

100 Halsey Street Referral Application

Urban Design Assessment



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1 Introduction

Project description

This assessment relates to the Proposal as described in the Peddle Thorp Referral drawing set. The proposal is not described further in this report other than where necessary to provide context for urban design assessment. In addition to urban design context diagrams, vignettes extracted from the drawing set are included to provide context for the assessment.

The proposal includes two options for the use of building B2: a commercial office building and a data centre with substation at ground. Both options have been taken into account and referred to where necessary.

Scope of Assessment

Design intentions including the locations of proposed activity, the height, form and placement of buildings and the consequent configuration of plazas and lanes have been assessed.

This urban design assessment is with reference to urban design-related content in the Unitary Plan and informed by urban design principles and best practice. Initial overview assessment of shading effects is with reference to the UDIA S-SAM (Systematic Shading Assessment Methodology).

The Referral design documentation identifies a concept approach for architectural façade development and only the shape of public spaces and lanes and potential edge conditions. Therefore, assessment of architectural approach and public realm relates primarily to the suitability of concept and the potential to meet Unitary Plan urban design requirements, noting that these aspects of the proposal are to be developed further at the next stage of design.

Urban design role

The McIndoe Urban role has included urban design review advice throughout masterplan development. We are familiar with this site and broader context with intensive ongoing work over the period 2007-2025 for Eke Panuku on all aspects of the development of the Wynyard Quarter, and recently for landowners VVHL in relation to PC78 and a proposed private plan change.

2 Activity

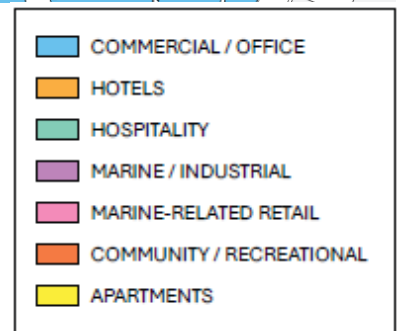
2.1 Context

The site is located in a mixed-use city centre precinct close to a concentration of commercial/office buildings. Large relatively new commercial office buildings establish an existing corporate office enclave along Fanshawe Street. Businesses located here include Fonterra, Kiwibank, Genesis, Air New Zealand, One New Zealand, Datacom, Centuria/Bayleys, Gallagher Centre including WSP consultants. Occupants of office buildings immediately to the east across Halsey Street include Microsoft, Auckland Transport and KPMG.

Further north within the precinct, new medium-rise buildings create a more varied amalgam of apartments and office blocks including offices for Beca, Warren and Mahoney, Mott McDonald and the ASB head office. Existing apartments to the east and north of the site and the consented but not yet built Northbrook apartments to the west also establish a strong residential presence here.



Figure 2.1 Proposed site use in the context of existing activity



This mix of existing commercial office, residential and marine industry is complemented by four hotels. The Park Hyatt, Travelodge and Sofitel are within the precinct and the Quest on Beaumont is nearby and to the south. Major community and cultural facilities include the ASB Waterfront Theatre and Viaduct Events Centre.



Figure 2.2 Mixed use context along Halsey Street with from left: Lighter Quay apartments, the Beca office building, 132 Halsey apartments, and the Park Hyatt Hotel.



Figure 2.3 Lighter Quay apartments, located on Halsey Street to the north-east of the site.



Figure 2.4 Travelodge Hotel and existing multi-storey carpark at the north-east corner of the site, viewed from Pakenham Street



Figure 2.5 Commercial office buildings across Gaunt Street to the south of the site



Figure 2.6 Area at the north-east of the site with Lighter Quay seen at the end of Pakenham Street and the core city centre beyond



Figure 2.7 Sofitel and commercial office buildings across Halsey from the south-east corner of the site



Figure 2.8 Lighter Quay Apartments across Halsey Street from the north-east corner of the site

Hospitality and food and beverage and local service retail, including a Woolworths supermarket at the north-east corner of the site activate many ground floors, although this activity seldom extends into the existing lanes. The precinct is not a retail destination except for the concentration of marine-related retail which is related to the dry-boat stacks and marina.

Marine Industry is concentrated to the west of Beaumont Street with the Cracker Bay Drystack and Marina, further north the Orams Marine Mega Boatpark and boatyard. The Sandfords Auckland Fishmarket is located on the block between Jellicoe and Madden streets.

2.2 Activity in relation to context

The proposal is consistent with Unitary Plan activity standards for type of use. Moreover, the intensity of activity it contributes is positive given the site's close proximity to the core city centre and to major regional transport facilities including CRL, ferries and regional bus services

The proposal will reinforce the existing concentration of large relatively new commercial office buildings that establish a corporate enclave along Fanshawe Street. The additional large cohort of office workers in the proposed new buildings will support further day-time use of local service facilities including retail and hospitality. At the same time, these office workers will benefit from the amenity of the waterfront location and public environment here and excellent access to public transport.

2.3 Ground plane activity and relation to the public realm

A diagrammatic concept for ground plane activity is described in figure 2.9. This ground floor planning is at this stage indicative and subject to further interrogation at the next stage of design.

However, the building form, spaces and circulation arrangements provide a framework for the appropriate location of publicly relevant facilities such as lobbies and commercial shopfronts and also the service functions that support those. This arrangement will contribute to a high-quality public realm.

Initial building configuration investigations demonstrate that the ground floor is likely to have the following characteristics:

- A hierarchy of edge activation that can be achieved with the highest concentration of publicly relevant activity including retail and main building entrances at the street edges and along the edge of Amey Daldy Park;
- A secondary level of activation along lanes and around parts of the mid-block plaza including potentially ‘hole-in-the-wall’ scale commercial/retail tenancies strategically located at prime corners and visible from streets along the lanes;
- Secondary office building entries which connect to and help activate the lane system and mid-block plaza;
- Potential for service activities including parking to be located to avoid compromise to the public realm;
- Set back of the ground floor of B3A at the south-east corner of Amey Daldy Park to provide an opportunity for outdoor food and beverage operations in that high amenity and sunny location; and
- Façade openings which will be integrated as the design is developed to provide suitable visual and physical connection to the public realm at ground and overlook from upper levels.



Figure 2.9 Indicative ground level activity diagram. This describes potential for activation of street edges, lanes and plazas, and for the unobtrusive location within buildings and/or at mid-block for service functions. The actual arrangement of activity in buildings will be determined at the next stage of design.

There will be some carparking within proposed new buildings with the extent and location of this yet to be determined. The building footprints and arrangement of lanes for access allow for this to be located away from the street edge and integrated by design to suitably address potential adverse effects on the street system (refer to Unitary Plan Assessment in Section 2.4).

2.4 Unitary Plan Assessment

Unitary Plan	Description and assessment
<p><i>I12.14.4 Activity table: (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.</i></p>	<p>The primary proposed uses of commercial office accommodation and ancillary activity at ground including some commercial/retail and hospitality use is consistent with the Unitary Plan.</p>
<p>H8.3. Policies (7) Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse impact on pedestrian amenity and the streetscape.</p>	<p>The layout of ground floors is diagrammatic and has yet to be planned. Nevertheless, the floor plates and access lanes can be seen to provide for at-grade parking to be located within the building footprints and screened from street edges by active ground floor uses.</p> <p>Some in-building parking areas are likely to be at the edges of the lanes. These will be screened by solid walls that are fully integrated with the design of the building above and may be complemented by the proposed secondary main entries and ‘hole-in-the-wall’ retail. This pattern is similar to treatments of other new buildings within the precinct, will provide a suitably activated edge to the lanes and will avoid or mitigate impacts on streetscape and the pedestrian environment.</p>

2.5 Activity conclusions

- The planned type and intensity of activity is in keeping with this highly accessible, well serviced city centre site within a high amenity waterfront precinct.
- The floor plates and circulation network allow potential for strategically located ground floor uses to contribute to a good level of activation and a high amenity and attractive public realm.

