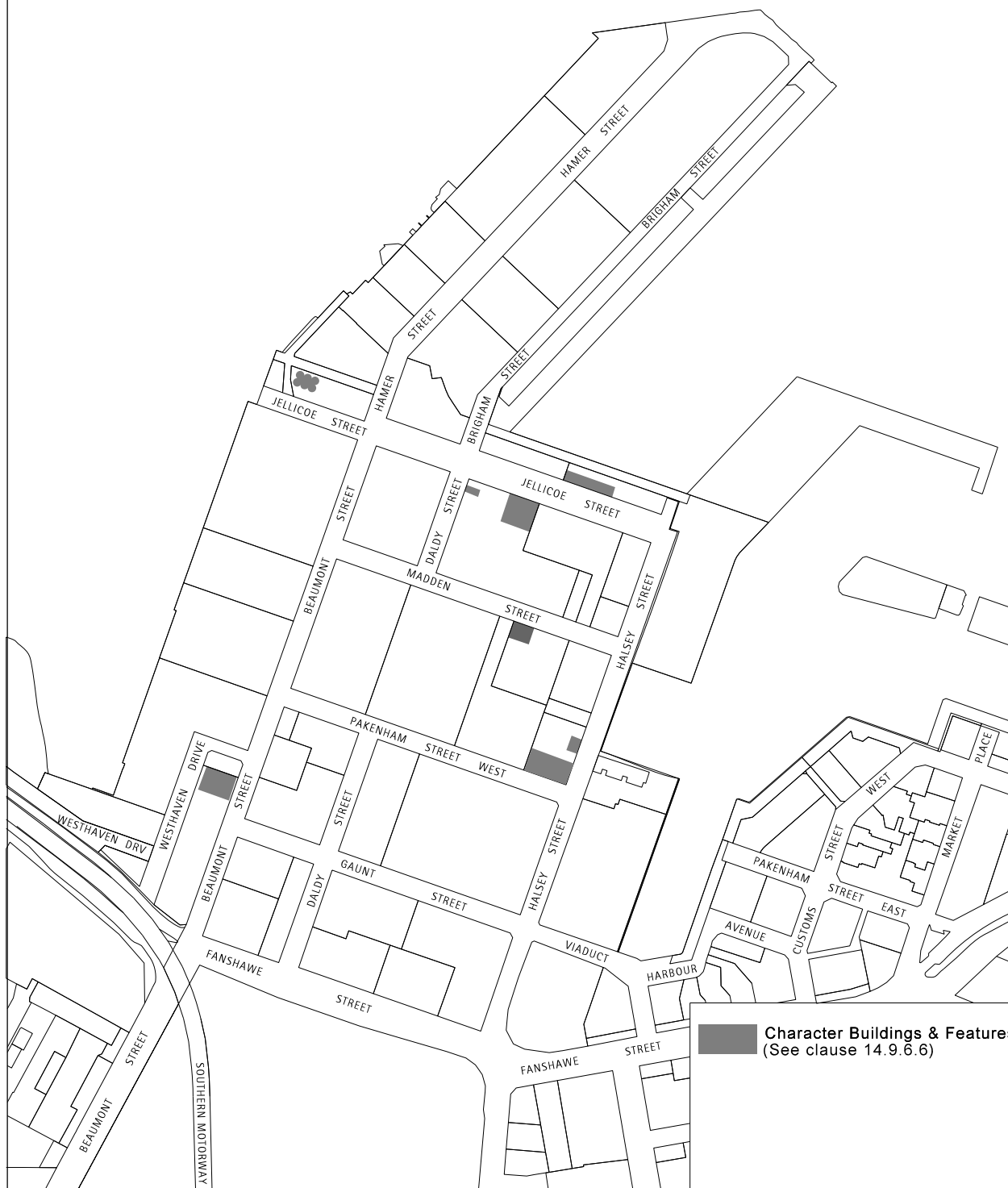
* Excludes entrance, lobbies and service cores for other activities at upper building levels.



