

## **I214. Wynyard Precinct**

### **I214.1. Precinct description**

The Wynyard Precinct represents the north-western end of the city centre. The land is bound on three sides by the sea and by Fanshawe Street on its southern boundary. It is the largest brownfield area within the city centre. The precinct also includes an area of the coastal marine area to the west and the north. Coordinates for the precinct boundary in the coastal marine area are shown on Precinct plan 11.

The purpose of the Wynyard Precinct is to provide for the comprehensive and integrated redevelopment of this large brownfields area while enabling the continued operation of marine industry and hazardous industry.

Wynyard Precinct is an evolving environment characterised by a mix of activities and development including:

- high-quality open space areas, restaurants, offices and cafés fronting Jellicoe Street and North Wharf;
- office activity fronting Fanshawe Street;
- a marine focus along the western edge; and
- a bulk liquids storage industrial activity focus within the northern finger of the precinct.

Marine-related 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 special character buildings, marine and industrial structures, and features that provide a background context to the area's stages of development. Collectively, these elements create an overall industrial aesthetic of structures and buildings, with robust materials and simple details.

To retain the existing character of the area, a design-based approach has been implemented, with all building development and redevelopment requiring assessment.

Although hazardous industry is likely to relocate progressively from the area, risk must still be managed in the transition period, particularly within the northern part of Wynyard Precinct.

Redevelopment of this area should have regard to the existing and planned infrastructure connections that are adjacent to or pass through the precinct, for example, the Additional Waitemata Harbour Crossing.

The zoning in the Wynyard Precinct is Business – City Centre Zone and Coastal – General Coastal Marine Zone.

### **I214.2. Objectives [rcp/dp]**

*Social and economic*

- (1) Wynyard precinct is redeveloped while managing potential conflicts between different uses to achieve:

- (a) a high-quality visitor destination which showcases the City's diverse communities and the importance of the harbour;
- (b) 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 with 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 events and entertainment activity for the social and economic benefit of the wider Auckland Region;
- (e) access to and along the coast and enjoyment of the coastal environment with a network of open space while recognising the need to manage access with competing commercial activities; and
- (f) the maintenance and where practicable enhancement of navigation and berthage within the Wynyard Precinct coastal marine area for a wide range of recreational and commercial vessels, including maritime passenger transport and fishing industry operations, excluding in areas subject to potential risk and public safety effects.

*Built form*

- (2) An integrated urban environment is created which:
  - (a) exhibits high-quality and diverse built form and urban design which reflects the marine attributes of the precinct;
  - (b) has appropriate building heights that enhance its prominent waterfront location and which complements the central area and wider city landforms, skyline and views; and
  - (c) avoids, remedies or mitigates adverse effects on existing infrastructure.
- (3) Individual buildings or collections of buildings are designed to achieve an appropriate form and scale in relation to:
  - (a) existing and proposed public open spaces; and
  - (b) identified view shafts.

*Special character*

- (4) Identified special character buildings are protected and enhanced and the unique character within Wynyard precinct, which is reflective of its maritime and industrial history, is retained.

(5) *Public open space*

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

*Risk and public safety*

- (7) Adverse environmental effects and risks presented by hazardous or dangerous activities or facilities within the precinct are avoided or mitigated.

*Remediation*

- (8) The adverse effects of contamination are minimised through comprehensive management of contaminated sites and materials.

*Reverse sensitivity and amenity*

- (9) Conflicts between different uses are managed to ensure the efficient operation of marine industry and fishing industry, other industry and regionally significant transport infrastructure while enabling the marine events centre and public spaces to be used for a range of public events.

*Pedestrian access, street quality and safety*

- (10) A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the City.

*Transport*

- (11) The safety and capacity of the transport network is maintained and, where appropriate, enhanced.

*Integrated development*

- (12) The development of buildings and activities and the provision of infrastructure in a comprehensive and integrated manner which achieves high quality urban design outcomes and which avoids, remedies or mitigates adverse effects on existing and planned infrastructure.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

**I214.3. Policies [rcp/dp]**

*Built form*

- (1) Encourage 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.
- (2) Encourage the integration of built form with the existing and proposed public open space network on a comprehensive land area basis, rather than a site by site

basis, to create a sound framework for a well-designed and high-quality environment.

- (3) Ensure that maximum building height:
  - (a) is appropriate in scale to the street network and the prominent waterfront location;
  - (b) provides a transition between the core of the precinct and the coastal edge with site-specific opportunities for taller buildings located and designed to reinforce key public open space and waterfront connections while avoiding intrusion of public views into and through Wynyard Precinct;
  - (c) complements development in the Viaduct Harbour Precinct; and
  - (d) provides a transition in height between the core central business district and the harbour.
- (4) Identify and protect public view shafts from open space across, within, and to Wynyard precinct to reinforce connections with the central area, harbour, and wider Auckland.
- (5) Promote excellence and diversity in architecture and urban design that enhances the relationship of buildings with public open space, and reflects the coastal, topographical, and historical qualities of the precinct.

*Special character*

- (6) Recognise the contribution that identified special character buildings make to the marine, fishing, and industrial heritage aesthetic within the precinct.
- (7) Encourage the retention and re-use of identified special character buildings, features, structures and elements within the precinct.
- (8) Encourage developments adjoining or adjacent to identified special character buildings to respond sympathetically to the historic context by reference to characteristics such as form, scale, materials and setbacks.
- (9) Encourage development and design that is reflective of the precinct's maritime location.
- (10) Promote and encourage the important role the marine and fishing industries play in defining the character and amenity of the precinct.

*Social and economic*

- (11) Enabling a diverse range of activities, high quality visitor experiences, entertainment, events and development to occur, while recognising and maintaining the economic importance of the marine and fishing industry, the bulk liquid industry and Hauraki Gulf Islands maritime passenger operations to the Auckland Region.

- (12) Recognise the significant local and regional socio-economic benefits associated with providing high-quality waterfront public open space and events activity while also providing for the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.
- (13) Ensure that sufficient and suitably located land, wharf, waterspace and appropriate, convenient and adequate navigation and berthing facilities are provided to accommodate the current and future operation and growth of the marine and fishing industries and maritime passenger operations, including Sub-precinct C, North Wharf, the southern face of the Western Viaduct Wharf and the western face of the Halsey Street Extension Wharf together with the adjacent waterspace for use primarily by the fishing industry.
- (14) Encourage activities and built form which contribute to the maintenance of pedestrian interest and vitality at ground level at Jellicoe Harbour to foster a vibrant community focal point.
- (15) Establish and maintain a network of coastal edge, public open space and public access along waterfront areas, linking the precinct to the wider central area while also providing the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.

*Public open space*

- (16) Establish a framework which supports the development of key interconnected public open space across the precinct, including:
  - (a) a high-quality waterfront park of regional significance, including the potential for a high quality public building;
  - (b) a network of coastal edge promenades and pedestrian accessways enabling access to and along the coast comprising a minimum width of 20 metres, with the exception of Sub-precinct C;
  - (c) a high-quality linear park linking Victoria Park to the waterfront park;
  - (d) High quality areas of public open space for the public, residents, workers and local occupants designed to enliven the urban core of the precinct, including a significant park space within Sub-precinct B; and
  - (e) a network of small pocket parks, linking spaces and plazas.
- (17) Encourage the use of the precinct's internal street network to function as part of the public open space network, and provide for the creation of internal canals, ponds and plazas.

*Pedestrian access, street quality and safety*

- (18) Encourage the construction of a bridge for pedestrians, cyclists and local public transport connecting the Eastern Viaduct with Jellicoe Street to improve public connectivity between Wynyard precinct and the city centre.

- (19) Facilitate the reconnection of Daldy Street between Pakenham Street and Madden Street to provide a physical north-south connection through Wynyard precinct and enable the establishment of activities with greater people-or traffic-generation potential.
- (20) Provide 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 events to operate.
- (21) Encourage an integrated network of streets and lanes to increase pedestrian permeability and accessibility through the precinct.
- (22) Encourage a high level of pedestrian amenity along identified existing and future routes, including Te Wero Bridge, which reinforces the ease, comfort and safety of the pedestrian environment.
- (23) Enhance the connection between Wynyard precinct and adjoining areas through the provision of additional pedestrian linkages across Fanshawe Street.
- (24) Discouraging parking within buildings visible from existing and proposed public open space.
- (25) Require planning and development of transport and road changes within and on the fringe of the precinct, including Fanshawe Street, to consider any effects on or contribution to the amenity of the precinct and adjacent areas.

*Risk and public safety*

- (26) Require new activities, buildings and works to be designed, located, and managed to avoid unacceptable levels of risk.
- (27) Require new hazardous industry or changes to existing hazardous industry to be designed, located and managed to avoid levels of risk which are incompatible with existing sensitive activities.
- (28) Require new industry or changes to existing industry at existing or future public interfaces to implement management measures to avoid, remedy or mitigate existing or potential adverse public safety effects.

*Reverse sensitivity and amenity*

- (29) Provide for the continued efficient operation of existing and future marine, fishing and other industries, including maritime passenger operations.
- (30) Manage establishing permanent or temporary accommodation within or directly adjacent to areas identified for marine or fishing operations or events, or on sites subject to potentially unacceptable levels of risk associated with existing hazardous industry.

- (31) Require new development, or changes to existing marine, fishing and other industries, to protect and enhance amenity values of specified existing and future public interfaces.

*Remediation*

- (32) Encourage remediation, including clean-up and mitigation methods, to be addressed on a comprehensive basis.
- (33) Encourage remediation of contaminated land to include consideration of future activity and prospective site topography and likely pathways to the contaminant.

*Transport*

- (34) Constrain and manage private vehicle travel in and out of Wynyard Precinct, particularly during peak travel periods.
- (35) Encourage walking, cycling and the provision of passenger transport services and facilities compatible with the character and amenity of the area.
- (36) Enable the improvement of public connectivity between Wynyard Precinct and the city centre for pedestrians, cyclists and public transport.
- (37) Maintain and enhance maritime passenger transport operations by providing adequate vehicular, pedestrian and public transport access to ferry terminal facilities.
- (38) Protect the safe and efficient operation of Fanshawe Street as a key arterial route connecting the central city area with wider Auckland and an important element of Auckland's frequent and rapid transit network.

*Integrated development*

- (39) Use integrated assessment for future development that has regard to:
- (a) land ownership;
  - (b) character;
  - (c) activities;
  - (d) existing and proposed street pattern; and
  - (e) existing and planned infrastructure.
- (40) Encourage 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.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above

#### **I214.4. Activity table**

Table I214.4.1 and I214.4.2 specifies the activity status for land use and development activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for works, occupation and use in the coastal marine area pursuant to sections 12(1), 12(2) and 12(3) of the Resource Management Act 1991, including any associated discharges of contaminants or water into water pursuant to section 15 of the Resource Management Act 1991, or any combination of all of the above sections where relevant.

- (1) The activities on land in the precinct are as specified in the table below and are also subject to compliance with Precinct plan 7.
- (2) The activities in the Coastal – General Coastal Marine Zone and Business – City Centre Zone apply in the Wynyard Precinct unless otherwise specified in the activity table below.
- (3) Activities marked # in the activity table are deemed to be risk-sensitive activities and are subject to additional assessment.
- (4) Within Sub-precinct F and Area 1 and Area 3 shown on Precinct plan 10, the activity status of activities marked \* in the activity table applies until the date when all hazardous industry located within Sub-precinct F discontinue operation. After that time, those activities are permitted unless an alternative activity status not marked \* is shown.
- (5) The requirements in [E40 Temporary activities](#) apply to:
  - (a) all temporary activities within Sub-precincts A, B, C (south of Area 3 as shown on Precinct plan 10), G, Halsey Street Extension Wharf and Western Viaduct Wharf;
  - (b) all sports events provided that the event only passes through, and is not based in, sub-precincts D, E, F or areas 1, 3, 4, 5, and 6 as shown on Precinct Plan 10: Risk areas, and the event does not involve motor racing; and
  - (c) all temporary activities occurring within Sub-precincts D, E, F and areas 1, 3, 4, 5, and 6 as shown on Precinct plan 10: Risk areas, except an event.
- (6) Events located within sub-precincts D, E and F and areas 1, 3, 4, 5, and 6 as identified on Precinct plan 10, will be subject to the requirements set out in Wynyard Precinct. From the date on which all hazardous industry located within Sub-precinct F and Area D discontinue operations, the requirements set out in [E40 Temporary activities](#) apply to events within Sub-precinct F and areas 1, 3, 4, 5, and 6 as identified on Precinct plan 10 - Risk areas.

**Resource Management (National Environmental Standards for Freshwater) Regulations 2020**

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 ('Freshwater NES') came into force on 3 September 2020. Currently, there may be duplication or conflict between specific plan rules and the Freshwater NES.

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 apply to any part of the coastal marine area that is upstream from the mouth of a river.

If an activity provided for in rules I214.4.1 to I214.9, including any associated matters of discretion, is also regulated by the Freshwater NES, where there is conflict then the most restrictive provision will prevail.

If the Freshwater NES regulations do not apply to an activity, then the plan rules apply.

Duplication or conflict between plan rules and the Freshwater NES will be addressed in the plan as soon as practicable.