3 Accessibility and connections

3.1 Context

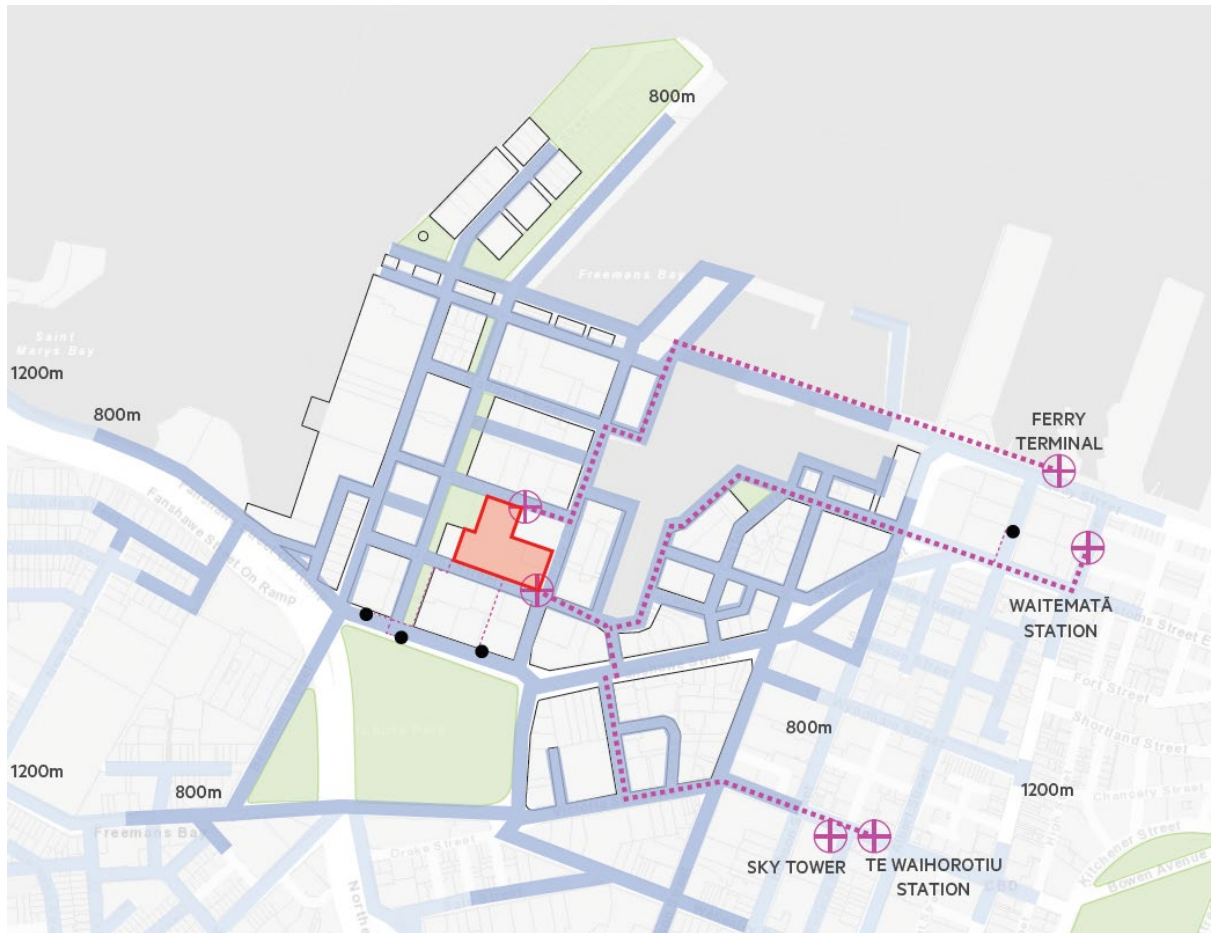


Figure 3.1 Pedshed diagram which also shows the distances between the site and key public transport nodes. Black dots denote identified bus stops

The site offers multiple choice of routes for pedestrians to different parts of the core city centre, with the western part of the core being within 800m of the site. It also has excellent access to both buses and regional public transport, including the CRL. With reference to figure 3.1 the site is:

- 1,170m from the north-east corner of 100 Halsey site to the ferry terminal;
- 1,130m from the south-east corner of the site to the CRL Waitematā Station (via Viaduct Harbour Avenue and promenade, and Customs Street West); and
- 890m from the south-east corner of the site to the CRL Te Waihorotiu Station via Viaduct Harbour Ave, and Hardinge Street West. There is a 25m rise in elevation and this equates to an easy 10 minute walk.

The site has excellent access to bus services:

- Outbound bus services to the North Shore are located to the south on Fanshawe Street, at a distance of 250m from the south-west corner of the site when accessed via the pedestrian crossing facility at Daldy Street. The distances from the site to the two city centre

- in-bound bus stops on this part of Fanshawe Street are 125m and 215m;
- It is 960m from the south-east corner of the site to the Albert Street bus interchange (via Viaduct Harbour Avenue and promenade, and Customs Street West); and
- A local bus service connects the precinct via Fanshawe and Queen streets to Karangahape Road.

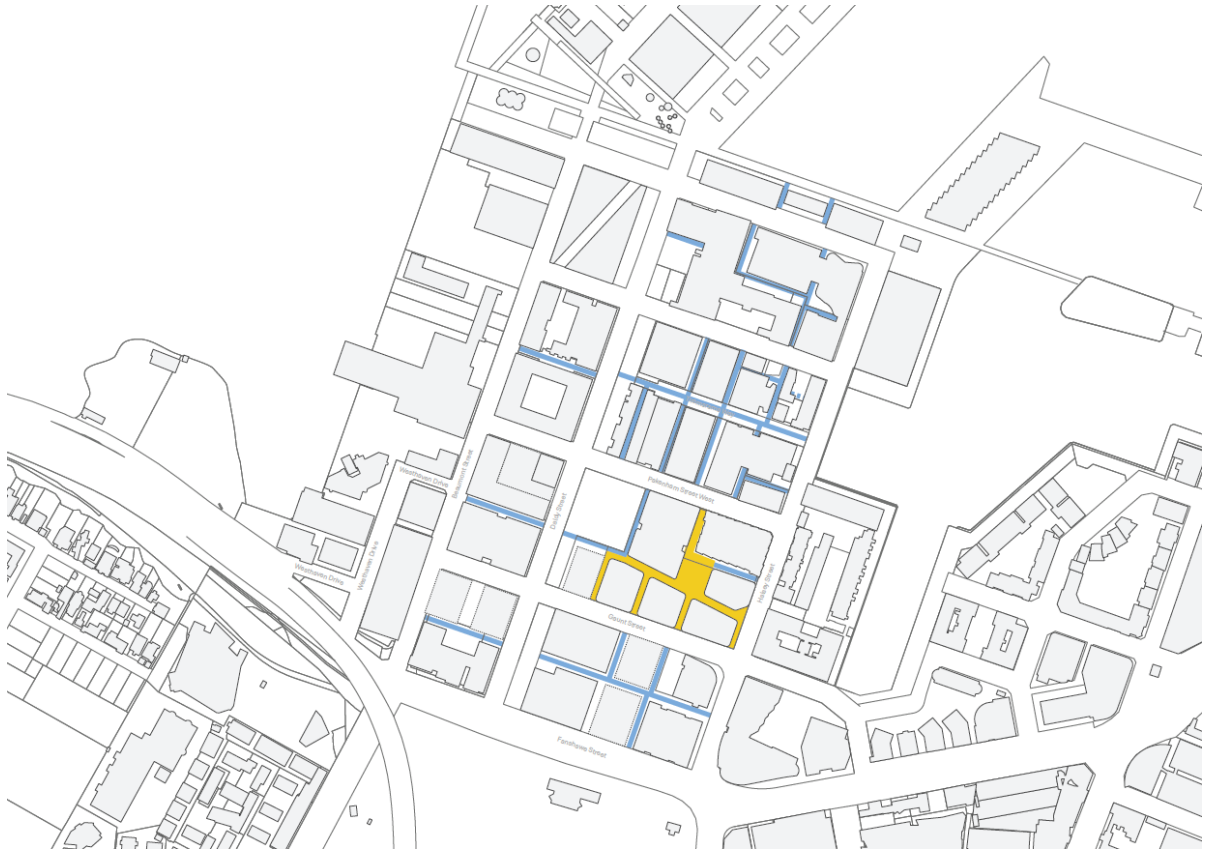
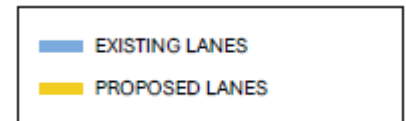


Figure 3.2 Street and laneway diagram showing the proposal in context of that part of the Wynyard Precinct area bounded by Beaumont, Fanshawe and Halsey Streets and North Wharf.



A fine-grained network of lanes has been planned for and is being delivered within the Wynyard Precinct, as described by figure 3.2.

In the block immediately north of Pakenham Street, more lanes have been provided than indicated in Precinct plan 6. For example, there are four north-south lanes between Pakenham Street West and Tiramarama Lane. From the west these are Puanga, Mahuru, Autahi and Waiokota lanes. A short east-west space, Piripiri Lane, connects Waiohota Lane to Halsey Street. All provide pedestrian access and several also accommodate service vehicles.

There are two north-south lanes in the block immediately to the south across Gaunt Street. One of these connects from Gaunt through to Fanshawe Street and the city inbound bus stop there. An existing east-west lane connects Daldy Linear Park to Halsey Street.



