Downtown Carpark Site Development

Urban Design Assessment

Prepared for

Precinct Properties New Zealand Limited

by

Graeme McIndoe

FNZIA, MA (UD), BArch (Hons), BBSc
NZRAB Registered Architect
UDIA Registered Urban Designer
Director, Architecture and Urban Design

Chris McDonald

PhD, MCP, MArch, BArch, BBSc
Urban Designer
Associate Director, Urban Design

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1 INTRODUCTION

1.1 Overview

This report is prepared by McIndoe Urban Ltd (MUL) on behalf of Precinct Properties New Zealand Limited (Precinct). The report provides a professional urban design assessment of the Proposal for comprehensive mixed-use development of the land at 2 Lower Hobson Street, Auckland (the Site).

This assessment relates to the Proposal as described in the Warren and Mahoney drawing set prepared for fast-track application. These drawings describe site planning and the general arrangement and design of buildings and open spaces. The drawings also include city-wide cross sections, townscape views and shading analysis diagrams. The proposal is not described further in this report other than where necessary to provide context for urban design assessment. Vignettes extracted from the drawing set are included to provide context for the written assessment. However, the complete set of full-size drawings was referred to.

In brief, this mixed use, tower podium proposal comprises two towers. Tower 1 and Tower 2 (T1 and T2 respectively), and three podium elements (P1, P2 and P3). On-site parking, servicing and bicycle storage is provided along with a lane system and a central public space described as Te Urunga Hau (the 'Urban Room'). All carparking and servicing is concealed at mid-block and/or below ground.

Figure 1.1 The Proposal viewed from the north-west (extract from W&M Render 07)

1.2 Approach to assessment

The Proposal is to be assessed as a Non-Complying Activity under the Unitary Plan and accordingly the range of matters addressed is broad. It has been assessed relative to relevant urban design matters in the Operative Unitary Plan[1].

Assessment topics are grouped under five main headings of 'Urban and Built Form', Shading Effects', 'Urban Structure and Public Realm Design', 'Signage Zones', and 'Residential Amenity'. Sub-topics are identified and assessed.

Each section begins with a general description of relevant aspects of context and the proposal. That is followed by a generic urban design analysis and assessment. Assessment relative to the Unitary Plan content is then tabulated at the end of each section. The Unitary Plan content within these tables is italicised in the left-hand column. The relevant standards that apply may be referred to but are not necessarily repeated.

Many urban design considerations are repeated throughout the policies and assessment criteria. In addressing these considerations multiple times in the Unitary Plan assessment tables, assessment is repeated in full where considered helpful for readability. In other cases, cross references to other sections of this report are made.

1.3 City and local context

City vision

Auckland Council's City Centre Masterplan (CCMP) describes agreed aspirations which, depending on their nature, may or may not be included in the Unitary Plan. It provides a useful high-level context for guiding development in the city centre. Key content from the CCMP includes the following:

Vision of the masterplan[2]

- *Auckland city centre continues to strengthen its position as the heart of the New Zealand economy.*
- *Streets and public spaces that support connectivity, job density and quality of life.*
- *Continuing development of new employment clusters in Wynyard Quarter, Britomart, downtown and the wider city centre.*
- *Albert Street emerging as a major commercial office spine associated with City Rail Link (CRL).*
- *Significant increases in investment and business enterprise by mana whenua and matāwaka.*
- *Visible Māori economy through products, service offerings and employment.*
- *A growing night-time economy that supports the needs of the whole city centre community.*

[1] Auckland Unitary Plan Operative in part (updated 8 August 2025)' which includes PC78 decision content.

[2] CCMP, The city we want Auckland to be, Outcome 10: prosperous city centre.

High-level attributes

A number of key high-level attributes define the context in this part of the city. Relevant context at a more localised and granular level is also identified in the detailed assessments in the following sections of this report.

Waterfront proximity

- The proposal is located within the band of development between Quay Street and Customs Street and which is regarded as waterfront. To the west this includes the Jellicoe area within Wynyard Precinct, and immediately across Lower Hobson Street from the site, the Eastern Viaduct. To the east of the proposal site the context includes Commercial Bay and Britomart. This prime, highly visible location carries an obligation to be sensitively designed and of the highest quality, which is woven through into the Council's expectations for this area for all development. Precedents for high quality waterfront outcomes have been set by the Wynyard Quarter, Commercial Bay and Britomart.

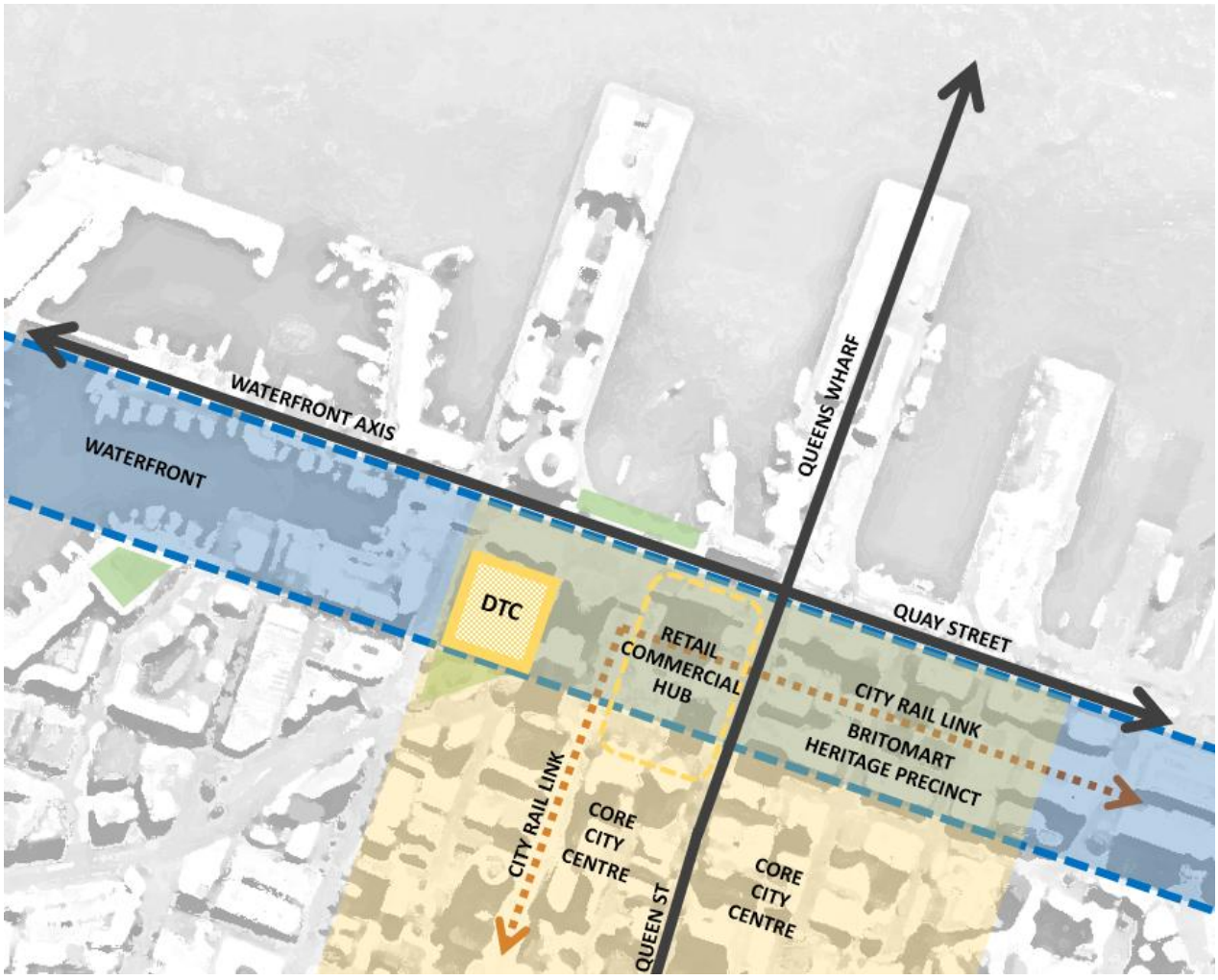


Figure 1.2 Urban context diagram

Core city centre location

- The site is part of the core city centre where there has traditionally been intensive development, and with that intensifying along the line of the Albert/Hobson Street ridge as well as to the east of Queen Street in the vicinity of Fort and Shortland Streets.
- There are expectations of intensive activity here which is seen with large commercial and apartment buildings already in place and more consented in this part of the city.

- Retail is primarily focused in Commercial Bay, across Customs Street East from that, and along Queen Street and other areas to the south. While connected across Albert Street to the retail hub of Commercial Bay, the site does not currently provide for intensive retail.

Proximity to City Rail Link (CRL) and public transport

- The CRL and bus interchange through this part of the city and short walk to the ferries ensure it is highly serviced.
- While this area is already intensively developed including with high rise buildings, it is envisaged that employment related to the CRL will be intensified and development will continue. The CCMP identifies how the CRL will affect employment in the city centre:

  CRL is expected to be a catalyst for up to 20,000 additional jobs. This will consolidate the city centre's position as the heart of New Zealand's economy.

Expectation of public connection and high-quality public realm

- This is a most intensively used part of the city centre, with expectations of a fine-grained lane network. Access to good quality public open space is also important here.
- It is important that the city centre environment supports pedestrian use as is recognised by the CCMP:

  The CCMP envisages a better pedestrian environment to link existing areas of activity and enable new opportunities elsewhere in the centre. Substantial improvements to all forms of public transport will be needed to support the night-time economy and enable the transition to an increasingly 24-hour city.

Site and immediate context

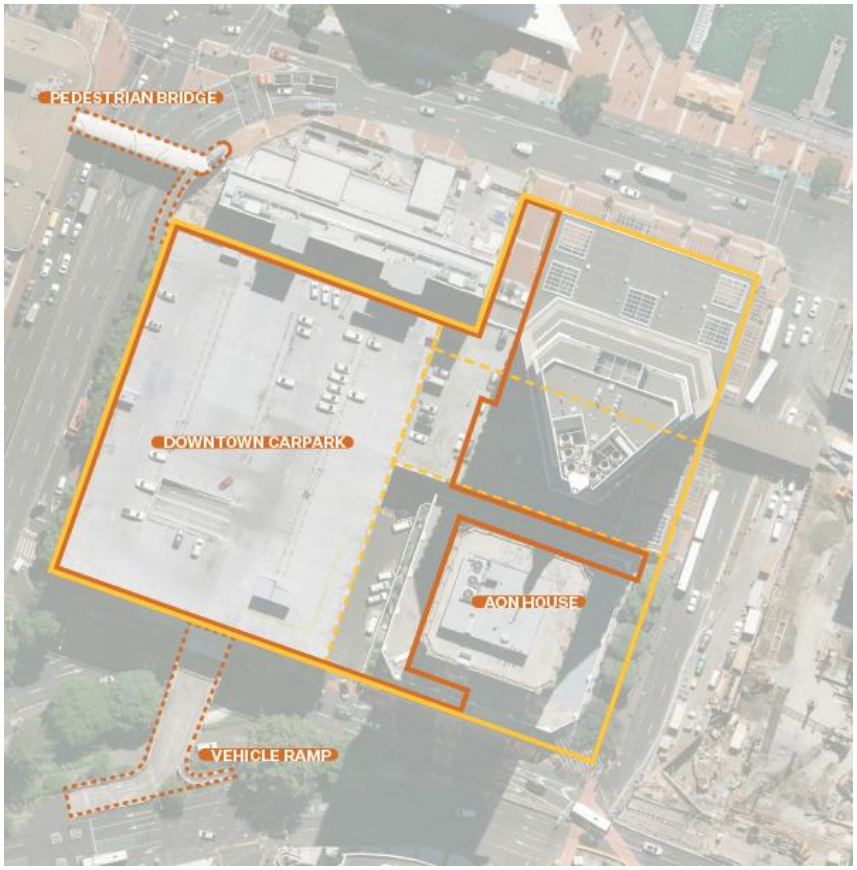


Figure 1.3 'Application Scope' drawing which also identifies the site and shows its immediate context. (Refer to Warren and Mahoney 'Architecture and Landscape Report', page 4)

Some key attributes of the site and its immediate context are:

Urban form

- This is a corner site, open only to Lower Hobson Street and Custom Street West. It is relatively underdeveloped for a site in this city centre core location being occupied by the existing eight storey Downtown Car Park building over the majority of the site.
- Beyond the project site, the existing high-rise forms of HSBC Tower and Aon House define the eastern side of the block. A carpark building located between and serving these buildings, while subsumed within the mid-block, places constraints on the development in that location.
- The 13 storey M Social hotel building located at the north-western edge of the block appears under-scaled relative to other buildings here and also the Unitary Plan expectations for the city centre. Being set back from the edge of Quay Street to provide for vehicle access across the frontage, it presents a recessive edge to the street. It also presents its back towards the project site.

Access and connections

- Connecting directly to the project site, the level one plinth of the HSBC and Aon buildings allows potential to integrate with an existing network of in-building connections. These include the existing Albert Street overbridge, and also in a north-south direction, from the interior of the block at level 1 down to Quay Street.
- Existing service arrangements within the block present both opportunities and constraints. The existing north-south service lane that links and is accessible from both Customs Street West and Quay Street provides good access for servicing to the centre of the block and basements below. At the same time the potential to connect through the block at level 1 is constrained by the existing carpark located between HSBC Tower and the Aon Building, and which services those buildings.
- Currently the north-south public access through the site is poor, requiring pedestrians to use the service lane and walk through the service areas between and under the existing buildings.
- Ramp access down through Sturdee Reserve from the intersection of Hobson and Fanshawe Streets directs pedestrians towards the eastern edge of the project site.

Streets and public realm

- The current street edge conditions created by the existing Downtown Carparking building (DTC) are poor.
- Lower Hobson Street presents a particularly poor environment, being dominated by the ramp, the inactive edge of the existing carparking building and a row of deformed street trees.
- The edge of Custom Street West is also currently poor because of the utilitarian nature of the existing DTC building, notwithstanding that this street is an important pedestrian route between Queen Street and the Viaduct Harbour.
- Sturdee Reserve which is located across Customs Street West to the south of the site contains some mature street trees and other planting in a residual triangle of land between Customs Street West and Fanshawe Street.
- There is a change in level between these streets which currently precludes easy access up to Fanshawe Street on the line of Federal Street.

2 URBAN AND BUILT FORM

2.1 Urban and built form context

City aspirations

The proposal should be considered in the context of the wider city and the plans for the city. In this regard, the City Centre Masterplan (CCMP) establishes expectations for high quality built form. Of particular relevance to the proposal are expectations of cityscape enhancement and exceptional design quality for tall, highly visible buildings.

> ***The city we want Auckland to be, Outcome 7: Quality built form***
> ***Auckland's skyline and cityscape***
> *In Auckland, our tallest buildings are concentrated in the core of the city centre. From a distance, Auckland has a distinctive skyline with the Sky Tower at its centre, flanked by tall buildings rising up from Waihorotiu / Queen Street Valley and the waterfront.*
>
> *The city centre's built form, harbour and maunga provide Auckland's internationally recognisable identity. Prominent and often historic buildings act as landmarks and assist people with orientation within the city centre.*
>
> *New buildings – particularly those that are prominent because of their location, design or height – need to enhance the cityscape at every scale. This requires careful design to enhance local character, distinctiveness and activity.*
>
> *Tall buildings are highly visible across the city so architectural design needs to be of exceptional quality to respond to the wider cityscape context.*
>
> *At the street level, the diversity of building form, design and function is evident. It is a unique expression of Auckland's evolution from a colonial port to an international city centre.*[3]

The planning context in relation to these aspirations is described in the Assessment of Environmental Effects. However, in broad terms this includes unlimited height in the core of the city centre zone subject to the application of regional maunga viewshafts, the sunlight admission into public places standard and the Harbour Edge Height Control Plane (HEHCP) along the edge of Quay Street between Lower Queen and Lower Hobson streets. Beyond the core area there are limits to height across Quay Street and lower heights again to the west of Hobson Street including in the Viaduct Harbour and Wynyard Precincts. The Wynyard Precinct is notable for varied heights including provision for taller buildings to 52m along the line of Jellicoe Street and aligning with Quay Street. This alignment is known as the 'Waterfront Axis'. These taller buildings are often described as 'marker buildings' as they stand out from lower buildings around and emphasise the line of the Waterfront Axis in distant views. This axis, described by the Wynyard Precinct Urban Design Framework, extends along Quay Street to the east as far as Teal Park.[4]

[3] https://www.aucklandccmp.co.nz/outcomes/outcome-7-quality-built-form/cityscape-and-streetscapes/ Sourced 16 May 2024

[4] https://www.ekepanuku.co.nz/media/h4cde5v4/wynyard_quarter_urban_design_framework.pdf Refer page 8. Sourced 16 May 2024.

Characteristics of existing urban form

At a cityscape and skyline level, existing urban form including consented buildings is characterised by:

- Considerable height along and edging the block between Hobson and Albert streets with Commercial Bay and the PWC Tower at the northern end and culminating with Skytower at the south.
- A second concentration of tall buildings to the south of Britomart in the area of Shortland and Fort streets that extends as far south as the Metropolis apartment building on High Street.
- Expression of the underlying topography with buildings in the Queen Street valley creating a skyline that is distinctly lower than that of areas to both east and west[5].
- Relatively low-level development on the wharves and in the Viaduct Harbour Precinct.
- The suppression of height in the Britomart Precinct for heritage reasons.
- In general, a distinctive and dynamic skyline and a diversity of height with a combination of very tall and much lower buildings (refer to figures 2.1 and 2.2).

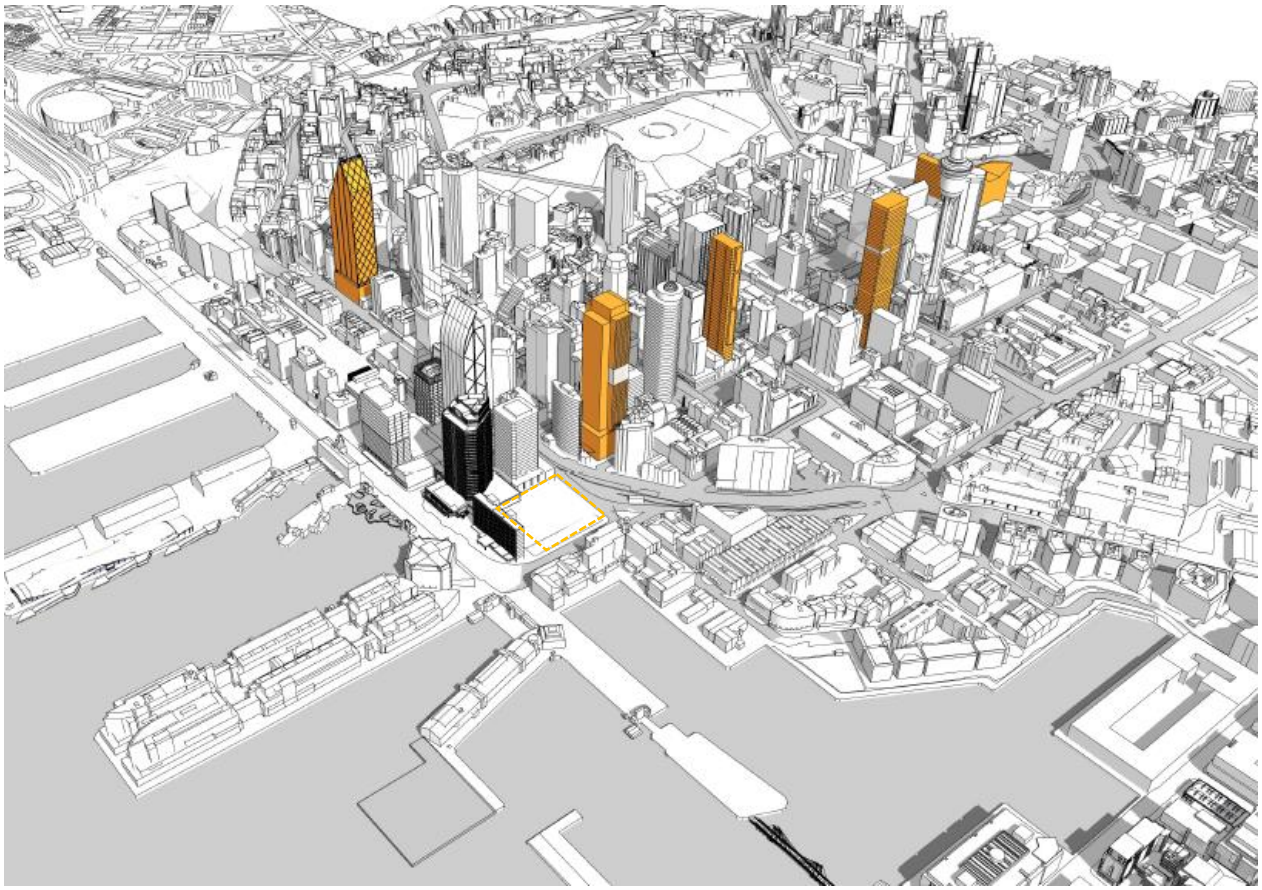


Figure 2.1 City Context This view from Warren and Mahoney's city model shows existing buildings together with projects highlighted in orange which are consented or under construction, and the location of the project site.

Streets are strongly defined by building fronts including those of low and mid-rise buildings and the podiums of some of the much taller tower buildings. The

[5] This expression of the Queen Street Valley and building height on the ridgelines relates to realisation in part of Auckland Council's previous intentions for the city. The *Unitary Plan research paper: City centre zone. Urban form, height, site intensity and built form (August 2013)* demonstrates a past intention to reinforce the "topographical expression that characterises the current urban form".

bases of these buildings include a mix of conditions including retail shopfronts and entries to commercial and residential above and they generally contribute edge activation. Subject to avoiding shade on designated public open spaces at defined times, unlimited height is provided for in the area south of Customs Street and north of Victoria Street, including in the area broadly identified in figure 2.2.

Figure 2.2 City context section with the proposal and also other consented tall buildings shown. The dashed rectangle identifies the general zone of potential for very tall buildings in the Special Height Area.

The Unitary Plan restricts maximum height on the proposal site with the Harbour Edge Height Control Plane. The area of unrestricted maximum height and envelope of very tall buildings theoretically possible in the Special Height Area of the city centre to the south is shown in figure 2.3.

Figure 2.3 Development enabled in the city centre including in the Special Height Area is shown in green (Auckland Council Plan Change 78 Viewpoint 02 – Shelly Beach Road. Scenario 4a PC78 Notified. Image prepared for Auckland Council by Virtual View). Warren and Mahoney have overlaid the white forms of the proposal on this drawing.

2.2 Architectural concept and design

Expectations of design quality

The Unitary Plan contains specific and detailed expectations for the design and appearance for buildings on the Downtown West Precinct.[6] Auckland Council's Eke Panuku Essential Outcomes establish further and more aspirational expectations for design quality. These include:

> ***EO#1 Ensuring a world-class development that is distinctive to Tāmaki Makaurau****:*
> *Contribute to the high-quality, development within the waterfront precinct. An aspirational development that expresses the unique history, local identity and culture that reflects Tāmaki Makaurau.*
>
> ***EO#2 Exploring Māori Identity in Design:***
> *The expression of Māori identity is to be determined through engagement with mana whenua on the design of the project. Eke Panuku can assist the developer to determine these outcomes with mana whenua.*
>
> ***EO#8 Ensuring High Design Quality:***
> *The proposal must demonstrate high quality architectural design which includes:*
> *a. Coherent composition and articulation of building form and façades*
> *b. Use of suitably high-quality materials in an appropriate way*
> *c. Sensitive response to site and context including interfaces with adjacent streets*

These expectations are in addition to the aspirations of Precinct Properties and Warren and Mahoney as architects of the development. These are exemplified by the following extract from the RFDP Design Response (p3):

> ***Pūmanawa: The Beating Heart***
> *Our vision is to create a beacon of design and delivery that will stand proudly at the western gateway of our city centre - a symbol of progress and inclusiveness for Tāmaki Makaurau.*
>
> *Taking its place on the skyline and the edge of the city centre with prominent elegance, visible from the Waitakeres to Waiheke, our integrated design will stand as a new symbol of identity for our city and its people.*
>
> *Carved by light, carved by hand, carved by water through the whakairo rākau carving concept, great design will not only unlock the unique potential of this site but take advantage of this unique opportunity to deliver on all CCMP aspirations, and more, for the people of our city.*
>
> *Our vision involves the transformation of the experience of our city centre, unlocking the potential and connectivity of the public realm, empowering outcomes for Māori in Tāmaki Makaurau and delivering a new civic gateway and public destination to welcome all.*

[6] These are listed in Table 2.1 along with an assessment of the proposal.

Mixed use development
The success of the concept and its potential to contribute to transformation of the experience of the city centre will be determined in part by the activity that it provides for.

The proposed mix and intensity of apartments, hotel, commercial offices and retail along with a major new public space, Te Urunga Hau (the Urban Room), will contribute to the intensity of occupation and enliven this part of the city centre. The commercial offices with any related food and beverage will activate the area during the day, while the apartments and hotel will contribute activation after hours and at night. This mix allows for 24/7 occupation and activation of the precinct. In particular, the hotel lobby at ground provides for 24/7 supervision of the public realm including the Urban Room and nearby part of Customs Street West.

Street overlook
During the day the Urban Room and the street edges around will be activated by the combination of building entries and lobbies at ground, and office occupation at the upper podium levels. The proposed hotel 'Club Lounge, Restaurant and Bar' at level 1 at the south end of podium P2 will contribute to both daytime and evening outlook.

During the evening and at night, lights-on occupation and informal supervision from activity at the ground level street edge is desirable. The presence of and oversight from staff in the hotel lobby, informal custodial presence of residents who may be entering or leaving the apartment lobby and any food and beverage operation that is open in the evening will contribute to informal surveillance and safety and enliven the experience for people in the adjacent public realm.

Overlook from offices within P1 and P2 will contribute to relatively close-range overlook of the street. Above podium level while there is potential benefit from overlook from the activities in the towers, but that will be limited by the combination of setback behind the podium edge and height above the street. Nevertheless, hotel room and apartment lights on at night and balconies will give an impression of occupation and oversight and contribute to a sense that there may be informal surveillance of the street.

Tower design and appearance
The proposal is characterised by the following:

- Abstract representation of place-specific cultural narratives (refer figure 2.8);
- Chamfers at the tops of both towers and base of T2 in response to the cultural narrative contribute variation in plan form and façade shape. In three-dimensions these give a sculptural quality to the buildings;
- Expressive building tops that extend façade elements upwards into the sky; and
- A family relationship but differentiation between T1 and T2, and between towers and podium.

Architecturally, the proposal is coherent and well-resolved. From an urban design perspective, it introduces a pair of tall building forms that fit well into this setting. These sculpturally chiselled towers are founded on a well-scaled podium carved out to create internal lanes and the proposed Urban Room. This combination of the towers, podium and a new, highly activated and sheltered public open space within will significantly enhance the quality of public experience of this part of the city.

Figure 2.4: long range view from the north-east. (Extract from W&M Render 04)

Variation in building form, and visual interest

Variation in building form and visual interest are important at various scales and in relation to views from varying distances. Whether elements are perceivable depends on a combination of the degree and scale of articulation and the distance from which they are viewed. Visual interest is required by the Unitary Plan and the detailed analysis below is to inform the assessment recorded in Table 2.1 below, with long, mid and short-range views considered.

Visual interest in long range views

Given that only the overall form, very large scale elements and to an extent colour can be seen in long range views, visual interest relates to the primary form of the building and is seen with the following attributes:

- Height variation with T2 being 64.8m lower than T1;
- Chamfers at the tops of the building which lead to a tapered form, the appearance of which changes in views around the building;
- Projections of the crown that will be visible primarily in these long range views, accentuated by their termination at the edges of chamfers, and extending the edges of these chamfers upward; and
- Vertical elements expressed on the facades of T2.

These features can be seen in figure 2.4 and also in the closer range views such as figures 2.5 and 2.6.

Figure 2.5 Mid-range view from across the Viaduct Harbour (Extract from W&M Render 11).

Figure 2.6 Facade detail, texture and colour apparent in this mid-range view along Sturdee Street (Extract from W&M Render 12)

Visual interest in mid-range views

Mid-range views are obtained from the streets and wharves around the site with viewing points including Wynyard Crossing in the west, the end of Princes and Queens Wharf in the north and Sturdee Street in the south-west. In these

views, the lower parts of the proposal remain substantially screened by adjacent buildings. Elements prominent in long range views including the chamfers and building crown remain in view. However in mid-range views the detail of these elements and also the mid parts of both towers becomes discernible. Visible features include:

- The texture of the towers including vertical panels on both and vertical stacks of recessed balconies on T2;
- Expression of a two and three storey compositional order for T1 and T2 respectively;
- The strongly expressed horizontals on the chamfers of T1 and T2, being projecting ledges and balconies respectively;
- In certain light, the colour differentiation between the cool grey/silver of T1 and the warm bronze of T2;
- The chamfer at the base of T2; and
- The modelled form of the podium which also expresses a two-storey horizontal compositional order and a finned texture.

Visual interest in close range views

Close range views are from adjoining streets and from along the edge of the development[7] including from the Viaduct promenade. At close range, views are directed to the base of the towers and also the podium that visually expresses a strong foundation for the towers. In these views, the chamfer at the base of tower T2 is seen above the podium. However, the podium itself is the primary element in view (refer to figure 2.7).

Figure 2.7 Visual interest at the base of the building as seen from Lower Hobson Street, including fine grained texture, form and material variation. (Extract from W&M Render 09)

The proposal has the following further attributes that contribute to visual interest in close range views from the street:

- Setback in plan at Urban Room entries to visually break down the horizontality of this 7-8 storey podium;
- Expression of the contrasting curvilinear plan form of P3 at the Lower Hobson Street entrance to the Urban Room;
- Framing of a three-storey open entry from Customs Street West into the Urban Room;

[7] Views and visual interest within the Urban Room and the lanes that connect through it are also important. These matters are assessed in Section 4, Urban structure and public realm design.

- Expression of a two-storey base with a contrasting 'shopfront' glazing treatment, and generously scaled entrances/doors within this base;
- Introduction of two-storey vertical elements in the composition of the podium façade; and
- Trees and other landscape elements in the public realm which complement these architectural approaches.

This is the same range of matters which also contribute to a sense of human scale and are described in Section 2.5 in relation to that. Occupation and activity at the street edges of the building will contribute further to visual interest.

Appropriate visual interest is integrated within a concept-driven approach which ensures the aesthetic coherence of each building separately, and of the proposed complex as a whole. The symbolism of the cultural narratives that are a fundamental aesthetic driver will further engage the intellect of the viewer and enrich the experience of viewing and considering the design of the building.

Visual differentiation between components of the development

The urban design logic of visual differentiation is to add visual interest to and reduce the apparent visual bulk of a large development. In this case all three primary components, being towers 1 and 2 and their podiums, are differentiated by variation in building form and façade design.

Both towers express horizontal elements in their composition with that expression being with a two-storey module on T1 and three storeys on T2. T2 is differentiated from T1 by also having a vertical subdivision expressed with panels set within the glazing and in the lower parts of the apartment component of T2, vertical lines of recessed balconies. These towers are clearly different, which benefits perceived visual bulk reduction as noted above. (This relationship can be seen in figures 2.4-2.6.) At a city-scape level, the subtle colour difference and degree of differentiation between the height of the towers also contribute to variation in the array of tall buildings that define the city centre skyline.

While differentiation offers identified benefits, aesthetic coherence and integration are also important. In this case the 'family relationship' between the towers is clear. The primary attributes of this relationship are:

- similarity of vertical tower proportions;
- integration of chamfers at the tops of the towers;
- expression of similar vertical elements, and related two storey (T1) and three-storey (T2) compositional order on the facades;
- expression of similar crown elements at the tops of both; and
- connection to podiums which have a shared aesthetic.

A second logic for visual differentiation is to express function, but that is an aesthetic paradigm as distinct from a recognised fundamental principle of urban design. Moreover, it is not the only paradigm for the aesthetics of architecture[8]. That notwithstanding, if the appearance of a building relates to known conventions for buildings or contains elements associated with different types of use, people will be able to read and understand what is going on around them. While the office facades are visually 'sealed', the proposed residential facades include a degree of openness with balconies including operable glazing distributed around parts of the T2 facade, and clearly

[8] The Modernist paradigm of 'form follows function' in architecture was particularly influential in the first/mid half of the 20th century and through until it was challenged by the emergence of Post-Modernism in the 1980s.

signalling residential use of that tower. The effect will be to contribute to the legibility of the city.

Appearance after dark
At night the conditions for reading the buildings change, with the light from within becoming the dominant visual feature. The after dark appearance of the office floors of T1 and the podiums will differ markedly from the hotel and residential floors in T2. Office lighting can be expected to be generally uniform and have a cooler colour temperature, contrasting with the warmer colour and greater variation that can be expected in the lighting of hotel rooms and individual apartments. This lighting effect will further contribute to visual differentiation, interest and scale modulation.

Integration of cultural responsiveness
Cultural responsiveness is central to achieving Eke Panuku's Essential Outcomes #1 and #2 and that is addressed by Karl Johnstone of Haumi. This urban design assessment considers only the quality of urban and architectural design integration of the proposed cultural narrative.

Narrative considerations place this building in its cultural context including its location in what was historically a tidal area of the Waitematā. These abstract references are intrinsic to the architecture and fundamental to shaping the form and expression of the proposal. Notwithstanding minor adjustments in design development since initial concept design, the proposal remains true to these underlying concepts.

Cultural responsiveness in the form of a narrative is integrated first into the overall form and shape of the buildings. The chamfers at the tops of the towers are oriented to relate to the harbours and also reference embellishment by the rhythmic movements of the chisel (refer to figure 2.8, *E te ringa*). This narrative contributes to dynamic, slender tower forms and a level of formal articulation that in conventional architectural terms is both sculptural and attractive. The resultant forms also allow multiple readings, as the towers can also be seen to be conventional 'marker' or 'landmark' buildings.

A similar approach of the integration of narrative at the fundamental level of shape and form is taken at the base of the proposal. Here the erosion of built volume to relate to the tidal waters of the Waitematā (*He mea whakairo, e te wai*) is a driving theme, and this is reinforced by expression in the surface treatments of existing blank walls at lower levels. The expression of narrative here is also intrinsic to the architecture rather than applied. As with the towers, the podium invites multiple readings. The configuration of space and built form here will signal relationship to the natural environment. At a further level of detail, opportunity for design development of elements and surfaces with mana whenua have been identified, and these have been considered in the emerging design of Te Urunga Hau, The Urban Room.