**Table I214.4.1. Activity table – Land use**

Activity		Sub-precinct B and Sub-precinct A	Sub-precinct C	Sub-precinct D	Sub-precinct E and Sub-precinct G	Sub-precinct F	Coastal marine area [rcpl]
(A1)	Dwellings or visitor accommodation #	P	NC	RD*	RD*	NC*	NA
(A2)	Dwellings in the areas identified on Precinct plan 7, as being subject to a no-complaint covenant where no such covenant has been entered into #	Sub-precinct A NA Sub-precinct B D	D	D	D	NC* D	NA
(A3)	Workers accommodation #	P	Areas 1 and 3 - RD*  South of Area 3 - P	RD*	RD*	RD*	Areas 4 – 6 RD*  Outside of Areas 4 - 6 P
(A4)	Offices accessory to marine and port activities and marine retail located on another site within Sub-precinct C or on land fronting Beaumont Street identified on Precinct plan 7, as 'areas where ground level activity is limited to	NA	C	C	C	NA	NA

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	marine and port industry and marine retail only' #						
(A5)	Artworks	P	P	P	P	P	P
(A6)	Community facilities #	P	NC	RD*	RD*	NC*	NC* D
(A7)	Education facilities #	P	NC	RD*	RD*	NC*	NC* D
(A8)	Entertainment facilities, except within lawfully established buildings on Halsey Street extension wharf #	P	NC	RD*	RD*	NC*	NC* D
(A9)	Entertainment facilities, food and beverage up to 100m2 gross floor area and ancillary office activities on the Halsey Street extension wharf within lawfully established buildings	NA	NA	NA	NA	NA	P
(A10)	An event and associated buildings and structures that: i. attracts no more than 1000 people at any one time; and ii. occupies 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	NA	Areas 1 and 3 - P  South of Area 3 - NA	P	P	NC	Area 5 - NC  Area 6 - P  Area 4 - RD  Outside of Areas 4, 5 and 6 – NA
(A11)	An event and associated buildings and structures that: i. attracts no more than 1000 people at any one time; and ii. occupies 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	NA	Areas 1 and 3 - C  South of Area 3 - NA	C	C	NC	Area 5 - NC  Area 4 - RD  Area 6 - C  Outside of Areas 4, 5 and 6 - NA
(A12)	An event and associated buildings and structures that 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	NA	Areas 1 and 3 - RD  South of Area 3 - NA	RD	RD	NC	Area 5 - NC  Areas 4 and 6 - RD  Outside of Areas 4, 5 and 6 - NA
(A13)	A major marine event up to 60	NA	NA	NA	NA	NA	P –

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	consecutive days						Halsey St extension wharf and the Western Viaduct wharf
(A14)	Food and beverage up to 100m <sup>2</sup> gross floor area per site #	P	Areas 1 and 3 - RD*  South of Area 3 - P	RD*	RD*	NC*	Area 5 - NC* - D  Outside of Area 5 - D
(A15)	Food and beverage greater than 100m <sup>2</sup> gross floor area per site #	P	D	RD*	RD*	NC*	Area 5 - NC* - D  Outside of Area 5 - D
(A16)	Industrial activities	D	D	D	D	D	D
(A17)	Information facilities	P	P	P	P	NC*	NC*
(A18)	Marine retail #	P	Areas 1 and 3 - RD*  South of Area 3 - P	RD*	RD*	RD*	NC
(A19)	Marine and port activities	RD	C	RD	RD	RD	P
(A20)	Maritime passenger operations #	P	Areas 1 and 3 - RD*  South of Area 3 - P	RD*	RD*	NC*	Area 5 - NC* - P  Outside of Area 5 - P
(A21)	Offices located within the area identified on Precinct plan 7	P	NA	NA	NA	NA	NA
(A22)	Offices located outside of the area identified for offices on Precinct plan 7 #	P	NC	RD*	RD*	NC*	NC
(A23)	Office activity that exceeds the maximum office activity gross floor area in I214.6.2(1) below, subject to compliance with the maximum office activity gross floor area in I214.6.2(2) below #	RD	NC	RD	RD	RD	NA
(A24)	Private use of coastal access areas either vested in the council or areas over which council has a covenant for public access	NA	RD	RD	RD	RD	NA
(A25)	Public amenities, excluding Wynyard Wharf #	P	P	P	P	NC*	P
(A26)	Public amenities on Wynyard Wharf #	NA	NA	NA	NA	NA	NC*

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(A27)	Drive-through facilities on sites fronting onto Fanshawe Street	D	NA	NA	NA	NA	NA
(A28)	Retail, excluding marine retail, up to 1000m <sup>2</sup> gross floor area per retail tenancy or shop #	P	NC	RD*	RD*	NC*	NC
(A29)	Retail, excluding marine retail, greater than 1000m <sup>2</sup> but not greater than 5000m <sup>2</sup> per retail tenancy or shop #	RD	NC	RD*	RD*	NC*	NC
(A30)	Retail, excluding marine retail, greater than 5000m <sup>2</sup> per retail tenancy or shop #	D	NC	D*	D*	NC*	NC
(A31)	Commercial services #	P	NC	RD*	RD*	NC*	NC
(A32)	Short term car parking (non-accessory)	D	NC	D	D	D	NA
(A33)	Short term parking (accessory) on coastal marine area structures	NA	NA	NA	NA	NA	P
(A34)	Offices, offices accessory to marine retail and marine and port activities, maritime passenger operations, marine retail, retail, food and beverage, entertainment facilities and education facilities greater than 100m <sup>2</sup> gross floor area per site	RD	RD	RD	RD	NC* RD	RD
(A35)	Any activity not listed as a permitted, controlled, restricted discretionary or non-complying activity which has a functional need to locate in the coastal marine area	NA	NA	NA	NA	NA	D

**Table I214.4.2. Activity table – development**

Activity		Land	Coastal marine area [rcp]
<b>Works in the coastal marine area</b>			
(A36)	Reclamation	NA	D
(A37)	Declamation	RD	RD
(A38)	Maintenance dredging	NA	RD
(A39)	Capital works dredging	NA	RD
<b>Buildings and structures including construction in the coastal marine area and occupation of the common marine and coastal area</b>			
(A40)	Marine and port accessory structures and services	P	P
(A41)	Marine and port facilities	RD	RD
(A42)	Maintenance, repair or reconstruction of lawful marine and port facilities	P	P
(A43)	Demolition or removal of marine and port facilities	P	P
(A44)	Structures below the surface of the foreshore and seabed	NA	P
(A45)	Construction of a bridge across the Viaduct Harbour, linking the Eastern Viaduct to Jellicoe Street	RD	RD

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(A46)	Conversion of a buildings or part of buildings to dwellings or visitor accommodation	RD	NC
(A47)	Demolition or removal of any buildings or coastal marine area structures	C	P
(A48)	Substantial demolition or any demolition of the front facade of a special character building within the Wynyard precinct identified on Business – City Centre Zone – Map <a href="#">H8.11.1</a>	RD	RD
(A49)	Coastal marine area structures and buildings, and alterations and additions to coastal marine area structures and buildings	NA	RD
(A50)	Minor cosmetic alterations to a building that does not change its external design and appearance	P	NA
(A51)	New buildings, and alterations and additions to buildings (not otherwise provided for as a permitted activity)	RD	NA
(A52)	Roads or lanes	RD	NA
(A53)	Subdivision	RD	NA
(A54)	[Deleted]		
(A55)	Development that does not comply with Standard I214.6.1(1) Parking ratios	NC	NC
(A56)	Development that does not comply with Standard I214.6.2(2) Maximum office gross floor area	NC	NC
(A57)	Development that does not comply with Standard I214.6.3(1)-(3) Calculating maximum office gross floor area	NC	NC
(A58)	Development that does not comply with I214.6.7(1) Maximum site intensity	NC	NC
(A59)	[Deleted]		
(A60)	A lane that does not meet the requirements of I214.6.12(5) Lanes and view shafts	NC	NC
(A61)	Development that does not comply with I214.6.6. Building height	D	D

### **I214.5. Notification**

(1) Any application for resource consent for a controlled and restricted discretionary risk-sensitive activity marked with a # in Table I214.4.1. Activity table – Land use will be considered without public notification, except that limited notification may be undertaken to the parties listed for the risk sensitive activities below:

- (a) for dwellings or visitor accommodation within Area 1 or Area 3 shown on Precinct plan 10, notice of an application will not be served on any person or party other than any hazardous industry owner or operator within Sub-precinct F who has not provided written approval;
- (b) for dwellings or visitor accommodation within Area 2 shown on Precinct plan 10, notice of an application will not be served on any person or party other

than any fish processing plant owner or operator located within Sub-precinct E who has not provided written approval;

- (c) for events within sub-precincts D and E or Area 1, 2, 3, 4, 5 and 6 shown on Precinct plan 10, notice of an application will not be served on any person or party other than any hazardous industry owner or operator within Sub-precinct F or fish processing plant owner or operator within Sub-precinct E who has not provided written approval.
- (2) Notwithstanding the requirements of I214.5(1)(a) and (b) above, notice of an application need not be served on hazardous industry owners or operators if it can be clearly demonstrated that the land area subject to the application falls outside the hazardous industry toxic injury risk contour caused by the particular hazardous industry owner or operator within Sub-precinct F.
- (3) Any application for resource consent for a restricted discretionary activity to exceed the maximum office activity gross floor area requirement in Standard I214.6.2(1), and which complies with Standard I214.6.2(2) below, will be considered without public notification or 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.
- (4) An application for resource consent for a controlled activity listed in Table I214.4.1. Activity table – Land use and Table I214.4.2. Activity table – development above and which is not listed in I214.5(1)-(3) will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (5) New buildings, and alterations and additions to buildings provided for as a restricted discretionary activity will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (6) Any application for resource consent for an activity listed in Table I214.4.1. Activity table – Land use and Table I214.4.2. Activity table – development and which is not listed in I214.5(1)-(5) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (7) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

#### **I214.6. Standards**

All permitted, controlled and restricted discretionary activities listed in Table I214.4.1 and Table I214.4.2 must comply with the following standards.

The land and water use standards in the Coastal – General Coastal Marine Zone apply to the coastal marine area in the Wynyard Precinct.

The following standards in the Business – City Centre Zone apply to land in the Wynyard Precinct:

- [H8.6.26](#) Verandahs;
- [H8.6.28](#) Wind;
- [H8.6.29](#) Glare;
- [H8.6.32](#) Outlook space; and
- [H8.6.25](#) Building frontage alignment and height except as specified in I214.6.8 below

All other standards that apply to land in the precinct are specified below.

#### **I214.6.1. Parking**

Purpose: To maintain or enhance both the safety and capacity of the internal and wider road network and to significantly reduce single occupancy vehicle commuter trips to and from the Wynyard precinct.

(1) Parking ratios:

- (a) the number of parking spaces on a site on land within the precinct must not exceed the rates specified in Table I214.6.1.1:

**Table I214.6.1.1 Parking ratios**

<b>Activity</b>	<b>Maximum parking ratio</b>
Offices	1 space per 150m <sup>2</sup> of gross floor area
Retail	1 space per 150m <sup>2</sup> of gross floor area
Visitor accommodation	1 space per 200m <sup>2</sup> of gross floor area
Dwellings - excluding gross floor area of servicing and common areas within buildings	1 space per 80m <sup>2</sup> of gross floor area
All other listed activities	1 space per 105m <sup>2</sup> of gross floor area

- (i) on Wynyard wharf, parking accessory to marine and port activities operating from buildings on the wharf must not exceed a ratio of one space per 105m<sup>2</sup> of gross floor area of the building;
- (ii) the combined number of parking spaces on Halsey Street Extension and Western Viaduct wharves must not exceed 50.

#### **I214.6.2. Maximum office gross floor area**

Purpose: To limit 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.

- (1) The amount of office gross floor area allowed on a site must not exceed the rates specified in Table I214.6.2.1:

**Table I214.6.2.1. Maximum office gross floor area 1**

Sub-precinct	Maximum permitted office gross floor area per sub-precinct	Maximum permitted office activity ratio per site
A	98,000m <sup>2</sup>	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
B	69,300m <sup>2</sup>	2.48:1
C	5000m <sup>2</sup>	Only on Lot 28 DP133386 - 0.41:1
D	34,000m <sup>2</sup>	0.94:1
E	35,000m <sup>2</sup>	1.02:1
F	13,000m <sup>2</sup>	0.86:1
G	0m <sup>2</sup>	0

- (2) It is a restricted discretionary activity to exceed the maximum office gross floor area rates specified in I214.6.2(1), provided the amount of office gross floor area on a site does not exceed the rates specified in Table I214.6.2.2:

**Table I214.6.2.2. Maximum office gross floor area 2**

Sub-precinct	Maximum additional office gross floor area	Maximum restricted discretionary office activity ratio per site	Total office gross floor area - permitted + restricted discretionary
A	12,000m <sup>2</sup>	Only on Lot 1 DP179403 - 3:1	110,000m <sup>2</sup>
B	14,700m <sup>2</sup>	3:1	84,000m <sup>2</sup>
D	14,000m <sup>2</sup>	1.32:1	48,000m <sup>2</sup>
E	8500m <sup>2</sup>	1.27:1	43,500m <sup>2</sup>
F	5000m <sup>2</sup>	1.18:1	18,000m <sup>2</sup>

### I214.6.3. Calculating maximum office gross floor area

Purpose: To provide a methodology for calculating office gross floor area which meets the purpose of I214.6.2 Maximum office gross floor area above.