Figure 3.3 A small courtyard space linked to 132 Halsey, connected to mid-block lanes and opening to Madden Street

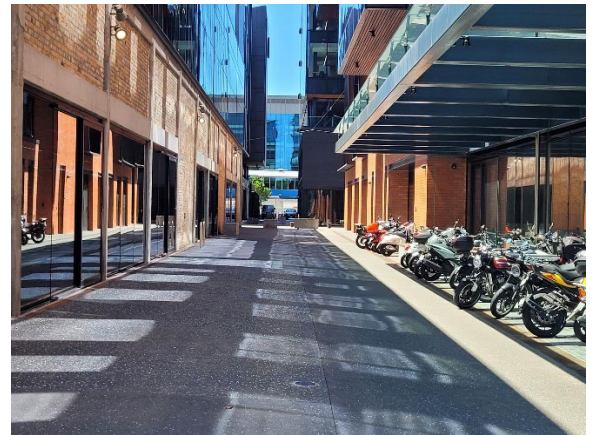


Figure 3.4 Autahi Lane, located across Pakenham Street from the site

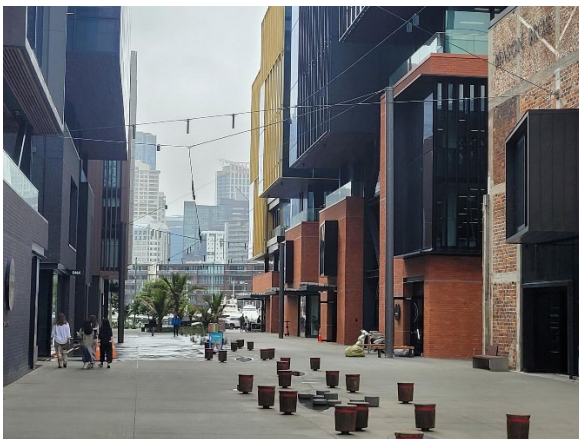


Figure 3.5 Tiramarama Lane – mid-block pedestrian lane

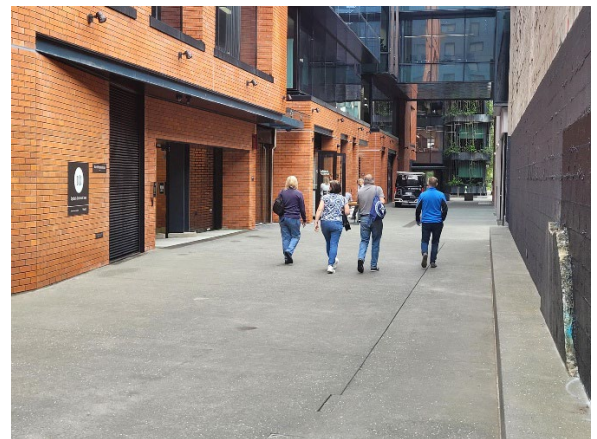


Figure 3.6 Waikokota Lane which serves both pedestrians and service vehicles

3.2 Laneways

The fine-grained network of lanes in the block to the north which provides a greater degree permeability and publicly accessible lane connections than required by the Unitary Plan is extended by the proposal.

The proposed laneways are short and with shared surfaces. They are often slightly offset from other lanes. These offsets reflect the underlying pattern of lots and consequent location of existing buildings on both this site and sites to the north and south.

The proposed lanes will provide pedestrians with a choice of routes for good north-south mid-block connectivity. Offsets are sufficiently small and routes sufficiently visible that legibility will be maintained. The gradual unfolding of the scene in the manner of ‘serial vision’ will also contribute to visual interest for pedestrians using these laneways and moving from one lane to another across the street.

The proposed new east-west laneway is angled to connect the corner of Amey Daldy Park to the corner of the new entrance plaza. This serves a pedestrian desire line, linking Viaduct Harbour Avenue to Westhaven Drive. The angled alignment also contributes to a sense of place and wayfinding as views along the lane towards the city are likely to allow a glimpse of the city centre skyline.

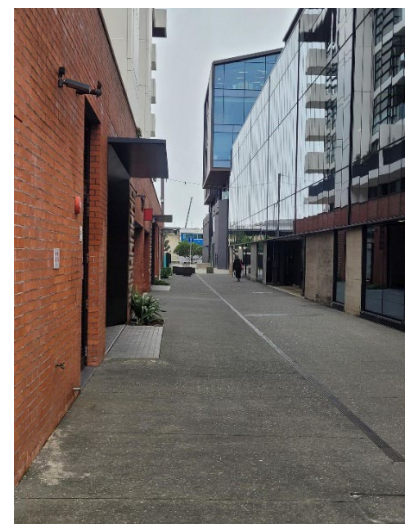


Figure 3.7 Mahuru Lane which extends north from Pakenham Street and provides vehicle access to apartments

3.3 Service and vehicle access

Servicing and any carpark vehicle access to all buildings is via shared surface laneways and through the mid-block plaza. The proposed 6m wide lanes connect from Gaunt Street between B1 and B4, and B4 and B5. This continues the approach of 6m wide shared surface lanes that has been successfully implemented in the Wynyard Precinct blocks to the north.

Other lanes also connect to or across the mid-block plaza:

- The diagonal lane that connects Amey Daldy Park to the Halsey Street entrance plaza passes along the southern edge of the plaza. This lane may accommodate service vehicles at its centre but is intended to be for pedestrian and cycles only at both ends;
- Connection to Halsey Street is over an existing kerb crossing via the existing lane behind the Travelodge Hotel and carpark; and
- A lane connection is provided to Pakenham Street adjacent to the western edge of the Travelodge carpark.

The precise routes for service vehicles have yet to be confirmed. However, this built form and lane configuration allows the opportunity for multiple options for the plan for vehicle movement including points of entry and egress which will be determined at the next stage of design.

The proposed shared surface lanes will allow for convenient servicing while maintaining a high amenity and safe environment for pedestrians.

3.4 Unitary Plan Assessment

Unitary Plan	Description and assessment
<p>Wynyard Precinct plan 6 describes Indicative lanes and viewshafts including a grid of two north-south and one east-west lane over the proposal site.</p>	<p>The Unitary Plan requires two north-south lanes and one east-west. Placement of the proposed lanes is consistent with the ‘bands’ of connection described in the Wynyard Precinct plan 6. Additional lanes connecting with both Halsey and Gaunt streets have been provided. This offers pedestrians a finer and more conveniently accessible laneway network than that required by Wynyard Precinct plan 6.</p>
<p>1214.6.12. Lanes and view shafts (1) <i>Lanes must be provided at ground level, generally in the locations shown on Precinct plan 6 and must comprise:</i> (a) <i>a minimum width of 10m where provided for pedestrians, cyclists and service vehicles; or</i> (b) <i>a minimum width of:</i> (i) <i>6m where lanes are 50m or less in length, or</i> (ii) <i>7m where lanes are up to 100m in length, or</i> (iii) <i>8m where lanes are over 100m in length</i></p>	<p>The north-south lane between B3B and Travelodge is 6.9m wide at its narrowest point and approximately 48m long. This is likely to be for pedestrians and cycles, so meets the minimum width standard.</p> <p>The main east-west lane meets the minimum width standard:</p> <ul style="list-style-type: none"> • The 51m long westernmost section of this lane provides for pedestrians, cyclists and service vehicles along part of its length and is 10m wide at ground and 8m wide at level 1 and above; and • The eastern part of this lane is 8m wide and 37m long and is for pedestrians and cyclists only. <p>The existing lane behind Travelodge is 5.3m wide at the point of connection to Halsey Street and wider further to the west. It is 46m long. It is likely that this lane will primarily accommodate one-way vehicle traffic exiting to Halsey Street using the existing kerb crossing although may also be used by pedestrians.</p>

	<p>(iv) <i>where provided for pedestrians and cyclists only.</i></p>	<p>All three lanes extending north from Gaunt Street are 6m wide, and two of those are likely to accommodate service vehicles and any in-building parking access. These lanes are respectively from west to east approximately 37m, 42m and 35m long. While these lanes do not meet the Unitary Plan width standard for a lane providing for pedestrians, cyclists and service vehicles, the following characteristics justify their suitability:</p> <ul style="list-style-type: none"> • With a greatest length of 51m and an average length of 35.7m these lanes are all relatively short and open into a spatially generous 32m by 42m mid-block plaza for a sense of mid-block openness. • These widths are consistent with the north-south lanes established throughout that part of the Wynyard Precinct to the north. There, many of the lanes accommodating parking access and servicing have been installed at 6m wide. This established laneway system provides a high level of pedestrian amenity and also successfully accommodates service vehicles. • More lanes are proposed than required by the Unitary Plan which will provide greater choice for pedestrians and assist in distributing vehicle movement. <p>Where vehicles are required to turn off 6m wide lane entrances into the carparks or other vehicle destinations in the block north of Pakenham the entrances are set back and the entrance surrounds configured to accommodate vehicle tracking curves and necessary sightlines. This simple architectural solution could also readily be applied to vehicle connections from the 6m wide proposed lanes.</p> <p>These lanes will provide a high amenity environment with a desirably high level of spatial definition, and convenient and safe access for all users.</p>
	<p><i>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.</i></p>	<p>While infringing the minimum width standard in places, for reasons identified above, the proposed laneway system satisfies the purpose of the laneway standard:</p> <ul style="list-style-type: none"> • They build upon the existing street system and provide a finer and more conveniently accessible urban grain than required; • They are shared surfaces, and the widths provided have been demonstrated to be successful with development to the north; and • Landscaping features, furniture and artworks can readily be provided for in the plaza spaces to which these short lanes connect.