These abstract cultural references through building form are integrated and intrinsic. They are also subtle, warranting reflection and inquiry to understand intent. Narrative references in architecture don't need to be literal, and they don't need to be obvious. That the meaning is not obvious makes the outcome for the viewer more rewarding when it is understood. However, they must be meaningful and authentic in a cultural sense. They must also be aesthetically integrated into the architecture, and that has been successfully achieved. This approach has contributed to an architecture and spatial experience around and within Te Urunga Hau (the Urban Room) which has richness and depth of

meaning[9]. It addresses Eke Panuku's first two Essential Outcomes in an architecturally sophisticated way and contributes to the proposal being distinctively and authentically of Tāmaki Makaurau.

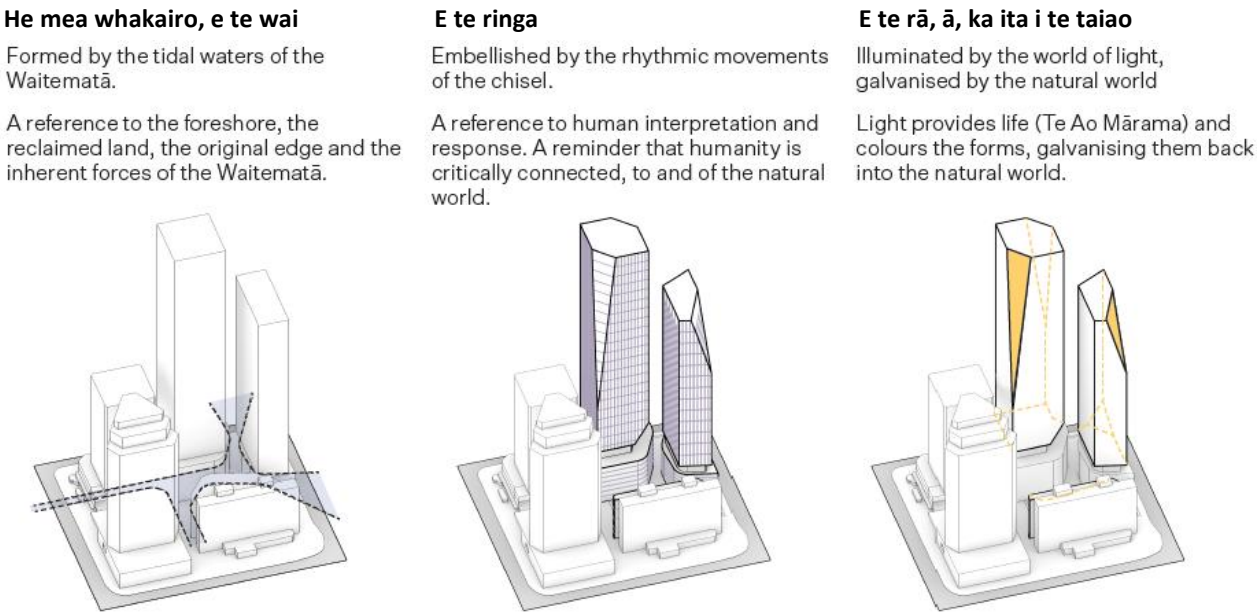


Figure 2.8
Iho: The unifying idea….carved by water, carved by hand, carved by light.

At the same time as being driven by and expressing mana whenua narratives, the complexity and drama of the Urban Room, wedge-shaped cuts into the podium and the resulting shape of space and laneways also relates to more conventional European notions of urban townscape. The configuration of lanes and open space in the podium evokes the organic planning of streets and spaces in old European towns and cities. This offers the experiential benefits of visual interest, enticement, revelation and spatial drama that are found and valued in those historic places and townscapes.

Building tops

The building tops have chamfers on various corners and expression of 'crowns' which are visually permeable planes that extend from the façades below. These are both distinctive and aesthetically well resolved:

- The chamfers and crowns are visually dynamic and sculptural and, in combination with the variation in height between T1 and T2, contribute to a dramatic skyline.
- Similarity of sculptural forms cements the family relationship of these buildings. Moreover, the building tops relate in an aesthetically coherent way to the body of the towers due to the crown being the extension of the glazed façade.
- Openness and projection of the crown celebrates connection to the sky. Being constructed of vision glazing rather than opaque panels, the crown reaches for the sky in a light and ethereal way. It creates a gradient from the solid form of the tower to the vision glazing and 'netting' of the projecting crown elements before the openness of the sky above.

The crown varies in height around the top of the building and therefore the appearance of the building tops changes depending on the direction of view.

[9] This is the 'complexity and contradiction' identified by theorists Robert Venturi and Denise Scott-Brown an important aspect of successful architecture.

This contributes visual interest to the experience of viewing the towers from different locations.

Expression of chamfers at the crown
When part of the chiselled solid form of the building the chamfers are expressed as a solid presence that terminates at the top of the enclosed volume of the building. But beyond that their edges extend up and are defined by the crown reaching for the sky. There they read as an 'absence' or void that both visually 'dissolves into' and 'captures' the sky. This is a well-considered and resolved architectural approach. (Refer to figure 2.9)

Contribution to city skyline
From an overall city skyline perspective, this expressive building top design is also different from the tops of other towers in the city. The towers complement and reinforce the existing city skyline by contributing further drama and diversity to a city centre that is already characterised by a dramatic and diverse skyline.

Plant screening
At a local and pragmatic level, the crown also screens rooftop plant. Rooftops standard H8.6.9 is intended "to ensure that the roofs of buildings are uncluttered when viewed from the street and surrounding buildings" and requires screening of services elements on both the tops and towers and podium roofs. This standard is achieved.

Figure 2.9 Building top (Extract from Render 02)

Unitary Plan Assessment
Table 2.1 Building design and appearance

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
Downtown West Precinct I205.8.2. Assessment criteria	
H8.8.2. Assessment criteria	
(a) building design and external appearance:	
Contributing to a sense of place	
(i) the extent to which the design of buildings contribute to the local streetscape and sense of place by responding positively to the existing and planned built form and character of the zone and surrounding area and significant natural landforms and landscape features including the Waitematā Harbour;	*Response to local streetscape and sense of place* The street-level environment and sense of place in and around this will be significantly enhanced by the new street edge activation in combination with Te Urunga Hau, the Urban Room. Grand in scale and memorable in character, this new mid-block open space will also extend the range of places available to the public in this part of the city centre. *Response to the Waitematā* Response to the Waitematā is via a combination of symbolic and formal means. The symbolic gesture is an intrinsic narrative reference. Relevant narratives which place this building in its cultural context including in its location in what was historically a tidal area of the Waitematā have informed design: *Whakairo i te wai, whakairo i te ringa, whakairo i te rā, ā, ka ita i te taiao* *Formed by the tidal waters of the Waitematā, embellished by the rhythmic movements of the chisel, illuminated by the world of light, galvanised by the natural world.*

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	This reference is abstract and sophisticated and is fundamental to shaping the form and expression of the proposal. It is also described in detail by others. Complementing and interwoven with this fundamental response are three formal and architectural gestures: • stepping down within its site towards the harbour edge with reference to but not compliance with the Harbour Edge Height Control Plane (HEHCP) standard; • maintaining glimpse views through the complex and towards the Waitematā from the city centre behind; and • presenting a very well proportioned, sculpted form that is well resolved at an aesthetic level when viewed from afar and across the various parts of the harbour, and as architecture when viewed at close range. This approach comprehensively respects the significance of this privileged and prominent harbour edge location.
(ii) the extent to which the silhouette of the building as viewed from areas surrounding the city centre positively contributes to the city centre's skyline while reinforcing the existing and planned built form and character of the city centre;	*Contributing to the skyline* The towers present expressive building tops to views in all directions. Vertical glazed walls are extended to form a crown which is then cut by the extension of the chamfers in the body of each tower. The building tops are architecturally well resolved and in combination with the height variation between T 1 and T2 contribute to a dramatic skyline (see assessment of building tops above). From an overall city skyline perspective, this expressive building top design is also different from the tops of other towers in the city. The towers therefore contribute further drama and diversity to a city centre already characterised by a dramatic and diverse skyline and a range of types of tall building tops. The proposal therefore complements and reinforces the existing city skyline. *Reinforcing existing built form and character* The natural landform which the proposal relates to is the ridge between Hobson and Albert streets that rises towards the south and which is characterised by existing tall buildings. That landform is expressed and its contour change accentuated with a pattern of building height that dips down to the Queen Street valley. By placing tall buildings between Hobson and Albert streets the proposal extends and reinforces this existing pattern. The effect of reinforcement can be seen in figure 2.1 and also in Render 04. *Reinforcing planned built form and character* Built form within the city centre zone including and to the south of the project site is planned to allow tall buildings with no maximum height, except where modified by standards such as the Harbour Edge Height

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	Control Plane (HEHCP) and sunlight access to identified open spaces. • The HEHCP requires a height transition down towards the waterfront in the block between Customs Street West and Quay Street applies to the project site. A transition is provided, but not to the extent described by the HEHCP standard.[10] • The sunlight standard requires protecting sunlight to St Patricks' Square around midday in mid-winter, and that is partially infringed by the proposal. [11]
(iia) the extent to which buildings are designed to create human scale podiums at street level and slender towers above which allow daylight and sunlight into buildings and daylight and sky views to filter down to streets and public places, while respecting the relationship of the city centre with the Waitematā Harbour.	*Human scale podiums* The dimensions, formal articulation and façade composition of the podiums contributes to a sense of human scale. (Refer to detailed assessment in Section 2.5.) *Slender towers* A visual effect of slenderness is achieved given the height to width proportions of the towers. • T1 is 36.9m and T2 22.6m wide in an east-west direction[12]. These are both substantially narrower than the 45m Unitary Plan standard. • The towers rise above their podium 188.5m and 128.0m respectively. This gives a height to width ratio for T1 of 5.1 : 1, and for T2, 5.7 : 1. The vertical emphasis of these proportions achieves an inherent slenderness that can be seen in views from the south and north – refer to figures 2.14 and 2.15. • In addition, the chamfers visible at the tops of the towers contribute further to perceived slenderness. This effect is seen particularly in views of T1 from the north-west and south-east and views of T2 from the south-west and north-east. *Daylight and sunlight into buildings* Plan offset and separation of 15.03m between T1 and T2, and 11.2m between T1 and the existing Aon House ensures adequate sunlight and daylight into both the proposed towers and existing adjacent buildings. *Daylight and sky views to streets* Daylight to streets is maintained due to the openness of Lower Hobson Street to the north, west and south, and the broad width of Lower Customs Street, Sturdee and Fanshawe streets combined. The collective width of these streets allows generous daylight and broad sky exposure to be experienced. The gaps between buildings across the site, with 32.3% of the width of the project site (from the edge of Lower Hobson Street to the façade of Aon House) remaining

[10] Refer to detailed HEHCP assessment in Section 2.3.
[11] Refer to St Patricks Square shading analysis in Section 3.3 (table 2).
[12] Glass to glass dimensions.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	open contribute views to the north of the sky from Customs Street West Sturdee Reserve and Fanshawe Street. The extent of openness is described by figure 2.28. In addition, the diagonal view through from Fanshawe and Sturdee Streets is assisted by the combination of the 15.03m façade-to-façade gap and offset between T1 and T2. (Refer to figure 2.29.) *Respecting relationship of the city centre with the Waitematā Harbour* The fundamental aspect of relationship is to provide physical connections at ground, and visual connections at high level. Both of these aspects are achieved. Symbolically, the design should ensure the proposal mediates between city and harbour and it does so with cultural connections addressed by narrative means as described in figure 2.8: "*Iho: the unifying idea: …carved by water, carved by hand, carved by light".* Considering these interrelated narratives, the shape and expression of the base of the building and Te Uranga Hau/the Urban Room within it, "*carved by water*" is most significant in this regard.
Variation in building form/visual interest *(xii) the extent to which buildings, including alterations and additions, are designed as a coherent scheme and demonstrate an overall design strategy that contributes positively to the visual quality of the development;*	Appropriate visual interest is integrated in a concept-driven approach that ensures the aesthetic coherence of each building separately, and of the proposed complex as a whole. The symbolism of cultural narratives that are a fundamental aesthetic driver will further engage the intellect of the viewer and enrich the experience of viewing and considering the building. *(Refer to detailed discussion in Section 2.2 above.)*
(xiii) where the proposed development is an addition or alteration to an existing building, the extent to which it is designed with consideration to the architecture to the original building and respond positively to the visual amenity of the surrounding area;	This matter is relevant to connections to the base of the buildings to the east being the circulation areas within the base of HSBC, the existing HSBC carparking building and the lanes around the edges of Aon House. Connections are successfully integrated with the architecture and design of these existing buildings: • The connection to HSBC level 1 circulation is integrated with the spatial geometry and alignment of that. The interior design of the Urban Room is also of a high quality that complements this adjoining existing internal circulation area. • A new retail tenancy sleeves the western end of the carpark and presents an active edge to the Urban Room at Level 01. • A new roof over the lane between Aon House and P1/T1 provides shelter where that is currently limited, welcomes pedestrians and signals the line of entry to the wider complex. It continues the aesthetic established for new glazing over mid-block lanes within the proposal and is suitably integrated with the design of Aon House.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
(xiv) the extent to which buildings are designed to: • *avoid long, unrelieved frontages and excessive bulk and scale when viewed from streets and public open spaces;* • *visually break up their mass into distinct elements to reflect a human scale and the typical pattern of development in the area; and* • *differentiate ground, middle and upper level;* *techniques to achieve this include the use of recesses, variation in building height and roof form, horizontal and vertical rhythms and facade modulation and articulation;*	*Avoidance of long unrelieved frontages* Any long unrelieved frontage is avoided by the two open cuts into the podium that provide entry from Customs Street West and Lower Hobson Street into the Urban Room. An overly long and visually dominant form at the street edge is avoided, as described and discussed in detail in Section 2.5. *Human scale* The eight and seven level podiums of P1 and P2 respectively achieves a suitable scale transition down from the tall volumes of the towers above. The podium then achieves a human scale with: • Modelling of form with gaps defining the Urban Room entry points. These articulate the primary volume of the podium which continues to maintain strong street edge definition; • Subdivision of its façade grouped into recognisable two-storey modules, in places with vertical fins; • Framing of glazing modules on those facades with proportions that relate to those of the human form; • Placement of glazed canopies at the cuts into the podium and entries to the Urban Room at variously three and four storeys above ground therefore achieving a transition down from the seven and eight storey parapet height; and • Expression of a generously proportioned podium base with generally two-storey setbacks of the glazing at these lower levels. This creates a sheltered edge and also reinforces a sense of human scale at the occupiable base of the podium. The podium base, which varies between one storey at the centre of P2 on Lower Hobson Street to 1.5 and 2 storeys elsewhere, is aesthetically in proportion with the six storeys of the podium above. It gives a sense of generosity and avoids a sense of spatial compression as the building touches the ground. (See also Section 2.5 regarding human scale.) *Relation to typical pattern of development in the area* The proposal is in the city centre which is characterised by very tall buildings and where the pattern of development is mixed height and grain. The immediate context includes the existing tower buildings on this block and the tower podium development on Commercial Bay immediately to the east. The proposed tower-podium development is consistent with this context. *Differentiation of ground, middle and upper levels* Differentiation is achieved with: • grounding with expression of a seven-eight storey podium at the base of both towers; • a generally regular middle body for both towers with a vertical emphasis in the façade composition; and

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	• articulation of the upper parts and tops of the towers with chamfers and crowns for a sculptural effect that contrasts with both the mid part of the towers and podiums below.
(xv) whether blank walls are avoided on all levels of building frontages to streets and public open spaces;	The proposal has no blank walls to any street or public open space, with that achieved by locating servicing primarily at the centre of the block and under the building. Several short sections of solid walls are integrated into the ground floor presentation of P1 and P2 to the street. However, the restricted extent of these walls and the predominance of glazing and building entries means that the street edges will be perceived as active frontages rather than blank walls. The podium levels above similarly avoid prominent blank walls. There is some plant at level 01 in the central part of P2 facing Lower Hobson Street however that is above and screened by the veranda along that edge. Roof top plant and service rooms at the upper level of podium P3 are screened from the Urban Room. This is part of a considered strategy of design and cultural expression for the Urban Room and is architecturally well-resolved. Blank walls are avoided on all levels of tower frontages as the vertical cores of both towers are 'inboard' from the street façade. Therefore, both towers place occupied spaces and present windows to the street facades.
(xvi) whether side or rear walls without windows or access points are used as an opportunity to introduce creative architectural solutions that provide interest in the facade including modulation, relief or surface detailing;	No side or rear walls are exposed to the street. Within the complex, the wall of the existing carpark located between HSBC and Aon House is exposed to the east-west lane between these buildings – the 'East Laneway'. Although visible, the carpark wall is out-of-scope of this application. It consists largely of louvres, which are organised in five bays. While the wall is utilitarian, this existing modulation gives a more personable scale to the surface. A new retail tenancy sleeves the western end of the carpark. So, the carpark is fully screened from the Urban Room. The carpark wall is also complemented by a new glazed façade within Aon Plaza, which forms the opposite side of the laneway. Additionally, the East Laneway benefits from upgraded flooring and a new glazed canopy. Collectively, these features ensure that the laneway will be experienced positively.
(xvii) the extent to which buildings provide a variety of architectural detail at ground and middle levels including maximising doors, windows and balconies overlooking the streets and public open spaces;	The 'ground and middle levels' in this case are the podium, and the lower levels of the towers. The proposed aesthetic treatment of these is both visually engaging and architecturally coherent. The podium street facades are fully glazed with windows generally defined by projecting fin elements and frames that provide visual interest on the facade.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	Frequent building entries, lobbies and shopfronts are provided at the street edge and these have an appropriately high degree of glazing: • The frontage to Lower Hobson Street has a retail tenancy at its northern corner and the hotel food and beverage area at the south. Between that are three main entries and lobbies for the apartments, podium office and hotel. The frontages have glazing along 61% of the frontage width. The remainder are short sections of solid wall that provide for or screen service functions. These frame the hotel and office entries and, by subdividing what would otherwise be long glazed walls into sections, also contribute to aesthetic variety. • The Customs Street West edge includes a street entry into the hotel food and beverage, entry to the Urban Room, the main entry to the T1/P1 lobby and offices, and the entry to the service lane. A retail space inside the T1/P1 office lobby is visible and accessible from the street. The majority of the edge, 80%, comprises glazed frontages or open entrances. At the eastern end of this edge external and internal stairs connect the lower to the upper ground level and into the north-south lane and the brick slip-clad wall here comprises only 20% of the width of the façade. A variety of architectural detail is provided in the following ways: • Contrast between the sections of two-storey high curvilinear shopfront which are set back from the street edge at levels 00 and 01 and the more orthogonal façade treatment of the rest of the podium above; • Contrast between the horizontal verandah alignment and the angled line of the podium façade above; • Subdivision of the podium façade with fins, which contrasts with more open glazing and accent on other parts of the podium; • A chamfer at the base of T2 which articulates the form of this tower and provides visual interest; • Framing of glazing modules on those facades with proportions that relate to those of the human form; • Placement of glazed canopies at the cuts into the podium and entries to the Urban Room, set variously at three and four storeys above ground; and • Use of brick slips on parts of the street façade of P1 and P3. This variety is aesthetically integrated and coherent. At the centre of the block, the public open space of the Urban Room is overlooked from occupied spaces around all ground level edges, and from upper level around its western, southern and eastern edges. Entries to the nine retail tenancies and secondary main entrances to the

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	hotel and T1 office lobbies further activate the Urban Room.
(xviii) the extent to which roof profiles are designed as part of the overall building form and contribute to the architectural quality of the skyline as viewed from both ground level and the surrounding area. This includes integrating plant, exhaust and intake units and other mechanical and electrical equipment into the overall rooftop design;	*Building top design is discussed in detail in Section 2.2.* The building tops are characterised by chamfers on various corners and expression of crowns which extend from the façade planes below. These building tops are distinctive and aesthetically well resolved: • The crowns are intrinsic and fully architecturally integrated components of the expressive tower forms. Aesthetically as well as literally, they elevate the tops of the buildings beyond a simple crystalline form to create drama and visual interest at the skyline. • The edges of the crown follow the line of the margins of the chamfers and emphasise the connection of the chamfers to the sky. From an overall city skyline perspective, this expressive building top design is also different from the tops of other towers in the city. The towers complement and reinforce the existing city skyline by contributing further to a city centre already characterised by a dramatic and diverse skyline and a range of expressive tops to tall buildings.
(xix) the extent to which colour variation and landscaping are used. Noting they should not be used to mitigate a lack of building articulation or design quality;	*Colour variation* The proposal gains its visual interest primarily from the articulation of form and expression of materials with subtle colour variation being a secondary contributor. T1 tends towards grey while T2 and the podium have a warmer bronze colouration. That is then complemented by the warm colour and texture of the ribbon of brick slip cladding that extends through the Urban Room and within the lower public parts of the podium. The proposed colour variation achieves a suitable relationship to context, contributes to visual interest and is appropriate for a building complex of this type. *Use of landscaping* Landscaping at ground level related to and within the Urban Room is to contribute to the amenity within that internal space including providing for occupation, rather than to modify the external design and appearance of the building. Related street edge landscaping is for wind mitigation along the edge of Lower Hobson Street. This also provides visual amenity here and at the Customs Street West entrance to the Urban Room. Decking and green landscape elements on parts of the P1 and P2 podium roofs enrich that level of the development. They provide amenity for the floors that open out to these roofs and visual interest in close and mid-range views down onto the podium roof.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
(xx) for residential development: • *the extent to which the mechanical repetition of unit types is avoided;* • *the extent to which balconies are designed as an integral part of the building. A predominance of cantilevered balconies should be avoided;* • *whether apartments above ground floor can be accessed from internal corridors or entrance way. External walkways/breezeways should generally be avoided;*	Mechanical repetition of unit types is avoided with a range of different types of units on each floor. This adds to the diversity of the residential offering. However, at the same time floors are stacked up the building to give a sense of visual order and allow stacked balconies to be expressed as vertical lines on the tower façade. This ensures that the balconies are an integral part of the façade composition. Balconies are integrated into the building fabric and there are no cantilevered balconies. All apartments are in T2 and located at high level above the hotel. Access to front doors is provided via internal corridors from a generously scaled ground floor lobby with direct access from both Lower Hobson Street and the Urban Room. There are no external walkways or breezeways.
Materials and finishes *(xxi) the extent to which buildings use quality, durable and easily maintained materials and finishes on the façade, particularly at street level;*	Materials and finishes are described in detail by the architectural drawings and generally comprise unitised glazing with expressed aluminium fames, fins and detailing. Lobby and retail facades at street level are generally glass with steel mullions. Podium P3 is clad with a brick slip rainscreen, which gives a distinctive material character to the Urban Room and also appears as an accent on the Customs Street West frontage. Materials and finishes are of suitable, fit for purpose quality. Provision has also been made for maintenance. Maintenance access to the towers and upper levels of the podium is planned to be with a proprietary BMU system. A maintenance rail provides access to the underside of the Urban Room canopy.
Cultural identity *(xxiii) the extent to which development integrates mātauranga, tikanga and Māori design principles into the design of new buildings and public open spaces; and*	Cultural identity has been a primary driver of design, as is described by others. (Refer to detailed discussion in section 2.2 above under the sub-heading “Integration of cultural responsiveness”.)
Functional requirements *(xxiv) whether the design recognises the functional requirements of the intended use of the building;*	Satisfaction of the functional requirements of the building are described in detail in the architectural and various specialist engineering reports. The following is therefore an overview assessment of functionality from only an urban design perspective. *Functionality for main uses* Comprehensive design appropriately recognises and provides for the access, servicing, spatial and amenity needs of the main commercial office, hotel, apartment and retail uses as well public use of the Urban Room and through block links within the podium. In particular: • High quality large office floor plates are provided at all levels of T1 and in podiums P1 and P2, with bridge connections between the podium floors allowing flexibility in tenancy size at those levels; • Well-resolved hotel and apartment accommodation floors provide for a combination of efficiency and residential amenity including excellent outlook;

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	• Apartment dwellers have access to the shared pool, gym, lounge, dining and kitchen facilities at level 07 of P2; • The proposed Hotel Club Lounge at level 01 of P2 provides amenity for hotel users, who also have access to the level 07 gym. • Entries and vertical circulation are convenient and legible, and relate to high quality lobbies that enhance the experience of entry for all users; and • Seamless connection is provided into the existing lane system around and in buildings to the east. A further essential to provide a fit-for-purpose setting for the intended uses is the high level of aesthetic quality of the complex as a whole. Features include the architectural quality of building form and facades and at lower levels the high quality of the Urban Room and presentation to and activation of the street. *Services and parking* Building services are located unobtrusively in parts of both towers (generally at roof level) as well as in part of podium P2 and the roof of podium P3. Servicing at lower levels provides a high degree of functionality: • Basement carparking and loading areas are separately accessed from the existing north-south service lane. This is both unobtrusive and legible; • Parking floors are legible and convenient for users with a geometrically ordered layout, well resolved central access and suitably generous stalls; and • Cycle and end of trip facilities are provided for office users in basement level B-01 and within podium P3 to provide for mixed travel modes. *Hotel drop off area* Hotel visitor access is enhanced by a vehicle drop off and collection area adjacent to Customs Street West: • This area is located immediately south of the hotel lobby and café area in the gap between P1 and P2. • The drop off area is sheltered by the three-storey high glazed canopy which matches that above the Urban Room. • Setbacks of levels 00 and 01 of P2 from the street edge and the width of the entrance into the Urban Room allow this street-side drop-off to be integrated with generously wide pedestrian access to and from the Urban Room and along the edge of Customs Street West. • Arrivals and departures from the hotel drop off area will contribute to the activation of this part of the street edge and corner. • Custodial supervision of the drop-off area by hotel staff will ensure a safe environment for users and also contribute to the safety of the Urban Room and Sturdee Reserve as well as adjacent streets.

2.3 Harbour edge height control plane

H8.6.5 Harbour Edge Height Control Plane

The HEHCP extends on an angle of 45° upwards and to the south from a set-out point 40m above the centreline of Quay Street. The HEHCP applies within the first urban block back from the waterfront, between Quay Street and Customs Street West. Beyond that and to the south of Customs Street is the unlimited height that applies to the core city centre.

The purpose of the HEHCP is stated as:

Purpose: manage the scale of buildings at the western end of Quay Street to:

- *provide a city form which transitions in building height from the core of the city centre down towards the waterfront;*
- *maximise visual connections and visual permeability between the harbour and the city centre; and*
- *reinforce the Quay Street east west connection running from the corner of The Strand and Quay Street to the east and Jellicoe Street in Wynyard Precinct to the west by the alignment of tall building frontages.*

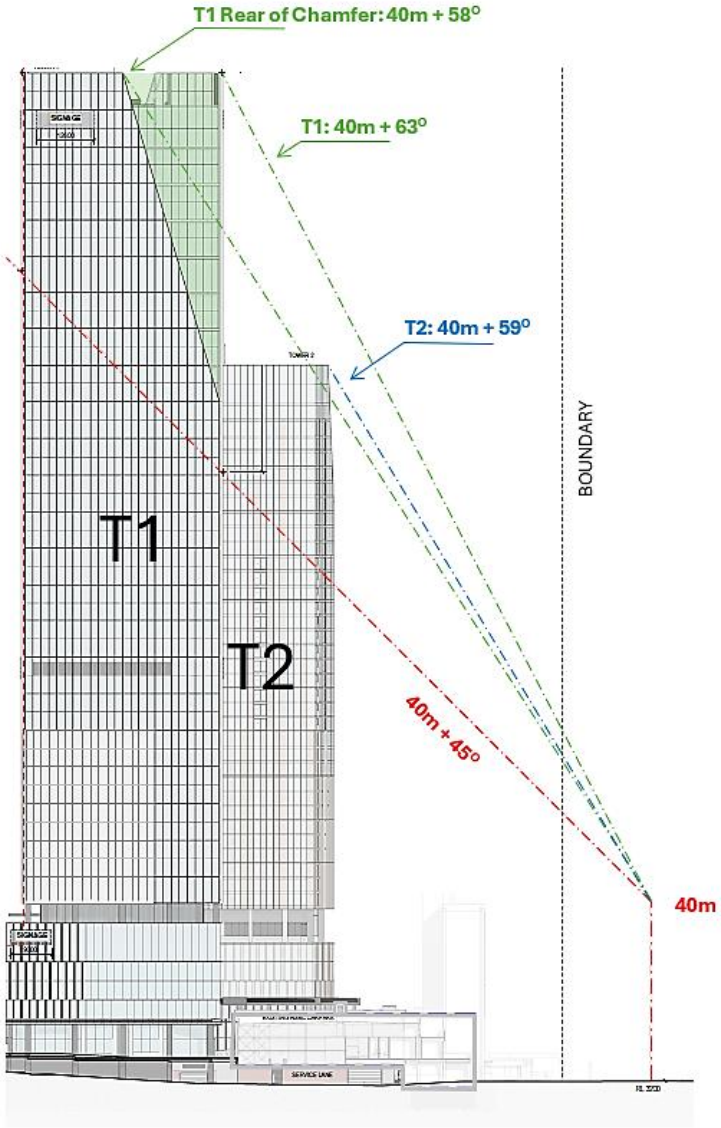


Figure 2.10
Relation of T1 and T2 to the Harbour Edge Height Control Plane which is described in red.
Green and blue lines describe actual angles of recession for identified parts of the buildings.
The chamfer on the north-east corner of T1 is highlighted in green

Relation to the plane

The proposal penetrates the harbour edge height control plane. In cross sections through the site, the proposal does not meet the 40m + 45° standard as described in figure 2.10.

- The front edge of the crown of T1 is on a 40m + 63° plane, and the rear of the east facing chamfer is at a line of 40m + 58°.
- The front edge of T2 is on a 40m + 59° plane. The rear of the north-west chamfer at the top of T2 (not shown in figure 2.10) will be at a lesser angle.

The detailed text and illustration that follows below is to examine the implications of infringing the HEHCP standard. It informs the assessment in Table 2.2 which relates to the purpose of the HEHCP and to each of the assessment criteria identified in H8.8.2 Assessment criteria (8A) "infringement of the harbour edge height control plane standard". The relevant text from the Unitary Plan is in italics in Table 2.2.

Transition of height from the core city centre to the waterfront

The first purpose of the HEHCP standard is to *"provide a city form which transitions in building height from the core of the city centre down towards the waterfront".*

Notwithstanding that the proposal does not meet the HEHCP standard, it continues to achieve a clear and obvious height transition down towards the waterfront, meeting this purpose of the standard. Figure 2.10 shows how this transition occurs, albeit at a steeper angle than that described by the standard. This stepping down is also seen in typical street views described in figures 2.11-2.13.

The yellow line overlaid on these figures follows the general profile of the building forms in these views and describes the effect of height transition down to the waterfront that that the collective built form will deliver. The most open and prominent view of the ensemble of towers is from the west as described by figure 2.11.

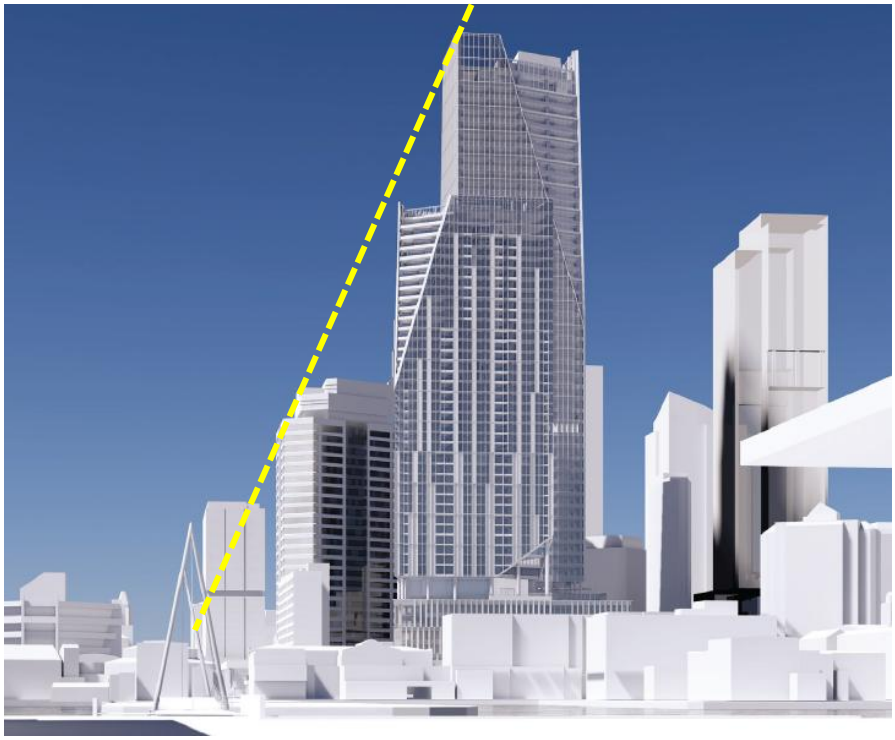


Figure 2.11
View from the west at Wynyard Crossing (W&M Visual Study, View 6)

The proposed towers are set back from and rise above existing high-rise buildings at the edge of Quay Street. In this view from the west, the height reduction from T1 to T2 and the location of these existing lower buildings closer to Quay Street contributes to the step-down effect. This transition will be seen in other views from across the Viaduct Harbour, such as figure 2.5.

A transition in building height down to the waterfront is also seen in views from the east along Quay Street, as shown in figures 2.12 and 2.13. As seen in figure 2.11, the existing lower buildings along the edge of Quay Street continue to contribute to an overt expression of transition down to the waterfront. In all of these images the chamfers at the tops of the towers make a secondary contribution to a sense of height transition.