- (1) When calculating or allocating office activity in accordance with I214.6.2 above:

- (a) the maximum permitted office activity ratio and restricted discretionary office activity ratio is to be applied to the site area excluding any area of land shown on Precinct plan 6, as 'public open space inclusive of land subject to public access easement', but including any land shown as 'indicative lane'.
- (2) Office activity may be transferred between sub-precincts A, B, D, E, F and G subject to:
- (a) the maximum amount of office activity able to be established on the donor land in accordance with I214.6.2(1) above not being increased as a consequence of the transfer;
  - (b) office activity must not be transferred from Lot 1 DP360738 and Lot 1 DP309925 to any other site.
- (3) Offices accessory to marine and port activities and marine retail must not exceed:
- (a) 15 per cent of the total gross floor area on any site, unless otherwise specified in I214.6.3(3)(b) below;
  - (b) 3000m<sup>2</sup> or 15 per cent total gross floor area on 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 Sub-precinct E, whichever is the greater.

#### **I214.6.4. Noise**

Purpose: to minimise reverse sensitivity effects on existing industrial and maritime land uses by providing a minimum level of internal acoustic amenity for occupants of buildings from external noise sources generated by activities in the Wynyard Precinct and a maximum level of noise that activities other than accommodation may generate.

- (1) Sound insulation of accommodation buildings:
- (a) All dwellings must be designed and constructed to provide an indoor noise level of 35dBA L10 in every bedroom and 45dBA L10 in any other habitable spaces (as defined in the NZ Building Code), based on both:
    - (i) an external traffic noise level of 65dBA L10 at the boundary of any road between 11pm and 7am;
    - (ii) the noise levels standards in I214.6.4(2) below as applicable to the Noise Area within which the accommodation units are located as shown on Precinct plan 9;
  - (b) 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.

(2) External noise levels:

- (a) Noise from activities in Wynyard Precinct must comply with the following limits in Table I214.6.4.1, measured at 1m from the façade of any building containing habitable spaces (as defined in the NZ Building Code) located in the noise areas shown on Precinct plan 9.

**Table I214.6.4.1. External noise levels**

Noise source location	Noise limit		Noise receiver location
	Day - 7am-11pm	Night - 11pm-7am	
Noise Areas 1,2	L10 60dBA	55dB L <sub>Aeq</sub> (15 min) 66dB L <sub>eq</sub> (15 min) @ 63Hz 62dB L <sub>eq</sub> (15 min) @ 125Hz 90dB L <sub>AFmax</sub>	Noise Area 2
Noise Areas 1,2	L10 70dBA	70dB L <sub>Aeq</sub> (15 min) 76dB L <sub>eq</sub> (15 min) @ 63Hz 73dB L <sub>eq</sub> (15 min) @ 125Hz 90dBA L <sub>AFmax</sub>	Noise Area 1

(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 must not exceed the following noise levels in Table I214.6.4.2 when measured in any habitable spaces (as defined in the NZ Building Code):

**Table I214.6.4.2 Internal noise levels**

Time	Noise limit
7:00am to 11:00pm	L10 45dBA
11:00pm to 7:00am	L10 40dBA L10 55dB @ 63Hz L10 50dB @ 125Hz

(4) Noise levels for events:

- (a) events in sub-precincts D, E, F and G and on coastal marine area structures must comply with I214.6.4(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:
- (i) the noise level specified in I214.6.4(2) above not exceeding a cumulative duration of more than six hours within any 24 hour period for a noise event, and
  - (ii) the maximum noise levels not exceeding:

- 75dBA L10 and 80dBA L01 (medium noise level) for at least 12 of the 15 noise events, and
  - 85dBA L10 and 90dBA L01 (high noise level) for a cumulative duration of not more than 3 of the total 6 hours permitted in I214.6.4(4)(a)(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.
- (iii) the medium and high noise levels must be determined from the logarithmic average of the L10 values for any measurement periods not exceeding 15 minutes during the event. The L01 values must be determined from the logarithmic average of the L01 values for representative periods not exceeding 15 minutes within the timeframe of the event. The noise levels must 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.
- (iv) Noise levels exceeding the standard in I214.6.4(4)(a)(iii), including sound checks, must start no earlier than 10.00am and must finish no later than 10.30 pm Sunday to Thursday inclusive, 11.00pm Friday and Saturday and 1.00am New Year's Day.
- (b) at least 4 weeks prior to the commencement of the noise event, the organiser must notify the council in writing of:
- (i) 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 I214.6.4(4)(a)(ii) above;
  - (ii) the person(s) and procedures for monitoring compliance with noise levels; and
  - (iii) the nominated alternative date in the event of postponement due to the weather;
- (c) the council will keep a record of all noise events held and provide this information upon reasonable request.
- (5) Noise measurement and assessment:
- (a) measurement and assessment must be in accordance with the requirements of NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sounds". Noise must be measured with a sound level meter complying with at least the International Standard IEC 651 (1979): Sound Level Meter, Type 1.

### **I214.6.5. Financial contributions**

Purpose: to provide for the acquisition and development of public open space in the Wynyard precinct, and/or for enhancing public pedestrian facilities, and/or for enabling public access to and enjoyment of the coastal environment.

(1) 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 precinct, and/or for enhancing public pedestrian facilities;
- (b) financial contributions must not be levied for subdivisions or refurbishments.

(2) Public access to the coastal environment:

- (a) with the exception of Sub-precinct C, 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 adjoining the coastal marine area or any site within 20m 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 20m or greater in width (or such lesser width as provided by I214.6.4(2)(c) below) has been created prior to 13 July 2007.
- (b) within sub-precincts E and F, where the site adjoins the coastal marine area, the land to be vested in the council or otherwise secured shall be of a minimum width of 20m and shall not exceed 30m in width measured perpendicular from the coastal mean high water springs mark, except where specified in I214.6.5(2)(c), below.
- (c) the total width of land over which public access is secured within Sub-precinct G is limited to the area identified as public open space as shown on Precinct plan 6.
- (d) Standard [E38.7.3.2](#) Subdivision establishing an esplanade reserve does not apply to subdivision or development within the Wynyard Precinct.

(3) Interpretation:

- (a) for the purpose of this rule "development" includes site works, building construction and alterations; and
- (b) 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.

#### **I214.6.6. Building height**

Purpose: To ensure the height of buildings complements and reinforces key public open spaces within Wynyard Precinct and development within the Viaduct Harbour precinct while providing an appropriate scale and transition in relation to the street network, lanes, the harbour and coastal environment and the core central business district. Refer Policy I214.3(3) of the Wynyard Precinct.

- (1) Buildings must not exceed the heights specified on Precinct plan 5.
- (2) For sites on precinct plan 5 with a maximum permitted height of 52m, the maximum cumulative floor plate area per floor must not exceed:
  - (a) sub-precinct B: 1200m<sup>2</sup> GFA and a maximum dimension of 45m by 45m for that part of the building exceeding a height of 31m;
  - (b) sub-precinct E at the corner of Halsey and Jellicoe streets: 1200m<sup>2</sup> GFA and a maximum dimension of 40m by 30m for that part of the building exceeding a height of 27m; and
  - (c) sub-precincts C and E, except for the site at the corner of Halsey and Jellicoe streets: 900m<sup>2</sup> GFA and a maximum dimension of 30m by 30m for that that part of the building exceeding a height of 31m.
- (3) In land areas shown on sub-precinct E 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 clause I214.6.7 below for maximum site intensity.

#### **I214.6.7. Maximum site intensity**

Purpose: manage the scale, form and intensity of development in the Wynyard precinct. Refer Policies I214.3(1)-(4) of the Wynyard Precinct.

- (1) Buildings on a site must not exceed the maximum site intensity specified for the site on Precinct plan 3.
- (2) [Deleted]
- (3) When calculating gross floor area, where the vertical distance between building storeys exceeds 6m, the gross floor area of the building or part of the building so affected must be calculated as gross floor area as opposed to the volume of that airspace.
- (4) 'Character building floor plate' means that part of the site covered by a special character building identified on Map [H8.11.1 of the Business – City Centre Zone](#) including a curtilage of a depth of 2m contained within the legal boundaries of the site and surrounding the character building to enhance the visual integrity of the character building.
- (5) Where a special character building is incorporated in a development or a new development is proposed on the residual site area and the special character

building is subject to an approved character plan, the gross floor area of the special character building is excluded from the floor area ratio calculations.

- (6) For the purpose of calculating maximum site intensity the subject land area of any proposed development may be considered as one site, provided the maximum total cumulative gross floor area across all sites within the subject land area is not exceeded.

#### **I214.6.8. Building frontage alignment and height**

Purpose: ensure streets are well defined by buildings and provide a sense of enclosure to enhance pedestrian amenity, while avoiding buildings dominating public open space.

- (1) [H8.6.25](#) Building frontage alignment and height applies except that:
  - (a) where the maximum building height is less than the minimum frontage height requirement in Map [H8.11.5 of the Business – City Centre Zone](#), [H8.6.25 of the Business – City Centre Zone](#) rules does not apply; and
  - (b) in Sub-precinct G, the ground floor along the eastern boundary must be set back from the public open space identified on Precinct plan 6 by a minimum width of 2.5m measured perpendicular from the public open space for a minimum height of 4m.

#### **I214.6.9. Special industrial frontage**

Purpose: avoid unacceptable levels of human injury risk associated with accidental ammonia release from the fish processing plant

- (1) For any building proposed for dwellings or visitor accommodation, facades of buildings fronting the Industrial Frontage identified on Precinct plan 8 must not incorporate opening windows or balconies.

#### **I214.6.10. Marine retail at ground level**

Purpose: Provide for marine and fishing industry and marine and fishing retail activity at ground level on specific sites identified on Precinct plan 7. 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.

- (1) Except as specified in I214.6.10(2) below, activities at ground level must be restricted to the extent and in the manner identified on Precinct plan 7.
- (2) Activities at ground level on a site identified on Precinct plan 7 as transitional ground level activity must be limited to marine and port activities and/or marine retail until any of the following occurs on that site:
  - (a) the marine and port activity and/or marine retail at ground level occurring on the site as at 1 November 2009 has either relocated off-site or ceased operating from the site, or

(b) 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 port activities and/or marine retail at ground level expires; or

(c) the road widening works along the frontage of the site authorised by a designation are constructed.

(3) At any time any one of the Standards I214.6.10(2)(a)-(c) above occur on the site, the limitation to marine and port activities and/or marine retail is lifted from that site and those activities listed in the precinct activity table may establish at ground level.

#### **I214.6.11. Vehicle access**

Purpose: 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 and cyclist amenity along Beaumont Street, Halsey Street, Daldy Street and Jellicoe Street.

(1) Except from the land legally described as Pt Lot 2 DP179403 (contained in NA110C/761), vehicle entry or exit must not be established directly from Fanshawe Street.

(2) Vehicle entry or exit from the land legally described as Pt Lot 2 DP179403 (contained in NA110C/761) to Fanshawe Street is limited to one entry and one exit providing left turn manoeuvres only.

(3) Vehicle entry or exit must not be established directly from Beaumont Street (south of Jellicoe Street), Daldy Street, Jellicoe Street or the western side of Halsey Street where alternative access via another road or service lane is available.

(4) Notwithstanding I214.6.11(1)-(3), the total crossing width for any front or corner site must not exceed 50 per cent of the frontage to any road in which it adjoins.

#### **I214.6.12. Lanes and view shafts**

Purpose: To build upon the existing grid pattern of streets that characterise the precinct 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 are designed to enhance the visual connections of the precinct with the harbour, other features of the surrounding landscape, the CBD and the wider city.

(1) Lanes must be provided at ground level, generally in the locations shown on Precinct plan 6 and must comprise:

- (a) a minimum width of 10m where provided for pedestrians, cyclists and service vehicles; or
- (b) a minimum width of:
  - (i) 6m where lanes are 50m or less in length, or
  - (ii) 7m where lanes are up to 100m in length, or
  - (iii) 8m where lanes are over 100m in length
  - (iv) where provided for pedestrians and cyclists only.

For the purpose of this standard, the length of the lane must be measured as the dimension between the lane intersections and/or the lane termination points as shown on Precinct plan 6.

- (2) Where the lanes shown on Precinct plan 6 are also shown as view shafts on land, the minimum width must be 10m.
- (3) Where a view shaft on land is indicated alone, it must have a minimum width of 10m.
- (4) The minimum widths specified in I214.6.12(1)-(3) above, must be clear and unobstructed by buildings or structures from ground level upwards, except that verandahs may be provided where they meet [H8.6.26](#) Verandahs of the Business – City Centre Zone rules.
- (5) The lane must be available for public use at all times unless written approval has been obtained from the council. In all circumstances the lane must be available for public use between the hours of 7am and 11pm.
- (6) The registration of an access easement on the title 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.
- (7) Structures and buildings, including marine and port facilities, must not be located within or over those parts of wharves and water space identified as coastal view shafts on Precinct plan 6.

**I214.6.13. Public access ways - wharves**

Purpose: Maintain and enhance public access to the Wynyard Precinct wharves.