3.5 Accessibility and connection conclusions

- The site is very well located for access to regional transport infrastructure and is within comfortable walking distance of the core city centre.
- The proposal provides for an enhanced network of laneways that exceeds the Wynyard Precinct requirements.
- Connection with existing lanes to the north and south is achieved, following the precedent of minor offsets around existing structures.

- Angling the proposed east west lane links the entrance space at the Halsey Street entry plaza to Amey Daldy Park and that provides a conveniently direct pedestrian connection via the existing lane across Daldy Street lanes to the west towards Westhaven Drive.
- The proposed lane widths will contribute to a high-quality urban design and amenity solution. (Their functional suitability for shared access is separately addressed by the traffic assessment.)

4 Built form

4.1 Context

Urban form in the precinct is conceptually led by the Wynyard Quarter Urban Design Framework (2007/2014) and the integration of that concept into the Unitary Plan. There are clear expectations for urban form which have been realised in development to date:

- Strong spatial definition of streets, parks and plazas;
- A fine grained network of lanes through the precinct;
- Varied skyline including legible marker buildings along identified 'axes'; and
- Reduction in height towards the coastal edges.

Part-way through the planned redevelopment of this brownfield precinct, the urban form of this precinct remains varied. Substantial parts of urban blocks to the north and south have been successfully redeveloped, but these are interspersed with yet to be developed vacant sites including two immediately south of the proposal and extending from Gaunt through to Fanshawe Street. With the exception of some remaining industrial buildings the precinct is notable for high quality intensive mixed-use development.



Figure 4.1 Figure Ground drawing showing the proposal in the context of existing buildings and building envelopes on undeveloped sites

Across Pakenham Street to the north and in the immediate vicinity of the site, the recently developed apartment and commercial developments are mixed with relatively low 1-3 storey character buildings. Many of the buildings here have heavily articulated forms and they contribute to a varied skyline (refer to figure 4.2).

To the east across Halsey Street, the Lighter Quay Apartment building and Sofitel Hotel establish a step down from the planned heights in the Wynyard Precinct to lower heights in and around the Viaduct Harbour. Large corporate offices to the south across Gaunt Street create a benched skyline derived from the 31m Unitary Plan maximum height.

The vacant VHHL site adjoining and immediately to the west has a Unitary Plan maximum height of 60m. Further across Daldy Street the primary form of the recently completed One New Zealand building rises to over 35m and the tallest parts of the consented but unbuilt Northbrook residential development rise to just over 45m.

4.2 Proposed building height, bulk and form

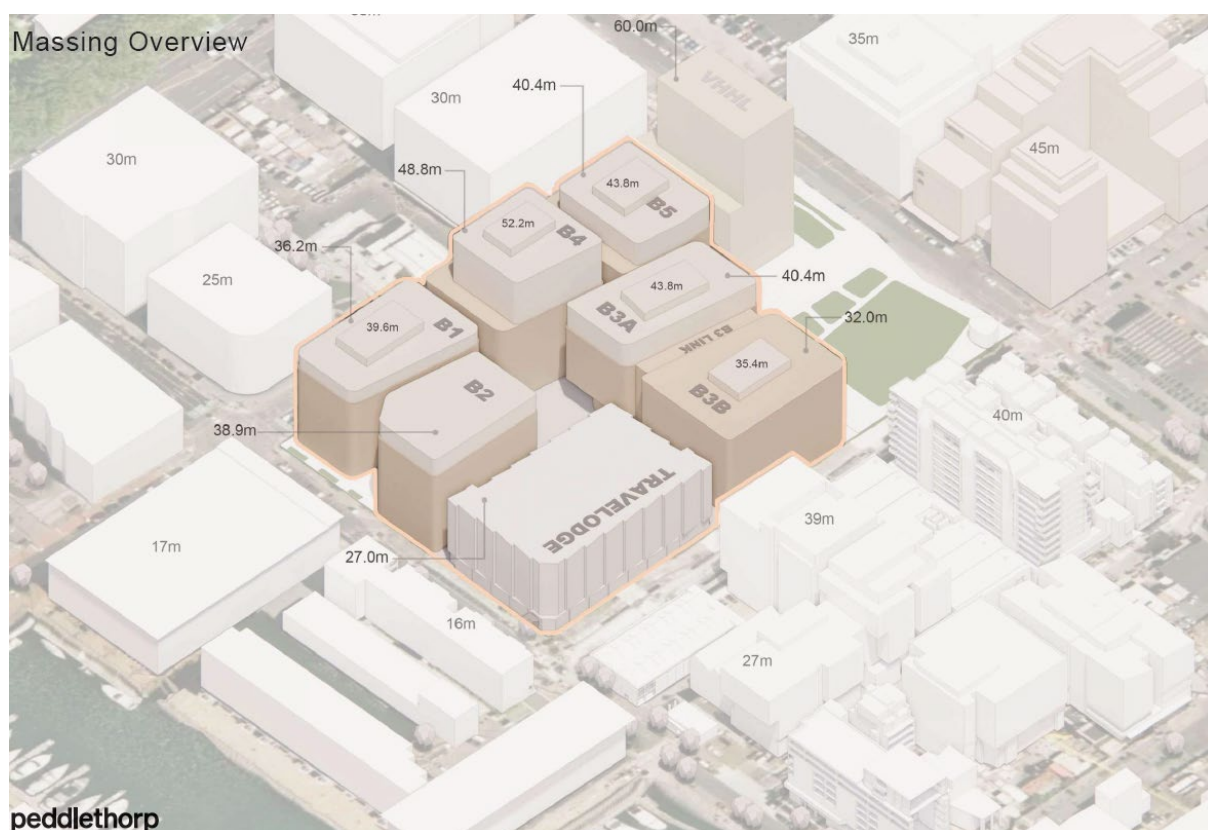


Figure 4.2 Built form in context

Table 4.1 Building heights

BUILDING	Proposed max. height	Height of primary form	Unitary Plan maximum	Consented IDP ¹ max. height
B1	39.6m	36.2m	25m	36.2m
B2	38.9m	38.9m	25m	27.8m
B3A	43.8m	40.4m	31m	27.8m
B3B	35.4m	32.0m	31m	27.8m
B4	52.2m	48.8m	31m	36.2m
B5	43.8m	40.4m	60m/31m	40.4m

¹ Integrated Development Plan (IDP)

Building height

The proposed buildings rise through the proposed maximum height with heights as in table 4.1. The heights of the primary form recorded here include the roof edge detail /parapet.

The heights of the primary form of buildings B1 and B5 are the same as the consented IDP. Indicative centrally located rooftop plant rooms extend 3.4m above that primary form on these and other buildings.

Notwithstanding exceeding the Precinct plan 5 maximum heights, the street elevations (see examples in figure 4.3 below) shows how the planned building heights relate in a coherent way to the context of existing and consented buildings, many of which also exceed the Unitary Plan maximums.

The proposed buildings are visibly in keeping here. They will not visually dominate the skyline. Also, by being lower and set back from the adjoining VHHL site, they maintain the visual primacy of the planned 60m high marker building on that site. In response to Wynyard Precinct plan direction, the highest forms are located at the centre of the site and these are slightly lowered towards the coastal edges.



Figure 4.3 Street elevations showing proposed height in context

Skyline variation

The Wynyard Precinct is characterised by skyline variation with that resulting first from variation enshrined into the Unitary Plan maximum heights. Further skyline variation has occurred with consented buildings with the tops of many buildings rising in places to above the Unitary Plan maximum height. This creates a rich and complex skyline.

Centrally located roof-top plantrooms on each building rise a further 3.4m above the primary building forms and therefore further above the Unitary Plan maximums. At the same time, these plantrooms contribute further to skyline articulation. Because they are centrally located, they are not visible from ground level except potentially in very long-range views and they do not materially increase shading effects.