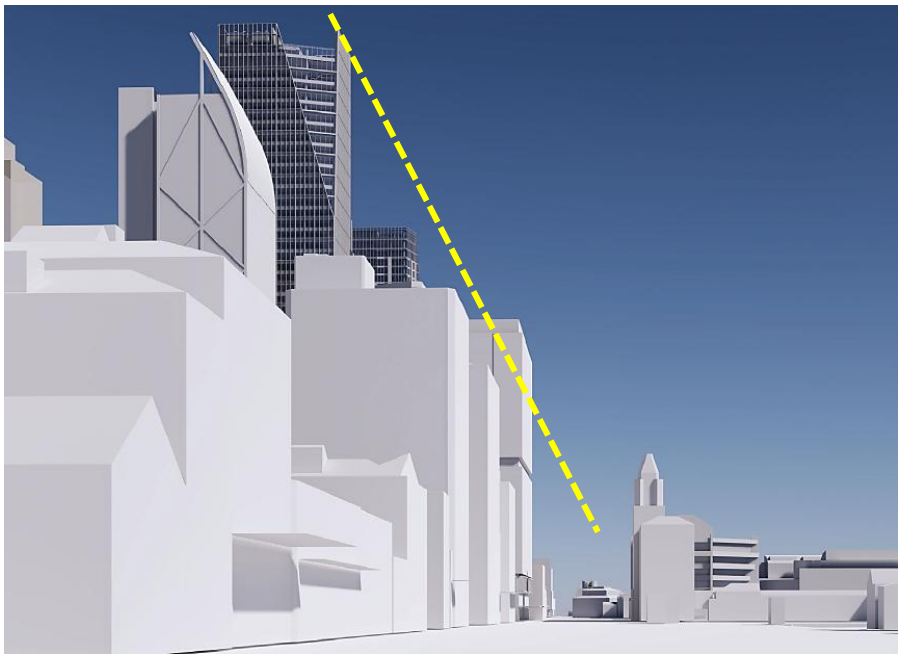


Figure 2.12
View from the east along Quay Street, from adjacent to Britomart Place (W&M Visual Study, View 22)

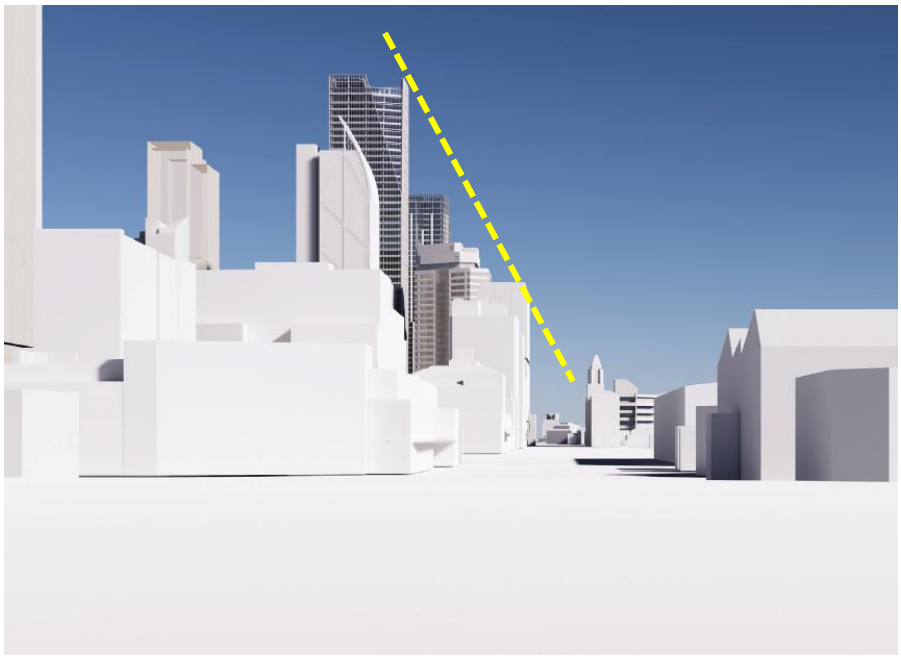


Figure 2.13
Distant view along Quay Street from east (W&M Visual Study, View 8)

The images relate to existing form (including consented but as yet un-built development) and given the location of their viewpoints, focus on the block between Quay and Customs streets and its immediate context. However, the proposal should also be considered in the context of the planned form for the city centre as a whole. Figure 2.3 shows the proposal in the context of theoretical form enabled by in the city centre by PC78 as notified. When considering this broader context, the clear height transition from the core of the city centre down to the waterfront seen in figures 2.11-2.13 is reinforced.

Figure 2.14 Elevated view from the south (Render 05)

Maximising views between the harbour and the city centre

The second purpose of the HEHCP is to:

"*maximise views between the harbour and the city centre*".

Assuming that 'maximise' means maximising views in the context of there being development on the site as distinct from maximising views by not allowing any new development at all, this purpose is also met.

The HEHCP controls height above a certain threshold at the Customs Street West boundary. For the 40m+45° plane that height is RL 183.1m at a point 6m in from the boundary to accommodate the 6m street edge setback standard. That is, the HEHCP provides for views above that height. However, the HEHCP standard works in tandem with the tower separation and maximum tower dimension, spacing and setback standards. These supporting standards will help deliver on visual connections and visual permeability at all levels, both above and below the threshold established by the HEHCP. [13]

Assessment of visual connections and visual permeability is informed by the view between the city centre and the harbour from a point at or close to the Skytower, illustrated by figure 2.14. From this high-level viewpoint, T1 rises into view but an expansive south-to-north, city to harbour view is maintained.

Graphic analysis of the extent of the view north-to-south, between the harbour and the city centre is described in figure 2.15. This shows the street facades of the HSBC Tower, Aon House, T1, T2 and M Social. In this diagram:

- The orange dashed line shows a frame of view through the site that is adjusted to accommodate 6m street edge boundary setbacks.

[13] Assessment of the proposal relative to these standards is detailed in a latter part of this section of the report.

- AA is the line of the 40m + 45° HEHCP terminating at a plane set 6m into the site at the edge of Customs Street West (at RL 183.1m).
- The area highlighted in blue is that part of the site through which north-south views are maintained, and the component in yellow is that part of the development that extends above the termination of the 40m + 45° HEHCP.

Figure 2.15 Diagram of the extent of view between the harbour and the city centre in relation to the area under the HEHCP at a point 6m setback 6m into the site from the south boundary

This diagram demonstrates the extent of the vertical view corridors retained through the site that are under the HEHCP. It also shows that that the amount of building above the HEHCP is considerably less in area than the open areas in blue below.

Maximising views and a potential 'wall' effect

The potential for the development to create a 'wall effect' which would block the city from the harbour and vice versa has been raised by Auckland Council. Over time, tall buildings have been aligned along the block between Quay and Customs Street and just to the south beyond that. In one sense this could be argued to form a wall of sorts, although that wall is perforated and varied in height and plan alignment. This proposal extends that theme with gaps and variation, rather than creating closure. Figures 2.14-2.16, individually and in combination, describe a high level of visual permeability across the site in north-south views and absence of a closed 'wall effect'.

The factors that contribute to the absence of a closed 'wall' effect are:

- The 15.03m façade-to-façade gap between T1 and T2 which is clear in views from the north (see figure 2.15) and the south (refer figure 2.14 and 2.15);
- The cumulative 32.3% of the site width as view corridor which will contribute to the breakdown of any perceived wall of buildings;
- The area of view/proportion of openness under line AA and indicated in blue in figure 2.15 is approximately 25% of the total within the frame of the HEHCP viewed in elevation; and

- Variation in height along or close to this edge in combination with the plan offsets as seen in figure 2.16.

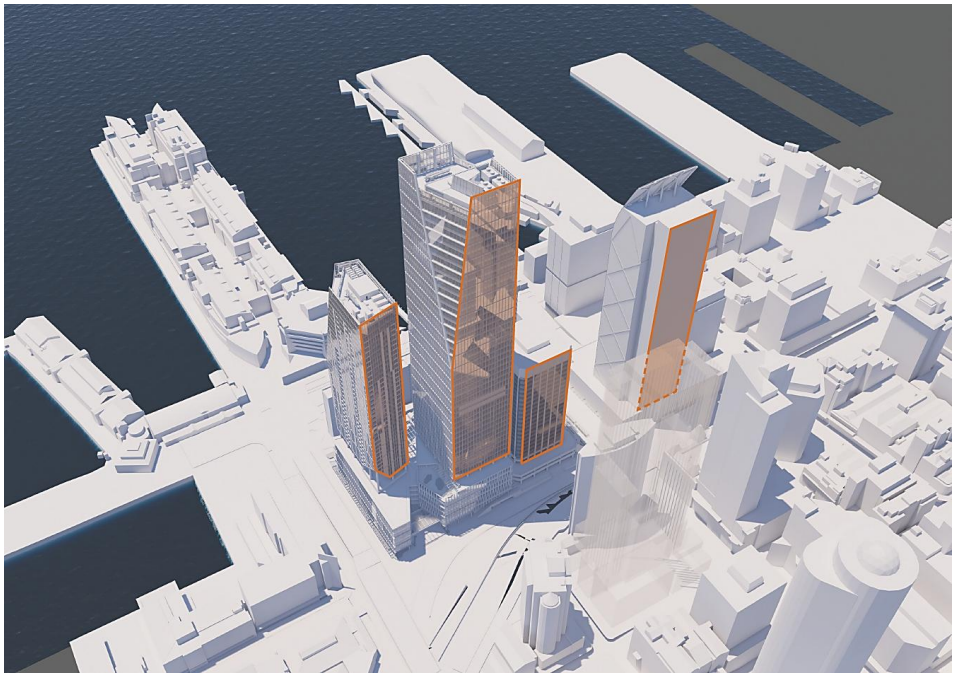


Figure 2.16 Offsets in plan, gaps between buildings and variations in height all contribute to avoiding a closed 'wall effect'.

Reinforcing the Quay Street East-West connection

The third purpose of the HEHCP is to:

> *"reinforce the Quay Street east west connection running from the corner of The Strand and Quay Street to the east and Jellicoe Street in Wynyard Precinct to the west by the alignment of tall building frontages."*

Relation of the proposal to achieving this purpose is assessed with views along Quay Street from both the east and west and also towards Quay Street from the north:

- Considering views from the west and east along Quay Street, figures 2.11 –2.13 demonstrate how the proposal reinforces the line of tall buildings here.
- Views from the north demonstrate the existing array of tall buildings at and behind Quay Street being extended further to the west and thus reinforced by the proposal (see figures 2.17 and 2.18). In these views the proposed towers act as further markers along an axis which is already characterised by tall marker buildings at or close to its edge, and in the Wynyard Precinct, planned for along this axis.

The proposal is therefore consistent with this third purpose of the HEHCP.

Figure 2.17 View from Stanley Point (W&M View Studies, View 11)

Figure 2.18 View from the ferry route (W&M View Studies, View 10)

The wide views from the north in the figures above show that the proposal also creates a visual accent at the west end of the existing line of tall buildings. At the same time the drop in height from T1 to T2 and the chamfer on the north-west corner of T2 contributes to a height transition down to the Viaduct Harbour.

Potential visual dominance at street level

Potential visual dominance at street level and public spaces of the parts of buildings that are elevated through the HEHCP are relevant to understanding the visual effects of the proposal. Views from Quay Street, Queen Street, Customs Street West, Fanshawe and Lower Hobson streets are considered.

Views of the middle and upper sections from street level close to the proposal may be obtained only by looking sharply into the sky. Therefore, visual dominance is avoided due to the setback of the towers behind the podium edge and such views being outside the cone of comfortable viewing from ground level.

Views from Quay Street
A combination of setback and partial screening by existing tall buildings means that the proposal does not visually dominate the Quay Street edge:

- The proposed Tower 1 is set back from the Quay Street boundary by 74.8m, and Tower 2 by 47.8m. The existing buildings in front of these (HSBC and M Social respectively) present to the street edge and define the experience for pedestrians here.
- Figures 2.11-2.13 above demonstrate that foreground and transitional volumes partially screen the lower and middle parts of the towers in most views. The proposal is also largely screened in view from the intersection of Quay Street and Lower Albert Street by the intervening existing HSBC building.
- Because the proposed towers are set back at the centre and rear of the block, behind the front-row of HSBC and M Social hotel buildings, they can be seen in views directed upwards only from that part of Quay Street west of Albert Street. Their middle and top sections will become increasingly visible in views from Quay Street across from the HSBC and M Social buildings. However, in these views they are partially screened from Quay Street by the 13 storey M Social building in the foreground. Furthermore, the typically horizontally aligned cone of vision for pedestrians at street level is such that their upper parts are not comfortably visible in close range views from the street.

Views from Customs Street West
When the proposal is viewed at close range from the street the podium acts as a transitional form and, given the angle of view to the top of the towers, it is hard to ascertain scale. As seen from the corner of Albert and Customs Street West, which is a pause point for pedestrians and therefore relevant viewing point, the proposal will be significantly screened by Aon House. In this and other similar cases of close-range view, the tops of the T1 and T2 are so far above the comfortable line of sight for any pedestrian that while they will be visible, because they are receding steeply into the sky away from the viewer, their effect will be indiscernible.

Views from Queen Street
The building is almost fully screened from Queen Street. It is not in view from the intersection of Queen and Quay streets, but the southern corner of T1 may be just visible from the south side of the intersection of Queen Street and Customs Street West. This corner is set approximately 98m away from the south-west corner of the intersection of Queen and Customs Street West and T1 will be seen with the tall form of Commercial Bay's PWC tower and Aon House in the foreground. The proposal will therefore not be visually dominant in this view.

Views from Fanshawe Street
The towers are in full view in the approach towards the city along Fanshawe and Sturdee streets (refer to figure 2.19). In this view the sculptural profile of the towers, the slot between T1 and T2, plan offset of T2 from T1 and the chamfer extending down from the top of T1 will all contribute to visual interest and break down the visual bulk of the development. Because of this, while they continue to present as large central city buildings, they do not appear overly large or visually dominant. This outcome is reinforced by the proposal being located within a context of existing large central city buildings and in which, in views such as figure 2.19, much lower but closer existing buildings occupy the visual field to a similar or greater extent.

Figure 2.19
Approach view to the city centre along Sturdee Street (Render 12)

Figure 2.20
View from Customs Street West and Lower Hobson Street (Render 08)

Views from Lower Hobson Street
In closer range views such as near the intersection of Customs Street West and Lower Hobson Street the articulation of form continues to break down the visual bulk of the building, and the transitional effect of the podium ensures visual dominance is avoided (refer figure 2.20). This image also illustrates how the tops of the towers are above the line of comfortable view and therefore recede rather than are dominant in such clsoe range views.

Overlap of T1 and T2 and presentation of a 'compound' form

A further consideration is how the T1 and T2 may overlap and form a single compound mass, and the potential effects of that, in particular the risk of excessive bulkiness and consequent visual dominance. While in some views identified below the towers overlap, how they avoid coalescing into a single, visually dominant compound mass in any of the multiple views is examined.

Any potential effect of excessive bulkiness through presentation of a dominant compound mass is avoided through a combination of tower separation, height and colour variation, and the offset in plan of the tower forms.

- The towers make a wide compound form only in the view from the south-west and north-west, such as from the corner of Quay and Lower Hobson Streets. This street view effect can be interpreted from the harbour view illustrated with figure 2.21. In this view the inflection of the facades, chamfers and variation in façade colour and composition ensure that this compound form is visually rich and engaging rather than excessively bulky, monotonous and dominant. In street level views from this direction, the long horizontal bulk of the M Social in the foreground again provides partial screening and a scale transition, reducing apparent visual bulk.
- As the viewer moves further to the west, T2 is seen in the foreground of T1 and the pair create a compound form that is tall and slender (refer figures 2.5 and 2.22). Again, the sculptural effect of the chamfers is evident and this 'chiselling' overtly reduces the apparent visual bulk of the ensemble.
- In views from the south-west along Fanshawe and Sturdee streets the gap between the towers is visible (refer to figures 2.19 and 2.20). Similarly, distinct separation is seen in the view from the north-east (figure 2.23) and the south (figure 2.14).

Figure 2.21
View from the north-west (Extract from Render 03)

Figure 2.22
View from the north-west (Extract from Render 07)

Figure 2.23
View from the north-east on a typical ferry route (Extract from Render 04)

In more distant western views, for example from St Mary's Bay and College Hill (See W&M Visual Study, views 4 and 5), the buildings overlap but do not coalesce into a dominant single mass. This is due to a combination of their distinct variation in height and the viewing distance but also because they are seen in the context of many

overlapping tall building forms on various sites. That is, overlap and compounding of building forms is already a characteristic of the cityscape and city skyline and addition to that is consistent with context rather than being a negative effect.

Depth of view into the city

Maintaining a depth of view into the city relates to the purpose of maintaining views through so that buildings in locations further back from Customs Street can be seen. Views around and through the gaps between tall buildings in the blocks along Quay Street and including the proposed towers maintain a sense of depth and allow views through into the city centre. This can be seen in figures 2.17 and 2.18. The depth of the 'front row' of buildings in the block behind Quay Street is also seen in views from the wharves. In such close and mid-range views lower buildings on the Quay Street frontage give a layering effect (refer to figure 2.24).

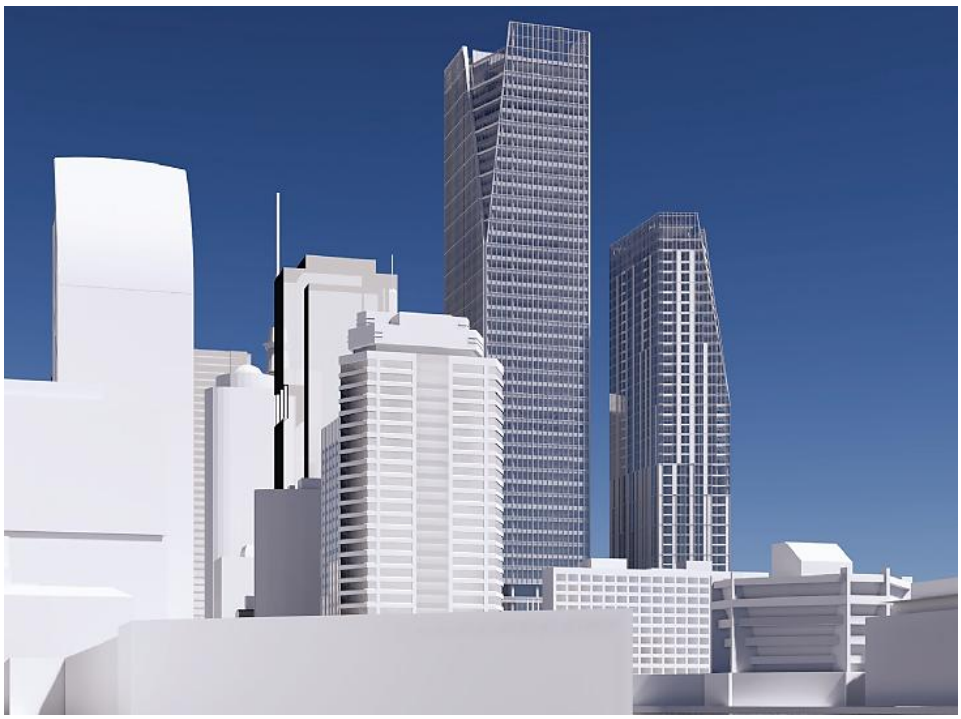


Figure 2.24
View from the north-west end of Queens Wharf. (W&M View Studies, View 18)

This shows the effect of variable height, gaps, varying setbacks of the tall buildings in view to avoid a sense of 'wall' and give a sense of visual depth. If the viewer were to move a couple of metres to the left, the top of Skytower would emerge further into view from behind the volume of the consented but not yet built Wolfe Street tower.

Unitary Plan Assessment
Table 2.2: Harbour edge height control plane

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
Unitary Plan Criteria ***H8. Business – City Centre Zone*** *H8.6.5. Harbour edge height control plane* *Purpose: manage the scale of buildings at the western end of Quay Street to:*	
• *provide a city form which transitions in height from the core of the city centre down towards the waterfront;*	*Transition in height* Notwithstanding departure from the 40m + 45° HEHCP standard, transition in height from the core central business district to the harbour is achieved. The angle of a plane of inclination across the frontage is 40m + 63° for T1 and 40m + 59° for T2 (see figure 2.10). This maintains a height transition down to the waterfront, as can be seen in that illustration and in figures 2.3 and 2.11-2.13.
• *maximise visual connections and visual permeability between the harbour and the city centre; and*	*Maximisation of visual connections and permeability* Maximisation is predominantly achieved by positioning of the tower footprints to achieve gaps between the

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	buildings. This is addressed in detail in sections 2.4 and 2.5 below. • Continuous north-south open space corridors comprise 32.3% of the width of the site above the podium level. The visual effect of this may be determined by measuring the elevational effect of a building under the HEHCP and built to 6m back from the edge of Customs Street West to allow for setbacks as described in figure 2.15. • The offset in plan of T2 from T1 contributes further to maximising visual connections between the harbour and city centre, on close to the alignment of Sturdee/Fanshawe Streets. This opens up a wide sweeping arc of view between these towers which measures at 50.5°. (See relevant perspectives, figures 2.20, 2.23; and plan diagram, figure 2.29). While T1 closes most of the view down Federal Street towards the sky above the Waitematā, the gap between T1 and Aon House maintains a narrow glimpse of the sky in views down Federal Street. The gaps between and variation in façade setback and height in this range of proposed and existing buildings also eliminate any reading of a wall of built form in views from the city to the harbour, and from the harbour to the city. (See detailed discussion above in Section 2.3 and refer to figure 2.16.) These attributes in combination provide an extent and quality of city-harbour visual permeability that meets this purpose of the HEHCP standard.
• *reinforce the Quay Street east west connection running from the corner of The Strand and Quay Street to the east and Jellicoe Street in Wynyard Precinct to the west by the alignment of tall buildings.*	*Reinforcing Quay Street east-west connection* This purpose is satisfied by the proposal. These proposed tall buildings will reinforce the existing line of buildings in views along Quay Street (refer figures 2.11-2.13). They will also act as further markers along this axis, as can be seen in views towards the street (figures 2.17 and 2.18).
H8.8.2 Assessment criteria ***(8A) infringement of the harbour edge height control plane standard:***	
(a) Height, form, and scale: (i) The extent to which the building (including roof structures) are designed to reinforce the planned built form of the city centre and the waterfront when viewed from: • within the city centre and main approaches to the city centre by land and water; and • public spaces which offer comprehensive views.	*Addressed in detail in the Landscape and Visual Assessment* *Supplementary urban design observation:* The planned built form of the city centre includes unlimited height to the south of Custom Street West and transition down within the block between Custom Street West and Quay Street. The buildings maintain a stepdown from the areas of the city core to the south down to the water edge, but to a lesser degree than envisaged by the standard. The proposed towers are nested within a group of existing buildings, and close to the existing tall forms of

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	Commercial Bay and the consented but not yet constructed Wolfe Street project. The proposed building forms are visually compatible with these existing and, in the case of Wolfe Street, planned forms. With lower existing buildings on the same block and closer to the waterfront, they also transition to a lower density (and height) waterfront setting.
(ii) The extent to which the part of the building which protrudes through the harbour edge height control plane: • Avoids abrupt or arbitrary truncation of the upper parts of the building or structure.	The extension of glazed façade elements to form a crown, including recognition of the chamfers that carve into the body of the towers below, provides an expressive sculptural top to both towers. These tops are both distinctive and aesthetically well resolved. The openness and projection of these crowns celebrates connection to the sky. Being constructed of vision glazing rather than opaque panels the crown reaches for the sky in sophisticated way. It creates a gradient from the solid form of the tower to the vision glazing and 'netting' of the projecting crown elements leading to the full openness of the sky above. Continuing the effect of the chamfers and 'capturing' the sky, this celebrates the tops of both towers and avoids any sense of arbitrary truncation.
• Is visually compatible with its proximity to the Waitematā Harbour, taking into account: ○ Whether the expression of the building provides visual interest and variation;	Visual interest and variation at levels of overall building form, façade design, colour and materials achieves an aesthetic effect which is appropriate for this high-profile harbour-adjacent location. Visual interest and variation are provided by a number of means as described in detail above in section 2.2 under sub-heading '*Variation in building form and visual interest'*. These qualities are apparent in long, mid and close-range views (as described in section 2.2). Moreover, variation has been integrated with architectural integrity and an appropriate degree of aesthetic coherence.
○ Whether the design visually reinforces the building's sense of place on the waterfront; and	This criterion is taken as meaning the suitability of aesthetic approach for this site on the waterfront and contribution to an appropriate identity or sense of place in this location. As previously noted, this prime, highly visible waterfront location carries an obligation to be sensitively designed and of the highest quality. Considering the design response: • A concept-driven approach ensures the aesthetic coherence of each building separately, and of the proposed complex as a whole. • The symbolism of cultural narratives that are a fundamental aesthetic driver will engage the intellect of the viewer and enrich the experience of viewing and considering the building. As previously observed, symbolism intrinsic to the design should ensure the proposal mediates between city and harbour. It achieves this with

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	cultural connections addressed by narrative means as described in figure 2.8: "*Iho: the unifying idea: …carved by water, carved by hand, carved by light".* Considering these interrelated narratives, the shape and expression of the base of the building and Te Uranga Hau/the Urban Room within it, "*carved by water*" is most significant in this regard in reinforcing the building's sense of place on the waterfront. • Reinforcing the sense of place at an experiential level, the quality of public access and space at ground (including the Urban Room) will contribute public generosity and welcome which is an essential part of successful building close to the waterfront. Precedents include the approach at Britomart, Commercial Bay and Wynyard Precinct where in all cases a high level of permeability and public realm quality is provided. The proposal achieves a similar or higher level of waterfront public realm amenity and quality.
○ The clustering of building heights to reinforce transitioning to a lower density waterfront setting.	Clustering includes existing lower buildings (M Social and HSBC) on the 'front row' at the edge of Quay Street and the taller proposed buildings behind. This, as can be seen with figures 2.17, 2.18 and 2.23, reinforces transition down to the waterfront.
• Maintains visual and physical connections and visual permeability to the Waitematā Harbour through the city centre by providing adequate airspace, sunlight, daylight and amenity around towers.	The proposal maintains visual and physical connections and visual permeability to the Waitematā Harbour through the city centre. This intention and the spacings and modelling of building form required to achieve views plus sunlight, daylight and amenity are managed by the standards on maximum dimension, spacing and setback of towers (see assessment in in Section 2.4 of this report). Depending on which component of this collection of buildings is being considered, these standards are met or nearly met. Analysis in Section 2.4 details this and finds the proposed towers provide for adequate light, space and general amenity. *Visual connections and visual permeability* The extent to which the part of the building protruding through the HEHCP allows visual permeability is described in figures 2.14 and 2.15 and text related to those. The dimensions of the towers in the east-west direction and the gaps and plan offsets between them provides for a high level of visual permeability to the Waitematā Harbour.[14] Furthermore, figure 2.15 describes that upper part of T1 which is above the 40m + 45° HEHCP (along a line located 6m in from the south boundary of the site). That diagram demonstrates that

[14] The characteristics of tower dimensions, form and placement and their relation to the extent of views through is addressed in detail in various parts of Section 2.3 and 2.4.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	the part of T1 which is above the HEHCP forms no more than a narrow punctuation point in the wide-open panorama of views from height in the city centre behind. The combination of the extent of openness below the line of the HEHCP and the relatively limited width and scale of the projection above means that visual permeability to the harbour is maintained. *Physical connections* The parts of the building that protrude through the HEHCP are at very high level and have nil effect on physical connections. That notwithstanding, the podium design, form and configuration and the invitation if offers to move into and through Te Urunga Hau, (including towards and from the Waitematā) significantly enhances physical connection by providing links where they currently do not exist. *Sunlight* Better than adequate sunlight is provided as described in the Warren and Mahoney shading diagrams and assessed and reported on in detail in Section 3: *Shading effects.* *Daylight* The parts of the towers that infringe the HEHCP are predicted to have an imperceptible or barely perceptible impact on daylight due to the extent of space around and exposure to the sky of streets spaces and buildings here. • Daylight to streets is maintained due to the openness of Lower Hobson Street to the north, west and south, and the broad width of Lower Customs Street, Sturdee and Fanshawe streets combined which allow extensive sky exposure to these streets. • The gaps between buildings across the site, with 32.3% of the width of the project site (from the edge of Lower Hobson Street to the façade of Aon House) remaining open, contribute to north sky exposure for Customs Street West. *Amenity around the parts of towers above the HEHCP* The spacing between towers and any impact that has on the amenity of upper-level office spaces in T1 and apartments in T2 is assessed. • Daylight and sunlight have been addressed above, and in this regard the amenity of the upper parts of both towers will be excellent. Indeed, with the extent of sun exposure provided, one of the tasks of tower façade design will be to prevent excessive solar heat gain. • The combination of 15.35m (glass-to-glass) spacing between and the offset of tower floorplates allows generous outlook from both T1 and T2. This maintains a very high level of amenity. Moreover, the amenity contributed by the city and harbour

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	views that will be obtained from these upper floorplates will be exceptionally high.
(b) Amenity effects on the streetscape and adjacent public open spaces along the waterfront: (i) The extent to which building bulk above the harbour edge height control plane results in loss of amenity to adjacent public open spaces along the waterfront, including: • Sunlight admission.	Effects on sunlight admission to Quay Street and the water edge areas and spaces to the north of that are generally nil, and at the limited time of year when they do occur, are negligible. This is because the proposal is to the south of Quay Street and the waterfront. Moreover, it is set back behind the row of existing buildings that front to Quay Street The proposal does cast shade over some other nearby public open spaces. In all cases the shading effect is limited to a specific time of year and when it is experienced, any additional shade is limited in extent and duration.
• Shading and dominance at street level and public spaces, in particular Quay St, Queen St, and Customs St.	*Shading of identified streets and public open spaces* For comprehensive analysis of shading refer to Section 3.3 *Shading to nearby public open spaces,* and Section 3.4 *Shading to surrounding street network.* That analysis demonstrates that waterfront public space shading effects only occur in mid-summer: • additional small patches of shade are cast over Quay Street and the related waterfront public open space across Quay Street only at 6.00 and 7.00pm; and • Waitematā Plaza and the adjacent Viaduct Harbour Promenade receive additional shade at 8.00am but this has largely dissipated by 9.00am At those times for both of these areas, additional shade is both limited in extent and fleeting. Therefore, shading effects on Quay Street and the related public areas of the waterfront are 'negligible'. *Street shading Queen Street and Customs Street West* Analysis demonstrates that adequate sunlight is maintained to the surrounding street network. The worst-case events of shading on the surrounding street network throughout the year are highly localised and limited in extent and duration and are at most of 'low' significance. Some additional shade is cast over part of Lower Queen Street, Te Komititanga. However, this is limited in extent and duration and occurs well outside the identified season and period for sunlight control of that space. Considering the whole year and limited extent and duration of additional shade, the shading effect on Te Komititanga/Queen Elizabeth Square will be 'negligible'. (Refer to table 3.2 Shading of public open spaces.) *Potential visual dominance at street level arising from penetrating the HEHCP*

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	Potential visual dominance is considered with reference to a series of street views. These demonstrate that: • On Quay Street, because the towers are set back in the 'second row' of buildings on the block and therefore variously fully or substantially screened by the foreground buildings they do not dominate Quay Street (refer figures 2.12 and 2.13). These foreground buildings also deliver a scale transition when the height of the towers becomes apparent in view and therefore moderate the perceived scale. • The proposal is largely screened in view from Queen Street. The only viewpoint, from the intersection of Queen and Customs Street, is over 200m away from T1. T1 will also be seen behind the transitional volume of Aon House and with Commercial Bay in the foreground. It will be subsumed within this existing high-rise context and given this combination of factors, the proposal will not be visually dominant in these views. • Along Customs Street West the tops of the towers are well above the line of sight of a person at ground level, and the angle of view upwards will be such that it will be hard for the viewer to perceive building height. Therefore, in these close-range views the relationship of the building to the street is important. Visual dominance has been mitigated by utilisation of the tower-podium form and delivery of a sense of human scale at the podium (refer to Section 2.5). • The towers are most visible from the waterfront spaces to the west. In these views a combination of T1 being partly screened by T2, and the viewing distance means that the buildings are not unduly visually dominant. *(These views from the west are also addressed in detail in the LVA report.)*
(c) Particular constraints: (i) Whether there are particular site development characteristics in terms of unusual site size, shape or orientation, or the location and nature of existing buildings which have constrained the form of the development.	*Addressed by others*

2.4 Maximum tower dimension, separation and setback from the street

Maximum tower dimension above 28m

This assessment relates to the Unitary Plan's standard for a maximum average tower dimension above 28m of 55m.[15]

- Tower 1 is 37.5m wide (in an east-west direction) and 44.7m deep (in a north-south direction). The glass-to-glass dimensions of T1 are 36.9m and 44.1m. The maximum average tower dimension above 28m (taking into account podium levels 6 and 7) is 57.81m. T1 therefore exceeds the 55m maximum average dimension standard by 2.81m. Excluding the podium floors, the maximum tower dimension is 57.46m.
- Tower 2 is 22.61m wide (in an east-west direction) and 51.06m deep in a north-south direction. The maximum average tower dimension above 28m (taking into account podium level 6) is 51.42m. T2 therefore meets the average dimension standard.

The maximum overall dimensions, setbacks and spacing between towers are described in Figure 2.25.

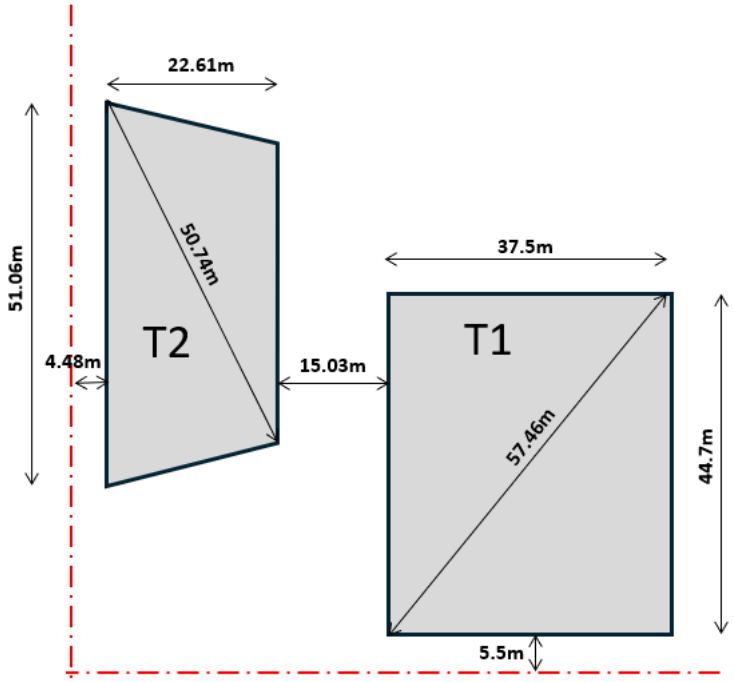


Figure 2.25
Maximum tower dimensions spacing and setback measured facade-to-façade. Aon House is 11.2m (façade-to-façade) to the east of T1.[16]

The effect of the chamfers

The chamfers at the tops of both towers give a sculpted quality, add visual interest, reduce bulk and contribute to visual slenderness. These are effective in mitigating the minor infringement of the average tower dimension standard for floors above a height of 28m. (See figures 2.21-2.24.)