- (1) Public access ways on wharves must be provided at ground level in the following locations and to the following dimensions in Table I214.6.13.1:

**Table I214.6.13.1. Public access ways - wharves**

Wharf	Location	Public accessway dimension
Halsey Street Extension	Western, northern and eastern edge	10m
Western Viaduct	Southern edge	10m

Wynyard	Eastern and northern edge	8m
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- (2) The access ways must be available to the public at all times unless written approval has been obtained from the council to be temporarily restrict access from time to time for security, safety or operational needs associated with marine and port activities, maritime passenger operations or temporary events.
- (3) Except as allowed by I214.6.13(2) above, the access ways must be clear and unobstructed by structures and buildings, including marine and port facilities from ground level upwards.
- (4) Structures and buildings, including marine and port facilities must not be erected or placed on North Wharf or the Western Viaduct Wharf other than temporary structures or buildings.

#### **I214.6.14. Buildings and structures on the Halsey Street extension wharf**

Purpose: Limit building and structures on the Halsey Street extension wharf

- (1) Structures and buildings, including marine and port facilities on the Halsey Street extension wharf must be located within the building platform area shown on Precinct plan 1 and must not cover more than 60 per cent of the building platform.

#### **I214.6.15. Temporary structures or buildings**

Purpose: to enable temporary structures while managing public access and risks associated with hazardous industry.

- (1) Temporary structures or buildings within sub-precinct D, and E, and Areas 1, 3, 4 and 6 as identified on Precinct plan 10 must comply with the following:
  - (a) no part of any venue that has been occupied by a building, tent, marquee or air supported canopy may be reoccupied by the same structure within a period of 5 days after the structure's removal.
- (2) Temporary structures or buildings within the Halsey Street extension wharf, and the Western Viaduct wharf as identified on Precinct plan 1:
  - (a) where the temporary structures or buildings wharf and are for the purpose of a major marine event related to an internationally recognised boat race or race series, the associated structures and buildings must not occupy any venue for more than 60 days within any 12 month period, inclusive of the time required for the establishment and removal of all structures and activities associated with the activity. Where the temporary structures or buildings are not for the purpose of a major marine event related to an internationally recognised boat race or race series, I214.6.15(1)(a) above applies;
  - (b) when it is necessary to place vehicles, tents, marquees, seating, canopies and other structures within the 10m wide public accessway around the

western, northern and eastern sides of the Halsey Street extension wharf, the southern side of the Western Viaduct wharf, or the 8m wide accessway along Wynyard wharf, alternative public accessways must be provided and be free of charge and clearly marked; and

- (c) public access around the Viaduct Events Centre shall be available at all time and free of charge except for special events when public access can be restricted provided the restriction is for no more than 60 days in any 12 month period and no more than 20 days consecutively.

#### **I214.7. Assessment – controlled activities**

##### **I214.7.1. Matters of control**

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) offices accessory to marine and port activities and marine retail specified as a controlled activity in the activity table:
  - (a) transfer of office space.
- (2) events and associated buildings and structures specified as a controlled activity in the activity table:
  - (a) duration, demographic and number of people attending the event;
  - (b) transportation effects and management;
  - (c) visual amenity;
  - (d) emergency response and management processes; and
  - (e) risk to the activity from adjacent storage and use of hazardous substances.
- (3) marine and port activities and marine and port facilities specified as a controlled activity in the activity table:
  - (a) construction or works methods, timing and hours of operation;
  - (b) location, extent, design and materials used;
  - (c) effects on coastal processes, ecological values, water quality and natural character;
  - (d) effects on views and visual amenity;
  - (e) effects on public access, navigation and safety;
  - (f) effects on existing uses and activities;
  - (g) consent duration; and

(h) traffic and parking.

(4) [Deleted]

(5) building demolition:

(a) the matters of control in [H8.8.1\(5\) of the Business – City Centre Zone](#) apply.

#### **I214.7.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for controlled activities:

(1) offices accessory to marine and port activities and marine retail specified as a controlled activity in the activity table:

(a) whether the amount of ancillary office gross floor area constructed on another site within Sub-precinct C or on land fronting Beaumont Street is 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 and port activities and marine retail;

(2) events and associated buildings and structures specified as a controlled activity in the activity table:

(a) the relevant assessment criteria in [E40.8.2 Temporary activities](#) in addition to the following criteria; and

(b) whether 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;

(3) marine and port activities specified as a controlled activity in the activity table:

(a) the relevant assessment criteria in [F2.23.2 Coastal – General Coastal Marine Zone](#) rules apply in addition to the following criteria;

(b) the activity should protect and enhance amenity values and public safety at the sub-precinct interface with existing and proposed public open space (as shown on Precinct plan 6);

(4) [Deleted]

(5) building demolition:

(a) the relevant assessment criteria in [H8.8.2\(5\) of the Business – City Centre Zone](#) rules for building demolition apply in addition to the following criteria; and

(b) whether adverse effects on the marine environment (including water, sediment quality, and ecology) of the coastal marine area are avoided, remedied or mitigated;

## **I214.8. Assessment – Restricted discretionary activities**

### **I214.8.1. Matters of discretion**

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application:

- (1) risk sensitive activities marked # in the activity table identified as a restricted discretionary activity (excluding events):
  - (a) location, extent, design and staging of buildings;
  - (b) design occupancy;
  - (c) risk to the activity from adjacent storage and use of hazardous substances;
  - (d) emergency response processes, including accessibility and the content of evacuation plans; and
  - (e) reverse sensitivity effects;
- (2) an event and associated buildings and structures identified as a restricted discretionary activity in the activity table:
  - (a) duration, demographic and number of people attending the event;
  - (b) transportation effects and management;
  - (c) emergency response and management processes;
  - (d) risk to the activity from adjacent storage and use of hazardous substances; and
  - (e) effects on the navigation and safety of commercial vessels operation in these areas;
- (3) marine and port activities and marine and port facilities:
  - (a) construction or works methods, timing and hours of operation;
  - (b) location, extent, design and materials used;
  - (c) effects on coastal processes, ecological values, water quality and natural character;
  - (d) the location, bulk and scale of the activities and facilities relative to overall development, including the layout and design of roads, lanes, open spaces, earthworks areas and land contours, and infrastructure location;
  - (e) effects on public access, safety and navigation;
  - (f) effects on existing uses and activities including existing and planned significant infrastructure;

- (g) consent duration; and
- (h) traffic, parking and access;
- (4) private use of coastal access areas either vested in the council or areas over which council has a covenant for public access:
  - (a) duration and frequency of the activity; and
  - (b) public access and safety.
- (5) offices that exceed the thresholds of I214.6.2(1) above but do not exceed the restricted discretionary thresholds in I214.6.2(2) above:
  - (a) travel management;
  - (b) traffic generation; and
  - (c) operational capacity and safety of the adjacent road network;
- (6) offices, offices accessory to marine retail and marine and port activities, maritime passenger operations, marine retail, retail, food and beverage, entertainment facilities and education facilities greater than 100m<sup>2</sup> gross floor area per site:
  - (a) travel management; and
  - (b) traffic generation;
- (7) declamation:
  - (a) construction or works methods, timing and hours of operation;
  - (b) location, extent, design and materials used;
  - (c) effects on coastal processes, ecological values, water quality and natural character;
  - (d) effects on public access, navigation and safety;
  - (e) effects on existing uses and activities; and
  - (f) consent duration;
- (8) maintenance dredging and capital works dredging:
  - (a) effects on coastal processes, ecological values, and water quality;
  - (b) effects on other users of the coastal marine area, navigation and safety; and
  - (c) consent duration and monitoring;
- (9) a bridge across the Viaduct Harbour, linking the Eastern Viaduct to Jellicoe Street:

- (a) construction or works methods, timing and hours of operation;
  - (b) location, extent, design and materials used;
  - (c) effects on coastal processes, ecological values, water quality and natural character;
  - (d) effects on public access, navigation and safety;
  - (e) effects on existing uses and activities;
  - (f) amenity, effects on views and visual amenity; and
  - (g) consent duration and monitoring;
- (10) new buildings, and alterations and additions to buildings:
- (a) the matters of discretion in [H8.8.1\(1\) of the Business – City Centre Zone](#) rules for new buildings and/or alterations and additions to buildings apply;
  - (b) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, lanes, open spaces, earthworks areas and land contours, and infrastructure location; and
  - (c) where one or more buildings infringes the basic site intensity or basic building heights on Precinct plans 2 and 4, but complies with the maximum site intensity and maximum building heights on Precinct Plans 3 and 5:
    - (i) location, physical extent and design of streets, pedestrian connections and open space;
    - (ii) location, form and scale of buildings;
    - (iii) location and staging of activities;
    - (iv) provision of adequate infrastructure.
- (11) subdivision:
- (a) the matters of discretion set out in [E38 Subdivision - Urban under E38.12.1](#); and
  - (b) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, lanes, open spaces, earthworks areas and land contours, and infrastructure location;
- (12) conversion of a building or part of a building to dwellings or visitor accommodation:
- (a) the matters of discretion in [H8.8.1\(3\) in the Business – City Centre Zone](#) apply;

- (13) substantial demolition or any demolition of the front façade of a special character building within the Wynyard precinct identified on Business – City Centre Zone – Map [H8.11.1](#):
  - (a) the matters of discretion in of the Business – City Centre Zone apply;
- (14) retail specified as a restricted discretionary activity in the activity table:
  - (a) the matters of discretion in [H8.8.1\(4\) of the Business – City Centre Zone](#) apply;
- (15) roads or lanes:
  - (a) scale, form and dominance/ visual amenity effects;
  - (b) effects on the transportation network (including safety and efficiency);
  - (c) amenity and function of public open space and pedestrian access; and
  - (d) the location, physical extent and design of the transport network and any pedestrian linkages;
- (16) [Deleted]
- (17) building frontage alignment and height:
  - (a) building scale, form, dominance and visual amenity effects; and
  - (b) amenity and function of public open space and pedestrian access.
- (18) infringing the special industrial frontage standard:
  - (a) risk and safety;
- (19) infringing the access to sites with multiple frontages standard:
  - (a) effects on the transportation network (including safety and efficiency); and
  - (b) amenity and function of public open space and pedestrian access;
- (20) infringing the vehicle access over footpaths standard:
  - (a) effects on the transportation network (including safety and efficiency); and
  - (b) amenity and function of public open space and pedestrian access;
- (21) infringing the lanes and viewshafts standards:
  - (a) scale, form, dominance and visual amenity effects;
  - (b) effects on the transportation network (including safety and efficiency); and
  - (c) amenity and function of public open space and pedestrian access;
- (22) infringing the public accessways – wharves standard:
  - (a) building scale, form, dominance and visual amenity effects; and

- (b) amenity and function of public open space and pedestrian access;
- (23) infringing the buildings and structures on the Halsey Street extension wharf standard:
  - (a) building scale, form, dominance and visual amenity effects;
  - (b) reverse sensitivity effects;
  - (c) amenity and function of public open space and pedestrian access; and
  - (d) risk and safety;
- (24) infringing the temporary structures or buildings standard:
  - (a) building scale, form, dominance and visual amenity effects;
  - (b) reverse sensitivity effects; and
  - (c) amenity and function of public open space and pedestrian access.

#### **I214.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) marine and port activities and marine and port facilities:
  - (a) the assessment criteria in [F2.23.2 of the Coastal – General Coastal Marine Zone](#) rules, including [F2.23.2\(17\)](#) for coastal marine area structures & buildings, apply in addition to the criteria below; and
  - (b) whether the activity protects and enhances amenity values and public safety at the interface with existing and proposed public open space (as shown on Precinct plan 6 and the amenity values of existing or approved residential activity, and, in particular, visual and aural privacy;
- (2) offices that exceed the thresholds in I214.6.2(1) above but do not exceed the restricted discretionary thresholds in I214.6.2(2) above:
  - (a) whether 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 100m<sup>2</sup> proposed office gross floor area;

(ii) whether 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 Precinct:
  - 3650 vehicles per hour two way; and
  - 2500 vehicles per hour one way inbound or outbound during the weekday morning peak (7.00am - 9.00 am)
  - 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 sub-precinct set out in Table 2 of Part A of the Wynyard Precinct 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 sub-precinct set out in the table below:

<b>Sub-precinct</b>	<b>Trips per hour one way in peak direction</b>
A and B	968
C	21
D-F	451
G	0

- (iii) any available information demonstrating the success or otherwise of travel management measures implemented within the precinct;
- (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 sub-precincts D, E and F, any agreed reduction in allowable office gross floor area provided in these sub-precincts or sites below that specified in I214.6.2 above;
- (vii) where the proposed activity does not comply with criteria I214.8.2(2)(a)(i) and (ii) above, the 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;
- (b) in granting any resource consent the council may impose resource consent conditions relating to any of the matters listed in these criteria, including a requirement for ongoing morning and afternoon peak vehicle trip generation monitoring results and supporting review condition(s);
- (3) retail specified as a restricted discretionary activity in the activity table:
- (a) The assessment criteria in [H8.8.2\(4\) of the Business – City Centre Zone](#) rules apply;
- (4) offices (including offices accessory to marine and port activities and marine retail), maritime passenger operations, marine and fishing retail, retail, food and beverage, entertainment facilities or education facilities greater than 100m<sup>2</sup> per site:
- (a) whether 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 precinct to achieve Policies I214.3(34)-(37) of the Wynyard Precinct using methods outlined in Part A of the Wynyard Precinct Transport Plan (19 August 2010) refer I214.11.1 Appendix 1;
- (5) private use of coastal access areas either vested in the Council or areas over which council has a covenant for public access:
- (a) whether:
- (i) the requirement for the use of coastal access areas is 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 is minimised, 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 could be compromised, including the timing of the proposed use in relation to peak pedestrian activity;
  - (iv) alternative access along the coastline is available during any periods of closure;
  - (v) the level of public safety risk posed will be avoided, remedied or mitigated, including the provision of a site management plan;
- (6) risk sensitive activities marked # in the activity table identified as a restricted discretionary activity (excluding events):