Relation to 60m marker building

While the 40.4m high primary form of B5 exceeds the Unitary Plan 31m maximum height over part of its site, it maintains a distinct stepdown from the 60m marker building envelope on the adjoining VHL site. Because it is set back in a mid-block location, neither does the 48.8m high primary form of B4 visually compete with the planned 60m marker building.

Modulation of building form for human scale and visual interest

A sense of human scale and visual interest will be achieved by a combination:

- setbacks from boundaries and between the ‘tower’ parts of building as required by Unitary Plan standards;
- variation in height between B3B and the taller B3A and the 6m high ground level setbacks at the base of B3A; and
- the architectural composition, detail and texture of the façade including realisation of the concept of expressing marine strata.

Variation in plan resulting from the angle of the mid-block lane relative to the orthogonal street grid and lot boundaries; the ‘bevels’ introduced at two corners (on B2 and B5); and the notch between B3A and B3B all assist in modulating building form. This modulation gives visual interest and a sense of human scale.



Figure 4.3

A view across Amey Daldy Park to the proposal

Relation to Amey Daldy Park

The façade edge of building B3B rises 1.0m above the Unitary Plan 31m maximum height at this edge. The edge of B3A rises to 40.4m, therefore 9.4m or just over two storeys above that maximum.

Increased height notwithstanding, the proposed building forms achieve a positive relation to Amey Daldy Park:

- B3A extends vertically full height from the edge of Amey Daldy Park with a 4m boundary setback above a height of 32.5m rather than Unitary Plan 6m setback. Scale moderation will be successfully achieved by articulation of form with a combination of the 2m deep by approximately 6m high setback at the base of B3A and the vertical notch setback between B3A and B3B. This in combination with the proposed height variation gives formal variation, contributes visual

interest and also assists the proposal to avoid adverse visual dominance.

Initial shading studies demonstrate that shading effects on Amey Daldy Park relating to parts of buildings above the Unitary Plan maximum heights are negligible.

4.3 Sunlight and shading

Initial shading studies have been prepared at two-hourly intervals through the day for the summer and winter solstices and spring equinox. Three-dimensional shading diagrams have also been produced to show the shading on areas to the west and east in the morning and afternoon respectively.

These proposed volumes will result in a substantial increase in shading relative to the shade cast by the existing single storey building occupying a small part of the current vacant open site. However, the extent and effects of the shading cast by the proposal is reasonable relative to that which would be cast by the form and extent of development that is anticipated on the site by the Unitary Plan. This is discussed further below.



23rd SEPTEMBER - 11am NZST



23rd SEPTEMBER - 1pm NZST

Figure 4.4 Sample of shading diagrams over streets, lanes and open spaces. Grey tone is the shade from existing buildings and those parts of the proposed buildings that are within the OAUP maximum height envelope. Shade from parts of the proposed buildings above the OAUP maximum height envelope is in orange.

Shading on identified public parks

Additional shading to identified major public parks is nil or negligible:

- No shade is cast over Victoria Park at any time by any part of the proposal.
- Some additional shade is cast over Amey Daldy Park in the early morning and is limited in extent and fleeting and has negligible effect.

Sunlight to and shading on the public realm

The initial shading diagrams show a degree of sunlight to the lane system and proposed plazas that is consistent with supporting public use and occupation:

- While increased shade is cast onto Gaunt and Halsey Streets, reasonable sunlight exposure is maintained.

- Shading studies demonstrate good sun exposure to the proposed mid-block plaza right through the year, and reasonable sun exposure for the laneway system.
- The existing Bayleys plaza is not shaded by the proposed forms in the summer. It will receive additional shade over its northern end at the equinox but the majority of this plaza remains in the sun at that time.

Shading in relation to existing residential neighbours to the east

B1 does not cast appreciable shade over residential neighbours to the east. Some shade will be cast by B1 over the Sofitel hotel. But because of the timing and duration of that shade and the visitor accommodation use of this building, the effect of this will be negligible.

In mid-winter, B2 does not cast any additional shade on the Lighter Quay apartments over and above that which would result from volumes complying with the Unitary Plan height envelope. Some additional shade is cast over a limited part of the southern end of Lighter Quay at the equinox in the mid-late afternoon.

In mid-summer, both the data centre and commercial office options for B2 will cast additional shade towards and at some times, onto Lighter Quay. The precise extent and duration of this shade remain to be confirmed. This is because the volume for the data centre rooftop plant and consequently the extent of shade that will be cast is contingent on a plant configuration that has yet to be determined by detailed engineering design.

Shading in relation to potential residential neighbours to the west

Additional morning shading to the consented but unbuilt Northbrook apartment building to the west is at most minimal and its effects negligible. Any shading occurs in the very early morning (7am and earlier) only in mid-summer and both the duration and extent of additional shade is limited at that time.

4.4 Unitary Plan Assessment

Unitary Plan	Description and assessment
H8. BUSINESS – CITY CENTRE ZONE	
A Regional Maunga Viewshaft passes at a level above approximately 58m above the site. There are no ground level viewshafts.	The highest part of the proposal at the top of the plantroom on B4 is 52.2m, well under the Regional Maunga Viewshaft which passes over the site at just over 58m.
<p>H8. Central City Centre Zone Policy 30: Manage adverse effects associated with building height and form by: (d) managing the scale, form and design of buildings to:</p> <ol style="list-style-type: none"> 1. avoid adverse dominance and/or amenity effects on streets and public open space; and 2. encourage well-designed, human scale podiums with slender towers above with adequate separation between towers; or on sites where towers are not possible, encourage well-designed buildings which complement the streetscape and skyline. 	<p>While buildings heights exceed the Unitary Plan maximums for the precinct, they generally comply with building form standards and successfully avoid adverse visual dominance and/or amenity effects on streets and public open spaces.</p> <p>Building scale effects are addressed by providing setbacks, generally at high level and proposed stratification in the composition of the façade. This breaks the façade into sections, reducing apparent scale and eliminating visual dominance.</p> <p>The tops of plantrooms of all proposed office buildings are elevated 3.4m above the primary form of the building. However, due to their central location on each roof they will</p>

generally not be seen and therefore will have no effect on views from or shading on the street. They will be seen in distant views from elevated vantage points and in those views will contribute in a minor way to skyline variation.

Standard: H8.6.2.5 Building frontage alignment and height

Purpose: ensure streets are well defined by human-scaled buildings and provide a sense of enclosure to enhance pedestrian amenity, while still providing adequate sunlight and daylight access to streets.

(1) On every frontage identified on Map H8.11.5, a new building or addition to an existing building must comply with the following:

- (a) the building must adjoin the entire length of the frontage excluding vehicle and pedestrian access and public open spaces for the minimum frontage height specified in H8.6.25(1)(a)(i) and (ii) below:
- (ii) for frontages identified as '13m', the building must have minimum contiguous height of 13m for a minimum depth of 6m from the frontage.

Map H8.11.5 identifies that buildings are required to be built to the street edge to a height of not less than 13m along Gaunt and Halsey Streets.

All buildings meet this standard except for the Halsey Street façade of B1 which is set back 5m to frame a public entrance plaza. This setback is a 'positive' public open space which welcomes and provides for people at this point of entry to the central south-eastern part of the precinct. By marking the main eastern point of entrance to the lane system, it also enhances the legibility of the link to the west through the proposed mid-block lane system.

Set back 5m from the edge of Halsey Street, the eastern façade of B1 aligns with the façade of the Bayleys building across Gaunt Street to the south. This extends the space of lower Halsey Street across Gaunt Street to give spatial generosity at this intersection.

Standard: H8.6.25A Building setback from boundaries

Purpose: ensure that buildings:

- provide adequate sunlight and daylight access to streets and public open spaces;
- provide a consistent human-scaled edge to the street;
- provide adequate sunlight, daylight and outlook around buildings;
- enable visual connections through the city centre; and
- mitigate adverse wind effects.

(1) On every site identified as subject to this standard on Map H8.11.11 a new building or addition to an existing building must comply with the following:

- (a) For boundaries which have a maximum frontage height (refer H8.6.25(2)), the set back is as stated in H8.6.25(2).
- (b) For all other boundaries, the part of the building above 32.5m must be set back from the boundary by at least 6m.

The 6m setback above 32.5m described by standard (1)(b) applies.

The parts of B4 and B5 above 32.5m are set back 6m from Gaunt Street and meet this standard. Three of the proposed buildings infringe the 6m boundary setback standard:

- The topmost 3.5m (one storey) of Building B1:
 - a) is built to the Gaunt Street boundary, infringing that setback by 6m; and
 - b) is set back 5m from Halsey Street which means infringes the standard by 1.0m.
- The topmost 6.4m of both options for B2 is built to the Halsey Street edge and therefore infringes the 6m boundary setback. Should the commercial office option for B2 be selected to develop further, rooftop plant may be set back at least 6m from the street edge. This would reduce the degree of infringement of this standard from 6.4m to 3.0m.
- The topmost two storeys (7.5m) of building B3A fronting Amey Daldy Park have a 4m setback, infringing the standard by 2m. The entire façade is set back 4m from the site boundary due to the yard requirement here.