The central portion of T1 has no chamfers and will appear 57.46m wide when viewed across the diagonal. However, chamfers at upper levels remove building mass from the corners of 22 of the 44 levels of T1. (Refer figure 2.27). This means that while in some directions of view T1 will appear slightly wider than the standard, in other directions of view it will appear narrower. Visual bulk is reduced.

[15] Average tower dimensions supplied by Warren and Mahoney.
[16] The tower dimensions have been extracted from W&M drawing number FTA-05-003 (Dated 17/09/25)

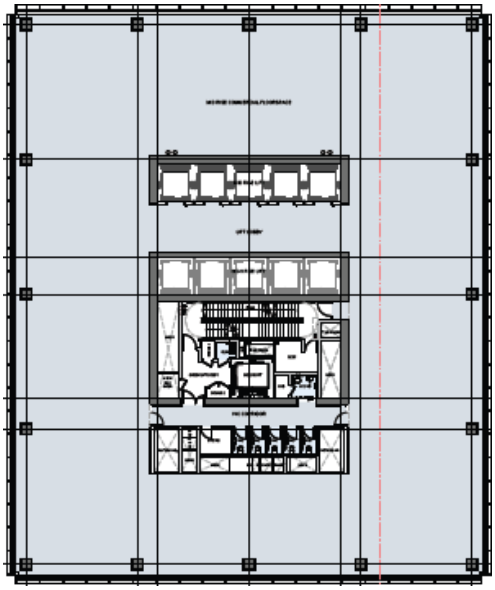


Figure 2.26 Tower 1 at Level 19
A typical office floor in the lower and mid part of the tower

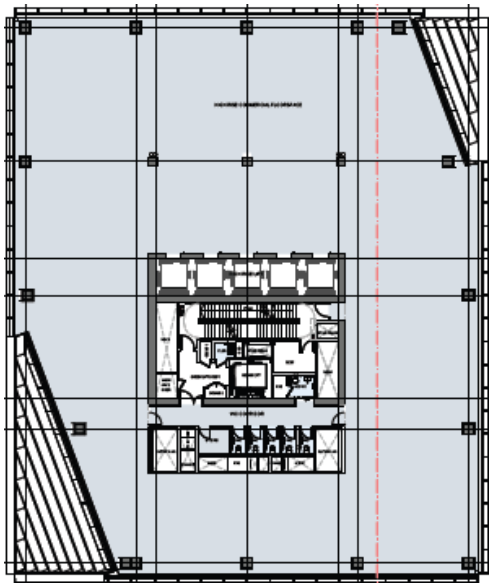


Figure 2.27 Tower 1 at Level 45 showing chamfers at the SW and NE corners. As T1 rises further to Level 54, the extent of the chamfers increases.

Separation between towers

The separation between T1 and T2 is 15.03m (façade-to-facade), and the separation between T1 and Aon House is 11.2m (façade-to-facade) which infringes the 12m minimum standard. Nevertheless, and notwithstanding the 0.8m infringement between Aon House and T1, the plan configuration contributes to suitable views across the site and allows for daylight, sunlight and outlook between the towers.

- The proposal provides 32.3% openness in a north-south direction through the site. (This is measured as 'plan north-south' which varies slightly from true north-south.)
- The plan offset of T2 from T1 opens a 50.5° wide arc of view from the city to the Waitematā and vice versa (refer figure 2.29).

See detailed assessment below in Table 2.3.

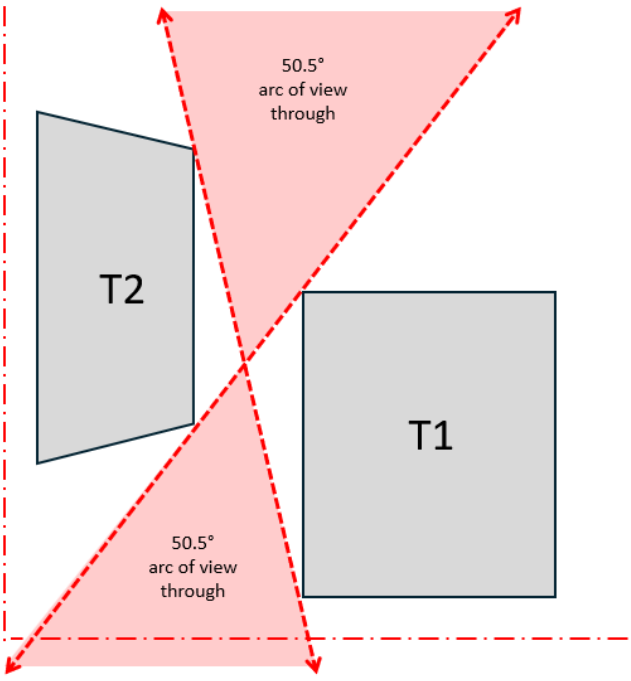


Figure 2.28
Plan diagram of the 50.5° arc of view through the gap between T1 and T2

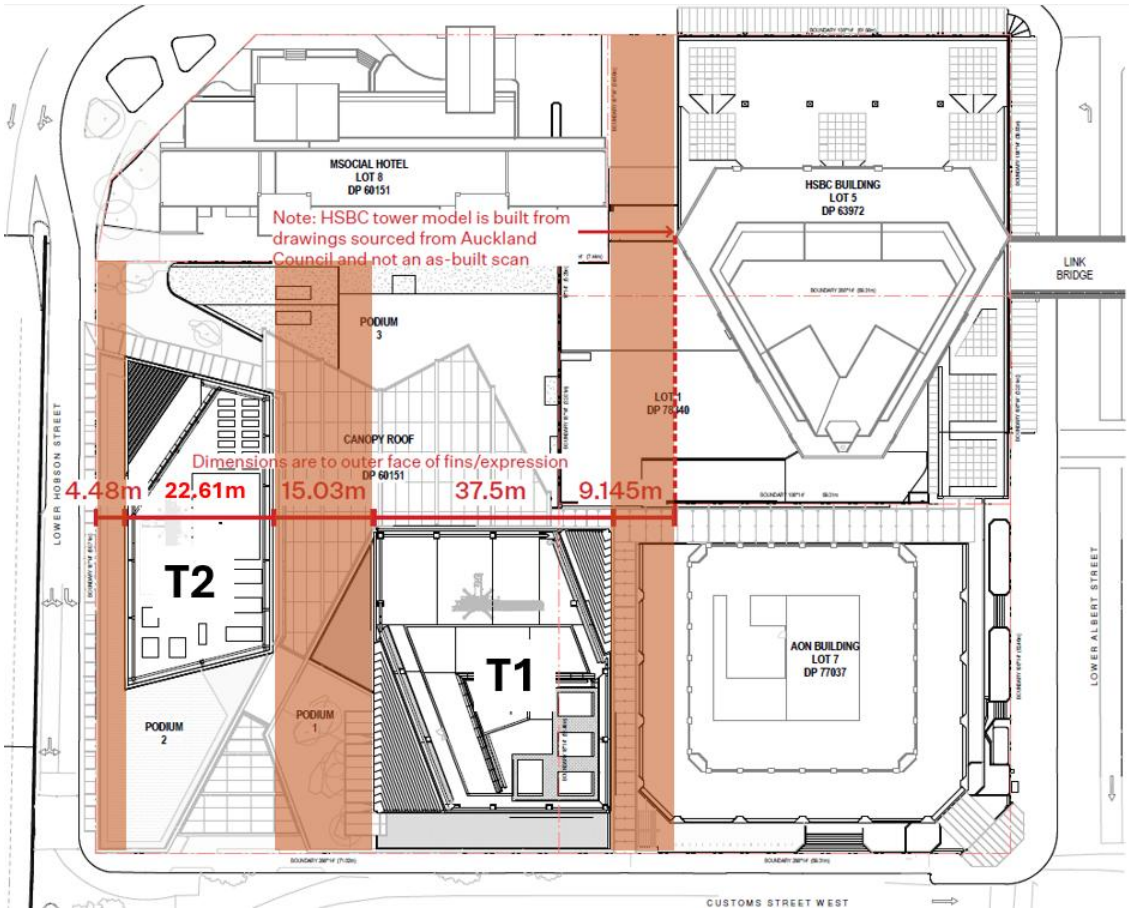


Figure 2.29
Diagram of north-south view corridors through the site, in total comprising 32.3% of the width of the site.

Unitary Plan Assessment
Table 2.3: Maximum tower dimension and separation

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
H8.6.24. (1) On every site identified as special height area on Map H8.11.3 a new building or addition to an existing building must comply with the following: (a) the maximum plan dimension of that part of the building 28m (above mean street level) must not exceed an average of 55m; and	Tower 1 slightly infringes and Tower 2 meets the standard. • Tower 1: The average maximum plan dimension of that part of the T1/P1 building above 28m is 57.81m. This exceeds the maximum average floor plan standard by 2.81m, or 5.1%. • Tower 2: The average maximum plan dimension of that part of the T2/P2 building above 28m is 51.42m, which is 6.5% less than the maximum average floor plan standard. The perceived width of the floor plate, depending on viewing direction varies up the towers due to the chamfers at the upper levels. While the maximum dimension at each floor plate at these upper levels remains unchanged, the chamfers will deliver a narrower building width and more slender profile in some views: • The upper floors of T1 will appear narrower in views from the north-west and south-east; and

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	• the upper floors of T2 will appear narrower in views from the south-west and north-east. This effect can be clearly seen in, for example, figures 2.21 – 2.24. Considering all of the above, T1's 2.81m infringement of the standard will be inconsequential. This is because: • comprising 5.1% of the dimension set by the standard, it will be virtually imperceptible; • this infringement is mitigated by the effect of the chamfers; and • as examined in detail below, the purpose of the standard is satisfied.
H8.6.24A Maximum east-west tower dimension (1) On every site identified as subject to the east-west tower dimension standard on Map H8.11.10 a new building or addition to an existing building must comply with the following: (a) the maximum plan dimension of any part of a building in the east-west direction must not exceed 45m for that part of the building above: (i) 28m, for sites identified as special height area on Map H8.11.3.	The towers fully comply with the 45m standard. They have east-west dimensions as below: • Tower 1: 37.5m • Tower 2: 22.61m The east-west dimension of those parts of the podiums which rise above the threshold of 28m are as follows: Podium 1: • The parapet rises to 34.4m above ground; • The maximum width in east west direction for that 6.6m upper part of the podium above 28m is 53.48m; and • that dimension occurs at just over some 20m back from the street edge. (At the street edge the maximum east-west dimension of P1 is 49.3m.) Podium 2: • parapet rises to 30.4m above ground • width in east-west direction 28.65m. Therefore, all but the lowest part of the T1/P1 building form, that is the top 6.2m of podium P1, meet this standard, the purpose of which is to: *"ensure that high-rise buildings provide adequate physical, cultural and visual connections with, and visual permeability to, the Waitematā Harbour."* P1 and P2 have distinct floor plates but are also joined by a linking bridge. Considering the infringement due to the top of podium P1, the purpose of the standard is fully achieved: • Considering connections with and visual permeability to the Waitematā harbour, the north-south view that might otherwise be screened by this podium infringement is already blocked by the existing M Social hotel. The M Social Hotel is located due north of P1, is approximately 68.5m wide in an east-west direction and is approximately 4.5m higher than P1. • That part of the P1 podium above 28m high and which exceeds the standard does not close the south-north shaft of view between T1 and AON and

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	which extends between the eastern end of M Social and the western end of HSBC. • The towers T1 and T2 which rise above that view-blocking M Social building are 18% and 37% narrower in the east-west direction than the maximum provided for by the standard. The infringement of the upper part of podium P1 has no effect on either: • adequate physical connections with the Waitematā which are achieved at ground and Level 01 with a new public circulation system integrated with existing buildings; or • cultural connections which are addressed by narrative means as described in figure 2.8: "*Iho: the unifying idea: …carved by water, carved by hand, carved by light".*
Maximum tower dimension, setback from the street and tower separation in special height area (shown on Map H8.11.3) *(3) 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 28m.*	T1 and T2 meet this standard being 15.03m apart (façade to façade). The tower of Aon House is located on an adjacent site to the east. It is 11.2m away from T1. Assuming the standard applies to these two towers on neighbouring sites, it is infringed by 0.8m. Assessment below shows that this potential infringement notwithstanding, the purpose of the standard is met. (Refer to assessment of proposal relative to the purpose of the standard below.)
Standard H8.6.24. Maximum tower dimension, setback from the street and tower separation *Purpose: ensure that high-rise buildings:* • *are not overly bulky and are slender in appearance;* • *provide adequate sunlight access to streets and public 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.*	*Slender appearance* • The height and vertical proportions of the towers give an inherent slenderness. This effect of slenderness is reinforced by the long chamfers at the top of both towers. In this circumstance, T1's minimal exceedance of the maximum average tower dimension standard will have imperceptible-to-negligible effect on perceptions of slenderness. [Refer also to discussion of slenderness in relation to H8.8.2.(a)(iia) in Table 2.1 above.] *Sunlight and daylight access to streets and public spaces* • Adequate sunlight access is provided to streets and public spaces as examined in detail and identified in the shading effects study (Section 3.4). • Notwithstanding minor infringement of the 12m spacing between T1 and Aon House and the 1.52m shortfall in setback from Lower Hobson Street, the daylight around buildings can be expected to be better than adequate. This is because of the openness all around the site and the open shafts through the site (described on figure 2.29) which provide good sky exposure.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	Human scaled edge to the street • A sense of human scale is achieved. Refer to assessment of human scale in Section 2.5. *Sunlight, daylight and outlook around buildings* Considering T1 in relation to T2: • The 15.35m (glass-to-glass) distance between the towers in combination with the plan offset of T2 from T1 well exceeds the standard to ensure better than adequate sunlight, daylight and outlook between these buildings. Considering T1 in relation to Aon House: • Aon House is 11.5m (glass-to-glass) to the east of T1. This is close to meeting the standard and allows sufficient separation to allow adequate sunlight, daylight into and outlook from the offices in these buildings. Considering T2 in relation to the Viaduct Harbour Precinct to the west: • Any building along the western side of Lower Hobson Street in the Viaduct Harbour Precinct is permitted to rise to 24m above ground. This is directly across the street and 32.9m away from the proposed podium P2 which rises to approximately 31.4m above ground. • T2 rises above that podium and is set back a further 4.48m for a total separation distance of 37.4m. The additional 0.95m façade width of T2 will have no appreciable effect on outlook from those buildings or any other view from the Viaduct Harbour. *Visual connections through the city centre* • The long axes of both T1 and T2 and the longest plan dimension of T2 are oriented north-south. • The gap between the towers in combination with the offset of the tower floor plates allows suitable visual connections from the city centre towards the harbour. (Refer to assessment and figures above in Section 2.3, and to figures 2.28 and 2.29) • Therefore, the minor exceedance of the maximum plan dimension of T1 will not compromise views from the city centre to the harbour, which are also in a north-south direction (refer to figure 2.28 and 2.29.) *Wind effects* • Addressed by others.

Tower setbacks from the street

Unitary Plan Assessment
Table 2.4: Tower setbacks from the street

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
H8.6.24. (1) On every site identified as special height area on Map H8.11.3: (a) the part of a building above 28m must be located at least 6m from all boundaries of the site.	Neither tower meet this standard. However, the proposed reduced setbacks are in the context of unusually wide street spaces which allow for minor reduction without adverse effect. This special site characteristic ensures that the proposed tower setbacks are suitable and fit-for-purpose and place. The proposed placement of T1 and T2 relative to street edges maintains suitable street definition and amenity. It also maintains the quality of the existing Sturdee Reserve and allows the proposed mid-block public open space of Te Urunga Hau to be developed with the intended scale and quality. A step down from the towers to the seven/eight-storey podium base is the first and fundamental contributor to a sense of human scale at the street edge. Human scale is maintained notwithstanding that the setbacks are reduced from the 6.0m Unitary Plan standard. The tower setbacks are each assessed in detail below. *Tower 1* The glass-line of Tower 1 is set back 5.8m rather than 6.0m from Customs Street West, and the setback from boundary to fin is 5.5m. This 0.5m reduction in setback will have no appreciable effect, being barely perceivable as the setback is so close to the standard. A double-width road reserve space including Customs Street West and Fanshawe Street and with Sturdee Reserve at its western end is located to the south. The distance from the site boundary to the nearest boundary across that space varies between 52m at the east and 90m at the west end of the project site. Given this unusually large road reserve width, placement of T1 5.5m rather than 6.0m from the south boundary will not excessively enclose or dominate this street space to the south. T1 is also seen in combination with T2 being set back 25.3m from this street edge. That ensures further openness along Customs Street West and offsets the minimal enclosing effect of the reduced T1 setback. *Tower 2* The glass-line of Tower 2 is set back 4.5m rather than 6.0m from Lower Hobson Street, and the setback from boundary to fins is 4.48m.This 1.52m infringement is unlikely to be perceived views along Hobson Street from the south. Furthermore, any potential negative effects of a lesser setback are inconsequential for the following reasons:

- T2 which rises to a height of 158m is open to the west being well above the 24m AUP maximum height of any building across Lower Hobson Street. Therefore, it does not and will not overly enclose or compress the street;
- 4.48m remains as a suitable offset between the tower and its podium for reduced visual bulk in views from the street below; and
- Given the wide-open nature of the western side of Lower Hobson Street and the gap between T1 and T2, this change will not materially alter or close views between the city and the harbour. (This effect is illustrated in figures 2.14 and 2.30).

Neither will reduction in the setback of T2 from 6.0m to 4.48m have a negative effect on perceptions of a consistent human-scaled edge to the street which is one of the purposes of the setback from the street standard. Setback alone is not sufficient to achieve a sense of human scale. It must and has been complemented by the formal and visual attributes of the podium itself. Appropriate attributes have been integrated into the façade composition and these contribute to a consistent human-scaled edge to the street. (Refer to section 2.5 Human scale.)

The above assessments are informed by close range views A-F prepared by Warren and Mahoney relating to P2 and the setback of T2. Each view is assessed in turn:

View A *from the mid-point of Sturdee Street under the overbridge*

- The bulk and form of the podiums is visible above the Lower Hobson Street overbridge and the façade composition of these is readable in these views. The shopfronts at the base of the podium are framed by the overbridge and are the focus of view along the street. The scale of the podium achieves a transition between the height of the towers and the street environment. This in combination with the visible generally consistent height of the podium contributes to achieving a consistent human-scaled street edge.
- Notwithstanding the reduction of setback to 4.48m, it is clear that T2 is set back from the edge of P2 with that emphasised by the chamfer and visible 'negative detail' at the base of T2, and this reduction has no impact on perceptions of human scale at the street edge.

View B *from the edge of Fanshawe Street at the entry to the historic ramp down to Sturdee Reserve*

- Assuming the screening effect of existing trees is put aside, View B is more or less along the edge of podium so the western edge of T2 and its relation to the western edge of P2 can be seen. The relative alignment is seen primarily at the northern end of podium P1, and the eye registers a clear setback. At

the same time the podium expresses difference and displays the façade modulation that contributes to a sense of human scale.

View C *at ground level from the footpath at the corner of Lower Hobson Street and Customs Street West*

- In this view from the outside edge of the footpath, only P2 is visible. Notwithstanding its reduced setback, the façade of Tower T2 is not seen and the sense of human scale is maintained by views of the veranda and the glazed shopfronts behind it.

View D *at ground level from directly across Lower Hobson Street*

- The podium presents as being clearly differentiated from the tower above in this view and the reduction of the extent of the tower setback has no effect on perceptions of human scale at the street edge. That effect of differentiation is accentuated by the stark contrast in facade width between P2 and T2, the cut of the chamfer at the base of the tower and the further setback of the two-storey high glazing to the common facilities which forms a generously large notch at the base of the T2.

View E *at ground from the western side of Lower Hobson Street at the Quay Street corner.*

- Analysis as for View D.

View F *from the corner of Lower Hobson Street and Fanshawe Street looking north-east*

- Given that T2 is set back from the southern edge of P2 and the existing openness out to the west (which will be maintained by the planned 24m maximum height on the Viaduct Harbour Precinct) this 1.5m reduction of tower setback would not lead to any obvious closure, visual domination or compromise to the view from the street.

This reduced setback of T2 from Lower Hobson Street and as a consequence the 1.5m increase in the gap between T2 and T1 also results in the following outcomes which are beneficial:

- The increased width of the gap between T2 and T1 contributes to opening the north-south view between them;
- As setbacks determine the placement of structure, the reduced setback of T2 from Lower Hobson Street allows for appreciably greater width in the Urban Room public realm below; and
- It provides for an appreciably greater separation between apartments in T2 and the adjacent commercial facade of T1. This in turn contributes to extended depth of outlook and enhanced visual privacy for residents in the apartments located at the gap between the towers.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
H8.8.1 Matters of discretion ***And H8.8.2 Matters of Discretion*** [This is a combined assessment of H8.8.1 and H8.8.2 as the wording of the three identified matters (a), (b) and (c) is either identical or virtually identical. The origin of each section of text is identified.] *Assessment criteria for infringement of setback from the street and tower separation in special height area and building setback from boundaries standards: [H8.8.1 and H8.8.2]* *(a) effects of additional building bulk and scale on neighbouring sites, streets and public open spaces (sunlight and daylight access, dominance, visual amenity, and landscape character); [H8.8.1. and H8.8.2., plus below, sub-criteria (i) to (iii) from H8.8.2]* *(i) whether minor height infringements may be appropriate where it would provide an attractive and integrated roof form that also meets the purpose of the standard;* *(ii) whether height or setback infringements may be appropriate on corner sites to reinforce the prominence of the corner where it meets the relevant standard infringement criteria and makes a positive contribution to the streetscape; and* *(iii) [deleted]*	Further to the above, the setbacks of both T1 and T2 are assessed relative to matters of discretion: *Effects on neighbouring streets and public open spaces* Sunlight and daylight access, dominance and visual amenity are all assessed above in relation to tower separation distance and H8.8.2. Assessment Criteria. The same assessment applies to this matter of tower setbacks. (See also analysis above of comparative Views A-F.) Considering shading of public open space, Sturdee Reserve is addressed in the separate shading analysis. However, the reduction of the setbacks of the towers from the street will not compromise the amenity of this space. • Sturdee Reserve enjoys the propitious effect of sun that will be received over the height restricted areas of the Viaduct Harbour Precinct to the west and northwest, including over the single storey Tepid Baths building; and • The 25m setback of T2 from Customs Street West ensures that considerably more sun will reach this space at the equinox between 12 noon and 2.00pm than if T2 were to be located to precisely comply with the envelope established by the street setbacks. *Daylight access* Those parts of the proposal above the podium, that is T1 and T2, are set back from the boundary, offset and angled in plan and suitably separated so that adequate daylight will be maintained around them. Good sky exposure is retained for the streets and spaces around the proposal. Sturdee Reserve is open to the west over the Tepid Baths and also to the south as the closest buildings across Fanshawe Street are set back approximately 28m from its southern edge. The gap between T1 and T2 also provides sky exposure to the north. A second public open space effect is that the placement of both T1 and T2 closer to the edge than the standard allows openness at the centre of the block and integration of the generously scaled public space of the Urban Room. The additional width in both directions allowed by placement of the towers closer to the street edge will appreciably increase the area of this internal public space.
(b) consistency with the existing and planned built future form and character of the area/zone; including enabling well-designed buildings which have a human scale podium and slender towers above to maximise sunlight, daylight and outlook, or where towers are not possible, buildings should be well-designed and complement the streetscape and skyline; [H8.8.1 and H8.8.2 plus below,	The proposal is well-designed and delivers human scale at the street edge with the design of the podium (refer to Section 2.5) above which both T1 and T2 are slender and elegant (Refer to Section 2.2).

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
sub-criterion (i) from H8.8.2]]	
(i) where building height or maximum tower dimension, setback from the street and tower separation in special height area, and building setback from boundaries standards is infringed whether the proposal demonstrates that Policies H8.3(29), H8.3(29A), H8.3(30), H8.3(31) and H8.3(38) of the Business – City Centre Zone are met.	The proposal infringes to varying minor degrees maximum tower dimension (T1), setback from the street (T1 and T2) and tower separation (with Aon House). Assessment relative to the identified policies is below.
Policy H8.3(29) *Enable the tallest buildings and the greatest density of development to occur in the core of the city centre.*	With two tall towers that accommodate intensive mixed-use activity, the proposal contributes to the tallest buildings and greatest density of development in the core of the city centre.
Policy H8.3(29A) *Ensure high quality building design which recognises the city centre's role in reinforcing Auckland's sense of place and identity, including a thriving and authentic mana whenua identity that is genuinely visible throughout the city centre.*	The design of the building and the proposal as a whole is of very high quality and recognises Auckland's identity. • Refer to Section 2.2 Architectural concept and design and specifically sub-sections 'tower design and appearance' and 'integration of cultural responsiveness'. • Assessment relative to 'contributing to a sense of place is described at the top of Table 2.1 Building design and appearance.
Policy H8.3(30) *Manage adverse effects associated with building height and form by:* *(a) transitioning building height and development densities down to neighbourhoods adjoining the city centre and to the harbour edge;*	Transition down to Viaduct Harbour Precinct while not explicitly required by the Unitary Plan, is achieved with the step down from T1 to T2. This can be seen in figures 2.4, 2.16-2.18. The chamfers on the north-west corner of T2 and the south-west corner of T1 also contribute to this effect. The HEHCP provides for transition down to the harbour edge. While the proposal infringes that standard, a transition is achieved. (This is described in subsection 'Transition of height from the core city centre to the waterfront' and figures 2.3. 2.10-2.13 within Section 2.3.)
(b) protecting sunlight to identified public open spaces and view shafts;	Sunlight is protected to identified public spaces as addressed in Section 3.3 'Shading to nearby public open spaces'. The identified exception is a negligible and fleeting infringement to shade over part of St Patricks Square during the identified mid-winter period. (Refer to Section 3.3, Table 3.2.) The parts of the T1 and T2 which infringe the street setback standard will have nil or no appreciable effect on shading on Te Komititanga, St Patricks Square and the waterfront. No identified view shafts are impacted by the proposal.
(c) requiring the height, form, and design of new buildings to be complementary to existing and planned built form and character of the zone and precincts; and	The proposal is for tall buildings in tower-podium form in a part of the city characterised by this type of development, particularly the nearby Commercial Bay. It

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	complements the existing form notwithstanding the minor podium maximum height infringement of P1 and P2 which are both slightly higher than the 28m maximum height standard, and the approximately 15.4m height of P3 which is lower than the 19m minimum standard.
(d) managing the scale, form and design of buildings to: *(i) avoid adverse dominance and/or amenity effects on streets and public open space; and*	*Visual dominance* Adverse visual dominance effects are avoided as assessed in Section 2.3 'Potential visual dominance at street level'. *Amenity effects on streets* Adequate sunlight access is provided to streets and public spaces as examined in detail and identified in the shading effects study (Section 3.4).
(ii) 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.	*Podium design* • Well-designed human scale podiums are achieved as described above in Section 2.5 sub-sections 'Architectural quality and relation to the towers above' and 'Human scale' respectively. • The towers are slender as described in detailed assessment in Table 2.1.); and • With 11.5m between Aon House and T1, and 15.35m between T1 and T2[17], there is adequate separation between towers. (Refer to Section 2.4 'Separation between towers' and Table 2.3 Unitarv Plan Assessment: Maximum tower dimension and separation.)
Policy H8.3(31) *Ensure adequate sunlight, daylight, and outlook around buildings.*	Adequate sunlight, daylight, and outlook around buildings is provided for as described above in Table 2.3: 'Maximum tower dimension'. Furthermore, the clearances for outlook around the T2 residential accommodation far exceed the 6m outlook space dimensions (refer to Section 6.1).
Policy H8.3(38) *Ensure adequate sunlight and daylight to public open spaces and streets.*	In addition to daylight as addressed above, adequate sunlight access is provided to streets and public spaces as examined in detail and identified in the shading effects study (Section 3.4).
(c) site specific characteristics; [H8.8.1 and H8.8.2 plus below, sub-criteria (i) and (ii) from H8.8.2]	
(i) whether there are particular site specific characteristics in terms of narrow site size, unusual site size, shape or orientation, or the location and nature of existing buildings which have constrained the form of the development proposed;	*(i) Addressed by others*
(ii) where towers are not possible, the extent to which buildings are well-designed and complement the streetscape and skyline;	*(ii) Not applicable*

[17] These dimensions are glass-to-glass.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
H8.8.2. Assessment criteria **(a) building design and external appearance:** ***Variation in building form/visual interest***	
(xixb) the extent to which adequate separation between buildings is provided:	Adequate separation is provided, ensuring all the amenity matters identified in the sub-criteria below are addressed as has been identified in detail in other parts of this urban design assessment:
• *to ensure sunlight and/or daylight reaches the street*	See assessment in Table 2.3: 'Maximum tower dimension' with an extract from that repeated below: *Sunlight and daylight access to streets and public spaces* • Adequate sunlight access is provided to streets and public spaces as examined in detail and identified in the shading effects study (Section 3.4). • Notwithstanding minor infringement of the 12m spacing between T1 and Aon House, and shortfall in required 6.0 setback from Lower Hobson Street the daylight around buildings can be expected to be better than adequate. This is because of the openness all around the site. Complementing that is the separation of towers which allows for shafts of sky exposure through the site and therefore contribute to the extent of daylight that will received. See also assessment of shading to streets in Section 3.4 'Shading to surrounding street network' which makes the following summary observation: • This analysis demonstrates that adequate sunlight is maintained to the surrounding street network. The worst-case events of shading on the surrounding street network throughout the year are highly localised and limited in extent and duration and are at most of 'low' significance.
• *to ensure streetscape amenity*	Given visual interest and variation and a sense of human scale characterise the form and design of the podiums, a high level of streetscape amenity is achieved. These matters of aesthetic quality are discussed in detail and assessed in Sections 2.2 and 2.5 respectively.
• *to avoid a sense of dominance to the street and neighbouring sites*	A sense of visual dominance is avoided. Refer to assessment above in Section 2.3 under the subheading 'Potential visual dominance at street level'.
• *to ensure gaps are created between buildings which allow physical, cultural and visual connections to the Waitematā Harbour and maunga.*	All three types of connections are provided: • Physical connections are provided at ground and through the Urban Room and related lane system in the gaps between buildings; • Cultural connections are made with the narrative design drivers as described in Section 2.2 'Integration of cultural responsiveness; and • Visual connections are provided as described in Section 2.3 'Maximising views between the harbour and the city centre'.

2.5 Podium form and design

T1 and T2 sit above the associated podiums, P1 and P2 respectively (refer to figure 2.30). The heights of the podiums are:

- P1 is eight storeys high. Along Customs Street West the podium is 34.3m high at the western end and, as the street slopes slightly up, approximately 33.0m at its eastern end.
- P2 is seven storeys high. It is 30.95m high at the corner of Lower Hobson and Customs Street West and approximately 30.7m at its northern end.
- The frontage of P3 to Lower Hobson Street is three storeys and approximately 15.3m high.

P1 and P2 are, except for the Urban Room entries, built to the street edge. The street-facing façade of P3 is set back approximately 11m from Lower Hobson Street.

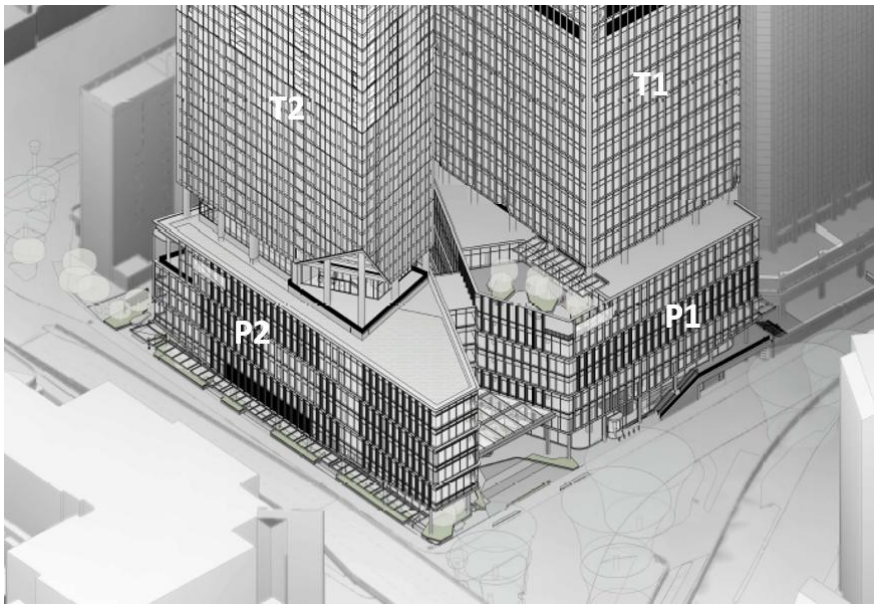


Figure 2.30 Aerial view showing the form of the podium and its relation to the street and adjoining buildings.

He mea whakairo, e to wai

Formed by the tidal waters of the Waitematā.

A reference to the foreshore, the reclaimed land, the original edge and the inherent forces of the Waitematā.

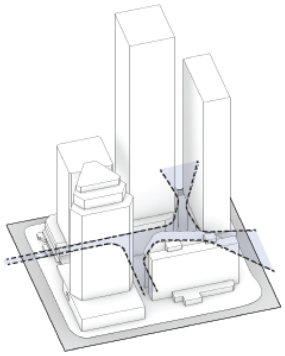


Figure 2.31 Narrative informing podium planning and design

Architectural quality and relation to the towers above

The towers have a family resemblance but clear differentiation from each other. This approach of relationship and differentiation is continued with the design of the podium which expresses an aesthetic that is related to but clearly differentiated from the towers above. The perspectives (figures 2.32 and 2.33) show this differentiation which avoids a sense of the towers morphing into the podium and vice versa and the impression of bulk that could result. This is primarily due to difference in plan form and setback from the street edge, accentuated by the setback of the two storey enclosures at the junctions between tower and podium, and the chamfer at the base of T2 which may be visible above that.

Figure 2.32 Podium viewed from the south-west over Lower Hobson Street, shown with the existing ramp removed. Podium P2 is at left, P1 at right (Render 01)

The podium therefore achieves both desirable family relationship for aesthetic coherence, and differentiation for visual bulk reduction, articulation and visual interest.