Quarter Plan F

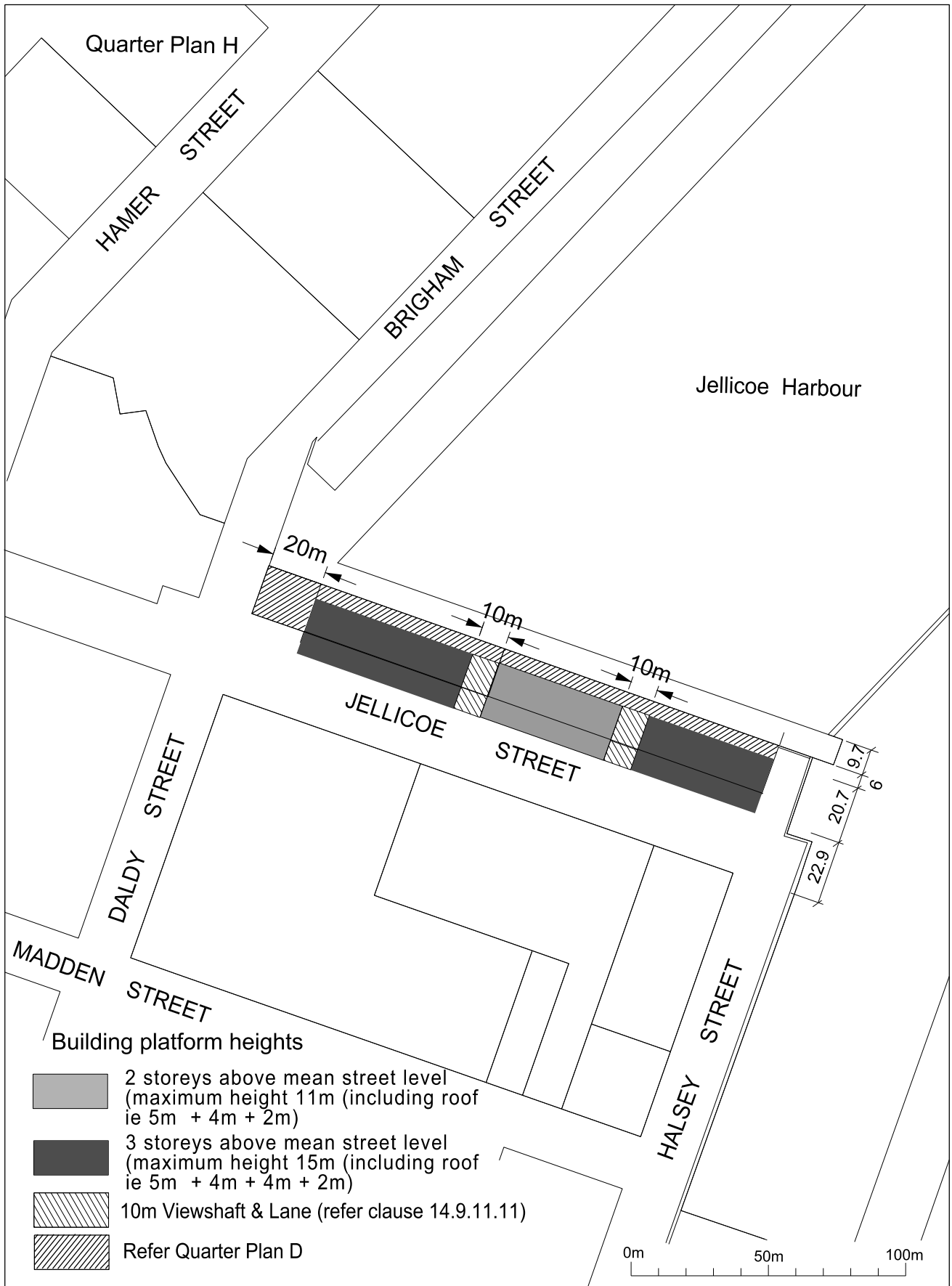


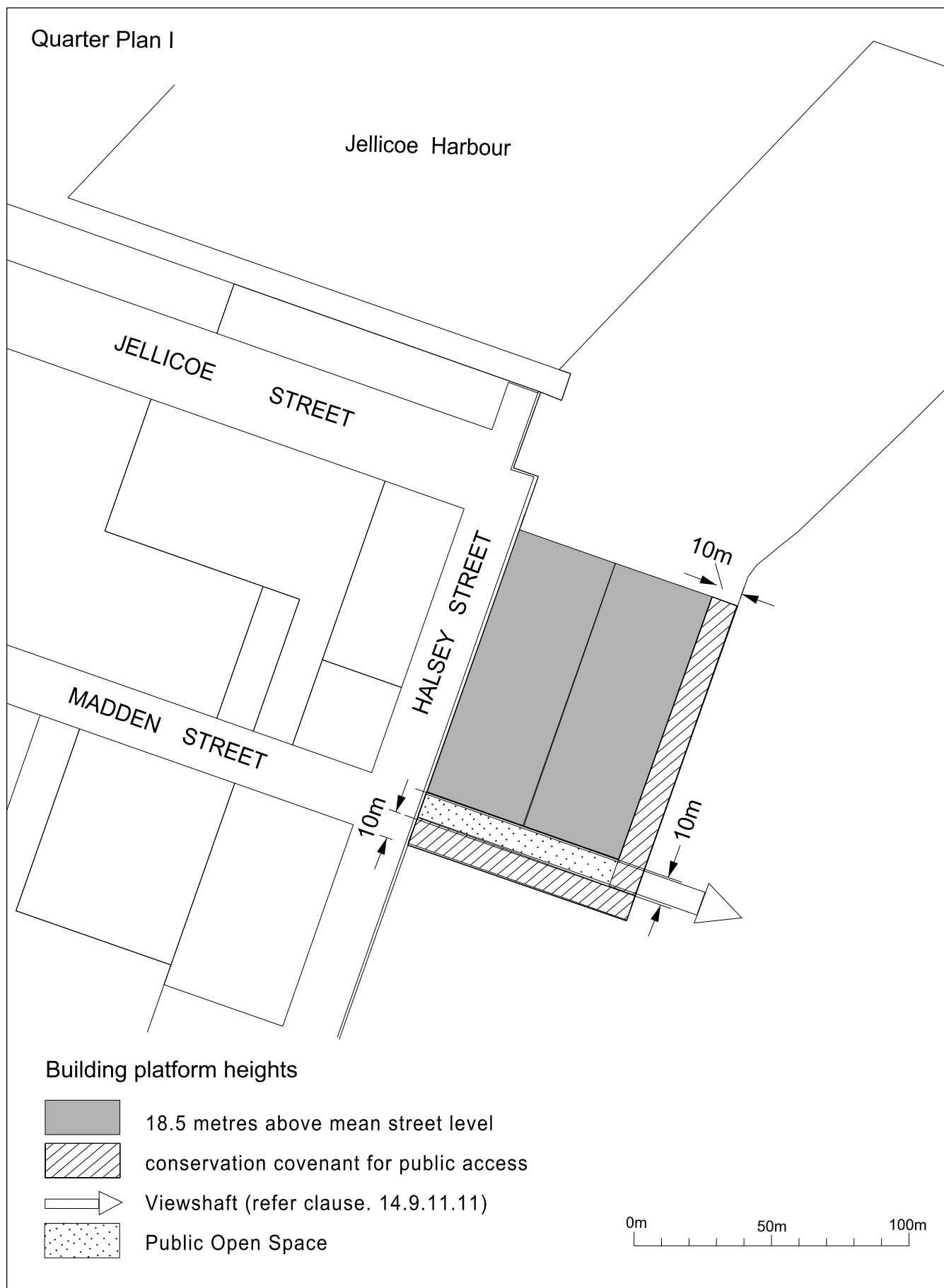