These infringements are limited in extent and the purpose of the standard continues to be met:

- They will have no impact on visual connections through the city centre
- The initial shading studies demonstrate that the shading and sunlight effects of the infringements of B1 and B3A will be negligible.
- Initial shading studies for both form options for B2 show that some apartments primarily at the southern end of

Lighter Quay apartments will experience additional shade. This will be at the summer equinox from mid-afternoon. The extent and duration of additional shade on any apartment remains to be confirmed. Informed by early engineering advice, provisional form to a height of 38.9m is described. The detailed engineering work required to confirm the precise heights of the edges has yet to be undertaken and this may allow reduction of the volume of rooftop plant close to the street edge.

- The scale effects of the absence of upper-level street boundary setbacks – the additional one storey form of B1 at the Gaunt Street edge and the 6.4m high form of B2 at Halsey Street - will be minimal. The absence of setback will be mitigated with the planned expression of strata in the façade composition to provide visual interest and achieve a sense of human scale.
- Scale moderation of B3A will continue to be achieved by articulation of form with a combination of the 6m high setback at the base of this building and the vertical north setback between B3A and B3B.

Wind effects

- These height infringements are minor in relative extent and therefore are unlikely to have more than a negligible impact on wind effects. Notable adverse wind effects tend to be experienced when a tower is elevated to be twice as high as most buildings located upwind in its setting. That is not the case here. Moreover, early wind-modelling studies indicate that it is unlikely that the plan dimension infringements of the upper parts of B1 (one storey) and B3A (that are a modest one and two storeys high respectively) will lead to appreciable adverse wind effect. This would be tested and is expected to be confirmed by expert wind modelling and assessment at the next stage of design development.

(c) The maximum plan dimension, as defined in H8.6.24(2), of that part of the building above 32.5m must not exceed an average 55m.

B2, B4 and B5 comply with this standard with maximum tower dimensions above 32.5m of 46.6m and 47.1m respectively.

The top floor of B1 which has a maximum dimension of 57.3m, and the top two floors of B3A with a maximum dimension of 60.3m infringe this standard by 4.2% and 9.6% respectively. These infringements have minimal impact given that these parts of the building, nominally 'towers', rise only one and two storeys above their respective podiums. Furthermore, this minor extent of infringement will not impact on achieving the purpose of this standard:

Shading

Shading studies show that these additional upper-level forms will have minimal impact on sunlight to streets. As B3A is located at mid-block at the south-east side of Amey Daldy Park, neither will the infringement of maximum tower dimension here have an appreciable impact on Amey Daldy Park.

A consistent human-scaled edge to the street

A consistent human-scaled edge to the street is achieved with application of the boundary setback standard. Refer to assessment relative to 1 (b) above.

The impact on visual connections through the precinct

The impact on views through the precinct of the infringing maximum tower dimensions of B1 and B3A will be nil to negligible:

- The one storey upper floor of B1 may be able to be seen in some views but given buildings to the south are lower, will simply screen a very minor portion of the sky in views from those buildings.
- B3A is located at mid-block and its long south elevation can only be viewed through the 12m separation above a height of 32m between the tops of B4 and B5. The north façade of the B3A tower sits behind the 32m high similarly wide volume of B3B so has no impact on views through the precinct from lower levels.

Wind effects

Wind effects are likely to be negligible - *refer to wind effects text above.*

(d) If there is more than one tower on a site, a tower separation distance of at least 12m must be provided between the parts of the buildings above 32.5m.

The gaps between buildings B1, B4 and B5 above a height of 32.5m meet the standard as these are all 12m.

This standard is infringed in two locations: between B1 and B2 and between B4 /B5 and the topmost two floors on the upper southern facade of B3A. In both locations the parts of the building above 32.5m are set 8m apart rather than the 12m required by this standard.

The infringement of the topmost floor of B1 (3.7m) and two floors (7.5m) of B3A is minor and has no impact outside the site. When viewed from the lane below, the effect of these infringements will be imperceptible. This tower separation infringement is considered below in relation to the purpose of the standard:

Sunlight and daylight

Initial shading studies show negligible impact on the diagonal lane between these buildings. Considering sunlight, daylight (and outlook) impacts on proposed buildings as described in Figure 4.2:

- As it is located at the street corner, B1 will inherently receive adequate daylight and will also have good outlook. Sunlight exposure will be optimal as its main facades open to the east and south and are therefore unlikely to require screening to address excessive solar gain and glare.
- B3A can be expected to receive adequate sunlight and daylight and also have suitable outlook. This is because the 6m wide lane between B4 and B5 and 12m separation distance above 32.5m opens the entirety of the central part of the south façade of B3A to the sky and sunlight. B3A also has frontage to the approximately 33m wide by 42m deep mid-block plaza, and the very wide open space of Amey Daldy Park.
- The minor infringement of part of the top of B3B will have negligible impact on the amenity of B4 and B5:
 - The north-west corner of B4 will be impacted by the 4m shortfall of setback of the top two levels of B3A. The north-east corner of this building however opens to the mid-block plaza for suitable outlook and daylight. Those parts of the B4 tower that are elevated above B3A will receive full and unobstructed sunlight, daylight and outlook.

- The north-east corner of B5 is similarly impacted. However, that closure is also mitigated by that building opening to the wide-open space of Amey Daldy Park.

A consistent human-scaled edge to the street

The upper façades along the east-west lane where these infringements are located at mid-block and away from the street edge. Infringement of the tower separation standard along this lane will have no effect on achieving a consistent human-scaled edge to the street.

The impact on visual connections through the precinct

This infringement will have no material effect on visual connections through the precinct. Views from ground level will be along an 8m wide lane, so good visual connection is maintained.

Wind effects

Wind effects are likely to be negligible - refer to wind effects text above.

WYNYARD PRECINCT

Built form

Objective 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;

This comprehensively planned complex of built form, space and connections is integrated, coherent and relates well to its context of existing and planned built form, activity and connections. At this early concept stage, the proposed built form provides the conditions for high quality architectural and public realm design that responds conceptually to the marine location and 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; ...

The proposed building height variation emphasises the planned height and skyline variation within the precinct. At the same time the tallest proposed building B4 is located to maintain a respectful relationship with the VHHL site and not visually detract from the 60m marker building planned for there.

The proposal complements the core city centre by maintaining the planned distinct height transition down from that.

Objective 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

The proposed buildings have an appropriate form and scale that:

- defines and provides for occupation and activation of the edge of Amey Daldy Park while minimising additional shade over that;
- defines a generously large (32.7m by 42.3m) mid-block plaza that shading studies demonstrate receives good sun;
- creates an entrance plaza at the corner of Gaunt and Halsey Street that will contribute a sense of spatial generosity and welcome at this part of the precinct; and
- defines a fine-grained and legible laneway system.

The proposal is located approximately 5.8m below the Regional Maunga Viewshaft that extends over the site.

I214.6.6. Building height

Purpose: To ensure the height of buildings complements and reinforces key public open

<p>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.</p> <p>Buildings must not exceed the heights specified on Precinct plan 5.</p> <p>I214.10.5 Wynyard: Precinct plan 5 – Maximum height</p>	<p>All proposed buildings exceed the maximum heights in the precinct as described in Table 4.1 above.</p> <p>The Wynyard Precinct plan 5 sets a maximum height of 25m along the Halsey Street edge of the site, and 31m on most of the remainder. The narrow western-most portion of the site immediately south of Amey Daldy Park and the site next to this has a maximum height of 60m.</p> <p>Height infringements notwithstanding, several factors mean that an appropriate scale and height transition are maintained:</p> <ul style="list-style-type: none"> • Maximum heights proposed to relate to the heights of buildings around; • The combination of generally following secondary form standards for tower dimension and separation and boundary setbacks will effectively address scale; and • proposed ‘stratification’ of the façade composition will be a supporting key mitigation factor that will add visual interest, contribute to a sense of human scale and avoid a sense of undue visual dominance.
<p>I214.8.2. Assessment criteria for RDA</p> <p>The Council will consider the relevant assessment criteria below for restricted discretionary activities:</p> <p>(9) new buildings, and alterations and additions to buildings:</p> <p>(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;</p>	<p><i>While the proposal is a Discretionary Activity, the RDA criteria are used as a helpful frame of reference for assessment.</i></p> <p>Outlook from all buildings is good:</p> <ul style="list-style-type: none"> • All have outlook either over the street or Amey Daldy Park or in the case of B3B and B5, both; • The large (32.7m by 42.3m) mid-block plaza provides for defined but still generous outlook from the ‘rear’ facades of B1, B2, B3A and B4; and • The laneway system provides for suitable secondary outlook. <p>This degree of overlook at all levels will also contribute to informal surveillance over and public safety in the public realm.</p>
<p>(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:</p> <p>(i) Refer to Policies 1, 2, 3, 39 and 40;</p>	<p><i>The proposal exceeds the maximum site intensity and maximum building heights on Precinct plans 3 and 5. That notwithstanding, the identified policies are used as a frame of reference for assessment of these exceedances.</i></p>
<p>Built form</p>	
<p>I214 Wynyard Precinct Policy 1:</p> <p>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.</p>	<p>The site and this proposal have been master-planned on a comprehensive basis that integrates built form with the existing and proposed public open space network and provides for integrated, safe and efficient access and servicing. This will create a high-quality public environment.</p>
<p>I214 Wynyard Precinct Policy 2:</p> <p>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.</p>	<p><i>As above</i></p>