The podium presents to only two street frontages comprising between a quarter and a third of the total length of the frontages on the block. Because of this limitation of extent, and because it gains complexity from the cutbacks and other secondary architectural means, it is appropriate that P1 and P2 have a single aesthetic. Podium P3 contrasts with P1 and P2, presenting to Lower Hobson Street as a curvilinear brick clad form (see figure 2.33). This contributes visual interest at the base of the building, including fine grained texture, form and material variation. (Architectural quality, including of the podium, has been assessed in more detail in Section 2.2.)

Figure 2.33 Podium (P3 at left, P2 at right) viewed from the north--west over Lower Hobson Street, shown with the existing ramp removed (Render 09)

Human scale

A step down from the towers to the seven/eight-storey podium base is a first and fundamental contributor to a sense of human scale at the street edge.

However, that alone is not sufficient and must and has been complemented by the formal and visual attributes of the podium itself. The proposal successfully addresses human scale in the design of the podium in the following ways:

- Setback in plan at Urban Room entries to visually break down horizontality;
- Framing of a three-storey open entry from Customs Street West, and four storey entry from Lower Hobson Street into the Urban Room;
- Expression of a two-storey base with a contrasting 'shopfront' glazing treatment, and generously scaled entrances/doors within this base;
- Introduction of 'nested' one and two storey vertical elements in the composition of fenestration and façade which achieve a scale transition and have a verticality which relates human proportions; and
- Complementing these architectural approaches with trees and other landscape elements in the public realm, including making elements and spaces that people will occupy.

The combined effect of these measures is to both provide a sense of human scale and visual interest at the street edge (see figure 2.34).

Figure 2.34
View of the podium from the south-west demonstrating design to achieve a sense of human scale (Render 08)

Street edge definition

The podium provides street edge definition that is in scale with the street spaces around and, importantly, strongly defines the corner of Lower Hobson Street and Customs Street West and the heights of the primary podiums, P1 and P2, meet the Unitary Plan 19m minimum height standard.

Cut-backs in plan 'erode' parts of the podium in line with the narrative of *He mea whakairo, e te wai*: formed by the tidal waters of the Waitemata. The three-dimensional formal effect of this symbolic intent is to create generously scaled entrance spaces at the street edge and dramatic three-dimensional built forms. This partial erosion of the podium contributes to the quality of the space, grandeur of the connection into the mid-block Urban Room and continues to appropriately define the street edge. It also contributes to avoiding an overly long and potentially visually dominant form at the street edge.

The three storey P3 is located against the M Social building boundary and partially screens the back of that while establishing a step-down and contributing to visual interest and a sense of human scale at the western entrance from Lower Hobson Street to the Urban Room. This achieves a comfortable formal relationship with the 12 storey M Social form to the north, and P2 to the south and, appropriately, signals a major entry along a long, well-defined street edge (refer to figure 2.33).

Unitary Plan Assessment
Table 2.5: Building frontage alignment and height

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
Unitary Plan Criteria ***Standard: H8.6.25. 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:* *(i) for frontages identified as '19m', the building must have minimum contiguous height of 19m for a minimum depth of 6m from the frontage;* Note: (i) applies to this site.	P1 and P2 meet the 19m minimum height standard with the heights being 34.3m and 30.55m respectively. Entrances to the Urban Room in line with the 'carved by water' narrative are expressed with cuts into the podium. These cuts define entrance spaces at the edge of the street and dramatise and enhance the form of the podium. They also contribute to breaking down the visual bulk of whole and achieving a sense of human scale. The cuts are secondary elements in a strongly defined street wall, and in turn spatially define the entrance spaces and routes into Te Urunga Hau, the Urban Room. P3 at approximately 15.4m high is below the standard. This is also set back 11m from the street edge. It reads as part of the Urban Room entry from lower Hobson Street and because of this does not compromise street edge definition. This configuration is positive as in the setback, reduced height and contrasting shape and cladding of P3 act as a visual counterpoint to the aesthetic of P2, and therefore contribute to the visual richness and amenity of the streetscape here. This effect is illustrated in figure 2.34.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
(2) On every frontage identified on Map H8.11.5A, a new building or addition to an existing building must comply with the following: (a) for frontages identified as "28m", the maximum frontage height must not exceed 28m for a minimum depth of 6m from the frontage;	The proposal infringes the building frontage height standard as follows: Podium P1 and Tower T1: • P1 rises to a height of 33.65m above the mean footpath level on Custom Street West which is 5.65m above the 28m building frontage height standard. (Varies 33.0m to 34.3m) • T1 above that rises to its full height with its architectural projections (fins) at a distance 5.5m from the street boundary, therefore infringing the 6m setback by 0.5m. Podium P2 and Tower T2 • P2 rises to approximately 30.55m above the mean footpath level on Lower Hobson Street, a 2.55m infringement of the standard, • T2 above that rises to its full height with its architectural projections (mullions) at a distance 4.48m from the street boundary, therefore infringing the 6m setback by 1.52m.
H8.8.2. Assessment Criteria (9) infringement of minimum floor to floor height, building frontage alignment and height and verandas standards:	
(a)effects on the vitality and amenity of streets and public open spaces;	*Street vitality* The effect of the additional podium height will to be to slightly increase the occupied commercial floor area of the podium, with that occupation increasing the number of people working in the building. This will in turn slightly enhance vitality at street level. *Street amenity* A high level of street amenity is achieved. • Adverse visual dominance effects are avoided as assessed in Section 2.3 'Potential visual dominance at street level'. • Adequate sunlight access is provided to streets and public spaces as examined in detail and identified in the shading effects study (Section 3.4).
(c) effects on the potential of the building to accommodate other uses over time.	The additional podium height will have no effect on the potential of the building to accommodate other uses other than commercial over time. The floor-to-floor dimensions within the podium are 4.2m and that is sufficient to provide headroom for a range of activities.
(d) for infringement of maximum frontage height (H8.6.25(2)): *(i) effects of additional building scale on neighbouring sites, streets and public open spaces (sunlight and daylight access, dominance, visual amenity, and landscape character):* • *the extent to which buildings have clearly defined human scale frontages that address the street and public open spaces to positively contribute to the public realm and pedestrian safety;*	*Human scale* The frontages clearly define the street edge and express a sense of human scale. (Refer to detailed analysis in table 2.4 in relation to Views A-F, and to Sub-section

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	'Human scale' above in Section 2.5 Podium form and design.) *Public realm and pedestrian safety* Frontages with lobbies and retail at ground and occupied space above are presented to both streets, to Sturdee Reserve and also to the Urban Room within the block. These intensively occupied internal spaces will provide for activation and direct overlook and informal surveillance of these public areas. In particular, occupation and use of the hotel lobby which has direct connections to and overlook of the Urban Room as well as both Lower Hobson Street and Customs Street West will provide for 24/7 custodial supervision. Active supervision of the hotel drop off area will also contribute to public safety.
• *the extent to which buildings are designed to provide adequate sunlight, daylight and sky view access to streets, public places and nearby sites.*	This criterion is satisfied. Refer to assessment above in relation to: **H8.8.2. Assessment criteria** **(a) building design and external appearance:** *(xixb) 'the extent to which adequate separation between buildings is provided:* • *to ensure sunlight and/or daylight reaches the street* • *to ensure streetscape amenity* • *to avoid a sense of dominance to the street and neighbouring sites'* This is further addressed above in relation to criterion *(iia) 'the extent to which buildings are designed to create human scale podiums at street level and slender towers above which allow daylight and sunlight into buildings and daylight ……with the Waitematā Harbour.':* *Views of the sky views from the street* This 32.3% openness at tower level opens suitable sky views from Customs Street West, Sturdee Reserve and Fanshawe Street to the south. The extent of openness is described by figure 2.29. In addition, the diagonal view through from Fanshawe and Sturdee Streets is assisted by the combination of the 15.35m gap and offset between T1 and T2 (refer to figure 2.28).
• *whether maximum frontage height infringements may be appropriate on corner sites to reinforce the prominence of the corner where it meets the relevant standard infringement criteria and makes a positive contribution to the streetscape;*	This corner site can readily accept this podium that exceeds the standard and the proposal makes a positive contribution to the streetscape and. This is for the following reasons: • The infringement above the standard is minimal, being approximately 5.65m for P1 and 2.55m for P2; • These slightly taller podiums are opposite street spaces which are relatively broad and open, and readily able to accept taller podiums with no sense of visual constriction or dominance; • The south-eastern corner of podium P2 reinforces definition of the street corner; and • The podium remains in proportion with the much higher towers above and the required quality of

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	slenderness in the appearance of both towers is maintained. Any potential for a sense of excessive bulk along Customs Street West will be mitigated by the 19m wide cut into the podium that provides entrance to the Urban Room. This sculptural erosion of the podium following the narrative driver of 'carved by water' also provides variation and visual interest within the streetscape.
(ii)whether the proposal demonstrates that Policies H8.3(30), H8.3(31), H8.3(34) and H8.3(38) of the Business – City Centre Zone are met. *Policy H8.3(30)* *Manage adverse effects associated with building height and form* *Policy H8.3(31)* *Ensure adequate sunlight, daylight, and outlook around buildings.* *Policy H8.3(38)* *Ensure adequate sunlight and daylight to public open spaces and streets.*	Refer to content of Table 2.4 for assessment relative to policies H8.3(30), H8.3(31) and H8.3(38).
Policy H8.3(34) *Require building frontages along identified public open spaces and streets to be designed in a way that provides a sense of intimacy, character, interest and variation, human scale and enclosure at street level.*	The proposal is consistent with this policy: • As described in Section 2.5 subsection 'Human scale' the frontages are designed to provide a sense of human scale and visual interest at street edges; • The activation of edges combines with those qualities to give a sense of intimacy; • The podium design defines street edges to give spatial definition and in combination with well-located cover, enclosure at street level; and • These qualities combine to contribute to a memorable identity and character at street level.

2.6 Urban and built form conclusions

Architectural concept and design

1. The composition of a pair of towers on a sculpted podium base is aesthetically coherent, architecturally well-resolved, and fits well into this part of the city centre.

2. Appropriate visual interest is integrated within a concept-driven approach which ensures the aesthetic coherence of each building separately, and of the proposed complex as a whole. The symbolism of cultural narratives that are a fundamental aesthetic driver will further engage the intellect of the viewer and enrich the experience of viewing and considering this building complex.

3. Expression of height and subtle compositional difference between T1 and T2 moderates the bulk of the building complex as a whole and contributes visual interest including variation in the city centre skyline.

4. The extension of glazed façade elements to form a crown, including recognition of the chamfers that carve into the body of the towers below, provides an expressive sculptural top to both towers. These tops are both distinctive and aesthetically well resolved.

Relation to the harbour edge height control plane

5. Notwithstanding departure from the 40m + 45° HEHCP, transition in height from the core central business district to the harbour is achieved within the block as T2 and T1 are set back from and rise above existing high-rise buildings at the edge of Quay Street, stepping back and up. This continues to provide an overt height transition, but to a lesser degree than described by the standard.

6. The transition down from tall buildings enabled by the Operative Unitary Plan in that part of the Special Height area to the south across Customs Street is significant, and notwithstanding its height, reinforces that this proposal maintains a step down towards the harbour.

7. Maximisation of views between the harbour and city centre in relation to achieving the purpose of the HEHCP is achieved predominantly by the gaps between the towers and also other buildings on the site and is reinforced by the plan offset of T1 from T2. These attributes combine to avoid any 'wall effect' in views from both the harbour to the city and the city centre to the harbour.

8. The proposal satisfies the Unitary Plan H8.8.2 Assessment Criteria for exception to the HEHCP. These relate to appropriate outcomes in relation to 'visual profile', 'waterfront amenity', 'streetscape and street corners', 'effects on surrounding properties', and the 'design of upper parts of structures'.

Maximum tower dimension and setback of towers from the street

9. Minor departures from other built form standards are mitigated by the combination of the articulation of form of the towers to reduce apparent and actual bulk, the chiselling of the tower forms for cultural and sculptural effect and to reinforce slenderness, and openness elsewhere to allow views through.

10. The siting, variation in height and façade treatment means that the towers avoid coalescing into a single, visually dominant compound mass in any of the multiple views examined.

11. The proposed placement of T1 and T2 relative to street edges maintains suitable street definition and amenity. It also maintains the quality of the existing Sturdee Reserve and allows the proposed mid-block public open space of Te Urunga Hau to be developed with the intended scale and quality.

Podium form and design

12. The podium is carved out to create internal lanes and the proposed Urban Room, elements that will significantly enhance the opportunities for and quality of public experience of this part of the city.

13. The podium is aesthetically coherent and appropriately differentiated from, but with a family relationship to, the towers above.

14. The podium height gives an appropriate level of spatial definition to the street, and its formal composition contributes suitable visual interest and a sense of human scale at the street edge.

3 SHADING EFFECTS

3.1 Methodology

This assessment is based on review of, and should be considered in combination with, the full set of shading drawings prepared by Warren and Mahoney. These shading studies place the proposed building in the context of the existing environment at a city-centre wide scale. This existing environment includes both existing buildings and buildings that have been consented but not yet constructed.

This assessment addresses the comprehensive shading effects over the city centre around the proposal. It is supplemented by more detailed and granular assessment of shading effects of specific types of space and places within this area. These are:

- Nearby public open spaces;
- The surrounding street network;
- Nearby buildings including residential apartment buildings; and
- The Urban Room.

The shading diagrams do not show any shading effects from the Lower Hobson Street flyover. Although it casts some shade on Sturdee Reserve, it is a single storey structure that ramps down to ground. Therefore, its presence or otherwise has no material impact on this analysis and its findings.

The shading diagrams for the city centre shading assessment are at one-hour intervals at the summer and winter solstices, and also the spring equinox. The range of times for each day relates to the timing of sunrise and sunset and is to give a comprehensive picture of shading through the representative days chosen:

- Winter solstice 21 June (sun rise 7.33am, sunset 5.11pm) has studies from 8.00am to 5.00pm;
- Spring equinox 23 September (sun rise 6.09am, sunset 6.17pm) has studies from 7.00am to 6.00pm; and
- Summer solstice 21 December (sun rise 5.58am, sunset 8.40pm) has studies from 7.00am to 8.00pm.

The 21 June and 23 September studies refer to 'New Zealand Standard Time' [NZST]. Daylight saving applies on 21 December, so the times at the summer solstice are all 'New Zealand Daylight Time'[NZDT].

Detailed shading studies for St Patricks Square on 21 June are at 15 minute intervals to allow a focused assessment at a granular level of potential shading effects of this space at mid-winter. The 21 June studies are complemented by further analysis of the extent, duration and timing of infringements of the standard. Interpretation of the significance of effects of shade on St Patricks Square are also informed by a detailed observational use study of the space undertaken by Barker and Associates.[18]

Vignette illustrations have been extracted from the full set of shading drawings and integrated into this report to illustrate the key effects

[18] St Patrick's Square Public Space Audit Summary Report September 2025

described however the full set of shading diagrams has been used for this assessment.

Rating scale
In rating the significance of shading effects in this city centre location the following scale is used.[19]

1. ***High***: A change to the amount of shade over a large area and/or with an effect over a large number of buildings and public open spaces, and for an extended period.
2. ***Moderate***: A change in shading over a large area and/or with an effect over a large number of buildings, and which is fleeting; or shading on a small proportion of an identified public open space for an extended period.
3. ***Low***: A change in shading over a small area or low number of buildings or a relatively small proportion of a public open space. The shading is fleeting.
4. ***Negligible***: A change in shading which is limited in extent to the point of being barely perceptible in a particular area or space, and which is fleeting.
5. ***Nil***: Where no additional shade is cast on the area or space under consideration.

This rating scale is to ensure the assessment is systematic, transparent and repeatable. Other matters relating to weighting the assessment of shading effects and the application of the ratings identified above are:

Shade from all parts of the proposal is considered without adjustment for a 'permitted baseline'.

a) This shading analysis does not assume the shade from those parts of the proposal that are under the HEHCP is a 'permitted baseline'. Therefore, all shade from all parts of the proposal beyond that cast by existing buildings is the basis for the effects ratings in this assessment.

The duration and timing of shading.

b) The principle applied is that a shading change that is for an extended period over an identified point will increase the effects. An 'extended period' is taken as meaning for well over an hour. Conversely shading that is fleeting will have reduced and sometimes negligible appreciable effect. 'Fleeting' shade is taken as being experienced for around an hour or less.

c) Shading at and around the middle of the day is given greater weight than shading just after dawn and close to dusk. That is because shading effects cannot be avoided at close to sunrise and sunset, and around the middle of the day people are more likely to occupy public open space for extended periods. The exception to this is at mid-summer when a good quality public environment will offer a choice of sun and shade. Shade is important around midday and through the early-mid-afternoon at the hottest time of year in any open space. At this time of

[19] This is a rating scale developed by McIndoe Urban and which with minor variation has been used for multiple shading assessments including recently in Auckland, Wellington and Dunedin.

year it is also desirable to offer pedestrians the opportunity to take a shaded route or footpath.

Significance of shading to different types of public open space

d) Priority weighting is given to identified public open spaces that people may occupy for extended periods. Shading on public open spaces identified in the Unitary Plan as requiring sun at identified times is most significant. Shading effects on a public open space are given a lesser weighting when other immediately adjacent parts of the open space receive sun at the same time and are available to occupy.

e) Shading effects on footpaths are secondary as these are places that people tend to move along rather than occupy for extended periods of time.

f) Shading effects on vehicle carriageways are observed. But unless the change to the area of shade is significant, the effects of this are not considered to be material and are likely to be rated as negligible.

Shading to existing buildings

g) While shading on rooftops is considered to have negligible effect, where a roof top is shaded it can also be assumed that some of the upper-level walls under that roof will also receive shade. Shade on walls is considered insofar as it can be discerned from plan-based shading analysis.

3.2 City Centre shading assessment

Table 3.1 City centre shading assessment

Time	Extent of shading	Rating of shading effect
	MID-WINTER 21 JUNE	
8am	Sunrise is at 7.33am, so the sun is very low at this time. A long shadow is cast to the south-east with some limited areas of shade visible on the tops of some buildings of Fanshawe Street, west of Nelson Street. This is limited in extent and is fleeting.	Negligible
9am	The sun is low in the sky, and a long shadow is cast to the south-east. Much of this is over Fanshawe Street. Shade is however cast over the tops of many buildings on and around lower Nelson Street. This shade is fleeting.	Moderate
10am	A band of additional shade is cast across Fanshawe Street and on a large number of buildings on Hobson Street, including on the western side of the street just south of Gorst Lane. The overall band of shade is split by the shaft of sunlight though the gap between T1 and T2, and the shading effect is fleeting.	Moderate
11am	At this time the shadows cast align with the urban blocks to the south, extending along Federal Street to St Patricks Square with a further small patch of shade on the street just north of Kingston Street. The shade on these parts of Federal Street will be fleeting.	Moderate
12noon	Additional shade at this time is limited in extent to a small area across Fanshawe Street and settling mainly on those buildings in the block between Fanshawe and Wolfe Streets. A small additional area of shade is cast over Swanson Street by the north-west corner of St Patricks Square.	Low

Time	Extent of shading	Rating of shading effect
1pm	Additional shade is limited to on the buildings immediately to the south across Fanshawe Street and on the tops of buildings further south on the east side of Albert Street by Swanson Street.	Low
2pm	Apart from the building directly across Fanshawe Street continuing to be shaded, broken areas of shade can be seen on the tops of various buildings extending in a line towards but not reaching Freyberg Place. Apart from fragments of footpath on Fanshawe and Albert Streets, no part of the public realm is shaded.	Low
3pm	Additional patches of shade extend in a narrow broken line over the tops of a limited number of buildings as far to the south east as Fields Lane. The proposal creates a narrow line of additional shade across Fanshawe Street and a wider band across Albert Street by its intersection with Customs Street West but does not shade any other part of the public realm. This shade is limited in extent and is fleeting.	Negligible
4pm	Shade only appears intermittently on the tops of widely dispersed buildings, terminating at the Pullman Hotel on Princes Street. At this time, the line of shade reaches the north façade of the Vero Building and is to the south of Emily Place which is already in full shade. No part of the public realm receives any further shade. This shade is further limited in extent and is fleeting.	Negligible
5pm	With sunset at 5.11pm, the shadows are very long and most of the city is already in shade. Small areas of shade appear on the plant enclosure of the Commercial Bay's PWC tower, and three building tops located further to the east and to the south of Customs Street East.	Negligible
	SPRING EQUINOX 23 SEPTEMBER	
7am	The sun is low and shade from the proposal is cast over the roofs (and probably parts of the upper walls) of a small number of buildings to the west in the Viaduct Harbour.	Negligible
8am	A wide band of shade is cast to the south-west over the roofs of buildings in the Viaduct Harbour Precinct.	Moderate
9am	Shade is cast to the south-west directly down Fanshawe and Sturdee Streets, and on to the tops of buildings along the edge of Sturdee Street. This is for a fleeting duration of approximately one hour.	Low
10am	By this time the shadows cast over the carriageway of Sturdee and Fanshawe Streets have significantly shortened. Shade is now cast on carriageway and western footpath of much of the lowest block of Hobson Street (below Swanson Street).	Low
11am	Shade is cast across Fanshawe Street, over an area largely between Hobson and Federal Streets. This band of shade is partly relieved by a shaft of sunlight extending from the gap between T1 and T2.	Low
12noon	Shadow is cast over Fanshawe Street towards lower Federal Street, to but no further than Wolfe Street.	Low
1pm	A wide band of shade is cast across Fanshawe Street, over the West Plaza building at 1 Albert Street. A limited area of shade is cast in a narrow band across Albert Street and on a small area on the east side of Albert Street at the intersection of Albert Street and Mills Lane.	Low

Time	Extent of shading	Rating of shading effect
2pm	Shade is cast diagonally over the end of Fanshawe Street, part of the intersection with Albert Street and also over the top of three storey 'Galleria' building on the south-east corner of Albert Street and Customs Street West.	Low
3pm	At this time, a diagonal shadow is cast over the intersection of Albert and Customs Street West, along the carriageway and eastern footpath of Customs Street West. This extends along the footpath to a point just beyond Queen Street.	Moderate
4pm	Additional shade is cast almost along the alignment of Customs Street West, and apart from a fleeting sliver of shade on the northern footpath, remains within the urban block.	Low
5pm	At this time the sun is low. Shade is cast onto Tyler Street in Britomart, and beyond that over to Quay Street and into the port, from a point just to the east of Britomart Place. This shade is limited in extent and fleeting, however is over the last remaining area of sun on this street at the edge of Takutai Square at this time.	Moderate
6pm	With sunset at 6.17pm, the sun is very low and additional shade is barely discernible.	Negligible
	MID-SUMMER 21 DECEMBER	
7am	The proposal casts a shadow across the Viaduct Basin to the eastern façade of the Park Hyatt Hotel and the promenade along its edge. This is a minor addition to shade cast there by existing building.	Low
8am	Around two-thirds of Waitematā Plaza and most of the short length of promenade edge currently receiving sun at this time is shaded by the proposal. The tops of three nearby buildings are also shaded. Madden Plaza which is located across the water space at the south end of the Park Hyatt Hotel is also shaded. These shading effects are all fleeting.	Moderate
9am	A wide band of additional shade is cast over buildings along Customs Street West between Lower Hobson Street and Waitematā Plaza. The plaza itself receives only very minor additional shade at its eastern (street) edge, and apart from shade over small patches of the promenade to the east of the 'Oyster and Chop' restaurant and by Waitematā Plaza, the Viaduct promenade receives no additional shade. This shading effect is fleeting.	Moderate
10am	Shade is cast in a block over the Tepid Baths and part way up Customs Street West, with additional shading on approximately half of the length the southern footpath. The Lower Hobson Street ramp is shaded.	Moderate
11am	The proposal casts additional shading over the majority of Sturdee Reserve at this time. Shade is also cast over the Tepid Baths building and buildings right at the corner of Customs Street West and Lower Hobson Street. The last shade will have left the east façade of the apartments at 99 Customs Street West at around 9.30 and no shade is cast over any apartments at this time.	Moderate
12noon	The proposal casts additional shading over the majority of Sturdee Reserve at this time. No shade is cast over any building,	Moderate

Time	Extent of shading	Rating of shading effect
1pm	At 1pm T1 casts a small area of shade over the narrow triangular eastern end of the Sturdee Reserve. The remainder of shade is on the carriageways of Customs Street West, and Fanshawe Street, extending only as far as the end of Federal Street.	Low
2pm	Most shade remains on site. A patch of additional shade is limited in extent and entirely on the carriageways of Customs Street West and Fanshawe Street.	Negligible
3pm	Most shade remains on site. A narrow strip of additional shade is cast onto the central carriageway and footpath of Lower Albert Street at the corner of Commercial Bay, and on the podium of Commercial Bay. This is limited in extent, fleeting and will be barely perceptible.	Negligible
4pm	Additional shade from the proposal is almost entirely with its own site, in a narrow band across Lower Albert Street and then terminates on the podium roofs of Commercial Bay. This is limited in extent, fleeting and will be barely perceptible.	Negligible
5pm	At this time the upper parts of the proposal cast shade onto the roof spaces of Commercial Bay and part of Te Komititanga Plaza (Queen Elizabeth Square). This additional shade on Te Komititanga is limited in extent, outside the winter period April 1 to September 30 when sunlight control applies and outside the identified times between 11.30am and 2.00pm for that control.	Low
6pm	Additional shade is cast on the heritage Ferry Building, and the single storey heritage kiosk to the north of that. A narrow band of additional shade extends back across the footpath there, but no shade is cast on the Quay Street waterfront park. Some additional shade is cast across the Quay Street footpath and to the water edge at the base of Captain Cook Wharf from that part of Tower 1 above the harbour edge height control plane.	Low
7pm	A band of shade is cast over the ferry terminal on the Downtown Ferry Terminal Wharf 2, on the Ferry Building at the base of Queens Wharf, and also on part of Shed 10. Additional shade is also cast over the mid-outer part of Captain Cook Wharf, with around half of that from the part of Tower 1 that is above the harbour edge height control plane. At this time there is negligible additional shade to Quay Street, and beyond 7.00pm the sun is sufficiently low that there is no change to shade on Quay Street relative to existing.	Low
8pm	Shade is cast over Shed 10 on Queens Wharf and there is a sliver of extra shade on the east side of Queens Wharf. This is so limited in extent as to be just perceptible on the shading diagram and is unlikely to be perceived by people on the wharf. Apart from its extension as the Eastern Viaduct wharf area which remains in full sun, the Quay Street public realm is already in full shade at this time.	Negligible

Summary observations

Table 4.1 records shading analysis at 36 times on three representative days during the year. Considering the year as a whole and using the identified rating scale, the following results are recorded:

High	nil	
Moderate	11/36	Less than one third (31%)
Low	15/36	More than two thirds (69%)
Negligible	10/36	
Nil	nil	

Key findings

- Most of the shade from the proposed buildings is subsumed into existing shade within a heavily built -up city centre and most additional shading effects are localised and fleeting.

- The effects of additional shading vary from at most 'moderate' but are generally rated 'low' or 'negligible' for the majority of times through the year. No shading effects were rated as being of high significance.

- That shade is expected over parts of the city centre is signalled by the precise and restricted time frames when it is not permitted over identified public open spaces.

- The above tabular analysis considered three times of year, including only the spring equinox. Should shading drawings for the autumn equinox have been produced and analysed in detail, the findings can be expected to be the same as those for the spring equinox. Re-weighting to be more consistent with shading effects through the year (that is, by double-weighting the equinox findings) means that 29% of the effects would be moderate, and 71% would be low/negligible or nil.

3.3 Shading of nearby public open spaces

Sunlight controls are identified in the Unitary Plan for only two nearby spaces: St Patrick's Square and Te Komititanga (Queen Elizabeth Square). In addition to the spaces and at times specified by the Unitary Plan, this analysis assesses potential shading effects on these identified spaces outside the times identified by the Unitary Plan and also on all other nearby public open spaces that may receive some additional shade. In relation to shading of St Patrick's Square the shading studies identify minor patches of mid-winter shade on the Swanson Street edge entry points of the space during the identified times. These entry points are identified in figure 3.1 below.

Figure 3.1 Images of the connection of St Patricks Square to Swanson Street that receive shade during the identified times at mid-winter. North-eastern entry stairs at left, north-western entry at right

Table 3.2 Shading of public open spaces

SHADING ASSESSMENT OF PUBLIC OPEN SPACES	REPRESENTATIVE SHADING DIAGRAMS

St Patricks Square

The assessment of shading on St Patrick's Square is informed by the detailed shading analysis for that space prepared by Warren and Mahoney. Shading drawings have been prepared at 15 minute intervals, from 10.00am to 2.00pm.

Mid-winter shading 12.00noon – 2.00pm

Sunlight is required on the identified area of St Patricks Square all year from 12.00noon – 2.00pm. Both T1 and T2 have been shaped to minimise shade on the Square at these identified times:

- The shading diagrams produced at 15 minute intervals for 21 June show that the proposal casts no appreciable shade over the identified part of St Patrick's Square in the designated period of 12.00noon to 2.00pm on that day. The drawings show that at 12.00noon shade from the top of T2 will just encroach over the northern-most corner of St Patricks Square. That shade is almost imperceptible in extent. It is also fleeting, as 15 minutes later it has receded well back from the boundary of the park.
- At noon and until around 2.30pm on 21 June, most of St Patricks Square receives good sun. Beyond 3.00pm it is shaded by existing buildings to the west.

Figure 3.2 21 June at 12noon
At this time shade from the proposal just encroaches over the northern boundary of St Patricks Square.

Shading infringements

Detailed analysis of infringements by Warren and Mahoney demonstrates the extent of additional shading effects on the designated area of the St Patricks Square between 12.00 and 2.00pm at mid-winter.

- Additional shade on the north-west corner at and just around 12.00noon occurs on eight days from 19-26 June inclusive. The largest extent of shadow is on 22 June when this shadow extends 0.484 m into the corner of the park and has an area of 0.62m². It is for a maximum of three minutes. This is over the corner of an entrance to the park, which is a place to move through rather than sit in (refer to right-hand image figure 3.1).
- There is also some shade to the north-east corner for a maximum of three minutes (from 12.00noon to 12.03pm) between 4 July and 13 August, that is over 41 days. The maximum area of shade during this period is 21.3m² and that occurs on 29 July. This extends over the stairs at this corner of the park and some of the planter edge at the street boundary (refer to left-hand image figure 3.1)

The worst-case shading infringements are limited in extent and duration, and their amenity effects on the northern entry points to the park are 'negligible'.

Mid-winter shading before 12.00noon

The mid-winter drawings show that while no additional shade is cast over St Patricks Square at 10.30am, some additional shade occurs at the following times before 12.00noon:

- 10.45am: a narrow sliver of additional shade is cast across the western arm of the Square. All of the remainder of the space is in shade.
- 11.00am: a band of additional shade is cast across the western arm of the square and all apart from a narrow sliver at its western boundary is in shade.
- 11.15am: this band of additional shade is broad and more or less on the alignment of Federal Street. The central eastern part of the Square is already in shade. The western end of the Square is exposed to a band of sunlight.
- 11.30am: the band of shade narrows slightly and moves around towards the east and extends the full length of the central/eastern part of the Square. Two bands at the western arm of the Square remain in the sun.
- 11.45am: The proposal casts a band of additional shade extending diagonally down from the north-eastern corner of Square. The remainder, approximately three-quarters of the Square, is in the sun.

Considering mid-winter times before the controlled midday period, the worst-case times are at 11.15am and 11.30am. At these times very little of the Square receives sun. Overall, the additional shade is limited in area and its effects are fleeting. Thus, applying the rating scale identified above, the significance of this 'worst case' pre-noon shading is 'low'. In the following 30 minutes from 11.30am to 12.00noon, variously some or much of the Square continues to be in the sun. In this latter period considering the fleeting nature of the shade and the availability of sun in other parts of the Square the effects are variously 'low' to 'negligible'. Therefore, considering the entire hour before noon, the significance of the additional mid-winter shading effects on St Patrick's Square is rated as low.

Shading at other times of year
The proposal does not create shading effects at or around St Patricks Square beyond mid-winter.

Te Komititanga/Queen Elizabeth Square

- The proposal does not cast shade over additional areas of Te Komititanga at either mid-winter or at the equinox.
- At 5.00pm at the summer solstice, the upper parts of the proposal cast shade onto part of Te Komititanga. Shade continues to be cast but to a lesser degree at 6.00pm. This shade is received outside the winter period April 1 to September 30 when sunlight control applies. It is also outside the identified times between 11.30am and 2.00pm for that control. The summer shading effect is rated 'low'. That is because while it is over an area of identified significance, additional shade is restricted in area and fleeting in duration.

Considering the whole year and limited extent and duration of additional shade, the shading effect on Te Komititanga/Queen Elizabeth Square will be 'negligible'.

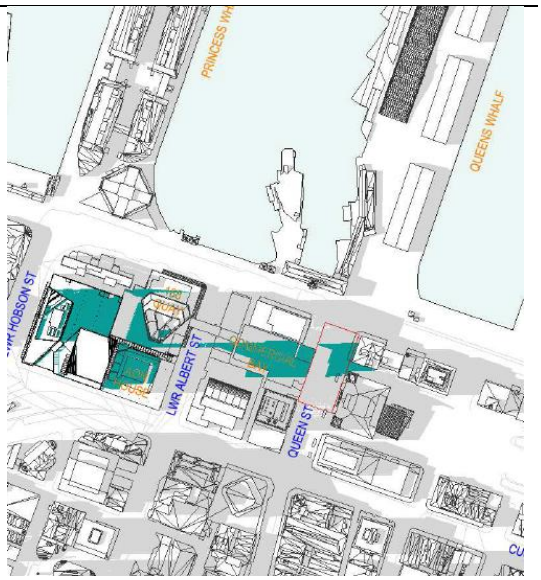


Figure 3.3 21 December at 5.00pm

SHADING ASSESSMENT OF PUBLIC OPEN SPACES	REPRESENTATIVE SHADING DIAGRAMS

Viaduct Harbour promenade

Winter solstice

- Nil effect

Spring equinox

- Nil effect

Summer solstice

- At 7.00am - the Viaduct Harbour promenade is shaded by existing buildings.
- At 8.00am – additional shade is cast over most of the short length of promenade edge currently receiving sun at this time. At this time, the topmost portion of T1 also casts shade across the Viaduct Harbour water space onto part of Madden Plaza.
- At 9.00am - additional shade is cast over a limited part of the promenade. It is in two patches: by the north-eastern corner of Waitematā Plaza, and to the east of the Oyster and Chop restaurant (refer to figure 3.5).