- (a) whether any unacceptable levels of risk can be avoided or mitigated based on the following:
    - (i) the location of the development, including service areas, parking 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) building design methods for avoiding or mitigating occupant risk resulting from exposure to toxic vapour, thermal radiation and explosion debris from offsite hazard sources;
    - (vi) 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 I214.8.2(7) below also apply;
- (7) an event and associated buildings and structures identified as a restricted discretionary activity in the activity table:
- (a) whether measures outlined in an emergency, evacuation and management plan and event transport plan avoid or mitigate 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 including for events within Areas 4 and 6, whether the activity will adversely affect marine and port activities and the navigation, safety or commercial vessels operating in these areas;
- (8) substantial demolition or any demolition of the front façade of a special character building within the Wynyard precinct identified on Business – City Centre Zone Map [H8.11.1](#);
- (a) the assessment criteria in [H8.8.2\(5\) of the Business – City Centre Zone](#) rules for the demolition of special character buildings apply in addition to the criteria below; and
  - (b) the contribution the identified special character building (including its association with any nearby identified character buildings) makes to the character or streetscape quality of the precinct 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 precinct;

(9) new buildings, and alterations and additions to buildings:

- (a) the relevant assessment criteria in [H8.8.2\(1\) of the Business – City Centre Zone](#) rules for buildings or alterations and additions to buildings apply in addition to the criteria below; and
- (b) the proposed building, or alteration or addition to buildings, relative to the location of infrastructure servicing the area and open space should result in an integrated network that is adequate to meet the needs of the overall development area;
- (c) whether internal space at all levels within the building are designed to maximise outlook onto existing public open space and proposed public open space, streets and lanes shown on Precinct plan 6;
- (d) the extent to which activities which engage and activate existing public open space and proposed public open space, streets and lanes shown on Precinct plan 6 at ground level are encouraged;
- (e) 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 Precinct plan 6 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;
- (f) whether vehicle access to sites are 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 Precinct plan 6 and public transport priority lanes, balancing the requirements of access and through-movement;
- (g) where alternative vehicle access is available, the creation of new vehicle crossings across frontages along Jellicoe, Beaumont, Halsey and Daldy Streets is discouraged;
- (h) Precinct plan 6 illustrates the locations of publicly accessible lanes which should be provided to create alternative, shorter, or more convenient pedestrian routes at ground level;
- (i) whether a safe and practical 24hr east-west public pedestrian walkway is provided through the block bound by Daldy, Jellicoe, Beaumont and Madden Streets to provide connectivity between Beaumont and Daldy Streets;
- (j) where a building accommodates greater than 100m<sup>2</sup> gross floor area of office, marine and fishing retail, retail, food and beverage,

entertainment/gathering or education activity, the criteria listed in I214.8.2(4) above, also apply;

- (k) 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) adjoining 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;
- (l) 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;
- (m) building elevation, design and materials should respect (rather than replicate) the architectural design composition of the identified special character building(s), and new and contemporary interpretations in form, elevational composition, material and detail may be used;
- (n) where the building works are undertaken within the coastal marine area, the assessment criteria for buildings/structures in the Coastal - General Coastal Marine Zone apply in addition to the following:
  - (i) whether adverse effects associated with the methods of construction on water quality and coastal processes can be avoided, remedied or mitigated;
  - (ii) whether adverse effects on navigation and safety can be avoided, remedied or mitigated; and
  - (iii) whether the buildings or structures are of an appropriate scale, design, colour and location to complement its waterfront setting, maintain or enhance amenity values, and where practicable, maintain views from the land to the coastal marine area, particularly the viewshafts shown on Precinct plan 6; and
  - (iv) with the exception of Wynyard wharf and Halsey Street extension wharf, demonstrate that the purpose for which the structure is required cannot reasonably or practicably be accommodated on the land or by existing structures in the coastal marine area; and
  - (v) where practicable, enhance public access to the coastal marine area; and
  - (vi) whether the building or structure is required for significant infrastructure;
- (o) where one or more buildings infringes the basic site intensity or basic building heights on Precinct plans 2 and 4, but complies with the

maximum site intensity and maximum building heights on Precinct plans 3 and 5:

- (i) Refer to Policies 1, 2, 3, 39 and 40;
- (ii) Whether building footprints, profile and height (as opposed to detailed building design) establishes an integrated and legible built form and also:
  - 1. Integrates with other approved development (including approved Integrated Development Plans);
  - 2. Enhances the form and function of existing and proposed streets, lanes and public open space, including complementing and enhancing the function of Daldy Street as a major tree-lined boulevard linking Victoria Park to the public open space in sub-precinct F as shown on precinct plan 6;
  - 3. Avoids monotonous built form when viewed from public open space through variation in building footprints, height and form;
  - 4. Maintains the ability for marker buildings within sub-precincts B, C and E to be established to the maximum height provided for on Precinct plan 5;
  - 5. Within sub-precincts D, E, F and G, the extent to which the location or orientation of buildings, and the type and location of any known prospective activities marked # in the activity table, including the use of public open space areas:
    - a. Avoids or mitigates reverse sensitivity issues associated with existing industry, marine industry, fishing industry and maritime passenger operations;
    - b. Avoids unacceptable levels of risk associated with existing hazardous industry, including the adjacent ammonia refrigerant based fish processing plant;
  - 6. Enables or maintains efficient vehicle access to existing industry, marine industry, fishing industry and maritime passenger operations;
  - 7. Supports the role of Jellicoe Street as the major community and visitor focal point of the precinct;
- (iii) The extent to which the building footprints, height, floor to floor heights and profile of buildings enable them to accommodate a wide range of activities and to be adapted to accommodate differing uses in the future;
- (iv) Whether 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;

- (v) Whether buildings may provide opportunities for the establishment of community facilities, such as health, educational and care facilities, for future people in the area;
  - (vi) Whether 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;
  - (vii) Whether 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;
  - (viii) Whether 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;
  - (ix) Whether 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;
- (10) a bridge across the Viaduct Harbour:
- (a) the bridge should contribute to a high quality maritime and urban environment and meets the following outcomes:
    - (i) the bridge design avoids significant visual intrusion into views from public areas across the harbour, or from the harbour out to the wider Waitemata Harbour, particularly within the viewshafts identified on Precinct plan 6.
    - (ii) the bridge contributes to the pedestrian character and amenity of the Viaduct Harbour and Wynyard precinct by:
      - providing safe and pleasant pedestrian and cycle access east and west across the Viaduct Harbour;
      - having a landscape design, character and quality which integrates with existing pedestrian priority areas and other accessways around the Viaduct Harbour;
      - not causing significant adverse effects on the use and enjoyment of Te Wero Island as an area of pedestrian-oriented public space; and
      - ensuring the operation or use of the bridge, or lighting will not cause significant adverse effects on the operation of nearby

activities or on the amenity values of surrounding land or water uses;

(iii) the bridge is designed and operated to provide for:

- vessel access to and from the inner Viaduct Harbour without undue delay;
- navigation and berthage by the existing range of vessels in the inner Viaduct Harbour; and
- any reduction in berthage area to be minimised as far as practicable;

(iv) convenient and easily accessible systems for communicating with vessel users regarding scheduled and unscheduled bridge opening/closing;

(v) appropriate lighting, navigation aids, safety systems and fail-safe mechanisms; and

(vi) a minimum clearance height of 3m above mean high water springs for a 10m wide navigable channel;

(b) the ongoing viable use of the Viaduct Harbour (particularly the Wynyard Precinct mixed use Sub-precinct G) to accommodate marine and port activities and marine events, such as boat shows and internationally recognised boating events such as the America's Cup event, is maintained;

(c) the bridge has a high quality design that:

- (i) enhances the character of the Viaduct Harbour;
- (ii) is simple and elegant;
- (iii) is appropriate within the context of the Viaduct Harbour locality and Auckland's coastal setting;
- (iv) has an appropriate relationship with the Viaduct Lifting Bridge identified in the Historic Heritage overlay; and
- (v) utilises high quality and low maintenance materials and detailing;

(d) the bridge is designed in a manner which may provide in the future for enhanced connectivity for the public between the precinct and the city centre; and

(e) the bridge has no more than minor adverse effects on coastal processes including sedimentation within the Viaduct Harbour;

(11) declamation:

(a) whether the adverse effects of declamation are avoided, remedied or mitigated in respect of the effects of the final land/water configuration on:

- (i) the marine environment (including coastal processes, water quality, sediment quality and ecology) of the coastal marine area;
  - (ii) hydrogeology (ground water) and hydrology; and
  - (iii) sediment accumulation and the need for ongoing maintenance dredging of the coastal marine area;
- (b) whether declamation works, including the construction of seawalls avoid, remedy or mitigate the adverse effects of construction, particularly through the management of silt, contaminated soils and groundwater, and other contaminants;
- (c) whether declamation is located and designed so that the adjacent land area can provide adequate public open space adjacent to, and public access along the water's edge whether on land or on the adjacent water space;
- (12) maintenance dredging and capital works dredging:
- (a) the assessment criteria in [F2.23.2\(1\) and F2.23.2\(11\) of the Coastal - General Coastal Marine Zone](#) rules apply in addition to the criteria below;
  - (b) whether the dredging is necessary to achieve the outcomes sought by the objectives and policies for the Wynyard precinct.
- (13) conversion of a building or part of a building to dwellings or visitor accommodation:
- (a) the assessment criteria in [H8.8.2\(3\) in the Business – City Centre Zone](#) apply; and
- (14) subdivision:
- (a) the assessment criteria set out in [E38 Subdivision - Urban under E38.12.2](#); and
  - (b) the location of infrastructure servicing the area and open space should result in an integrated network that is adequate to meet the needs of the overall development area;
- (15) roads and lanes:
- (a) the extent to which pedestrian permeability is maintained and enhanced through the site layout;
  - (b) whether pedestrian access to the water's edge is maintained;
  - (c) the integration of the site with the wider Wynyard Precinct; and
  - (d) whether intrusion of public views into and through Wynyard Precinct are avoided;
- (16) [Deleted]

- (17) infringing the building frontage alignment and height standards:
- (a) the extent to which buildings are of a scale and form appropriate to the setting; and
  - (b) the extent to which pedestrian access and amenity is enhanced through the design of the building;
- (18) infringing the special industrial frontage standard:
- (a) whether the design avoid, remedy or mitigate human injury risks associated with accidental ammonia release associated with the ammonia refrigerant based fish processing plant;
- (19) infringing the access to sites with multiple frontages standard:
- (a) the extent to which access to sites are located to allow safe and efficient access to and from the site;
  - (b) whether the access location and traffic generation from the site compromise the safe and efficient operation of the transportation network; and
  - (c) whether pedestrian function, and safety of pedestrians on footpaths is compromised;
- (20) infringing the vehicle access over footpaths standard:
- (a) whether the pedestrian function, and safety of pedestrians on footpaths is compromised; and
  - (b) whether an alternative access location would better maintain pedestrian and cyclist safety and amenity.
- (21) infringing the lanes and view shafts standard:
- (a) the extent to which pedestrian permeability is maintained and enhanced through the site layout;
  - (b) whether pedestrian access to the water's edge is maintained;
  - (c) the integration of the site with the wider Wynyard precinct; and
  - (d) avoid intrusion of public views into and through Wynyard Precinct.
- (22) infringing the public access ways – wharves:
- (a) the extent of public access to the water's edge; and
  - (b) whether the development control infringement is required to enable marine and fishing industry, maritime passenger operations and events to operate;

- (23) infringing the buildings and structures on the Halsey Street extension wharf standard:
- (a) Whether pedestrian access is maintained.
  - (b) the extent to which the building design is consistent with the character and amenity of Halsey Street extension wharf.
  - (c) whether buildings and structures adversely affect the current and future operation and growth of the marine and fishing industries and maritime passenger operations.
- (24) infringing the temporary structures or buildings standard:
- (a) the extent to which buildings are of a scale appropriate to the waterfront setting; and
  - (b) whether building location compromises the function of the Wynyard Precinct.

#### **I214.9. Special information requirements**

In addition to the general information that must be submitted with a resource consent application (refer [C1.2\(1\)](#) Information requirements for resource consent applications), applications for the activities listed below must be accompanied by the additional information specified.