<p>I214 Wynyard Precinct Policy 3: Ensure that maximum building height:</p> <p>(a) is appropriate in scale to the street network and the prominent waterfront location;</p> <p>(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;</p> <p>(c) complements development in the Viaduct Harbour Precinct; and</p> <p>(d) provides a transition in height between the core central business district and the harbour.</p>	<p>By applying the boundary setback standards (with the minor exceptions of B1 and also B2 as previously discussed) the proposal maintains an appropriate scale to the street network.</p> <p>It also relates to the prominent waterfront location of the precinct by providing for a transition down to the coastal edges, albeit with higher buildings than the maximums in Precinct plan 5.</p> <p>Building height is appropriate to the street network and location, maintaining transition from the core of the precinct to the coastal edge.</p> <p>The proposed forms spatially define and reinforce street edges, therefore maintaining key public views into and through the precinct.</p> <p>The angled alignment of the east-west laneway reinforces the east-west connection for pedestrians between Viaduct Harbour Avenue and Westhaven Drive. As well as contributing convenience and legibility, this links Amey Daldy Park with two new public plazas.</p> <p>The proposal complements development in the Viaduct Harbour Precinct by stepping down towards Halsey Street and the Viaduct.</p> <p>With the tallest building B4 at 52.2m and other proposed buildings lower at 43.8m, 39.6m, 38.9m and 35.4m, a distinct transition of height down from the core central business district will be maintained. That transition from the unlimited height in parts of the city centre's Special Height Area is further emphasised by the nearest part of that area being on the elevated Hobson Street ridge.</p>
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Integrated development

I214 Wynyard Precinct Policy 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.

I214 Wynyard Precinct Policy 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. (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);

The proposed development provides for six building forms that have been comprehensively planned to create a network of spaces and lanes and deliver an integrated built form. This form maintains a legible urban form in that the primacy of the potential 60m marker building on the VHHL site adjoining the site is maintained. The planned entrance plaza at the corner of Gaunt and Halsey Streets enhances legibility by expanding the space of this intersection and signalling the point of entrance to mid-block lanes.

The proposal relates closely to the IDP with 5 buildings on the proposal site, in more or less the same locations. However, floorplates are adjusted for a combination of response to on-

	<p>site boundary lines, enhanced staging potential and a more coherent and legible laneway and plaza environment. Several aspects of the proposal contribute to an enhanced urban form and public realm outcome:</p> <ul style="list-style-type: none"> • B1 at the corner of Halsey and Gaunt is the same height as consented IDP building 3. However, it is set back 5m to create an entrance plaza and also align with the façade of the Bayleys building to the south across Gaunt Street. • The primary form of proposed building B5 is similar in height to that of IDP building 5. • Modelling of the form of the large floorplate IDP building 6 as two forms, B3A and B3B, breaks down the scale of the building form and contributes to variation and visual interest at the edge of Amey Daldy Park <p>All other buildings are proposed to be higher than the consented IDP. For reasons identified in assessment above, an integrated, high-quality built form and space outcome will be achieved.</p>
<p>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;</p>	<p>The proposal defines the street edge and with setbacks at high level along that edge to meet setback standards, and notwithstanding the minor infringements of B1, B3A and the data centre option for B2, as previously noted, provides for a high level of public realm amenity. It also provides for a lane system with a choice of routes in excess of that required by the Unitary Plan, with those complemented by the planned mid-block and entrance plaza.</p>
<p>3. Avoids monotonous built form when viewed from public open space through variation in building footprints, height and form;</p>	<p>Variation in building footprint, height and form is achieved. Refer to Figure 4.2.</p>
<p>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;</p>	<p>The proposal has no effect on the potential for the marker building on the adjoining VHHL site to be established to the Unitary Plan maximum height of 60m.</p>

4.5 Built form conclusions

- This proposal has been comprehensively planned to deliver an integrated built form and create a network of high quality public open spaces and lanes.
- At this this early concept stage, the proposed built form provides the conditions for high quality architectural and public realm design that responds to the marine attributes of the precinct.
- The proposed varied building heights contribute to the skyline variation that characterises the precinct.
- Set-back of the eastern part of B1 from Halsey Street creates a positive open space at a major entrance point for pedestrians to this central part of the Wynyard Precinct and the purpose of the boundary setback standard is achieved notwithstanding minor infringements of the topmost floor of B1.

- Excessive shade is avoided and good sunlight and daylight will be maintained in the public realm in and around the proposal.
- There will be shading effects on residential neighbours to the east, with the precise extent and duration of that subject to detailed engineering design of the roof top plant for building B2. The servicing needs and therefore roof form and shading effects of the premium office and data centre/substation options for Building B2 will differ and are therefore to be confirmed at the substantive application stage.

5 Urban space and public realm

5.1 Context

Located at the eastern boundary of Amey Daldy Park and close to Daldy Linear Park and Victoria Park, the site has excellent access to existing large green open spaces. These existing spaces and the future Te Ara Tukutuku on Wynyard Point are located on the 'Park Axis'. This context of existing and proposed open space is described in figure 5.1.

These large green open spaces are complemented by two existing pocket parks. One is on the edge of Madden Street (figure 5.2) accessible by the laneway system through the blocks to the north. The second is by the Bayleys building and located to the south directly across Gaunt Street (figure 5.3).

Public plazas including Karanga Plaza are located close to the water edge along North Wharf and Halsey Street. Madden Plaza is due south of the Park Hyatt hotel, and two small street-edge plaza spaces are associated with the Beca building development.





Figure 5.2: 'NCole Plaza' – a small pocket park on Madden Street



Figure 5.3: View across the existing pocket park on the south side of Gaunt Street, due west of Bayleys



Figure 5.4: Street-side plaza at the corner of Halsey Street and Tiramarama Lane



Figure 5.5: Small plaza at the edge of Halsey Street

Existing urban spaces and the public realm here have further qualities that contribute both high amenity and a memorable identity to the precinct. These are:

- continuity of streetscape design through the precinct which gives a sense of aesthetic coherence;
- location-specific initiatives to enhance the local sense of place of the various parks and plazas; and
- recognised high-quality lane, landscape and spatial design.

5.2 Public realm spatial configuration

The proposed network of lanes and plazas is as described in figure 5.6. It is characterised by coherent spatial definition with buildings built to the street and defining both a mid-block plaza and an entrance plaza at the entrance to the lane system at the corner of Halsey and Gaunt Streets. These plazas complement those existing along and close to Halsey Street.

The mid-block plaza is the primary open space at the centre of the block. While at this stage developed only in early concept form, this diagram demonstrates:

- This plaza can be suitably activated with secondary building entrances and offers potential for small scale commercial/retail tenancies located in strategic locations around its edges.
- The general configuration of the space establishes potential for design to support both movement through and public occupation.
- Occupation is likely to be expedited particularly along its southern edge where studies show that good sun is received.

- The space complements Amey Daldy Park by being spatially enclosed and predominantly paved whereas Amey Daldy Park is predominantly green and open. This offers people in the precinct a choice of environment.



Figure 5.6 Public spaces identified

The plaza at the corner Gaunt and Halsey Streets will function primarily as an entrance space. It will lend a sense of spatial generosity at this primary point of entrance for pedestrians entering the precinct from the Viaduct Harbour Avenue. The shape of the plaza relates well to this context.

- Its western side aligns with the façade of the Bayleys Building to the south across Pakenham Street. This continuity of alignment across Gaunt Street also contributes a generous sense of space at this intersection.
- The northern edge of this space is defined by the splay on the south-east corner of B2, which contributes to legibility by drawing the eye towards and into the east-west lane.
- Its scale, orientation and configuration and location on the western side of Halsey Street relate to the precedent of the small spaces on the western edge of the street that can be seen in figures 5.1. 5.4 and 5.5.