Quarter Plan G



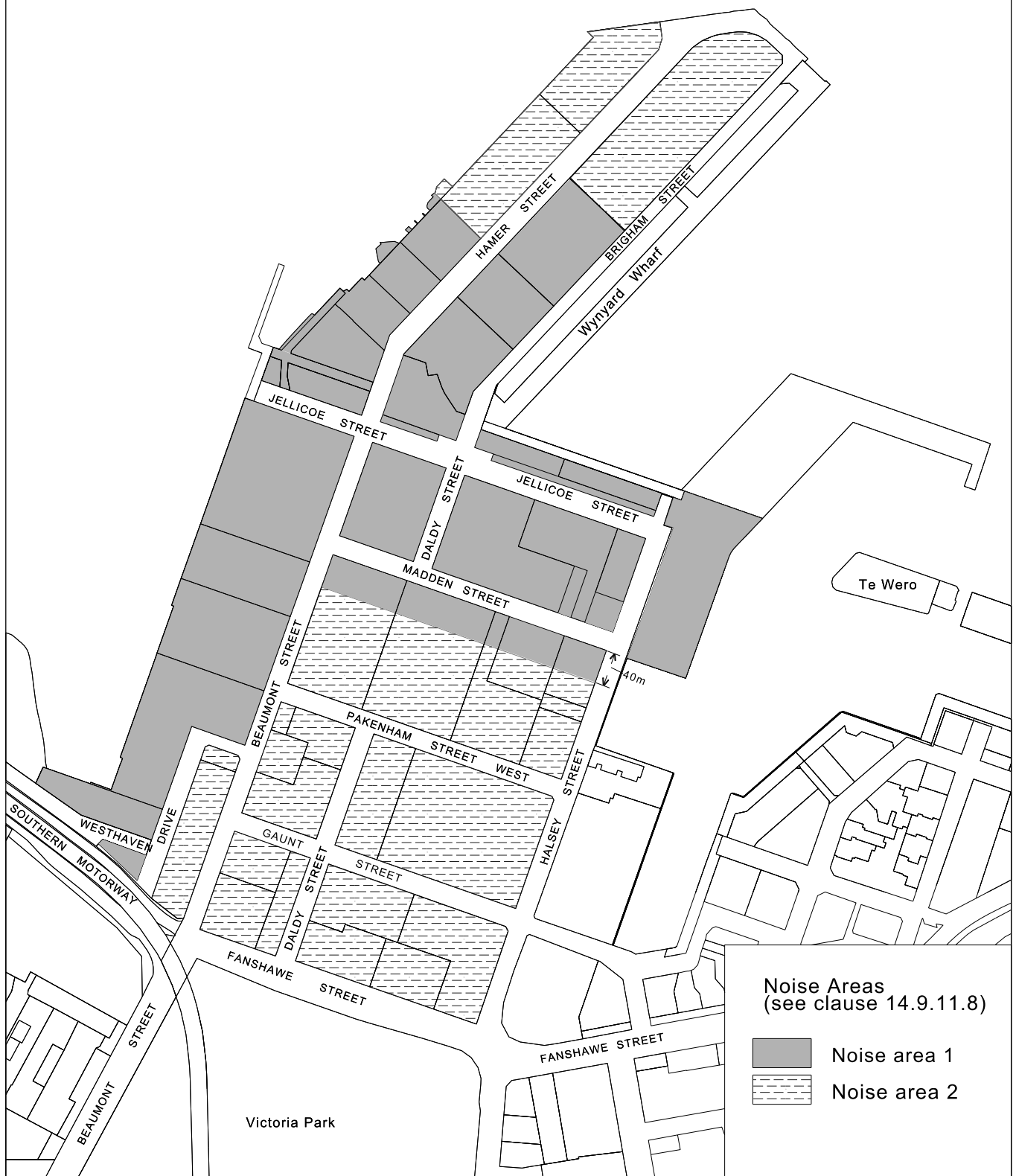
Character Buildings & Features
(See clause 14.9.6.6)









Quarter Plan J



Noise Areas
(see clause 14.9.11.8)

-  Noise area 1
-  Noise area 2