The additional shade is fleeting, limited to early morning only in summer, and therefore its effect is rated as 'negligible'.

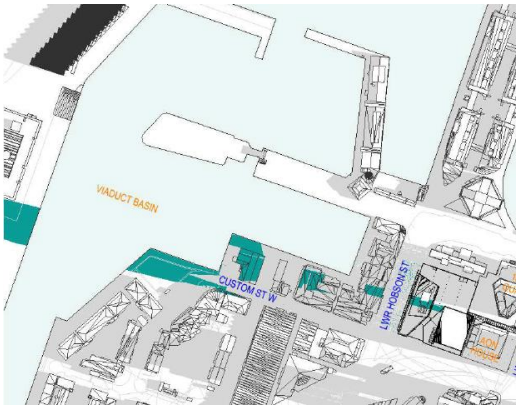


Figure 3.4 21 December 21 at 8.00am

Waitematā Plaza

Winter solstice

- Nil effect

Spring equinox

- Nil effect

Summer solstice

- At 8.00am around two-thirds of Waitematā Plaza is shaded by part of the proposal below the height control plane (refer to figure 3.4).
- At and just before 9.00am a small patch of shade will remain at its street edge (refer to figure 3.5).

As with the Viaduct Harbour promenade, the additional shade is fleeting, limited to early morning and only in summer, and therefore its effect is rated as 'negligible'.

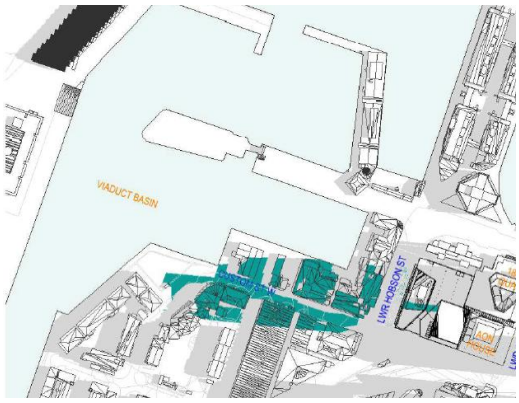


Figure 3.5 21 December at 9.00am

Quay Street and waterfront

Winter solstice

- Nil effect

Spring equinox

- A small area of additional shade is cast on Quay Street from a point approximately 50m east of Britomart Place at 5.00pm and beyond. By 6.00pm the sun is low in the sky and no additional shade is cast. These effects are 'negligible'.

Summer solstice

- At 6.00pm additional shade is cast on the heritage Ferry Building, and the single storey heritage kiosk to the north of that. A narrow band of additional shade extends back across the footpath there, but no shade is cast on the Quay Street waterfront park. Some additional shade is also cast across the Quay Street footpath and to the water edge at the base of Captain Cook Wharf.

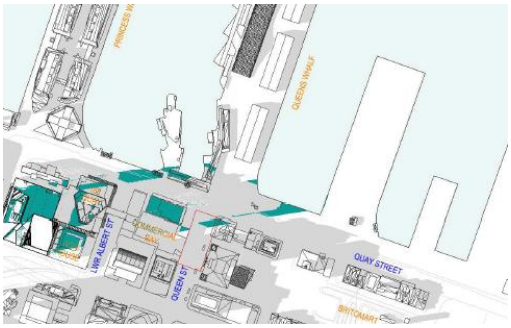


Figure 3.6 21 December at 6.00pm

- At 7.00pm additional shade is cast over the mid-outer part of Captain Cook Wharf. At this time there is negligible additional shade to Quay Street, and beyond 6.00pm the sun is sufficiently low that there is no change to shade on Quay Street relative to existing.

In summary, additional shade over Quay Street and the related waterfront only occurs in the evening in summer, and at that time of year additional shade (as can be seen in figures 3.6 and 3.7) is both limited in extent and fleeting. Therefore, shading effects on Quay Street and the related public areas of the waterfront are 'negligible'.

Figure 3.7 21 December at 7.00pm

Sturdee Reserve

Additional shading on Sturdee Reserve varies from nil in mid-winter, through negligible at the equinox to moderate/low in the mid to late morning at the summer solstice.

The impact of shading at mid-morning in mid-summer will be mitigated by multiple other nearby spaces that remain in full sun at that time (Waitemata Plaza, The Quay Street water edge park, and Queen Elizabeth Square). Given the seasonal and time limitation of additional shade, and this mitigating factor, the overall significance of shading effects on Sturdee Reserve is 'low'.

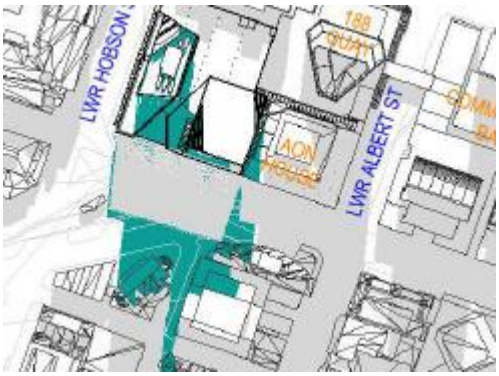


Figure 3.8 21 June at 12.00noon

Winter solstice

- In winter, the existing carparking building casts shade over the park all day, and the proposal therefore does not exacerbate the existing situation.
- Except for a narrow sliver of additional shade from the podium of the proposal on the western end of the reserve, additional shading in winter is 'nil'.

Spring equinox

- Additional shade is cast over Sturdee Reserve from 10.00am until 2.00pm. (That is cast by the lowest part of the towers that are well below the harbour edge height control plane.)
- At 11.00am a 'window of sun can be seen which is cast through the gap between the towers onto Fanshawe Street.
- Beyond 2.00pm all additional shade departs from this area.
- Additional shading at the spring equinox is therefore 'negligible'.

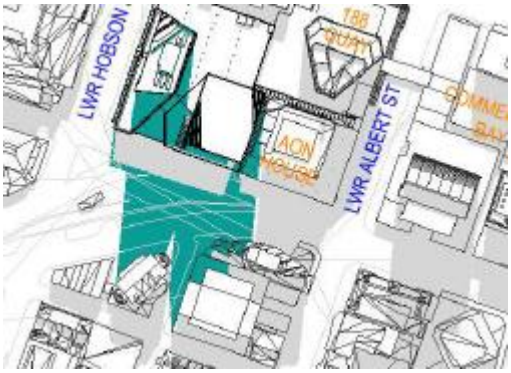
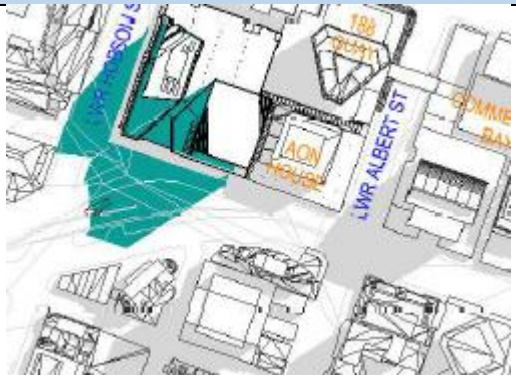
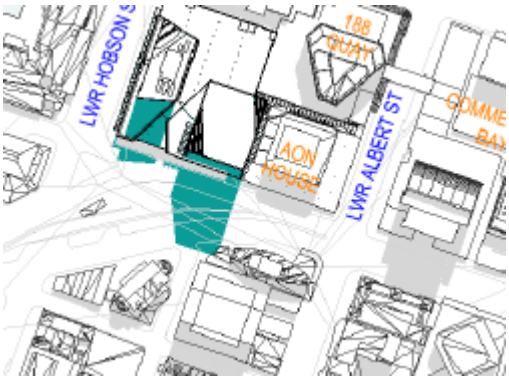


Figure 3.9 23 September at 12.00noon

Summer solstice

Additional morning shading effects at mid-summer are rated as 'moderate':

- The proposal begins to cast additional shade over Sturdee Reserve after 10.00am. At 11.00am and 12.00noon additional shade is cast over the majority of the space. The narrow triangular eastern end of the reserve continues to receive sun at these times.
- At 1.00pm T1 casts additional shade over the triangular eastern end of the reserve.

SHADING ASSESSMENT OF PUBLIC OPEN SPACES	REPRESENTATIVE SHADING DIAGRAMS
• From just after 2.00pm and right through the afternoon the reserve is in full sun. • Interpreting from figure 3.10 and considering the length of the shadows at 11.00am and 12.00noon on 21 December, Sturdee Reserve would be shaded to approximately the same extent even if the towers were to be half the proposed height.	 *Figure 3.10 21 December at 12.00noon*  *Figure 3.11 21 December at 1.00pm*
Freyberg Place The shading diagrams demonstrate that shade from the proposal does not extend over Freyberg Place. The closest that shade falls is at 2.00pm in midwinter and at this time the shadow from the proposal is aligned with but falls short of Freyberg Place.	 *Figure 3.12 21 June at 2.00pm*

Summary observations
Additional shade is cast over St Patricks Square between 11.00am and 12 noon, and the effect of that is 'low'.

The proposal also casts additional shade over parts of the northern, Swanson Street edge of St Patricks Square at mid-winter within the time period of 12.00noon to 2.00pm identified by the Unitary Plan for sunlight control. Detailed analysis between 12.00noon and 2.00pm shows infringements are limited in extent and duration. This additional shade is limited to the edge of the space and is for at most three minutes. Moreover, observational studies of the use of the space show this additional shade occurs only at entry points where people are likely to be moving rather than lingering. (Refer to figure 3.1.) Therefore, while the St Patricks Square shading standard is infringed, because the additional shade will be barely perceptible and it occurs over parts of the

space predominantly used for movement, the effect of the infringement is rated as 'negligible'.

The proposal does not cast shade over Te Komititanga/Queen Elizabeth Square at the times of day and year identified by the Unitary Plan. However, limited and fleeting shade is cast over Te Komititanga/Queen Elizabeth Square in the late afternoon at mid-summer. The effect of that additional shade is 'negligible'.

The proposal does cast shade over some other nearby public open spaces. In all cases the shading effect is limited to a specific time of year and when it is experienced, any additional shade is limited in extent and duration. Considering the public places around the proposal throughout the day at representative times of year, the significance of these worst-case effects is low.

- At 8.00am in mid-summer, Waitemata Plaza and most of the Viaduct Promenade receives additional shade but that is fleeting and limited in extent. Its effect is 'negligible.
- Additional shade over Quay Street and the related waterfront only occurs in the evening in summer and is both limited in extent and fleeting. Its effect is rated 'negligible'.
- Additional shading on Sturdee Reserve is limited and in the 'worst case' at late-morning in mid-summer, the effect of the additional shading is 'moderate'.

3.4 Shading to the surrounding street network

Streets within the city centre will be sunny primarily when the sun is aligned along the street. At other times most streets throughout the city centre are already shaded to a varying but considerable extent by existing buildings. The exception is summer when, during the middle of the day, the altitude of the sun is high and the streets receive more sun. However, given the heat of mid-summer sun, during the middle hours of the day a choice of sun or shade is desirable.

This analysis summarises by season the assessed effects of shading on streets recorded in Table 3.1 above. In this summary, as in Table 3.1, when considering shading on streets the greatest emphasis is placed on shading on footpaths. Shading on carriageways is considered to have a much reduced and in most cases no significance. There will even be an occasion times when shade may be positive. That notwithstanding, the approach with assessing shading effects on the street environment is to identify the 'worst cases' and these are identified below and assessed for each of the seasons.

Winter solstice

The worst cases are:

- In the early morning, at 9.00am and to a lesser extent at 10.00am, additional shade is cast along Fanshawe Street onto the southern footpath of the street.
- Federal Street at 11.00am when the sun direction is aligned with the street and additional shade is cast along it.
- Beyond that, there are only minor patches of shade on the Fanshawe Street footpath of the blocks between Hobson and Albert Streets from 11.00am to 3.00pm. This is relatively constrained in extent.

These are localised and fleeting shading effects. Considering the street context of the proposal throughout the day, the significance of these worst-case effects is 'low'.

Spring equinox
The worst cases are:

- As at mid-winter in the early morning, at 9.00am and to a lesser extent at 10.00am, additional shade is cast along Fanshawe Street thereby shading the southern footpath of the street. At 9.00am the northern footpath is also shaded. However, at this time the shade over the carriageway may be positive as it will screen low sun from the eyes of drivers approaching the city centre along Sturdee Street.
- From 10.00 through to 2.00pm shade is cast in a moving band on the southern footpath of Fanshawe Street.
- At 3.00pm, a diagonal shadow is cast over the intersection of Albert and Customs Street West, along the carriageway and eastern footpath of Customs Street West. This extends along the footpath to a point just beyond Queen Street.
- At 5.00pm shade is cast onto Tyler Street in Britomart.

The significance of these worst-case effects of shading on the street is 'low'.

Summer solstice
The worst cases are:

- At 9.00am and to a reduced extent at 10.00am and 11.00am, the southern footpath of Customs Street West between Lower Hobson Street and Waitemata Plaza is shaded.
- Beyond these times any patches of additional shade on footpaths (and the streets in general) are localised and fleeting. The effect of these will be 'negligible'.
- At this time of year between 12.00noon and 2.00pm, in addition to the shade on the southern footpath of Customs Street West (by Sturdee Reserve) there is some additional shadow on the footpath along the northern side of Fanshawe Street. Given the low flows, absence of active edges and narrowness of this footpath the effects of that shade will also be 'negligible'.

Summary observations
This analysis demonstrates that adequate sunlight is maintained to the surrounding street network. The worst-case events of shading on the surrounding street network throughout the year are highly localised and limited in extent and duration and are at most of 'low' significance.

3.5 Shading on nearby buildings

Shading on nearby buildings in general has been described and assessed. The Unitary Plan does not identify city centre apartments as requiring any special consideration. Nevertheless, a detailed investigation of shading on apartments is included in this assessment. This is because when assessing the significance of shading effects on buildings permanent residential accommodation is considered to be the most sensitive type of building use.

Methodology for assessing shading on apartment buildings
The location of apartment buildings has been identified and shading effects assessed using the following methodology:

a. The furthest extent of additional shade cast through the day as shown on the Warren and Mahoney shading drawings is identified at winter and summer solstices and the spring equinox and diagrammed on a selected shading drawing (see figure 3.13).
b. Apartment buildings within the these 'arcs of potential additional shading' have been plotted on figure 3.13. Apartments close to but just outside the arc of mid-winter shading have also been also plotted.
c. Short-term and visitor accommodation such as serviced apartments and hotels are not included.

d. Apartments have been identified as at July 2023 via Streetview and web-check of address where necessary, with on-site verification. Given the challenges of identifying all private internal uses of buildings, it is possible that some apartments in mixed-use buildings have not been identified.
e. Shading on apartments was then determined by cross-reference between their location as plotted on figure 3.13 and the detailed shading diagrams prepared by Warren and Mahoney. The findings of this analysis are recorded below.

Winter solstice

General shading effects on 21 June

At mid-winter the most significant shading effects over all types of buildings occur in the morning:

- Most additional shade is at 9.00, 10.00 and 11.00am and is cast on the tops of buildings to the southwest. This shading is a series of patches spread over a large area and is fleeting. The significance of this is rated as 'moderate'.
- In the afternoon, most of the additional shade is subsumed within the shadows cast by existing and consented tall buildings along the Hobson Street ridge and also east of Queen Street. The afternoon effects are fragmented, localised and fleeting, and therefore are rated as 'negligible'.

Shade on apartments on 21 June

- At mid-winter no additional shade is cast over any apartment in the Viaduct Harbour Precinct. This is because the bearing of the sun at sunrise at 7.33am mid-winter is to the west south-west, with all shade being approximately along the line of Fanshawe Street at 8.00am.
- From just before to just after 9.00am, additional shade is cast onto Columbia Apartments at #15 Nelson Street and, also fronting Nelson Street, Alpha Apartments at #17 Vogel Lane. The duration of that additional shading is estimated at around 30 minutes.
- At 10.00am apartments on the east side of Hobson Street are shaded: that is the six above-ground floors of Dunningham House at 20 Wolfe Street and the Nautilus apartments at 18 Hobson Street. At this time, shading terminates at the top of the H47 Apartments at 47 Hobson Street and glances along the east façade of that building. This shading will be fleeting.
- At 11.00am the apartments at 20 Wolfe Street and 18 Hobson Street remain shaded. The additional shade will have departed approximately 15 and 30 minutes before 12.00noon respectively.
- At 12.00noon on 21 June apartments at the corner of Wolfe and Federal streets (10/12 Federal) receive a narrow vertical sliver of additional shade that will move across the building over the following hour and depart after 1.00pm. The extent of this will be virtually imperceptible and its effect 'negligible'.
- At 2.00pm the Guardian apartment building at 101-107 Queen Street will briefly receive additional shade on its roof and upper parts of its west façade to Mills Lane.
- At 4.00pm, two blocks of apartments on upper Shortland Street opposite Emily Place receive some additional shade. These are Shortland Flats at number 93 and apartments at number 97. Just before 4.00pm shade will have briefly passed across the upper levels of the frontage and north façade of apartments at 8 Bankside Street, which are set to the south of these.
- Sunset is at 5.11pm. At 5.00pm, shade skims across the roof and north façade of the Pacifica Apartments at 10 Commerce Street and reaches the west façade of the Seascape Apartments at 83 Customs Street East.

Therefore 12 identified apartment buildings receive additional shade at mid-winter. The most affected and which receive additional shade at this time of year for just under 2 hours are the two apartments closest to the site,

Dunningham House at 20 Wolfe Street and Nautilus at 18 Hobson Street. In all other cases additional shade is fleeting, being in the order of one hour or less.

LEGEND

Extent of mid-winter shade

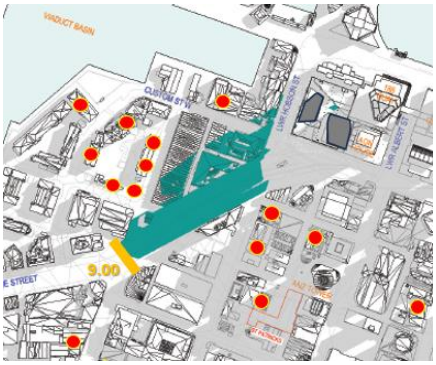
Extent of shade at equinox

Extent of mid- summer shade

Apartment location

Excludes serviced apartments, hotels and any other short term visitor accommodation.

This drawing base is Sept 23, 9.00am. The illustration at right shows how the shading indicator bar was derived from and relates to the shading diagrams.



Spring equinox: 9.00am on September 23

Figure 3.13 Apartments and extent of shading identified

Spring equinox

General shading effects on 23 September

At the spring equinox, the most significant shading effects over all types of buildings also occur in the morning:

- Beginning at around 7.00am, to a maximum extent at 8.00am, and to a much lesser degree at 9.00am, shade is cast over parts of the Viaduct

Harbour Precinct. These effects are wide in extent but fleeting, so are rated as 'moderate'.

- From 10.00am to 1.00pm the band of shade moves along the frontages and over buildings on the south side of and fronting Fanshawe Street, largely between Hobson and Albert Streets. This effect is limited in extent and duration, with the shade moving quickly over any building here, so is rated as 'low'.
- From after 1.00pm and at 2.00 and 3.00pm on 23 September shade is cast on the tops and frontages of buildings fronting Customs Street West broadly between Albert and Queen streets. The effect is localised and fleeting, so its significance is rated as 'low'.
- Except for at 5.00pm when there is shade cast on buildings between Tyler and Quay Street, most shade is cast on Commercial Bay. The effect here is also localised and fleeting, so its significance is rated as 'low'.

Shade on apartments on 23 September
The sun rises at 6.09am on 23 September.

- Considering the Viaduct Precinct, some fragments of shade are cast over the roofs of the apartments close to the Viaduct Basin at 7.00am, but that has departed before 8.00am.
- From before 8.00am additional shade is cast over the east facades of The Parc apartments at 128/132 Customs Street West and that will have departed at around 8.30am. From before 8.00am until just before 9.00am shade is cast over the Lumina apartments at 11-15 Pakenham Street East and much of the remainder of the Parc. But beyond that time no further shade is cast on apartments in the Viaduct Harbour Precinct.
- Shade moves across the façade of the Dunningham House apartment at the corner of Wolfe and Hobson Street (20 Wolfe Street), and the north façade of Nautilus Apartments to the south of that at 18 Hobson Street from after 9.30am until just after 11.00am.
- No further shade is cast on any other identified apartment during the rest of the day.

Viaduct Harbour Precinct shading is limited to the early morning. Any additional shade on any apartment building that is shown to receive such shade will be for an approximate duration of one hour. There is no additional shade on any residential building at the Viaduct after 9.00am. Later in the day the only shade is on two apartment buildings on Wolfe/Hobson between 9.30 and 11.00am. Given the timing and fleeting duration of these additional shading effects on apartments, in combination with the limited number of apartments affected, the significance of this additional shading is rated as 'low'.

Summer solstice
General shading effects on 21 December
At mid-summer the most significant shading effects on all types of buildings occur in the early morning:

- At 9.00am and to a lesser degree at 10.00am and 11.00am, shade is cast over buildings located along Customs Street West in the Viaduct Harbour Precinct. Given the alignment of the sun, the shade to buildings north of Customs Street West will be on the roofs, however at 9.00am and 10.00am shade will be cast along the frontages of the buildings on the south side of the street. The effect to these buildings on the south side of the street will be 'moderate'.
- Beyond those times shade is cast briefly over the Tepid Baths building then predominantly over the street. From 2.00pm, most shade is cast onto buildings on the site and also Commercial Bay which are both owned by Precinct Properties, except at 5.00pm when the building at the eastern corner of Queen and Quay Streets will be fleetingly shaded. Accordingly, the effect of afternoon shading on buildings is rated 'negligible'.

Shade on apartments on 21 December

At mid-summer the shade over apartments occurs only in the early morning and due west of the site:

- While there is no shade cast of the north-east façade of the Point Apartments at 121 Customs Street West at 8.00am or 9.00am there may be a fleeting shadow on that façade between those times. Other residential buildings in this complex are serviced apartments including Viaduct Point Apartments at 125 Customs Street West (at the corner of this and Pakenham Street East), and the Point Residence which is also at 121 Customs Street West and fronts to the Viaduct Basin.
- Some shade will be cast on part of the rear of the apartments at 120 Customs Street West briefly after around 8.30am and this shade will be gone by around 9.30am. From around 9.30am there is no further shade on any apartment on the south side of Customs Street West.
- The Quays Residences building at 99 Customs Street West receives shade on its roof, east and (internal) north-east facades at 8.00 and 9.00am. By 10.00am the shade is only on the internal north-east façade and that will have departed by approximately 10.30am.
- No other identified apartment receives any additional shade after approximately 10.30am.

Summary observations

The ratings of shading effects use the identified rating scale:

a. Additional shade is cast over groups of existing buildings. This is localised, limited in extent and fleeting. Effects range from 'negligible' to at most 'moderate'.

Shading of buildings in general

b. The commercial buildings due south of the proposal and immediately across Customs Street West and Fanshawe will be most impacted by the proposal as during the day the shadow from the proposal moves along the Fanshawe Street edge. That impact occurs at all times of year other than mid-summer. The shading effects on these buildings is rated as 'moderate'. However, that significance of this can be downrated to low as the diagrams also show that at the equinox and mid-winter these nearby buildings would be shaded by a building on the project site that is half the height of the proposal. Furthermore, the effect of shade on a commercial building is considered less significant than shade on an apartment building.

c. The shading diagrams also demonstrate that the further a building is located away from the proposal, the more fleeting and therefore lesser the shading effects will be. That applies to buildings beyond those directly to the south over Fanshawe Street. For these, because the duration of any shading is short and the effects are fleeting, its significance is rated as 'low' or 'negligible'.

Apartment buildings

d. The additional shading effects for the Dunningham House apartment building at 20 Wolfe Street and Nautilus near neighbour to the south at 18 Hobson Street are 'moderate'. This is because shading occurs for close to two hours in the equinox and at mid-winter. These buildings currently enjoy good sun exposure as they are located south south-west of the two/three storey building on the corner of Wolfe, Hobson and Fanshawe Streets. That site is in the Special Height Area where building height is unlimited so continuation of the current level of sun exposure to these apartment buildings is not guaranteed in the future.

e. The greatest concentration of apartments around the site is at the central part of the Viaduct, and these, mainly The Parc and Lumina receive fleeting additional shade from 8.00-9.00am at the equinox. A building at 99 Customs Street West has early morning shading, but only at mid-summer. Because these shade effects are seasonal, occur early in the morning, and

are fleeting, the effects of shading on apartments at the Viaduct is at most 'low'.

f. Few apartment buildings are located where they receive any additional afternoon shade. Any that do, as described above, are some distance from the proposal and any shade that does occur is fleeting and also limited in its seasonality. Afternoon shading effects on apartments are therefore 'negligible'.

3.6 Sun and daylight to Te Urunga Hau, the Urban Room

Sun and shading

Two types of shading studies have been prepared to describe sunlight access into the Urban Room: conventional plan diagrams and 3D renders.

The conventional plan-based shading diagrams show the extent of sun on the floor of the Urban Room. Sun will also reach the walls of the Urban Room at times beyond when it is on the floor plane so the amount of sun entering the space and the duration of direct sun into the space will be significantly extended. The 3D renders show that sun and are therefore most useful in identifying and assessing sunlight access, with the plan diagrams providing a secondary verification of sun on the floor surface. Representative vignette illustrations are included below to illustrate typical shading at various times.

This analysis focuses on sunlight access rather than shading. That is because the Urban Room is a mid-block space surrounded by tall and very tall buildings and would at first sight be expected to be heavily shaded. However, detailed analysis proves that is not the case. To understand the amenity of the space, it is most useful in an inherently challenging location such as this to determine how much sunlight is received and when, and how that relates to the times when people are most likely to be using the space. That time will be at and around the middle of the day.

Winter solstice *June 21*

Figure 3.14 11.00am Winter solstice

Figure 3.15 12noon Winter solstice

Figure 3.16 2.00pm Winter solstice

Figure 3.17 4.00pm Winter solstice

At mid-winter the interior volume of the space receives sun over a five-and-a-half-hour period, but direct sun to the floor is restricted to just over three hours in the afternoon:

- Direct sun will reach some parts of the southern and eastern walls of the Urban Room from before 11.00am through until 4.30pm.
- Sunlight will reach the sitting steps within the Urban Room just after 1.00pm, and by 2.00pm a broad band of sunlight extends across the central part of the space. After that this the band of sunlight widens and tracks around the space. Both the lower and upper floors of the Urban Room receive good sun after 2.00pm, at 3.00pm and 4.00pm. The diagrams show that at 4.30pm around one third of the upper terrace continues be in the sun, although that sun is about to depart.
- At 4.00 and 4.30pm extensive direct sun is cast onto the northern wall of the Urban Room, that is onto the south-west facing wall of P3. (See figure 3.17 for the effect at 4.00pm.)

Given the low sun angles and the mid-block location of the Urban Room, its mid-winter sun exposure is heavily restricted. This is in part mitigated by the sunshine on the walls at those times through the middle of the day when sun is not reaching the floor of the space. That will give a sense of the space receiving some sun for a reasonable part of the day, even if the opportunity to bask in the sun is restricted to mid-afternoon.

Spring Equinox *September 23*

Figure 3.18 9.00am Spring equinox

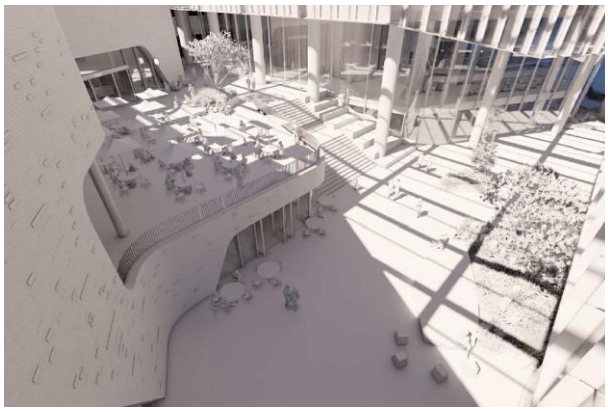


Figure 3.19 11.00am Spring equinox

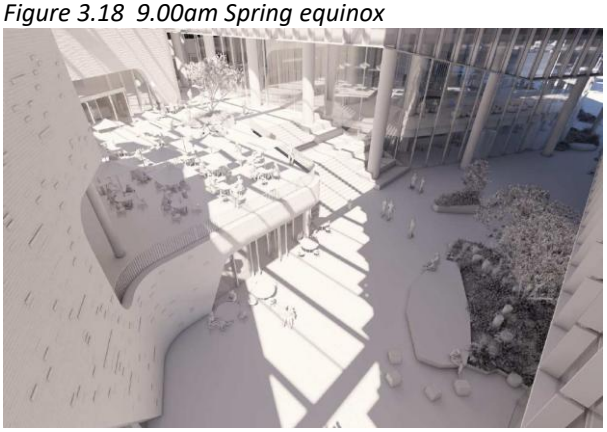


Figure 3.20 1.00pm Spring equinox

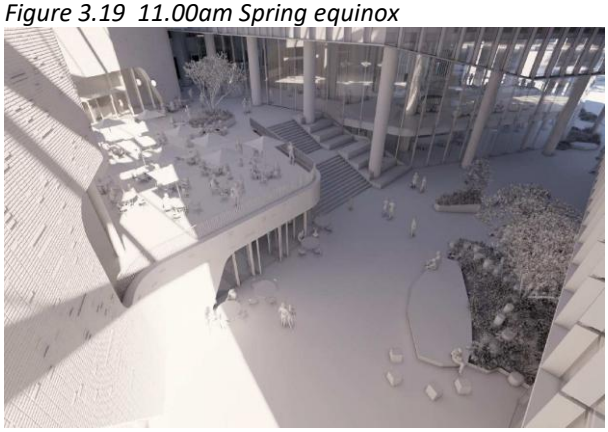


Figure 3.21 3.00pm Spring equinox

At the spring equinox the space receives sun continuously for more than six hours:

- Direct sun is received on parts of its floor from before 9.00am until after 3.00pm. At all times when there is sun on the floor of the space at the equinox there is also extensive sun on and moving round its walls.
- More than six hours of sun into this mid-block space surrounded by tall and very tall buildings including right through the middle of the day can be

categorised as very good sun exposure during this, the most representative time of year. This extent of both morning and afternoon sun in the Urban Room approaches being 'all-day sun'.

Summer Solstice *December 21*

Figure 3.22 8.00am Summer solstice

Figure 3.23 11.00am Summer solstice

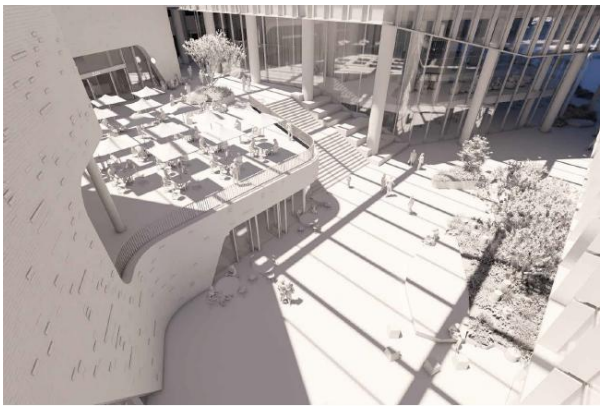


Figure 3.24 12noon Summer solstice

Figure 3.25 2.00pm Summer solstice

At mid-summer the space receives sun for approximately four and a half hours. Direct sun enters briefly in the early morning and then from late-morning through until the mid-afternoon:

- Sunlight is received through the gap between HSBC and Aon House and along the alignment of the East Laneway at and around 8.00am.
- From before 11.00am, direct sun enters the space from the east and reaches the lower floor of the Urban Room and the wall of podium P2.
- Sun on the floor of the space is extensive for the next three and a half hours, that is between 11.00am and 2.30pm. The sun at 12.00noon is representative (refer figure 3.24).
- Not long after 2.30pm, the shade from T2 will extend fully over the space.

At midsummer there is a window of early morning sun and very good midday and early afternoon sun. The duration of direct sun in the Urban Room is lower in summer than at other time of year with that due to the rapid movement of the sun around the sky.

That duration and the absence of direct sun after 2.30pm in mid-summer are not problematic as the Urban Room is in full sun at the peak lunchtime period. In addition, at this time of year many people will be seeking shade rather than sun and there are other open spaces immediately adjacent that are in full sun when the Urban Room is in shade. One of these is Sturdee Reserve which is located immediately across Lower Customs Street from the entrance to the Urban Room. In mid-summer this space is almost in full sun at 1.00pm and receives full sun thereafter.

Daylight to the Urban Room

Fully glazed, open to the north, and with the extent of direct sunlight identified above, the Urban Room will also receive excellent daylight.

- Podium P3 that defines the north edge of the Urban Room is relatively low. In combination with the setbacks from the urban room of the existing M Social and HSBC buildings, this allows excellent north sky exposure.
- Four slots of openness to the sky between the surrounding tall buildings further contribute to the extent and quality of daylight access. These slots are oriented around the compass dial: between HSBC and M Social; between Aon House and HSBC; between T1 and T2; and between T2 and M Social.

Summary observations

The interior of the Urban Room receives not less than four and a half hours of direct sun every day through the year, noting that at mid-winter that sun is on the floor of the space only for just over two hours. Importantly, at the most representative time of year, the spring (and autumn) equinox the space receives six hours with that being right through the middle of the day. The sunlight exposure of this mid-block public open space, which like any mid-block courtyard space will be to an extent inherently limited by the buildings around, is therefore very good.

The combination of very good sunlight and sky exposure for excellent daylight at all times of year will contribute to the Urban Room being a comfortable, attractive and high amenity space.