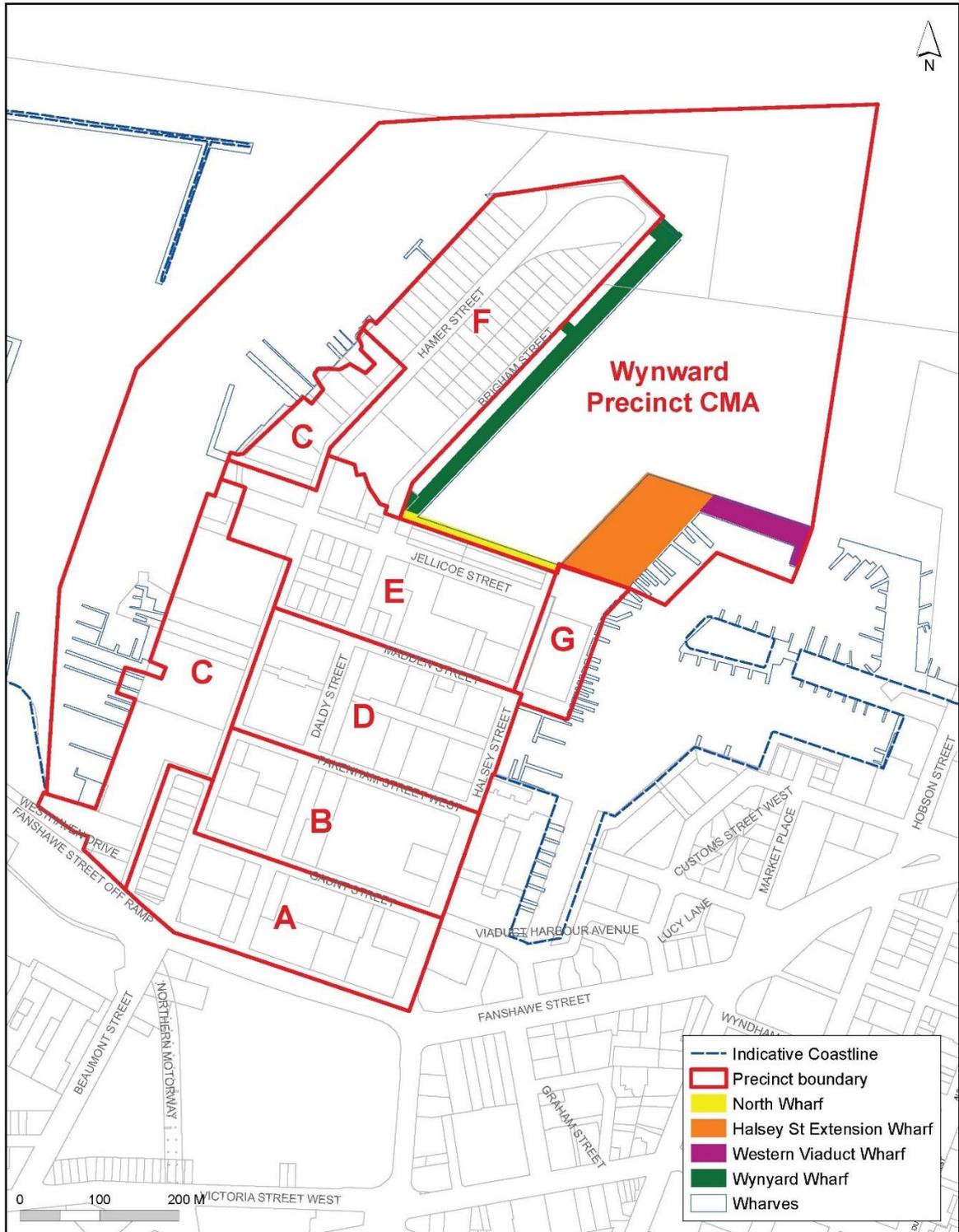
- (1) Events specified as a controlled activity in the activity table:
  - (a) an emergency evacuation and management plan and event transport plan.
- (2) Marine and port activities:
  - (a) a site management plan that details operational procedures and physical measures to be put in place to avoid, remedy or mitigate public safety effects.
- (3) [Deleted]
- (4) Offices that exceed the permitted thresholds in I214.6.2(1) above but do not exceed the restricted discretionary thresholds in I214.6.2(2) above:
  - (a) 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 the precinct with similar operational characteristics to the office activity proposed. The trip generation formula set out in the assessment criteria for the activity must be used to predict trips from the proposed, permitted and consented office activities.
- (5) Offices (including offices accessory to marine and port activities and marine retail), marine and fishing retail, retail, food and beverage, entertainment facilities or education facilities greater than 100m<sup>2</sup> per site:

- (a) a site travel management plan must be provided corresponding to the scale and significance of the activity and containing the following information as a minimum to demonstrate how the development will achieve the objectives of the Wynyard Precinct 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 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 precinct, 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 Precinct wide travel management measures outlined in part B of the Wynyard Precinct Transport Plan (refer I214.11.1 Appendix 1) and use the travel demand management measures outlined in part C of that plan, or other appropriate initiatives.
- (6) private use of the coast access areas either vested in the council or areas over which council has a covenant for public access:
  - (a) a site management plan corresponding to the scale and significance of the activity detailing the operational measures to be establish to address the matters listed in assessment criteria for the activity.
- (7) risk sensitive activities marked # in the activity table located in sub-precinct D, E, F, G or areas 1-6 shown on Precinct plan 10 (excluding events):

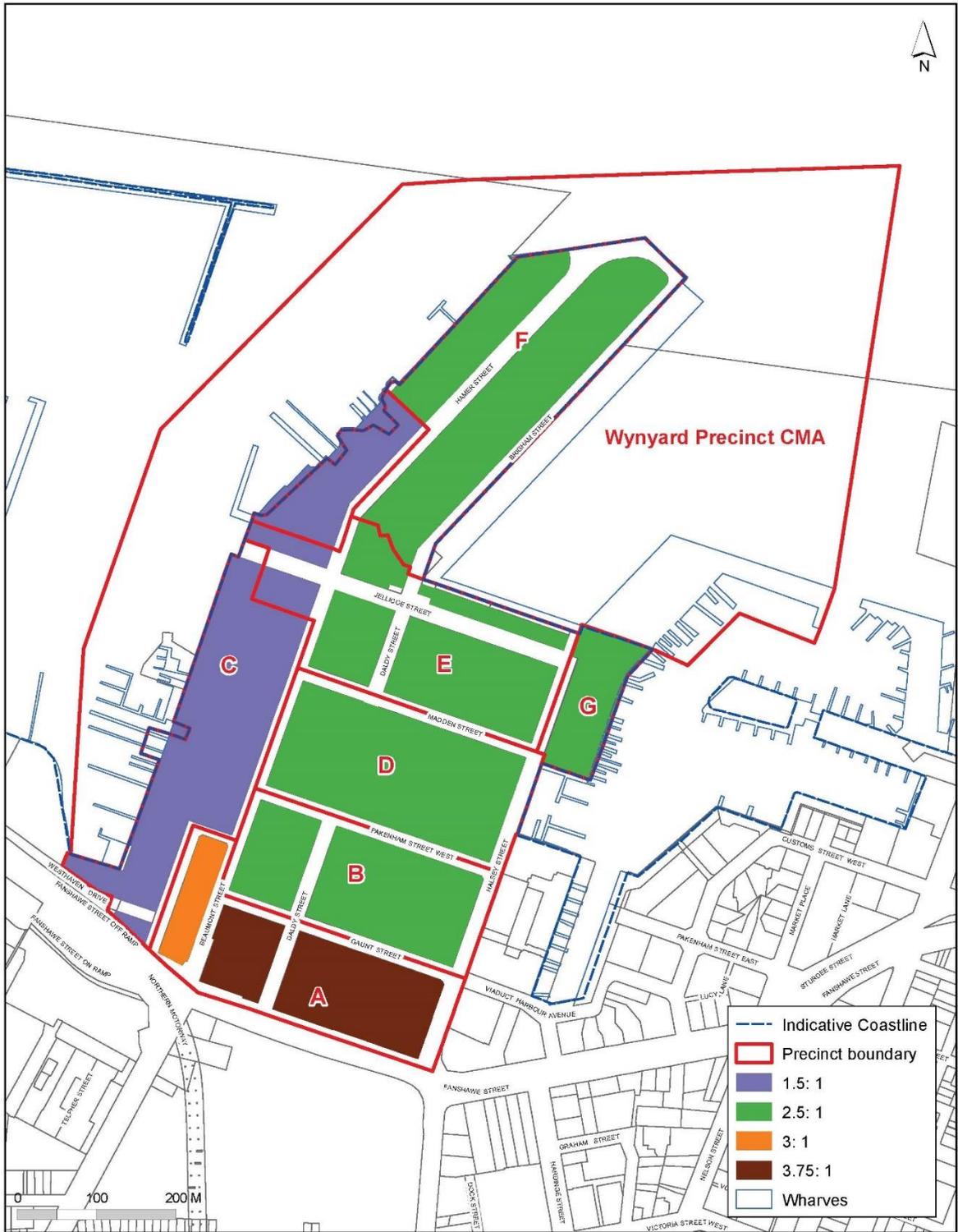
- (a) an emergency and evacuation plan prepared by an independent authority or competent safety professional, which clearly indicates communication roles and responsibilities, location of egress points and assembly areas.
- (8) events within sub-precinct D and E and areas 1, 3, 4 and 6 shown on Precinct plan 10:
- (a) 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;
  - (b) an event transport plan, developed in consultation with adjacent hazardous industry, marine industry and maritime passenger operators, which addresses the following matters:
    - (i) 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;
    - (ii) measures to prevent event attendees entering into, or parking within Sub-precinct F or Wynyard wharf for the full duration of the event;
    - (iii) 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
    - (iv) 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.

I214.10. Precinct plans

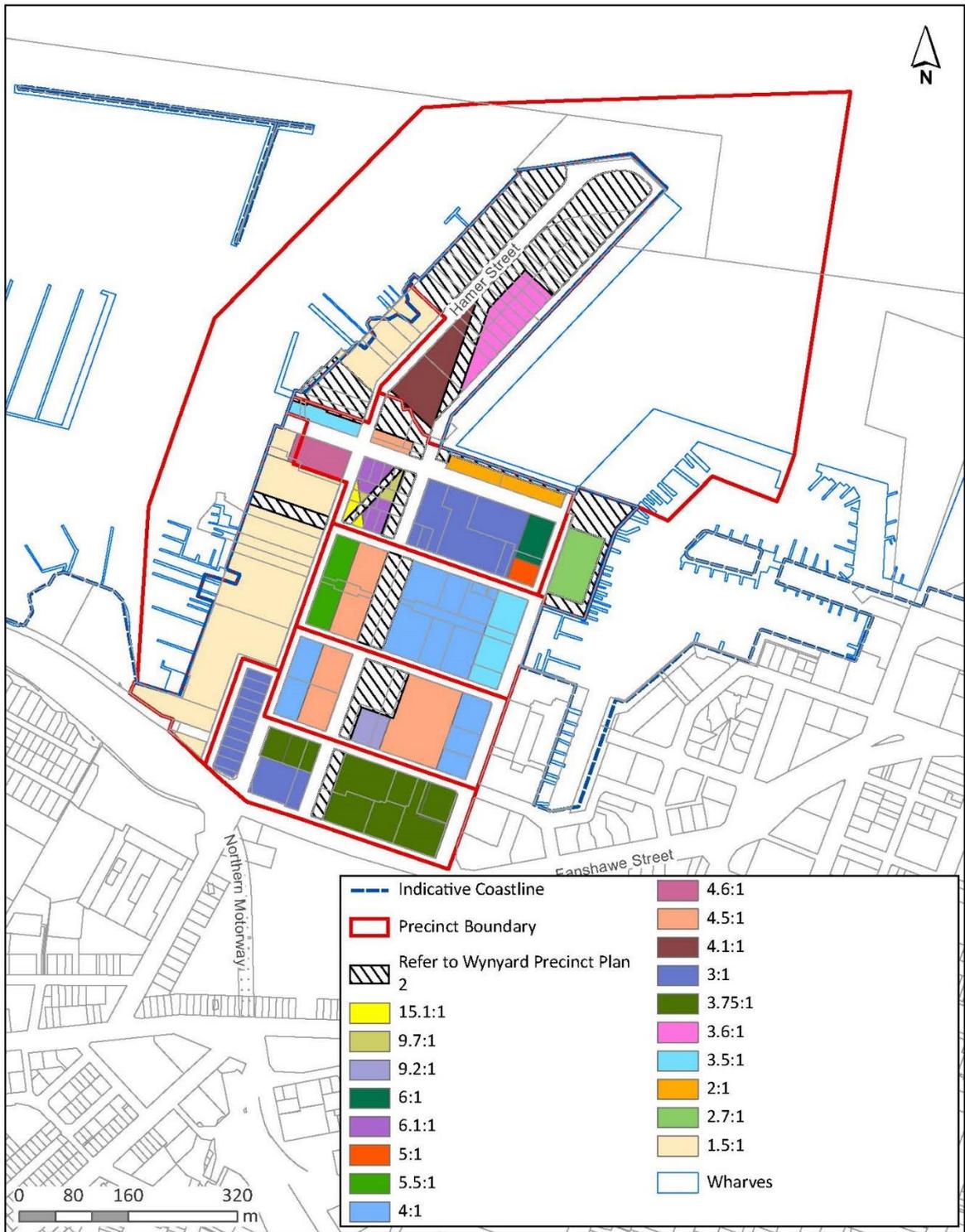
I214.10.1 Wynyard: Precinct plan 1 - Sub-precincts