Both of these plazas are overlooked from the office floors above as well as from tenancies that may be at their base. During working hours this will facilitate the informal surveillance that is an important contributor to public safety.

Hard and soft landscape elements may be integrated into the plazas to maintain the established high level of aesthetic quality in the precinct, thereby achieving continuity and aesthetic coherence. This underlying

quality can be complemented by potential unique qualities that may include artworks and feature lighting.

The laneways are shared surface spaces primarily for movement:

- The laneway geometry provides clear sightlines into the mid-block plaza and between Halsey Street and Amey Daldy Park through that plaza.
- The relative spatial constriction of these laneways contrasts with the openness of the streets, mid-block plaza and Amey Daldy Park. This lends a sense of drama for the moving observer.
- These are suitably spatially generous. (The suitability of the width of the lanes is addressed in the Unitary Plan Assessment table in Section 3: Accessibility and connections.)

5.3 Unitary Plan Assessment

Unitary Plan	Description and assessment
<p><i>Pedestrian access, street quality and safety</i></p> <p>Wynyard Precinct objective 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.</p>	<p>Connectivity within the precinct is enhanced by the new intensive network of lanes.</p> <p>Connectivity to adjacent parts of the city is improved by potential to move through these lanes on longer journeys that traverse the precinct and site. In particular the diagonal east-west lane that provides a helpfully direct route for pedestrians between Viaduct Harbour Avenue and Westhaven Drive. (Refer to assessment in Section 3.2 Laneways.)</p> <p>The spatial contrast of short narrow lanes opening to the wide-open space of Amey Daldy Park and the generously wide mid-block plaza creates interest with a sense of drama and memorability. Visual interest and a positive sense of place can be expected to be further reinforced by the design quality of the lane and plaza network and the proposed activity along its edges.</p>
<p><i>Public open space</i></p> <p>Wynyard Precinct Public open space Policy (16) requires supporting “the development of key interconnected public open space across the precinct, including: (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.</p>	<p>Significant large public open space is already in place with Daldy Linear Park and the adjoining Amey Daldy Park. The proposed mid-block and entrance plazas are secondary spaces within the network. They complement Amey Daldy Park and are linked to it by a fine-grained network of laneways.</p>
<p>Wynyard Precinct open space Policy 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.”</p>	<p>The combination of the publicly accessible lanes and mid-block plaza through which they connect gives effect to policy 17.</p>

H8.3. Policies

(3) Require development to be of a quality and design that positively contributes to:
(b) the visual quality and interest of streets and other public open spaces; and

The proposed geometry and spatial qualities of the proposed laneway and plaza network offer potential to extend the established benchmark quality of open spaces in the precinct. Furthermore, the location, form, scale and indicative architectural approach of the proposed buildings in combination with the edge activation they will provide will contribute positively to visual quality and interest.

(c) pedestrian amenity, movement, safety and convenience for people of all ages and abilities.

The surfaces are flat and therefore safe, convenient and accessible for people of all ages and abilities.

Good sightlines through the lane system and mid-block plaza contribute to legibility and a sense of safety for users.

Edge conditions with potential for activation at ground and overlook from upper office floors allows excellent informal surveillance for safety, particularly during working hours.

Public realm lighting that will be developed through the next stages of design, and potentially including feature lighting, will contribute to safety after dark.

5.4 Urban space and public realm conclusions

- The proposal contributes a high-amenity public realm, extending the network of lanes and public space and connecting appropriately to its surroundings.
- The configuration of spaces, lanes and related edge conditions offers potential to achieve a memorable identity as the design is developed and can be expected to maintain the high level of public realm quality already established in the precinct.

6 Architectural Design Quality

6.1 Context

The Wynyard Precinct is characterised by multiple award-winning buildings and a high level of architectural quality befitting the premium corporate offices, cultural facilities and waterfront apartments that are located here. In addition, the mix of activity and building types has led to visual diversity with that further emphasised by the character buildings that are retained in the northern half of the precinct.

6.2 Architectural proposal



Figure 6.1 Visualisation of potential architectural approach at the corner of Gaunt and Halsey Streets.

The architecture is described at an initial concept level and demonstrates a combination of aesthetic coherence and visual interest. The indicative facades seen on figures 4.3 and 6.1 show a high degree of modulation with solid elements at the base of the buildings contrasting with lighter and more extensively glazed upper floors. This aesthetic approach is sophisticated and of high quality, complementing the quality of most other recent developments in the precinct. In developing its own special character and identity it will also contribute to diversity in the architecture here.

6.3 Unitary Plan Assessment

Unitary Plan	Description and assessment
<p>I214 Wynyard Precinct, Policy (5): <i>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.</i></p>	<p>While only described to concept level, the images describe an indicative approach which:</p> <ul style="list-style-type: none"> • as it is developed in the next stages of design, offers potential to achieve design excellence; • will provide visual interest and richness in views from the public realm; • inherently can be adapted to be applied to the full range of buildings while necessarily accommodating variation and diversity; and • references underlying marine and geological strata to provide façade subdivision, scale moderation and visual interest, as well as situate the building complex in this location.
<p>I214 Wynyard Precinct, Policy (9): <i>Encourage development and design that is reflective of the precinct's maritime location.</i></p>	<p>The architectural concept driving façade composition and materiality appropriately references the site and its underlying geology and maritime landscape characteristics.</p>

6.4 Architectural design quality conclusions

- The architectural approach is concept driven, references the site and underlying geology and situates the proposal firmly in this maritime location.
- The indicated aesthetic approach offers potential to at the next stages of design be applied to different parts of the development and extended to contribute to a memorably high level of aesthetic quality for the complex.

7 Conclusions

This section presents overarching conclusions and collates topic-specific conclusions from the sections above.

Overarching conclusions

- 1 This comprehensively planned complex of built form, space and connections is integrated, coherent and relates well to its context of existing and planned built form, activity and connections.
- 2 At this this early concept stage, the proposed built form provides the conditions for high quality architectural and public realm design that responds conceptually to the marine location and attributes of the precinct.
- 3 While maximum building height and some secondary form standards are infringed, the proposal continues to achieve the objectives and respond to the policies of the Unitary Plan.

Activity

- 4 The planned type and intensity of activity is in keeping with this highly accessible, well serviced city centre site within a high amenity waterfront precinct.
- 5 The floor plates and circulation network allow potential for strategically located ground floor uses to contribute to a good level of activation and a high amenity and attractive public realm.

Accessibility and connections

- 6 The site is very well located for access to regional transport infrastructure and is within comfortable walking distance of the core city centre.
- 7 The proposal provides for an enhanced network of laneways that exceeds the Wynyard Precinct requirements.
- 8 Connection with existing lanes to the north and south is achieved, following the precedent of minor offsets around existing structures.
- 9 Angling the proposed east west lane links the entrance space at the Halsey Street entry plaza to Amey Daldy Park and that provides a conveniently direct pedestrian connection via the existing lane across Daldy Street lanes to the west towards Westhaven Drive.
- 10 The proposed lane widths will contribute to a high-quality urban design and amenity solution. (Their functional suitability for shared access is separately addressed by the traffic assessment.)

Built form

- 11 This proposal has been comprehensively planned to deliver an integrated built form and create a network of high quality public open spaces and lanes.
- 12 At this this early concept stage, the proposed built form provides the conditions for high quality architectural and public realm design that responds to the marine attributes of the precinct.

- 13 The proposed varied building heights contribute to the skyline variation that characterises the precinct.
- 14 Set-back of the eastern part of B1 from Halsey Street creates a positive open space at a major entrance point for pedestrians to this central part of the Wynyard Precinct and the purpose of the boundary setback standard is achieved notwithstanding minor infringements of the topmost floor of B1.
- 15 Excessive shade is avoided and good sunlight and daylight will be maintained in the public realm in and around the proposal.
- 16 There will be shading effects on residential neighbours to the east, with the precise extent and duration of that subject to detailed engineering design of the roof top plant for building B2. The servicing needs and therefore roof form and shading effects of the premium office and data centre/substation options for Building B2 will differ and are therefore to be confirmed at the substantive application stage.

Urban space and public realm

- 17 The proposal contributes a high-amenity public realm, extending the network of lanes and public space and connecting appropriately to its surroundings.
- 18 The configuration of spaces, lanes and related edge conditions offers potential to achieve a memorable identity as the design is developed and can be expected to maintain the high level of public realm quality already established in the precinct.

Architectural design quality

- 19 The architectural approach is concept driven, references the site and underlying geology and situates the proposal firmly in this maritime location.
- 20 The indicated aesthetic approach offers potential to at the next stages of design be applied to different parts of the development and extended to contribute to a memorably high level of aesthetic quality for the complex.