3.7 Unitary Plan assessment: Sunlight and shading

Unitary Plan Assessment
Table 3.3 Sunlight and shading

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
H8. Business – City Centre Zone ***H8.6.3. Admission of sunlight to public places*** *Purpose: manage the scale of development around identified public open spaces to ensure they receive adequate sunlight when those spaces are most used.* (1) *The height of a building within a defined sunlight admission cone shown on Map H8.11.4 must not exceed the allowable building heights detailed on the relevant diagrams in Appendix 11 Business – City Centre Zone sunlight admission into public places.* (2) *Where part of an existing building does not comply with this standard, any reconstruction, alteration or addition to the building must not further reduce sunlight admission to public open spaces identified in Appendix 11 Business – City Centre Zone sunlight admission into public places.*	Detailed analysis is recorded in Table 3.2. • The proposal casts additional shade over parts of the northern, Swanson Street edge of St Patricks Square at mid-winter between 12.00noon and 2.00pm as identified by the Unitary Plan. Detailed analysis of the extent and duration of this shade shows additional shade will be barely perceptible and the effects of this infringement will be 'negligible'. • The proposal does not cast shade Te Komititanga/Queen Elizabeth Square at the times of day and year identified by the Unitary Plan.
H8.8.2. Assessment criteria (1) new buildings and external alterations and additions to buildings not otherwise provided for: (a) building design and external appearance: *Contributing to a sense of place*	

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
(iib) the extent to which buildings are designed to ensure adequate sunlight and daylight access to streets, public places and nearby sites.	The shading diagrams and systematic assessment of those diagrams, as described in detail in preceding analysis on shading and daylight, demonstrates that adequate sunlight and daylight access will be maintained to streets, public places and nearby sites.
(iic) The extent to which sunlight, daylight and outlook is provided around buildings at all levels above the podium, to enable light to filter to streets and complimenting the relationship between the city centre and its surrounds including the Waitematā Harbour by through site views.	The 15.35m glass-to-glass spacing between T1 and T2 and the 11.585m (glass-to-glass) between T1 and Aon House suitably addresses sunlight, daylight and outlook while also contributing to through site views at upper level. Refer to other sections for detailed assessment on these matters.

3.8 Shading effect conclusions

City centre shading assessment

1. Most of the shade from the proposed buildings is subsumed into existing shade within a heavily built -up city centre, and most additional shading effects are localised and fleeting.

2. The effects of additional shading vary. They are at most 'moderate' but are generally rated 'low' or 'negligible' for the majority of times through the year. No shading effects rated as being of high significance were found.

Shading to nearby public open spaces

3. The proposal does not cast shade on Te Komititanga/Queen Elizabeth Square at the times of day and year identified by the Unitary Plan.

4. The proposal casts additional shade on St Patricks Square at the times of day and year identified by the Unitary Plan for sunlight control. Detailed analysis of the extent and duration of this additional shade and the public use of that part of the space on which it falls shows the additional shade will be barely perceptible and the effects of this infringement will be 'negligible'.

5. Shading effects on the waterfront are 'negligible' and limited to midsummer at early morning and late afternoon.

Shading to surrounding street network

6. Shading effects on streets are limited and localised and, in the worst cases of when they occur, are at most of 'low' significance. Adequate sunlight is therefore maintained to the surrounding street network.

Shading on nearby buildings

7. Additional shade is cast over groups of existing buildings. This is localised, limited in extent and fleeting. Effects range from 'negligible' to at most 'moderate'.

Shading on apartment buildings

8. The effects of additional shading on apartment buildings are at most 'moderate' and this rating applies to the two apartment buildings which are located relatively close and to the south of the proposal. (Dunningham House at 20 Wolfe Street and Nautilus at 18 Hobson Street). In all other cases because most additional shading effects on apartments are experienced close to sunrise, are restricted in duration

to the point of being fleeting, and are limited to specific times of year, their effects range from 'low' to negligible'.

Sun and daylight to the Urban Room

9. The combination of very good sunlight for much of the year and sky exposure for excellent daylight at all times of year will contribute to the Urban Room being a comfortable, attractive and high amenity space.

Summary Unitary Plan assessment

10. The proposal meets Unitary Plan requirements by avoiding, with minor and fleeting exception, shade on St Patricks Square between the identified times, and ensures adequate sunlight and daylight continues to be received by streets, public places and nearby sites.

4 URBAN STRUCTURE AND PUBLIC REALM

4.1 Context

City vision: The City Centre Masterplan (CCMP)

The City Centre Masterplan (2020)[20], identifies broad intentions for "*Opportunities for future projects*" including "*Hobson and Nelson Streets – more liveable, green twin avenues*"…"*to transform Hobson and Nelson streets into more liveable, green twin avenues befitting their urban context within what amounts to New Zealand's densest residential neighbourhood. Such a transformation is a key goal of Transformational move 2: The east and west stitch.*"

These particular intentions focus on the public realm including, reduced vehicle traffic, easier and safer walking, more cycleways and strengthening street trees. They are for areas around the site, as distinct from on the proposal site itself.

Figure 4.1 Extract from CCMP Transformational move 8: Harbour edge stitch. In the region of the proposal site, street connections along Hobson, Albert and Queen Streets are emphasised.

The CCMP identifies the following high-level moves which are relevant to the proposal:

- North-south connections: *Transformational move 8: Harbour edge stitch* is intended to make it easier for pedestrians to cross the east-west vehicle movement corridor of Fanshawe and Customs Streets.
- Inclusivity via universal design is identified in *The city we want Auckland to be, Outcome 3: Accessible and inclusive city centre*
- Green city *centre: The city we want Auckland to be, Outcome 4:* aims to achieve *"a network of new and enhanced living green corridors, open spaces, walls, roofs and urban farms that are accessible throughout the city centre"*.
- Public life: *The city we want Auckland to be, Outcome 5,* identifies the attributes of people-centric, high quality public space including safety, comfort for passive and active uses, aesthetic quality and edge activity.

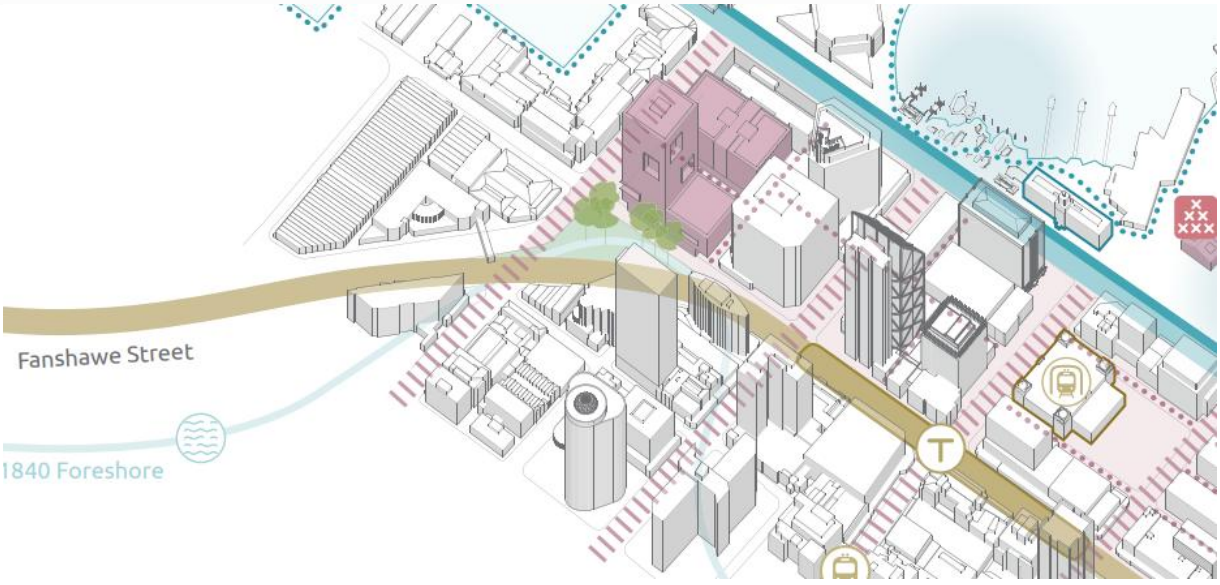


Figure 4.2 Extract from the CCMP. Future development identified with purple tone and pedestrian links with a dotted purple line.

[20] https://aucklandccmp.co.nz/. Accessed June 2023

The CCMP also identifies conceptual pedestrian links through the site as shown in figure 4.2. That conceptual link more or less aligns with Federal Street and is also recognised in the Unitary Plan.

Existing nearby public open spaces

There is a clustering of established public open spaces around and close to the proposal site, with these linked by a network of lanes and/or water edge promenades in addition to streets. These spaces vary in character and aspect, and this existing environment provides an unusually diverse choice of public open space around the proposal site (refer figure 4.3).

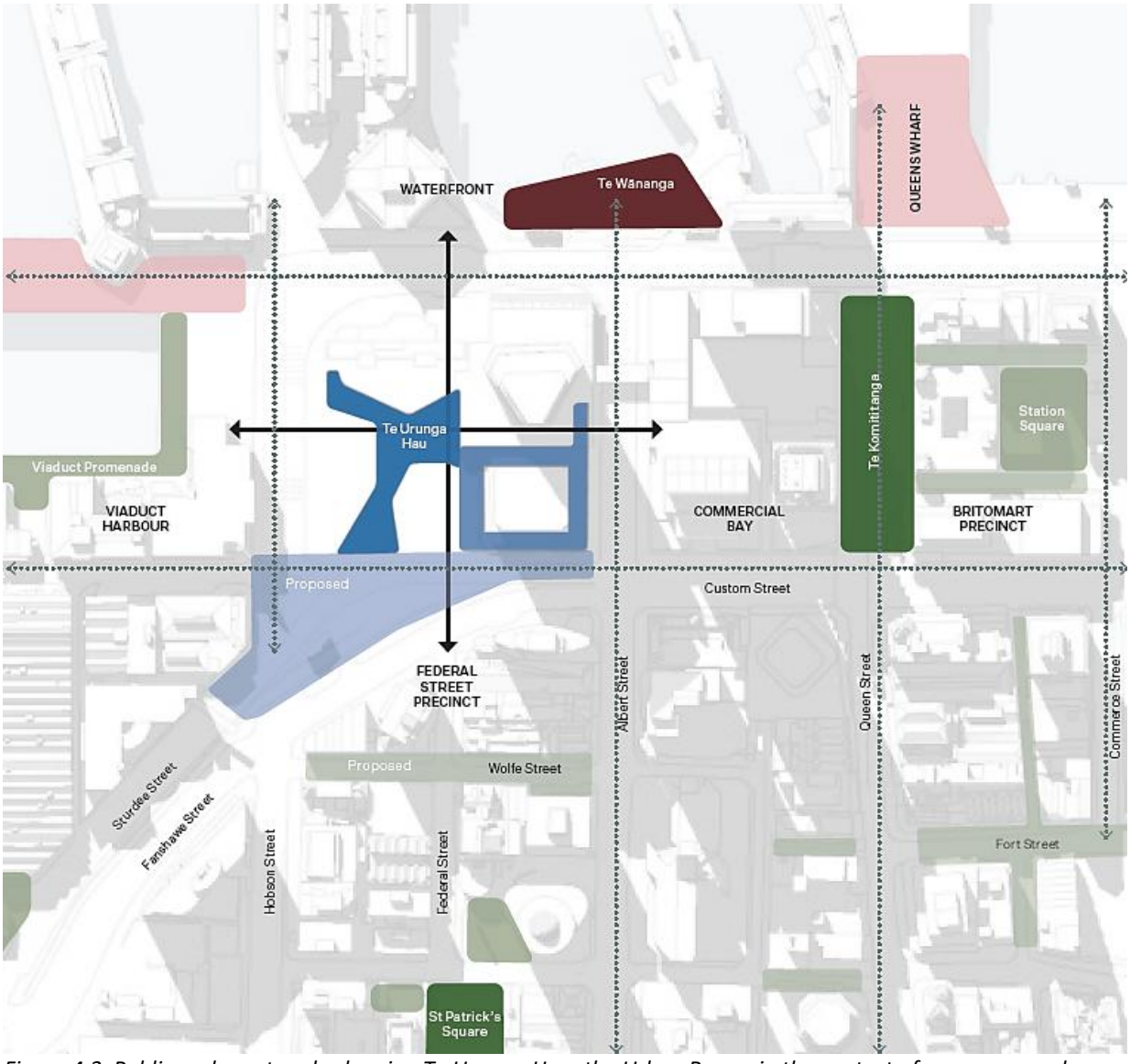


Figure 4.3 Public realm network, showing Te Urunga Hau, the Urban Room, in the context of spaces around. (Diagram by Warren and Mahoney)

Three of these spaces, Te Wananga, Te Komititanga and Waitematā Plaza are newly redeveloped and of high quality. Four spaces are located on or with direct connection to the harbour and these, including the above and Queens Wharf, provide for public life and recreation:

- Te Wananga, the new downtown public space at the ferry basin water edge space is located across Quay Street from the block on which the development sits. It will be connected to the proposal via the escalators at the Quay Street edge of the HSBC building. This busy waterfront space both

provides amenity and is connected to further waterfront spaces in the Viaduct Harbour and Wynyard Precincts to the west.

- The Lower Queen Street public space, Te Komititanga, is approximately 190m from the proposal and can be accessed along Customs Street West or via the lane through Commercial Bay. It provides an opportunity to occupy a space at the heart of the city and enjoy the bustle of city life by the main transportation interchange.
- Waitematā Plaza is located 250m to the west of the proposal along Customs Street West. This water edge space is sunny and open to the water and bounded by the Viaduct Harbour promenade.
- Queens Wharf provides further public open space to the east.

A fifth space is Sturdee Reserve which is directly across Customs Street West from of the site. While including mature vegetation, this triangular space is overtly a development of residual space between two streets. Mainly providing for through movement, it currently lacks many of the characteristics that would attract and retain occupants. Nevertheless, it contributes to a sense of openness at the south of the project site and with its mature trees, visual softening and relief to the building and roading infrastructure around. It could be redeveloped and enhanced to add to the suite of valued public open spaces through this part of the city.

A further public open space, St Patricks Square is also in the vicinity being 250m to the south along the line of Federal Street. While there is a theoretical direct line of sight from the proposal along the line of Federal Street (a tree in Sturdee Reserve intervenes in views from, at or close to street level), direct physical access from the proposal to St Patricks Square along the line of Federal Street is currently not possible. This is due to absence of a mid-block crossing over Fanshawe Street and the approximately 3m high retaining wall between Customs Street West and Fanshawe Street on the alignment of Federal Street. Crossing facilities are currently provided at the Hobson and Albert Street intersections and a ramp through Sturdee Reserve takes pedestrians up from Customs Street West to Hobson Street and the light-controlled crossing there.

Figure 4.4
View from Te Wananga, the ferry basin water edge space back across Quay Street and over the project site towards the Skytower

Figure 4.5
The eastern end of Sturdee Reserve with Aon House visible at the centre

Existing street edge activation

As diagammmed in figure 4.6, high levels of ground level activation are seen through and around Commercial Bay, on related parts of Queen Street and around the Viaduct Harbour edge promenade. The block south

of Fanshawe Street and bounded by Federal and Albert Streets contains some edge activation.
West of Albert Street edge activation is highly variable. It includes good activation on the north-east corner of the block, fragments of activation further to the west along the edge of Customs Street West. Activation of existing edges around and facing onto the site is currently poor.

The existing DTC building has a very low level of activation with closure and inactivity along the majority of the street edge. This was previously relieved only by the (subsequently closed) Monsoon Poon restaurant at the corner and by vehicle and service entries along Customs Street West.

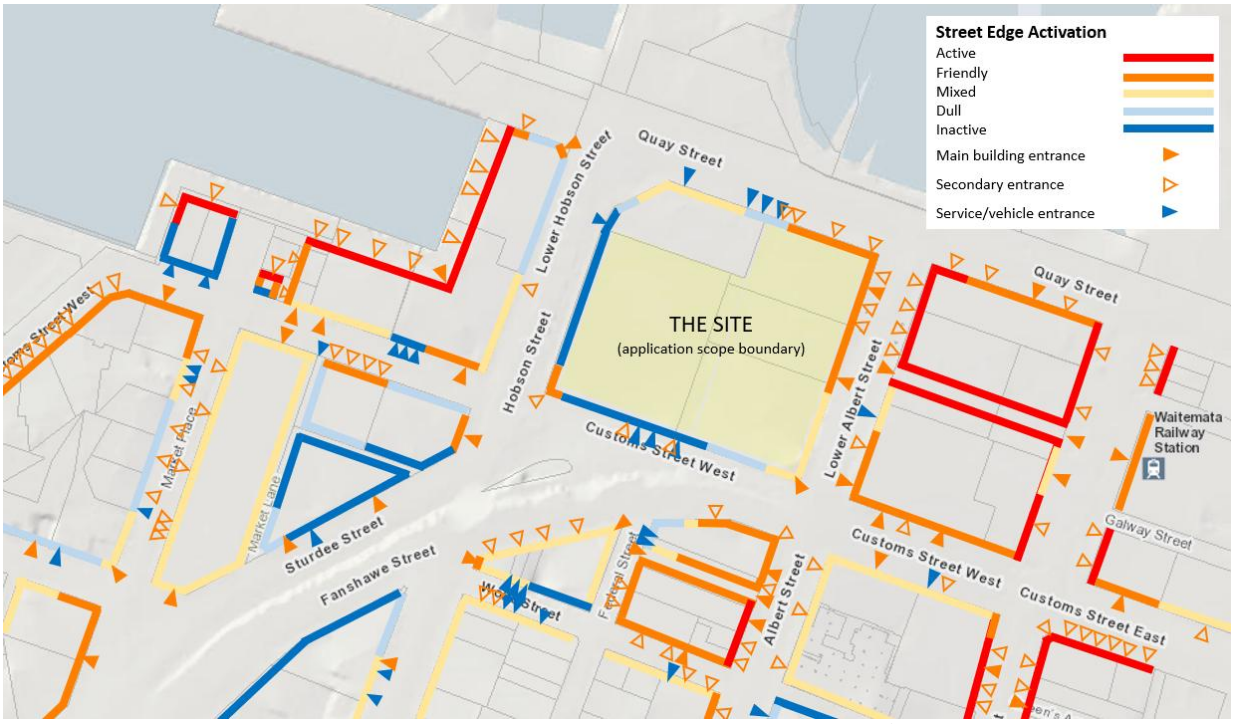


Figure 4.6 Assessment of quality of existing street edge activation at ground level.[21]

4.2 Relation of frontages to the street

Scope of assessment
This analysis focuses on presentation of the lower levels of the proposal to the street. Assessment of building form in relation to the street has been addressed

[21] *This drawing includes the location of the subsequently closed Monsoon Poon restaurant which was at the corner of Lower Hobson and Customs Street West.*

in Sections 2 and 3 above so is not repeated here. Neither is the design of any part of the street beyond the site boundary assessed as except for wind mitigation tree planting at the western end of the M Social building, such streetscape works are outside the scope of this proposal.

The proposal

The proposal provides well activated edges to the streets around with four major street-facing building entrances and lobbies, the two open public entries from the street to the Urban Room and a retail tenancy at the northern edge of P2 on Lower Hobson Street. That is supplemented by the hotel food and beverage space in the lobby at the south end of P2. The main street-facing office entry lobby of P1/T1 to Customs Street West is in part two storeys high, and occupation within and movement through this will reinforce edge activation. Edges within the Urban Room and its associated lane system are activated by a further three main lobby entrances. These serve the hotel and the T1/P1 office lobby at levels 00 and 01. Additionally, the Urban Room and lanes are activated by eight retail tenancies (refer figure 4.7).

Figure 4.7 Lower ground floor plan (Level 00) showing retail areas (pink), hotel lobby (green), residential lobby (yellow) and office lobbies (blue). Major entries are indicated with a solid red circle. Secondary entries are shown with an open red circle. Vehicle entrances are indicated by blue arrows. Cycle entries are indicated with green arrows.

The proposed Level 00 retail tenancies will have both shopfronts and entries activating the adjacent public realm. Two-way car and cycle park entries to the site are marked with blue and green arrows respectively. The precise number and configuration of retail/food and beverage tenancies can be expected to change as tenancy planning continues and will change over the life of the

building. What is drawn is necessarily provisional, but this approach of strategically located retail tenancies at both levels of the Urban Room establishes an appropriate intention.

Lower Hobson Street

Existing edge condition

Along Lower Hobson Street, the majority of the frontage is occupied by the effectively inactive and inaccessible wall of the existing Downtown Carparking building. This extends southward along approximately two thirds of the length of the block from the narrow back of house service area behind M Social and the existing overhead bridge there. Existing edge activation was partially assisted by the frontage of Monsoon Poon restaurant which occupied the southernmost third of this street edge and had a small outdoor seating area. Monsoon Poon has recently closed so this corner is no longer activated. The footpath here is narrow and the space is also compromised by the immediacy and utilitarian ugliness of the existing Lower Hobson Street ramp. Furthermore, beyond the existing trees providing some shade, there is currently no functional street edge shelter. The combination of a modulated but inactive carparking façade located right at the street boundary, close proximity to and spatial constriction due to the ramp, the existing deformed trees and the banality of the carpark building at upper levels creates a particularly poor street edge environment (refer to figures 4.8 and 4.9).

Figure 4.8
Typical presentation of the edge of the existing DTC building to Lower Hobson Street. A closed and inactive façade with trees at the street edge warped by proximity to the existing building.

Figure 4.9
South-west corner of the site as it currently presents to Lower Hobson Street, with the corner entry to the now closed Monsoon Poon restaurant visible at right.

The proposal

Figure 4.10 The proposed Lower Hobson Street edge showing outcome with ramp removed (Render 09)

Assessment of the proposal along Lower Hobson Street
The number of main entrances and lobbies and the retail frontages in the part of P3 seen at left in figure 4.10 and in P2 (at right in the same image) provides a high level of street edge activation. 61% of the frontage width of P2 at ground is glazed with the remainder being service functions which frame the hotel and office entries. That activation is complemented by the invitation of the gap between P2 and P3 to enter the Urban Room and move through the centre of the block.

Overhangs and verandas along the base of P2 provide street edge shelter where currently there is none, and the setback from the street edge of ground floor glazing widens the footpath. The veranda establishes a horizontal datum that integrates well with the design of the façade above. This simple horizontal line reinforces the plinth at the base of the building and acts as a visual counterpoint to the angled lower edge of the façade above. The veranda at approximately 3.9m above the footpath is complemented by the volume behind which is in excess of 6m high at both ends of the facade and 4.9m at the centre. This will give a sense of spatial generosity as well as effective shelter for pedestrians moving along the plinth at the edge of the footpath.

The activation and street amenity benefits of the proposal will be achieved with the Lower Hobson Street ramp in place. The full benefit of the proposed high-quality edge would be realised and the public outcome here would be significantly further enhanced with removal of the ramp.

Customs Street West

Existing edge condition
Beyond one bay of the carpark building accommodating the previous but now closed Monsoon Poon restaurant at ground, the entirety of the edge as far east as the existing service lane comprises blank walls with only a single pedestrian access and the two wide vehicle openings. These provide access to and exit from the Downtown Carpark Building. This existing edge condition is inactive, utilitarian and service dominated (refer figures 4.11 and 4.12).

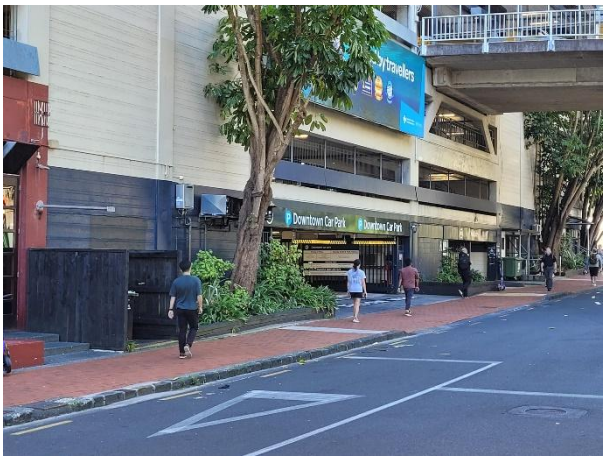


Figure 4.11
Presentation of the existing DTC to Customs Street West, looking east.

Figure 4.12
Presentation of the existing DTC to Customs Street West, looking west.

Beyond the open service lane and to the east of the project site, the blank, polished granite base of the plinth of Aon House presents to the edge of Customs Street West. This wall continues to the corner of Customs Street West and Albert Street. There is pedestrian access and a set of steps halfway along and then steps and a ramp at that corner. The base of the Aon House

comprises lobby entry and shopfronts which are set back from the edge of this plinth. Because of this setback from the street edge and intervening 'clutter' these shopfronts are not readily visible from the street (refer figures 4.13 and 4.14). This part of Customs Street West is nevertheless not a primary retail destination.

The retail hub of this part of the city is Commercial Bay and its frontage to Customs Street West is activated by the major ground level lobby to the PWC tower at the corner of Albert Street and shopfronts that extend along to Queen Street.

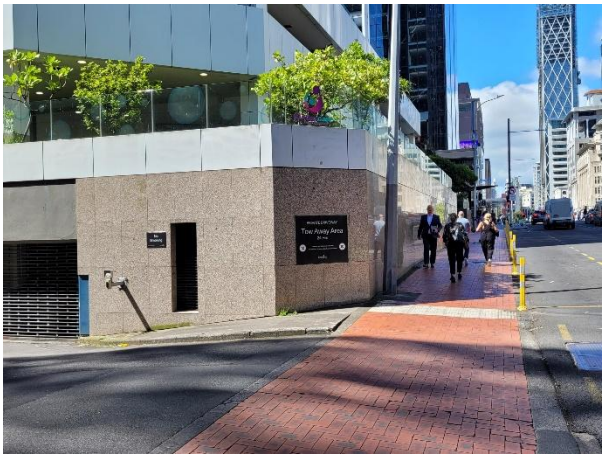


Figure 4.13
View east along the existing closed edge of the Customs Street West edge of Aon House.

Figure 4.14
Existing view west along the edge of the Customs Street West and frontage of Aon House, with landscape elements blocking views.

In summary the project site's existing edges to Customs Street West are service oriented, and otherwise blank. At the upper levels this edge is dominated by the inactive and utilitarian façade of the existing DTC building.

The proposal
The frontage to Customs Street West removes the existing DTC building in its entirety and from east to west includes a set of stairs from the street upconnecting to the southern lane, the main entry into the T1/P1 office lobby, a main entry to the Urban Room and a street facing entry into the hotel food and beverage space . The retail tenancy within the T1/P1 lobby is near to and will also be visible from the street edge.

The existing mid-block service lane is retained, and its entry is architecturally enhanced. The curvilinear cladding which is a signature characteristic of the Urban Room frames this lane entry (refer to figure 4.15).

The main entry into the T1 office tower is through the glazed, double height lobby space directly facing the street. Escalators within the lobby connect Level 00 with Level 01 and there is a retail tenancy at each of these levels.
Along the edge of Customs Street West, a generously wide external stair connects to the South Laneway and the AON Tower plaza.

Figure 4.15 Edge treatment and connections at Customs Street West.

Figure 4.16 Street facing hotel lobby at left, Urban Room entry at center and commercial lobby at right.

Assessment of the proposal along Customs Street West

The proposal activates Customs Street West with multiple entries and lobbies and provides open, welcoming and sheltered connections at the street edge. The sculptural cut into the podium that separates P1 and P2 creates a wide opening into the Urban Room and provides an inviting, sheltered and legible route with associated hotel vehicle drop-off. This will further activate the edge with movement, including to and from the lobbies at this entry to the Urban Room. A glimpse view from the street edge into the Urban Room may entice people to enter.

The radiused plan form at the service lane entry and brick slip cladding extends one of the signature aesthetic qualities of the Urban Room and laneway system to the street edge. This contributes to aesthetic coherence and wayfinding, as well as providing visual warmth, texture and interest at the street edge.

This replaces the particularly poor edge of the Downtown Carpark building and will create a significantly enhanced and suitably high quality street edge. An essential element of and major contributor to this enhancement is removal of the existing vehicle crossings, replacement with connection to hotel vehicle drop-off and concentration of all car-parking related vehicle traffic into the existing service lane.

Unitary Plan Assessment
Table 4.1 Frontages

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
Downtown West Precinct I205.8.2. Assessment criteria This refers to the assessment criteria in H8.8.2(1) of the Business – City Centre Zone. Those relating to frontages are below: ***(a) building design and external appearance:***	
Creating a positive frontage *(iii) the extent to which buildings have clearly defined public frontages that address the street and public open spaces to positively contribute to the public realm and pedestrian safety;*	The streets are spatially defined by the podium. All parts of the new podium present positive frontages to the street with multiple main building entrances and shopfronts. Cuts in the podium celebrate the entrances into the Urban Room and attract movement which further activates the street edge without compromising street edge definition. A combination of a widened footpath that results from the ground floor frontage setbacks and removal of the crossings into the existing DTC building will contribute to pedestrian comfort and safety by reducing or eliminating potential vehicle/pedestrian conflict. At the same time the extensive potential for street edge overlook and movement to and from the apartment entries after dark contributes passive surveillance and consequently further to personal safety.
(iv) whether the ground floor of a new building is at the same level as the adjoining street;	The lower ground floor of the building is at more or less the same level as the street around most of the perimeter. Entries to both towers and all podium spaces are possible from grade. • The entry to the Urban Room at the north-west corner of the site ramps up gently to give a perception of the Urban Room itself and all internal spaces accessed off it being at grade. • The Urban Room and spaces off that and the main lobby entrances are set at a common datum of RL 4.5m which is to clear the identified flood level. • Given that Lower Hobson Street is just under a metre lower than this, the T2/P2 street-facing lobbies are accessed by stairs which rise in the order of 940mm directly from the lower street footpath. These stairs are complemented by at-grade access to the northern end of the footpath and a combination of low flights of stairs and at-grade access to the south from the edge of Customs Street West. The proposed accessible connections are conveniently located and suitably generous. • The apartment and hotel lobbies both have a second main entrance which is at-grade from the Urban Room lane system. • There is direct at-grade access into the T1/P1 lobby from both the Urban Room and Customs Street West.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	This combination of attributes addresses the minor change in level that is essential for flood protection of P2 in a simple, unobtrusive and well-resolved way and provides an excellent level of accessibility.
(v) the extent to which pedestrian entrances are located on the street frontage and are clearly identifiable and level with the adjoining frontage;	All parts of the podium and tower have street front entries with only the P2 office, and T2 hotel and apartment building lobbies that are accessed off Lower Hobson Street elevated to clear the flood level (see above). The hotel and apartment lobbies have a secondary main pedestrian entrance with level access at grade (RL 4.5) from the Urban Room/lane system. In addition to the street-side at grade lobby, T1 has an additional main entry at Level 01 accessed off the upper level of the Urban Room. All lobbies are viewed through glass and their entries are signalled by revolving doors. In addition: • Retail entry doors will be clearly visible within each shopfront. • A 1.2m wide glass auto slider door located at the base of the brick slip clad wall below the external street edge stairs provides for tenancy bicycle access and will contribute to activation at the edge of Customs Street West.
(vi) [deleted]	
(vii) for mixed use buildings, whether separate pedestrian entrances are provided for residential uses;	T2/P2 is the only mixed-use part of the proposal that includes residential. Here, separate entries and lobbies are provided for each of the apartment, hotel and office components. The apartment and hotel lobbies both have two entries, one from the street and one from the Urban Room. This maximises the extent of frontage activation.
(viii) where not required by a standard, activities that engage and activate streets and public spaces are encouraged at ground and first floor levels;	The edges at both ground (level 00) and upper ground (level 01) are fully activated: • Figure 4.7 for level 00 shows seven lobby entrances and eight retail/F&B tenancies located both at the street edge and within the Urban Room. • Level 01 has one lobby entrance and three retail/F&B tenancies, excluding those around the edge of Aon House. • At level 01 within P2, occupants of the hotel 'Club Lounge', meeting suites and the hotel lift lobby at will overlook the spaces below.
(ix) the extent to which internal space at all levels within buildings is designed to maximise outlook onto street and public open spaces;	Outlook is maximised to the streets from both the podium and the towers. • The cores of all parts of the proposal within both towers and podiums are located well away from the street edge to allow occupied space to face the street at all levels. • One level of street-facing plant is located at level 01 of P2 and comprises 36% of the Lower Hobson Street frontage width of that floor of the podium. However, this does not compromise the street

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	environment as this plant is located above the veranda, both ends of the façade at that level are glazed, and the remainder of the street-facing facade at ground level is suitably activated. The Urban Room is also intensively overlooked from the podium floors that shape it with outlook over from lobbies and retail tenancies at levels 00 and 01, from the elevated public realm along the eastern side of the Urban Room, and above that from offices in P1 and P2. A narrow vertical section of the eastern facade of P2 accommodates lift lobbies at ground and level 1, and horizontal circulation in the floors above. This encourages movement along the edge at upper levels and further outlook over the Urban Room.
(x) the extent to which dwellings located on the ground floor of buildings fronting streets and public open spaces adversely affect:	*Not applicable. There are no dwellings at any ground floor.*
(xi) where dwellings are considered to be appropriate at ground floor, the extent to which they are designed to enable passive surveillance of the street/public open space and provide privacy for residents. This could be achieved by:	*Not applicable. There are no dwellings at any ground floor.*
Variation in building form/visual interest *(xixa) the extent to which glazing is provided on street and public open space frontages and the benefits it provides in terms of:* • *the attractiveness and pleasantness of the street and public open space and the amenity for people using or passing through that street or space;* • *the degree of visibility that it provides between the street and public open space and the building interior; and* • *the opportunities for passive surveillance of the street and public open space from the ground floor of buildings.*	An appropriate balance of glazing and solid is provided. Lobbies and retail at ground are glazed, and this forms the majority of the edges at lower levels. *Attractiveness and pleasantness* The ground level facades all present as frontages and will be strongly activated by movement to and from the multiple lobbies. Visibility of people and occupation within the lobbies and behind the shopfronts and the inherent invitation to enter will contribute to the amenity and pleasantness of the street environment for passersby. *Degree of visibility between exterior and interior* The degree of visibility between exterior and interior is excellent, and the variation created by some short sections of solid wall contribute to the visual interest of the façade. The extent of glazed edges to the street is optimised, being required to integrate emergency egress and some service elements (refer to figure 4.7). The flight of stairs just east of the main entry lobby on Customs Street West is a further exception. That is treated as a feature wall and is in the context of the major glazed lobby space immediately to the west. This wall provides visual punctuation and relief along an extensively glazed edge, contributing variation and therefore enhancing visual interest. It also frames the adjacent vehicle entrance. (Refer to figures 4.15 and 4.16) *Passive surveillance is addressed in the CPTED assessment.*

4.3 Integration with future public realm outcomes

Observations

This assessment is to respond to the following Eke Panuku Essential outcome:

> ***EO#7 Integrating with the Future Public Realm**:*
> *The development must integrate with the future public realm outcomes envisioned for Lower Hobson Street, Customs Street, Sturdee Street Park and Market Place Pocket Park (which integrates the change of level between Customs Street and Fanshawe Street).*

These future spaces are outside the scope of this consent, however design investigations have been undertaken to demonstrate how the proposal may relate to potential futures including removal of the Lower Hobson Street flyover and redesign of the Sturdee Reserve as a park.