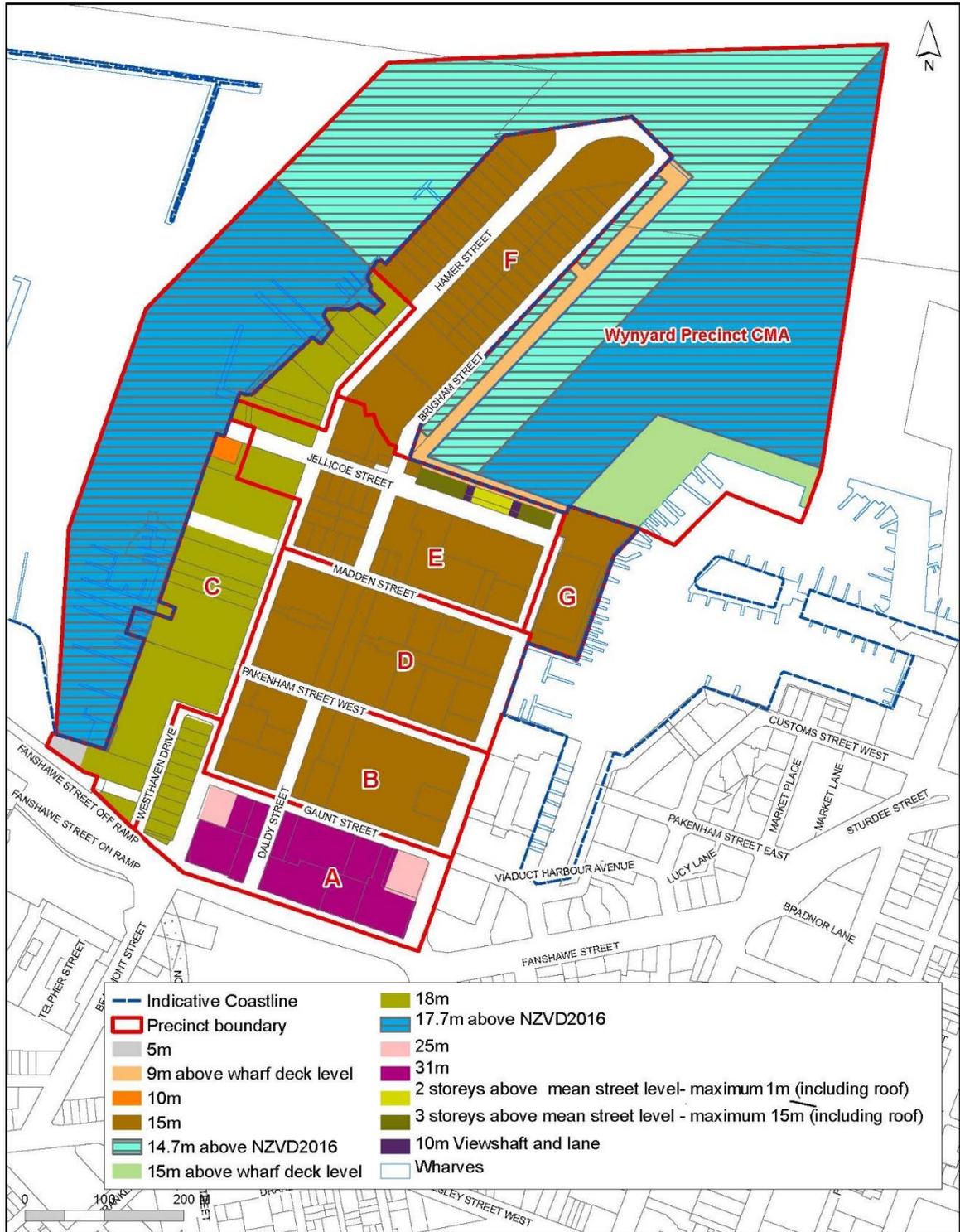
I214.10.2 Wynyard: Precinct plan 2 - Basic floor area ratio



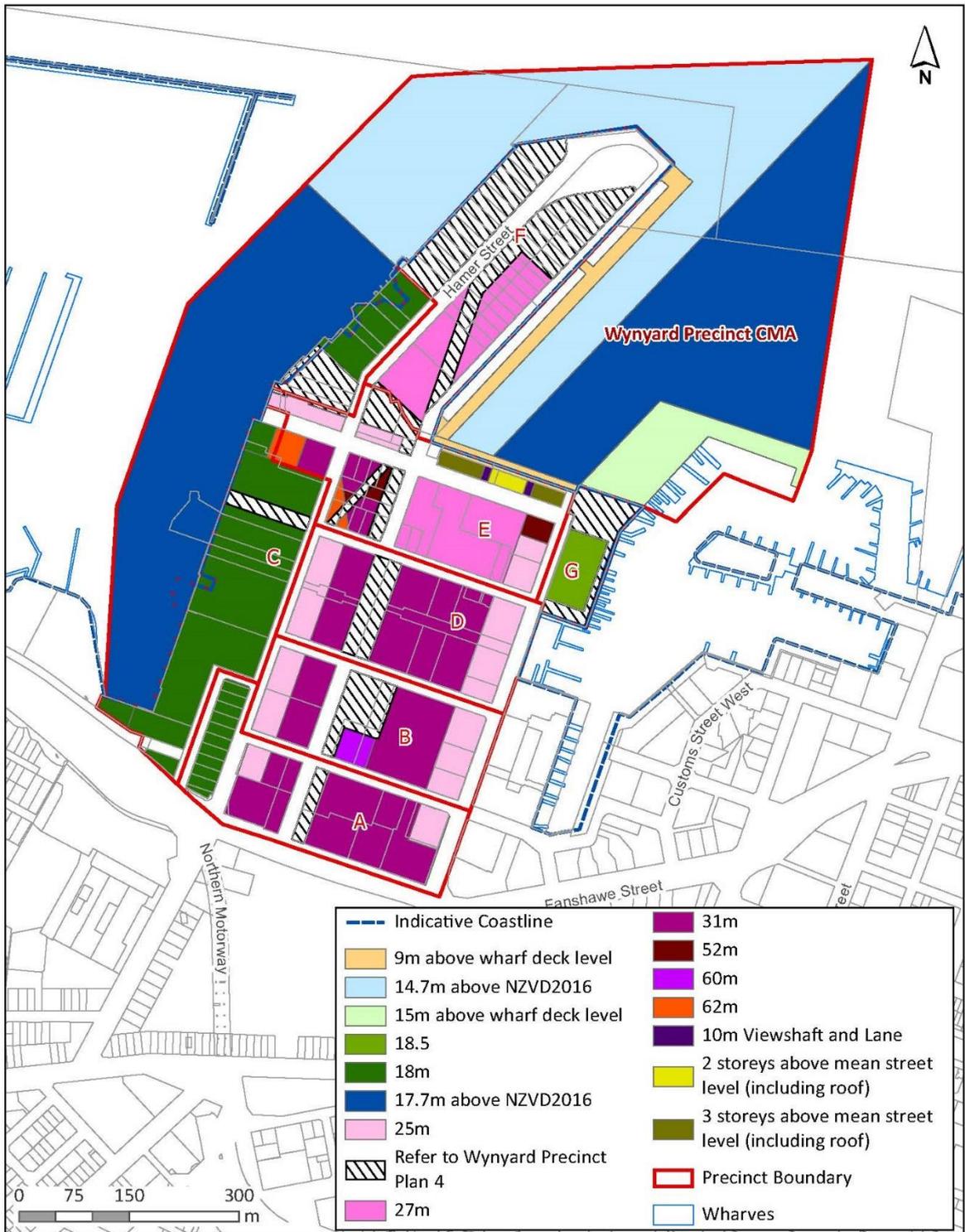
I214.10.3 Wynyard: Precinct plan 3 - Maximum floor area ratio



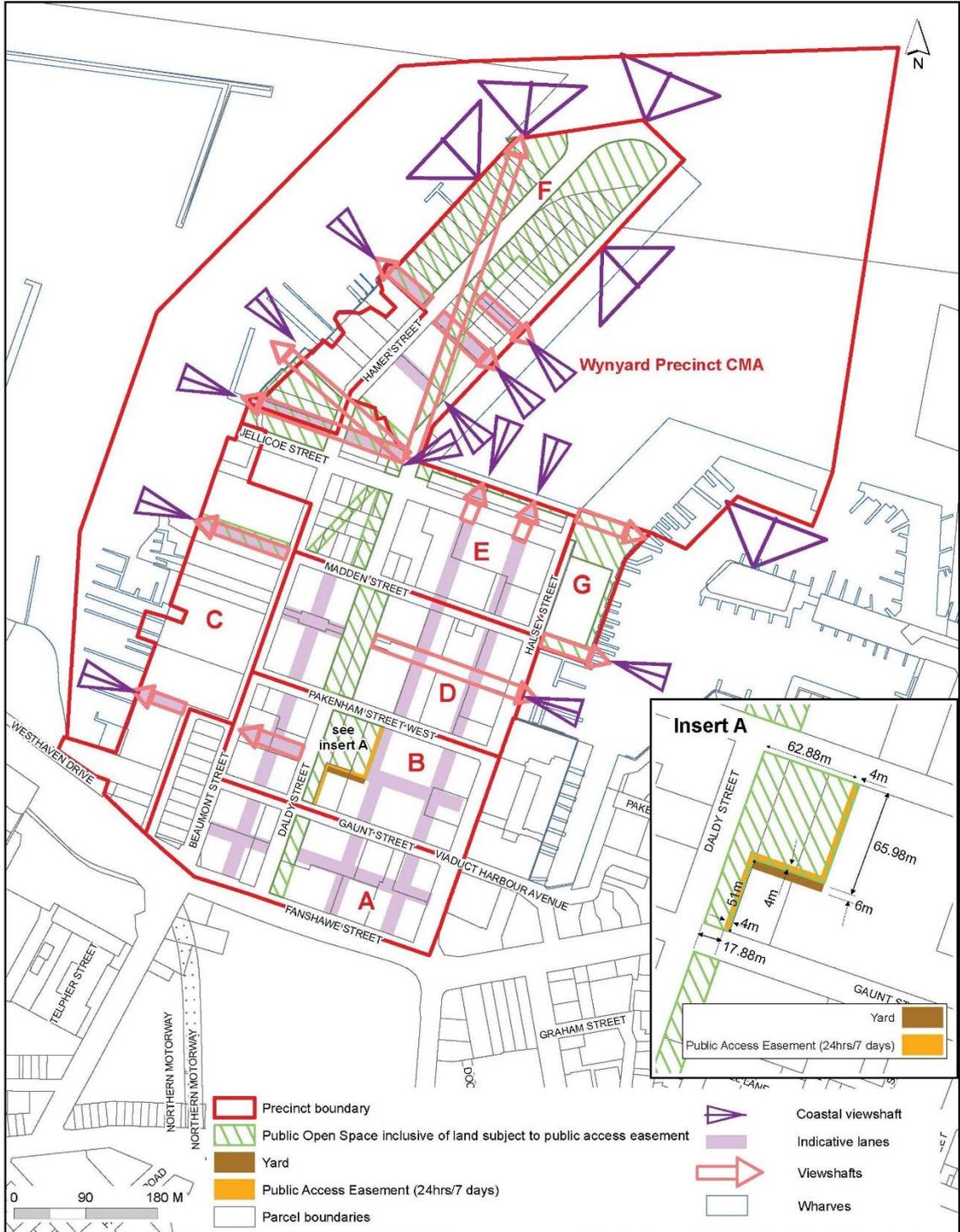
I214.10.4 Wynyard: Precinct plan 4 – Basic height



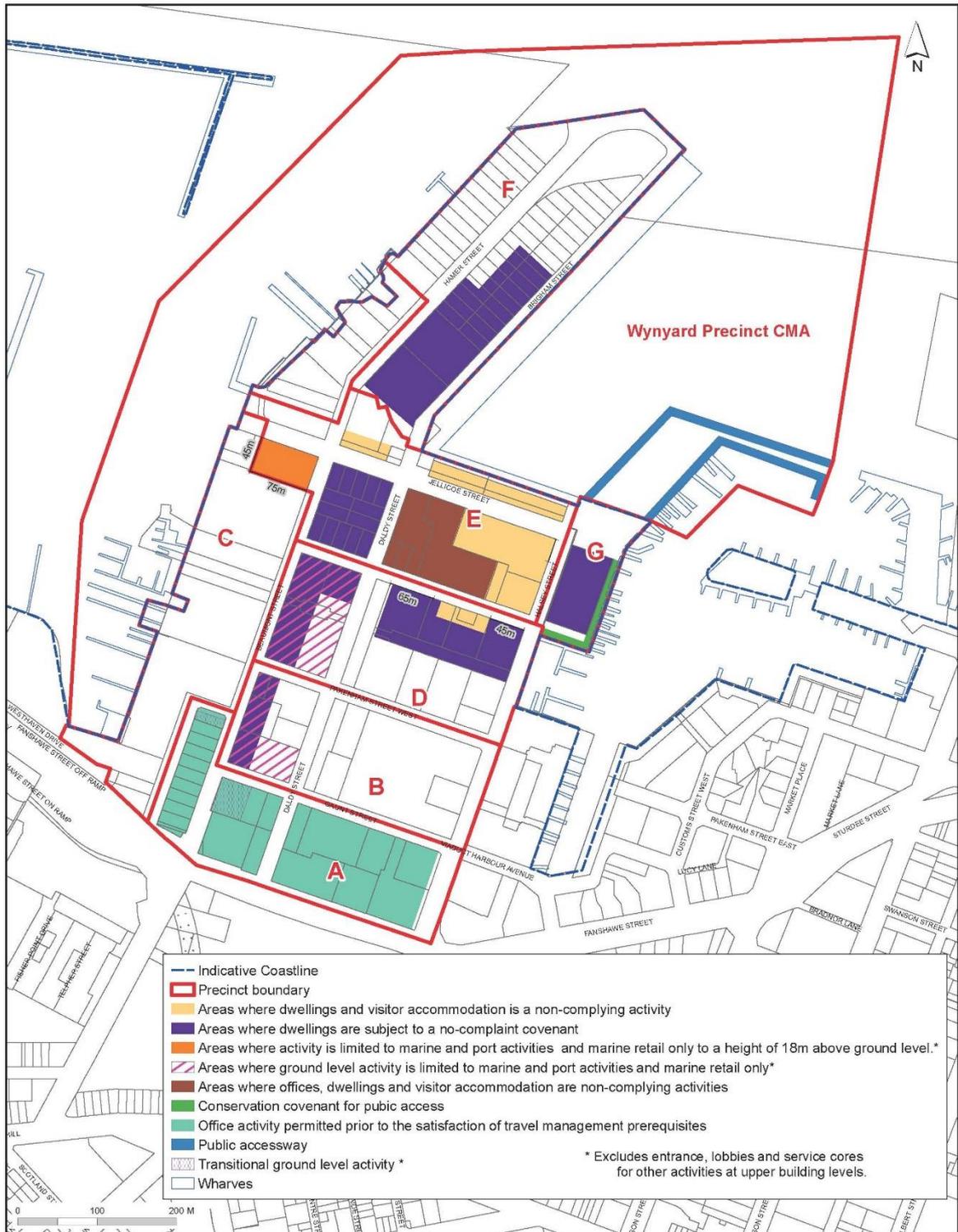
I214.10.5 Wynyard: Precinct plan 5 – Maximum height



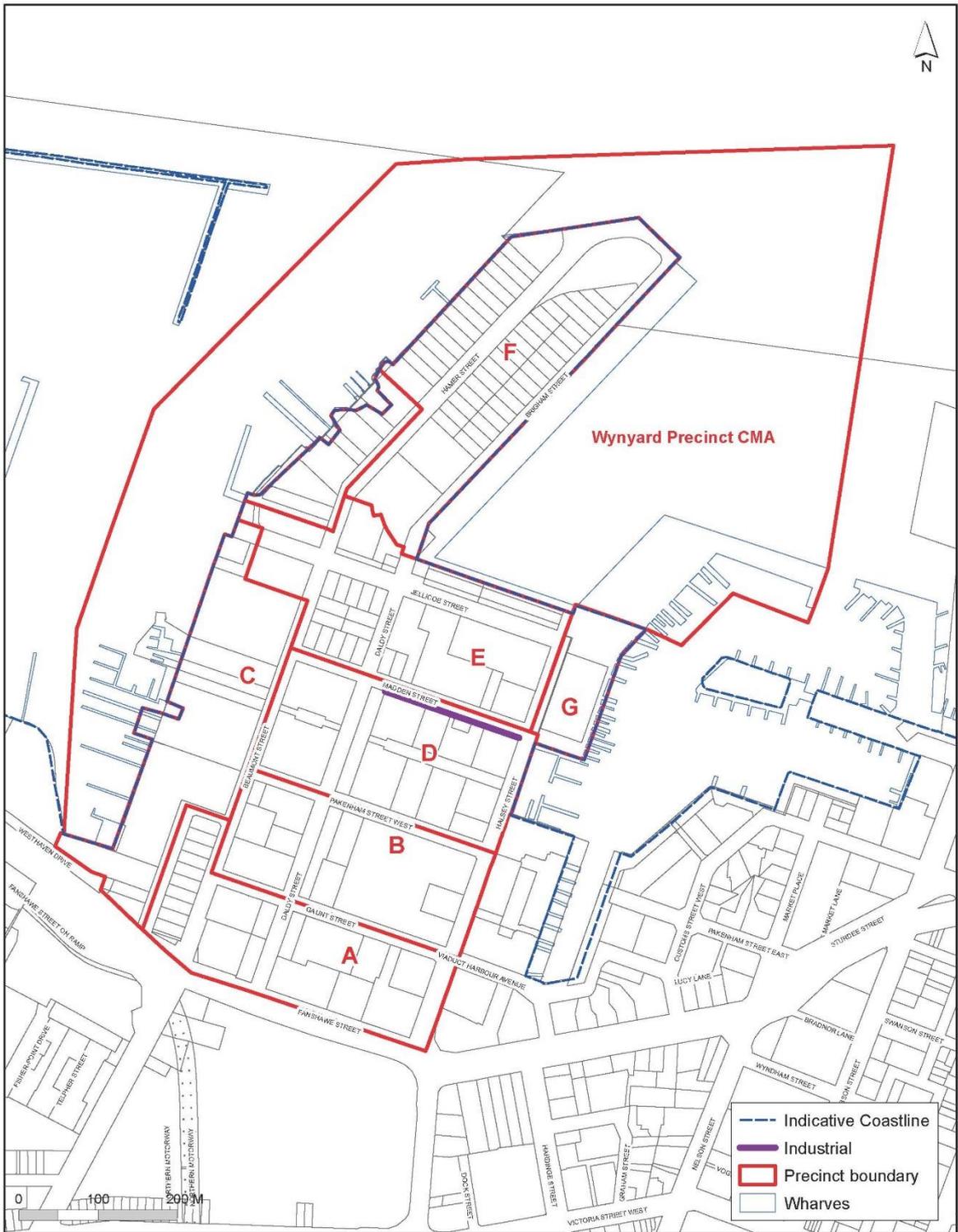
I214.10.6 Wynyard: Precinct plan 6 - Indicative lanes and viewshafts



I214.10.7 Wynyard: Precinct plan 7 – Additional activity restrictions



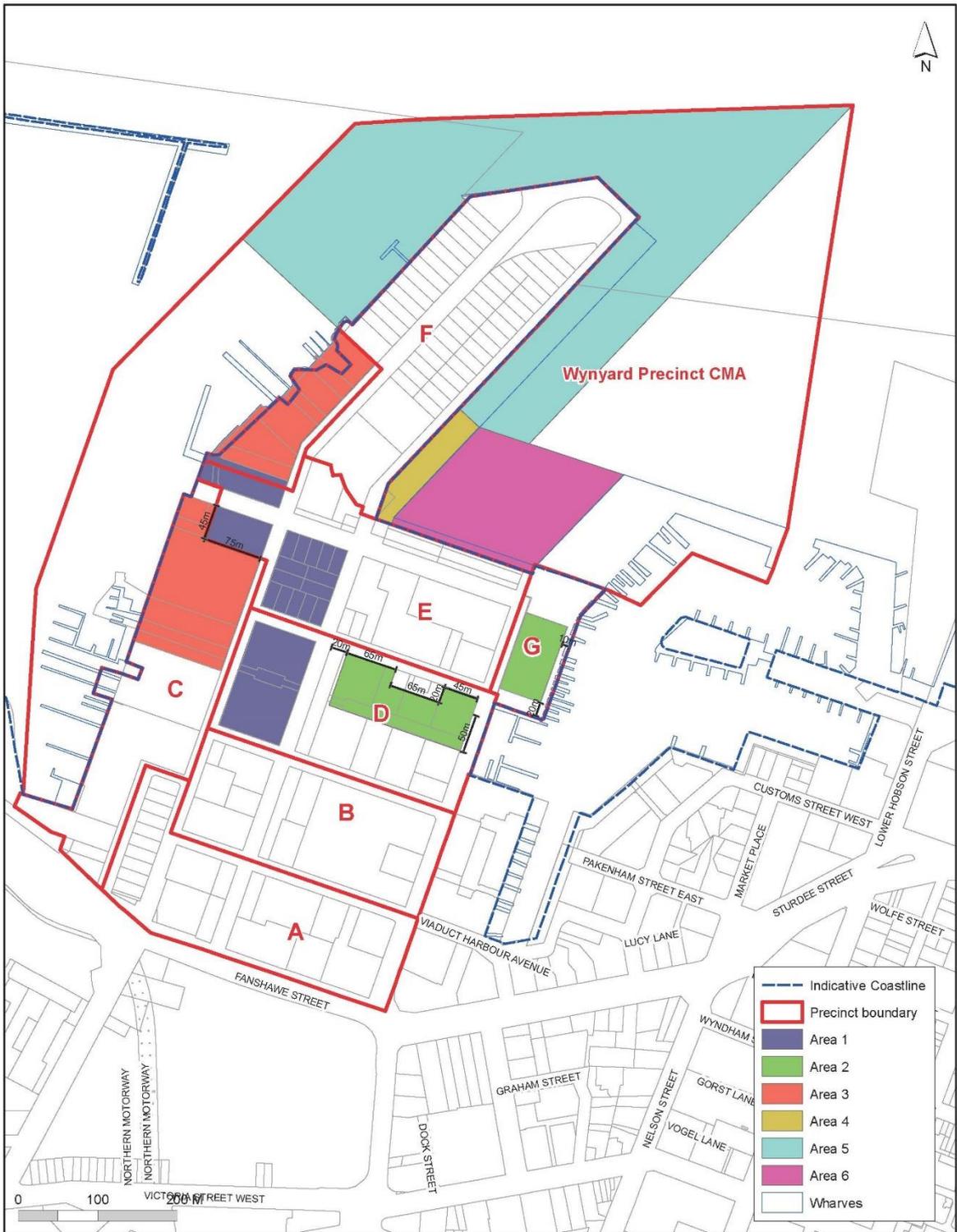
I214.10.8 Wynyard: Precinct plan 8 - Industrial frontages



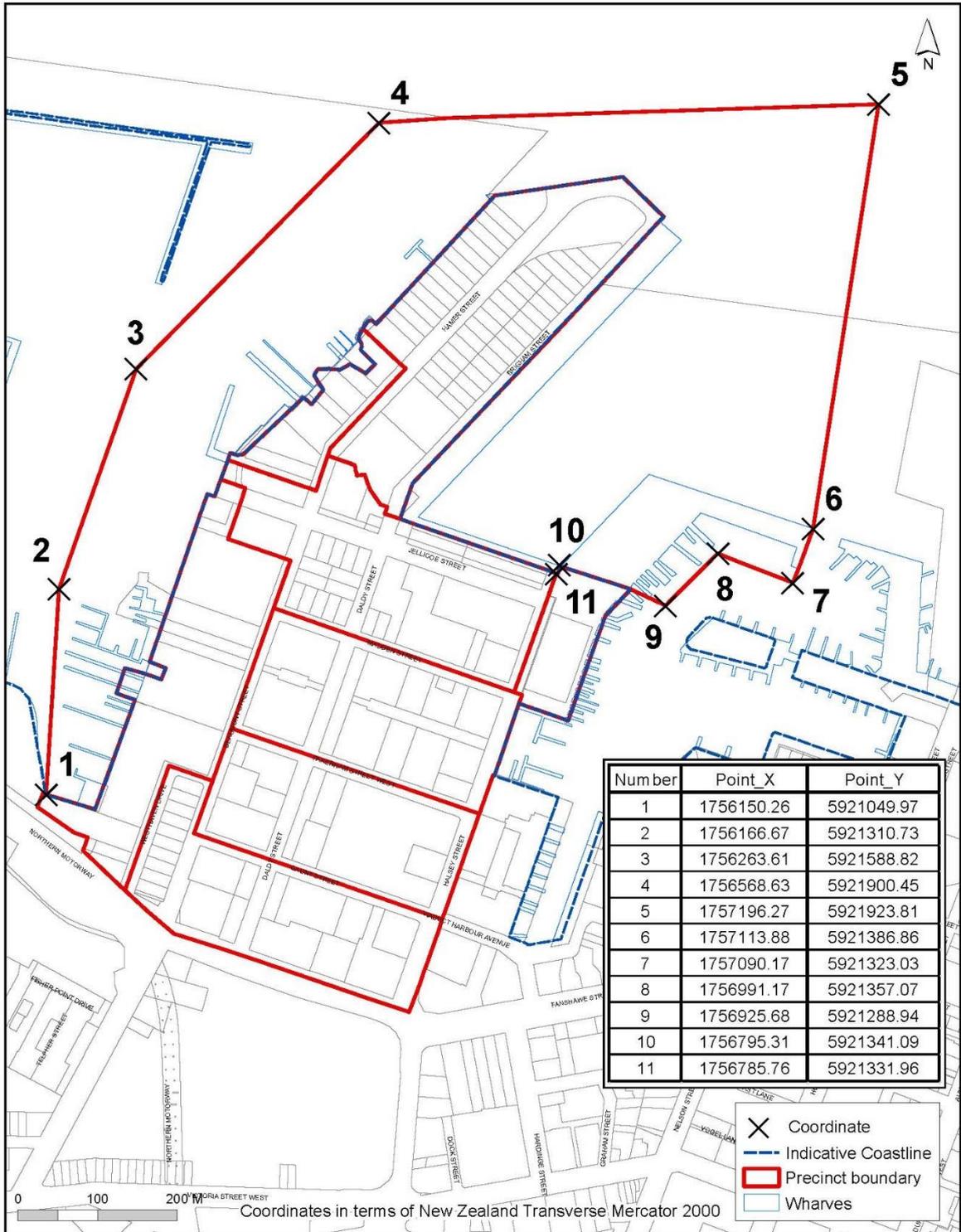
I214.10.9 Wynyard: Precinct plan 9 - Noise areas



I214.10.10 Wynyard: Precinct plan 10 – Risk areas



**I214.10.11 Wynyard: Precinct plan 11 – Precinct boundary coordinates in the coastal marine area**



**I214.11. Appendices**

**I214.11.1 Appendix 1 - Methodology for undertaking traffic generation surveys in Wynyard Quarter (non-statutory)**