Lower Hobson Street is currently dominated and compressed by the immediacy and utilitarian ugliness of the Lower Hobson Street ramp which makes this a particularly poor environment. Nevertheless, there is potential for Lower Hobson Street to be developed into a good quality street space should the ramp be removed. How that might look is described in the renders (see figure 4.10). Similarly, removal of the flyover offer potential for enhancing Sturdee Reserve. Figures 2.33 and 2.35 show an indicative 'placeholder' park imagery showing what could be possible following removal of the flyover.

The setback of the proposed lobbies and shopfronts will open up Lower Hobson Street, and the proposed lobbies and uses will ensure this edge is suitably activated. New street edge shelter is provided around the frontages including on Customs Street West where the main entry to the Urban Room, hotel drop-off and entry, and T1/P1 lobby entry provide an appropriate northern edge to a redeveloped Sturdee Reserve. This presentation of frontages and main entries to both streets is designed anticipating, is ready for, and can only be enhanced by future public realm improvements.

The planned building form, connections and edge qualities give confidence that the proposal will coordinate successfully and seamlessly with future public realm enhancements on Lower Hobson Street and Customs Street West, whatever those may be.

4.4 Lanes and circulation structure

Existing lanes

East-west connections
The wider context of east-west connections includes the mid-block pedestrian crossing at the centre of Lower Albert Street and link beyond that to Wheriko Lane through the centre of Commercial Bay. There is currently no at-grade east west lane connecting Lower Albert Street to Lower Hobson Street. Instead, elevated accessways within the podium of Aon House and HSBC connect to the existing Downtown Carparking Building over the basement service areas. To the east of the site on the Albert Street side of the block, the existing Albert Street overbridge connects at Level 01 into Commercial Bay. In addition an existing set of stairs here connects the western edge of Albert Street up to the existing east-west lane between HSBC and Aon House. These stairs and the overbridge behind can be seen in

figure 4.17. Complementing the level 1 overbridge, the at-grade east-west connection to Commercial Bay is described in figure 4.18.

Figure 4.17 Looking north along the edge of Lower Albert Street showing the existing steps. The Albert Street overbridge which provides a link across to Commercial Bay at level 01 can be glimpsed in the background.

Figure 4.18 View east across Lower Albert Street to the central lane through Commercial Bay which connects towards Britomart.

Existing north-south service lane

Servicing is from the existing ground level lane that links Customs Street West to Quay Street. This gives good vehicle access to mid-block and basement service areas and the parking located in the existing mid-block parking structures related to HSBC, Aon House and M Social. A serial vision sequence along the lane from north to south is described in figures 4.19 – 4.22. This lane currently provides north-south public pedestrian access through the block with a narrow green painted surface signalling that route. While ideal for mid-block servicing the lane is utilitarian in character, lacks informal surveillance and is uninviting for pedestrians. It also presents risk of conflict between service vehicles and pedestrians.

Figure 4.19 View of entry from Quay Street. Relative darkness means this appears uninviting. Pedestrian access is signalled by the painted green line.

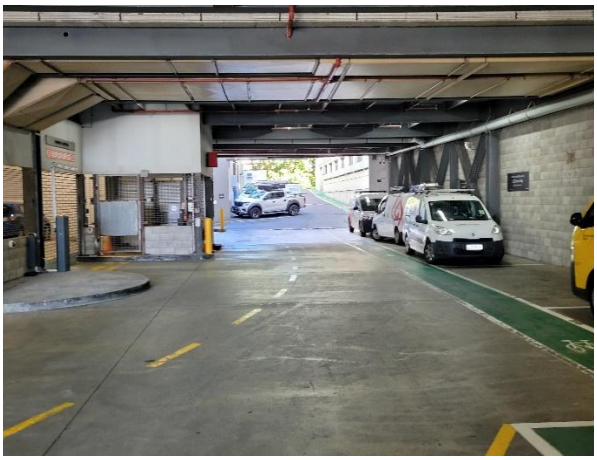


Figure 4.20 Within the lane. Light conditions change and the eye adjusts to the internal space which is clearly a service area

Figure 4.21 View southward towards Federal Street showing. Base and service areas of Aon House on the left, the Downtown Carparking Building on the right.

Figure 4.22 View southward towards Customs Street West with Federal Street showing the elevation of the intervening Fanshawe Street above Customs Street West.

Figure 4.22 shows how movement due south across Lower Customs Street is terminated by the change in level and retaining wall at the edge of Fanshawe Street. Federal Street is across Fanshawe Street and offset slightly to the west, which is at the right-hand margin of this image. Access to and from Federal Street is currently via the Fanshawe Street light-controlled crossings. Federal Street is 70m from the Albert Street crossing and the crossings are 160m apart.

The Proposal

Figure 4.23 describes how the proposal maintains and enhances the existing level 1 lanes by extending them into the Urban Room and introduces two wide new connections into the western part of the site. It also elevates the currently utilitarian north-south lane connection up to podium level and from there via the Urban Room and, using existing escalators and stairs, down to Quay Street. The edges of these routes are extensively activated with pink areas in figure 4.23 being retail. Activation from retail is complemented by areas shown in blue, yellow and green, being office, apartment and hotel lobbies respectively.

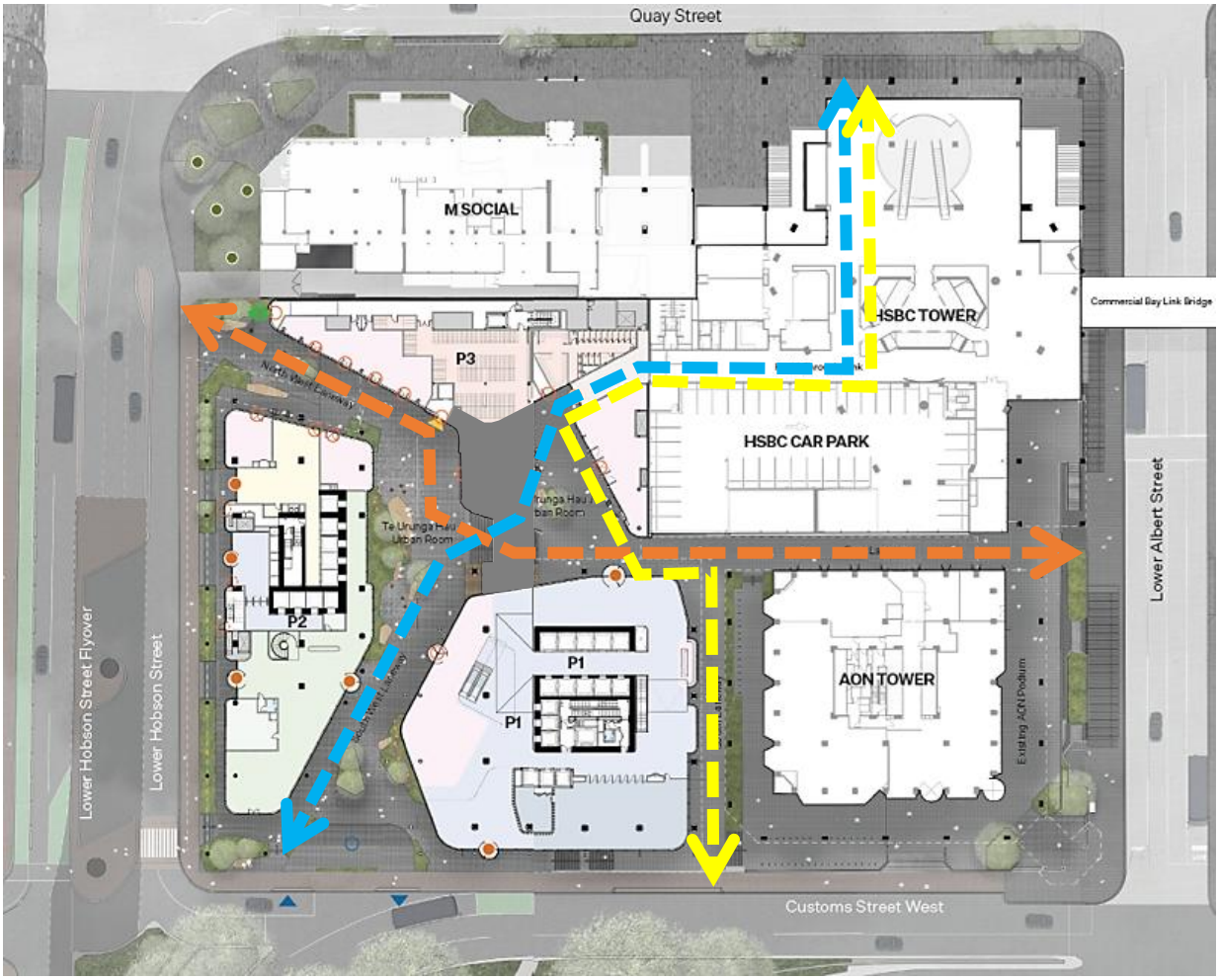


Figure 4.23 Primary east-west (in orange) and north-south (blue and yellow) connections through the proposal from surrounding streets. Connection to Quay Street is through the base of the HSBC tower via existing external stairs and/or escalators.

The existing lanes on the eastern side of the block are at level 01, that is at the existing plinth level. Their elevation is necessitated by the existing service structures and plinth of the HSBC building and Aon House. These lanes connect down to street level in the Urban Room at the central and western end of the block.

The proposed laneways have generous vertical proportions being between two and four storeys high. The North West Laneway and the East Laneway have minimum widths of 5.5m and 5.0m respectively. The South West Laneway measures 4.7m at its narrowest point. The South Laneway is slightly narrower with a minimum clear distance of 3.6m between façade lines. (Refer to figures 4.24- 4.27.)

Figure 4.24 South West Laneway. View approaching the Urban Room at lower ground level from Customs Street West. 4.7m wide at narrowest point

Figure 4.25 North West Laneway. Viewed approaching the Urban Room at lower ground level from Lower Hobson Street. 5.5m wide at narrowest point

Figure 4.26 East Laneway. Viewed approaching the Urban Room at upper ground level from Lower Albert Street. 5m clear width.

Figure 4.27 South Laneway. Viewed approaching the Urban Room at upper ground level from Customs Street West. 3.6m clear width.

Assessment of lanes and circulation structure

The cross-site east-west and north-south public accessways are clear, legible and convenient. A choice of access to north-south routes across the block is provided from Lower Customs Street via either the Urban Room from close to the corner of Lower Hobson Street or via the new stairs and along the South Laneway. The lanes are suitably wide with glazed roofs so are both sheltered and open to daylight and sun. All have generous vertical

proportions. Their intimacy and enclosure provide an attractive counterpoint to the spatial grandeur of the Urban Room to which they connect.

The range of entry options aligns well with the directions of approach from the city behind. Considering access from south to north:

- The existing ramp that provides pedestrian access to the Fanshawe Street crossing at Lower Hobson Street ends at a point 33m along Customs Street West from the west boundary of the proposal site. That is in line with the eastern side of the corner entry into the Urban Room. Therefore the proposed lane configuration, using existing infrastructure through from Hobson Street, directly connects into the major entry points for north-south access across the site.
- Access from Albert Street connects to the corner of Aon House where there is at grade access in both a north-south and east-west direction into the level 1 (upper ground) laneway system.

Considering access to and from the east, there is a choice of entry from this corner at grade, via existing steps at the Albert Street midblock or at level 1 via the existing Albert Street overbridge.

Full at-grade connection at the central and eastern parts of the site is not provided for reasons of avoiding existing ground level service areas, and because the existing at-grade service lane provides an extremely poor environment for pedestrians. However, the choice and quality of options provided suitably compensates for that.

Connection across Fanshawe on the alignment of Federal Street has been signalled as an aspiration by Auckland Council. Such a connection may or may not be possible as it depends on viability of a pedestrian facility across Fanshawe Street. However, the entries to the Urban Room and South Laneway are placed to facilitate north-south connection and the proposal can readily accept a crossing on this alignment were it to prove viable. The base of such a future stair down from Fanshawe Street at mid-block would be across Customs Street West approximately 20m to the east of the entry into the Urban Room and also close to directly opposite the base of the stairs up to the South Laneway.

The lanes all have levels of edge activation that are fit for purpose given their place in the lane hierarchy.

The South West, North West and East laneways have considerable activation, as befitting their primary movement roles. This is achieved with a combination of lobby glazing, building main entries and retail frontages.

The South Laneway will have a secondary movement role. It supplements the more direct and much grander south-western lane through the Urban Room and the more convenient at-grade route that links the corner of Albert Street and Customs Street West with the Urban Room and which extends around the eastern edge of Aon House and along the East Laneway. The South Laneway is split and on two levels and in this location with this role has a reduced but still acceptable level of edge activation:

- Its western side is, with minor variation and ramping, at level 01 and relates to the level of the T1/P1 main lobby. This edge is fully glazed and includes at one point a small tenancy (Retail 10) that opens into that lobby. Recognising the constraint of maintain internal climate control there is excellent visual connection but no physical link between the laneway and the lobby.

- The Aon House edge of the lane is level with the existing entry and office lobby floor of that building and includes four entries to existing retail, maintaining the existing edge activation there.
- The transition between the upper and lower levels is accommodated with short flights of stairs at both ends and a new planter that steps down from Aon House and mediates between these two levels and will contribute suitable visual amenity.

Detailed assessment against Unitary Plan criteria follows in Table 4.2.

4.5 Te Urunga Hau, the 'Urban Room'

The proposal

The Urban Room is public mid-block open space comprising a glass-covered four storey high volume with two levels linked by broad stairs and a dedicated public access lift (see figure 4.28).

The Urban Room is the signature defining spatial feature of the Downtown West block, located at the confluence of the three routes that cross the block. The shape and character of the space is informed by relevant narrative, namely "*Whakairo I te wai – formed by the tidal waters of the Waitematā*". Giving effect to that narrative, sinuous brick slip clad walls define the space and are an identity-defining feature. Brick slip cladding is used on the wall of podium P3 and extends to both street edges.

The enclosed volume of the space is approximately 40m across in the east-west direction and approximately 27m- 31m in the north-south direction.

Edged by the main lobby of T1 at level 01, the Urban Room is also overlooked from the office floors which open into its roofed interior, that is, one office floor of P1 and two floors of P2. The edges of the space are activated with multiple small retail tenancies including food and beverage, and entrance lobbies. The extent of edge activation is diagrammed in figures 4.7 and 4.30 and illustrated in figures 4.28 and 4.29.

The Urban Room is open to the sky to the north for very good sunlight and daylight. (Refer to Section 3.6 for sun and shading analysis.)

Figure 4.28 Te Urunga Hau, the Urban Room.

Figure 4.29 Extract from cross section through Te Urunga Hau, the Urban Room.

Figures 4.28 and 4.29 illustrate some of the key features of the Te Urunga Hau, the Urban Room. These include:

- Expression of the metaphorical reference of 'carved by water' given effect to with the sinuous plan form of walls.
- Informal, non-corporate imagery and character derived from the warmth and texture of materials, human scaled elements in and around the room and visual softening effect of planting.
- External materials and element brought in to give a continuity with the external public realm and welcome the public into the space.
- A central raised plinth that provides for informal occupation and seating, as well as a stage and central gathering feature.
- A signature brick slip rainscreen wall that offers potential for integrated artwork, and it is intended that this occur. The precise art initiatives remain to be defined.

Assessment of the Urban Room

Dimensions and spatial qualities
The Urban Room, has a memorable spatial quality and supports a range of activities that enhances local character, distinctiveness and activity, thereby responding to the CCMP's Outcome 7: Quality built form.

Given a constituency of visitors, office workers, hotel guests and residents from the towers above, the space has an appropriate scale. It is spatially generous and is likely to be perceived as 'grand' given the third dimension of height but is not so large that there is a risk of lack of human scale or a sense of under-occupation.

Character and identity
The planning, geometry and levels of the Urban Room are appropriately integrated with the geometries and spatial arrangement of the buildings that shape it. At the same time, it expresses in a subtle, intrinsic way the location and culture inspired metaphor of 'carved by water'. More

pragmatically and complementing its metaphorical qualities, the Urban Room is also a large, suitably activated and sheltered mid-block public open space. These qualities combine to give a distinctive and memorable character and offer a new type of space that will complement the array of external public open spaces around this part of the city (refer to figure 4.3).

Figure 4.30 Hybrid plan showing lower ground floor under T2 at left (Level 00) and upper ground floor (Level 01) with entries (red circles) and indicative retail tenancies (pink).

At an experiential level, the approach journey of entering into well-defined portals and finely scaled lanes followed by dramatic revelation of the space of the Urban Room will be dynamic and memorable. The sinuous brick slip clad walls that extend through further establish the personality of the place and will also contribute to wayfinding.

The chosen aesthetic has warm, textured materials and a degree of sculptural form. External paving materials and planting bring the public realm in and overtly invite people in from the streets. This approach establishes a non-corporate character which then is likely to be attractive to a wide public demographic.

Activity and activation

As a sheltered, but public and activated semi-internal space, the Urban Room adds further to public choice in an area already characterised by a diversity of types of high-quality external public open spaces. It is activated by multiple tenancies around its edges, multiple lobby entries and cross block movement in multiple directions. The combination of multiple routes through the space and the density of occupation in the buildings above will ensure this is seen as a lively, people-oriented place.

The configuration provides a choice of settings for everyday occupation as well as presenting opportunities for public events. The 'stage and gathering point' located at level 00 opposite the base of the stairs provides for events and serves as a seating spot, and/or both at the same time. Because it does not appear as a stage per se, when not being used as such it will not appear as if something is lacking. Sitting steps/bleachers located on the south side of the stairs are well-located to receive sun and provide for overlook of the lower central part of the Urban Room.

Multi-level overlook from within the space and the activity around its edges will allow oversight and everyday people watching.

Access and circulation
Located and the confluence of multiple lanes and connections that cross the site, the Urban Room is highly accessible and at the same time contributes to accessibility through the block. It is intrinsically interlinked with the central city lane system, both developing the network further and by creating a moment of openness and spatial generosity at the centre of the block, enhances the experience of moving through the block in both north-south and east-west directions. There is a choice of routes in all directions. These are clear and legible, and spatially generous. While there are some stairs, level entry off the street and inclusion of a lift also provide for Universal Access.

Unitary Plan Assessment
Table 4.2 Pedestrian connections and open space

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
Downtown West Precinct	
Standard I205.6.2. Pedestrian connections	
Purpose: To support the transport interchange function of the area by facilitating clear and unobstructed pedestrian movement through the precinct at-grade.	A high-quality east-west pedestrian connection has been provided through the site. This is linked to existing accessways and entries related to HSBC and Aon House as part of a whole-of-block network of lanes. This lane and its related connections satisfy the purpose of the standard in facilitating clear and unobstructed pedestrian movement through the precinct.
(1) *Upon the erection of any new building on either of the blocks between Lower Queen Street and Lower Hobson Street, and unless already provided, an east-west pedestrian connection across the block must be provided, and must achieve the following:*	
(a) *provide straight pedestrian routes between streets, with a clear pedestrian movement width of at least 5 metres;*	*East-west lane width and alignment* The narrowest part of this east-west lane (East Laneway) has a 5m clear width (refer figure 4.26). It connects in a straight line from the existing stairs at Albert Street through to the Urban Room. Moving west along that route there will be a clear line of sight to Lower Hobson Street followed by a slight inflection in the direction of physical travel down the stairs and out to the street (refer figure 4.23). This route is highly legible, due to the openness of and good sightlines through the Urban Room.
(b) *protect pedestrians from the weather;* (c) *incorporate natural daylight*	*Environmental quality*

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
through glazed canopies of glazed roof structures;	All of the lanes (including the east-west lane), and the mid-block Urban Room through which they connect are weatherproofed and glazed. This will ensure shelter from wind and rain, good daylight and from time to time each lane will receive some sunlight.
(d) *be publicly accessible 24 hours a day, 7 days a week; and*	*Access* The Urban Room and South West, North West, East and South laneways remain open 24/7. However, access through the base of the HSBC Tower is controlled after hours.
(e) *incorporate active uses at ground floor level framing the pedestrian connection; and*	*Edge activation* The North West and South West laneways that connect at-grade from the perimeter streets into the Urban Room and provide part of the east-west connection are both highly activated with a combination of retail, main building lobby entries and the glazed walls of those lobbies. The East and South laneways are substantially edged by existing buildings with entrances to retail tenancies only along their Aon House edges. As these lanes are limited by existing circumstances and provide primarily for movement and secondarily for occupation, they are suitably activated. • The edge of the existing Aon House on the south side of the East Laneway will continue to present retail tenancies to that lane. The facing blank wall of the existing carparking building is outside the scope of this project and cannot be activated in this way. • The South Laneway has a fully glazed lobby along its western edge and existing Aon House retail along the east at the slightly higher Aon House plinth level. This a moderate level of activation is appropriate to the place of this route in the hierarchy of movement routes.
(f) *provide accessible, direct and unobstructed transition between levels, including through ramps or lifts as required.* *Note: The above requirement applies only to the development site, and accordingly it is acknowledged that the laneway may be developed incrementally, particularly across the block bounded by Lower Albert Street, Customs Street West, Lower Hobson Street and Quay Street.*	*Accessible direct transitions between levels* As well as stairs at the centre linking the ground and upper levels of the Urban Room, a public lift is provided at the north-east corner of the Urban Room. This is in direct line of sight from main directions of approach into the Urban Room. Level 1 of the Urban Room can be accessed at grade from the corner of Lower Albert Street and Customs Street West via the existing route around the eastern and northern edges of Aon House. The existing Albert Street overbridge also provides level access from the first floor of Commercial Bay.
(3) Redevelopment of the block between Lower Albert Street and Lower Hobson Street must include an at-grade, north-south pedestrian laneway connection between Customs Street West and Quay Street.	The proposed north-south lane is generally aligned with Federal Street but steps in plan and section. While the lanes are not entirely at ground, the configuration meets the purpose of the standard.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
Purpose: To support pedestrian movement between the City Centre Core and the waterfront.	Pedestrian movement between the city centre core and the waterfront is supported by the two routes from Customs Street West, both of which connect down to Quay Street via the existing escalators and stairs in the HSBC building. • One route is at grade connecting directly into the lower ground level of the Urban Room and then visa the main stairs or lift within the Urban Room to its upper level; and • The second route is via the new stairs up from Customs Street West to level 01 between P1 and Aon House and along the South Laneway into the Urban Room. *At-grade, north-south connection* North-south pedestrian movement is supported by a choice of routes. When approaching from Federal Street, up the stairs and into the covered lane between T1 and Aon House, or through the Urban Room and via the stairs or lift up to Level 1. From there the route continues with existing connection through the HSBC building and via escalator or stairs down to Quay Street. • The lane is not at-grade due to combination of existing buildings and the service access/vehicle domination of the existing at grade service lane. • Given the extent of existing service vehicle use, the constricted width and very poor environment it offers to pedestrians, it is sub-optimal to retain public pedestrian access though the existing at-grade north-south lane when a higher quality alternative can and has been provided. There is another, wholly at-grade route close to the western edge of the block. This is through the Urban Room from Customs Street West to a point at Lower Hobson Street close to its intersection with Quay Street. This route provides convenient access to and from the Viaduct Harbour Precinct. Refer to figure 4.23. *General alignment with Federal Street* The proposed South Laneway is mid-block, generally aligned with Federal Street, and with stairs up from Lower Customs Street. It is directly above and therefore in the same alignment and location as the existing service lane. The most convenient approach for pedestrians from Federal Street is via a 65m walk down to the light-controlled crossing of Fanshawe Street at Albert Street and from there, at grade entry onto the Aon House plinth at the corner. From that corner there is a choice to routes westward and northward to the internal lane system. A direct connection through from Federal Street is not currently possible due to the absence of a pedestrian crossing facility and the approximately 3m

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	drop between the edge of Fanshawe Street and Sturdee Reserve on the Federal Street alignment
Downtown West Precinct **I205.8.2. Assessment criteria**	
(2) *open spaces or through-site links:* (a) *the transport network (roads, public transport connections, pedestrian connections and cycle connections) is generally provided in the location identified in the precinct plan to achieve a legible street network. Where no location is identified, an integrated and efficient street and pedestrian network should be provided, including connections to existing and future streets and networks;*	*Integrated and efficient pedestrian network and pedestrian connections to existing and future streets and networks* The proposed lane system links key destinations in a logical manner, connecting with streets at mid-block and at or close to street corners. • Entry points are obvious, and the journey through the centre of the block and the open space of the Urban Room is both sheltered and legible. • The alignment of the at-grade Customs Street West connection into the Urban Room allows convenient access across the street to the entry point of the existing ramp which is along the south edge of Sturdee Reserve. That then connects up to the pedestrian crossing facility at the intersection of Fanshawe and Hobson streets which in turn provides a route to Federal Street.
(b) *public open spaces are generally provided in the location(s) identified in the precinct plan to meet the needs of the local community. Where no location is identified, open space should be provided to and located to serve the future needs of the local community; and*	*Location* The Unitary Plan does not identify a location in the Downtown West Precinct Plan for a public open space on the proposal site. Te Urunga Hau, the Urban Room is a large sheltered public open space at the centre of the Downtown West Block. Located at the confluence of multiple through-block links, the Urban Room is visible and connected at grade from both Lower Hobson Street and Customs Street West. *Provision to serve future needs* Future needs will derive from the demands of the occupants of the proposed development and increased wider public use that can be expected as part of the regeneration of the Downtown Precinct and opening of the City Rail Link. The space will support everyday occupation and provide a new, covered public open space venue for organised social and cultural events. The local community of building occupants and the wider public will also be served by the new retail and food and beverage activity that the proposal also introduces.
(c) *layout and design of public open space should meet the demand of future occupants of the site and be of a high quality, providing for public use and accessibility, views, sunlight access and wind protection within the application area.*	*High quality layout and design* The following attributes of the Urban Room individually contribute and collectively ensure high quality layout and design: • Placement in a core central location where it is surrounded by and connected into buildings; • The high degree permeability/accessibility of the space and consequential activation by through movement;

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	• Spatial generosity with a hierarchy of large and smaller spaces and three-four storey height for a sense of spatial grandeur; • Coordination with existing and new buildings and their entries and ground floor uses to present suitable edge activation; • A balance of aesthetic coherence and richness in the urban landscape. Images demonstrate considerable visual interest in the space, but avoidance of clutter, and a common aesthetic theme consistently applied; • Integration of multiple settings for occupation and activity including programmable space, informal seating, stage and gathering points; • Signature element of the sinuous brick slip clad wall which establishes a distinct personality for the space and, by extending to entry points at the block edge, also contributes to wayfinding; • Opportunities for integration of artwork. While that artwork is yet to be determined the brick slip clad wall in particular provides an appropriate canvas; and • All of the above are integrated into a coherent outcome with the architecture of the buildings that shape the walls of the space. *Public use and accessibility* Physical access is excellent with six routes into the Urban Room. Two of these, from Customs Street West and Lower Hobson Street are at grade to the lower ground level of the Urban Room. A further four routes are to level 01: • through the HSBC podium from both Quay Street and Commercial Bay; • via stairs from Lower Albert Street; • via stairs at mid-block from Customs Street West; and • at-grade from at the corner of Customs Street West and Lower Albert Street around the perimeter of Aon House. The wider public are invited into the Urban Room by a deliberately public and 'non-corporate' character. This is primarily achieved with the warmth of the textured, brick slip cladding of the sinuous walls of the space and extension of external public realm paving and planting into it. The Urban Room is designed to allow for casual public occupation and occasional events. The types of placemaking initiatives that Precinct operates in Commercial Bay are planned to be applied here. A changing programme of events will enhance public use, including for people passing through with no intention of buying anything. The retail /food and beverage activities provide good opportunities for the wider public, and the Urban Room provides multiple opportunities for 'al fresco' dining.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	Sunlight access The Urban Room receives not less than four and a half hours of direct sun every day through the year. Importantly, at the most representative time of year, the spring (and autumn) equinox the space receives six hours with that being right through the middle of the day. The sunlight exposure of this mid-block public open space, which like any mid-block courtyard space will be to an extent inherently limited by the buildings around, is therefore very good. (This is addressed in detail in the shading analysis, refer Section 3.6.) *Wind protection* Addressed by others
(4) *infringing the pedestrian connections standard:* (a) *whether development that infringes the pedestrian connection standard demonstrates that:* (i) *there is a safe, legible and direct link through the block;* (ii) *the width of the lane or link is sufficient to provide a functional connection between the adjoining streets;* (iii) *there is adequate provision for pedestrian movement in support of existing east-west options, and in support of the transport interchange function of the area; and* (iv) *north-south pedestrian movement options are increased through blocks in support of pedestrian flows between the City Centre core and the waterfront, with a focus on the quality and interest provided through and along those routes.*	The proposal infringes the pedestrian connection standard by the through lanes not being completely at-grade and by South Laneway being 4.3m wide at level 01. *Grade separation* The reason location of the east and South laneways being at level 01 and quality of the proposal in relation to lanes has been addressed above. Notwithstanding parts of the proposed lane system being above grade, the pedestrian connections are generous, attractive, and well-located. These are also a significant enhancement on the current condition. *Safety, legibility and directness* Safety is assured by separation from vehicles, and appropriate CPTED measures (which are addressed in the CPTED assessment). Legibility is assisted by direct and obvious lines of sight and routes including the openness and clarity of views across the Urban Room and through which all links pass. *Spatial generosity* All lanes are sufficiently wide but narrow enough to be interesting and not too wide as to appear barren. The minimum clear width of the South Laneway is 4.3m which is 0.7m less than that required by the standard. Considering movement function from Lower Customs Street, this 4.3m wide lane is complemented by the existing terrace along the edge of Aon House to which it is spatially linked. This configuration can be seen in plan (figure 4.30) and views along the lane (figure 4.27). Therefore, a sense of spatial generosity is maintained. In addition, the shared width of upper and lower parts of this laneway along this alignment will more than compensate for any constraint on flow capacity due to the minor reduction in width of the proposed new westernmost part of the laneway. *East-west movement and connection to PT*

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	This is addressed by existing connection with Lower Albert Street including east- west lane between Aon House and HSBC, and the steps connecting with Lower Albert Street. *North south and waterfront connection* A second north-south connection is provided. While the existing at-grade connection has been elevated to plinth level, its quality as a pedestrian route is significantly enhanced. As noted elsewhere, the quality of these lanes is high with shelter, good daylight and suitable edge activation. User experience of the lanes will be complemented and enhanced by the memorability of moving through the new mid-block Urban Room.
(b) *consistency with the planned future form and character of the Downtown Precinct:* (i) *where the pedestrian connection standard is infringed, whether the proposal demonstrates that Policies I205.3(2) and I205.3(3) above are met.*	
Policy I205.3(2) is: *Encourage an integrated network of attractive streets, lanes and pedestrian connections to improve pedestrian permeability and accessibility through the precinct and supports the transport interchange function of the area.*	*Pedestrian permeability and support to transport interchange function* The Urban Room extends the existing mid-block connection of the complex from Albert Street and the transport interchange through to Lower Hobson Street. The proposal provides a network of sheltered and edge-activated routes and significantly greater permeability through the block.
Policy I205.3(3) is: *Provide for an interconnected network of high quality public open spaces and publicly accessible spaces which vary in form and function in highly accessible locations within the precinct that are activated by uses around their periphery.*	*Interconnection and suitability of location* The Urban Room is centrally located and at the centre of a network of connections. These are well located and aligned to connect to the surrounding streets and other nearby public open spaces. *Edge activation* In principle activation of an urban space is achieved by a combination of the public relevance and intensity of activity at its edges including building entries, by movement through and by occupation within the space. That is achieved here, with a good level of edge activation at both levels of the space and along two of the four the laneways (North East and South West) that lead to it, and a reasonable level of activation along the other two laneways. The proposed mix of uses in the towers above will also contribute to activation. The office, hotel and apartment lobby entries all connect directly to the Urban Room will induce movement through the space including after hours and in the weekend.
(c) *The extent to which:*	

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
(i) *visibility to, from, and within the pedestrian connection is provided to support public safety; and*	The Urban Room and all laneways are fronted to varying degrees by occupied space and activity for a high level of informal surveillance. The Urban Room is broad and open providing for a high degree of visibility within the space and to it from all main entrance points. These qualities support public safety.
(ii) *wayfinding elements are integrated to guide pedestrians and enhance navigability with consideration to potential obstructions, level changes, signage and intersections with other pathways.*	Wayfinding is intrinsic to the layout because of the sense of space within the Urban Room which will function as a memorable anchor for wayfinding. This will be supported by the width and sense of visual continuity of lanes, good visibility of and through adjacent glazed lobbies and the scale and prominence of the main Urban Room stair. These intrinsic qualities can be supplemented by signage integrated into detailed facility design.
Assessment criteria 8.8.2. **(1) new buildings and external alterations and additions to buildings not otherwise provided for:**	
(e) The extent to which the proposed development facilitates convenient pedestrian connections between streets and public spaces, considering the existing network and potential future connections; and	Convenient pedestrian connections are provided. Refer to discussion above and below under (f)(iv).
(f) Where a through-site link is proposed:	
(i) the extent to which visibility to, from, and within the through-site link is provided to support public safety, and wayfinding elements are integrated to guide pedestrians and enhance navigability;	Refer to assessment related to (c) (i) and (ii) above.
(ii) The extent to which the quality of the pedestrian experience within the through-site link is achieved, including the provision of safety measures, comfort features such as seating and shelter, and amenities that contribute to a pleasant and engaging environment;	The experience for pedestrians of using the through site links will be of suitably high quality: • Safety is provided by extensive overlook for informal surveillance, including 24/7 supervision from the hotel lobby; • Seating is provided by a mix of built-in seating elements and the seating associated with food and beverage outlets; • Shelter, sun and daylight is provided by the glazed roof to both lanes and the Urban Room; and • Amenities that contribute to a pleasant and engaging environment include a high level of spatial quality and edge activation.
(iii) The extent to which the proposed through-site link contributes positively to the overall urban design and public realm of the city centre;	The through site links offer a combination of qualities that make a strongly positive contribution to the public realm of the city centre: • As well as providing a full east-to-west connection along a line currently blocked by the DTC building, the Urban Room contributes a new and unique space which will extend the range of public places available to people in the city; and • The new high-quality north-south public link replaces the existing public pedestrian access

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA		URBAN DESIGN ASSESSMENT
		through the existing utilitarian at-grade service lane.
(iv)	*The extent to which the alignment of the through-site link responds to likely pedestrian desire lines through and beyond a site; and*	Likely pedestrian desire lines relate to the points at which pedestrians can access the block on which the site sits. Three new routes are provided between existing destinations. These are: • through the Urban Room from the corner of Lower Hobson and Customs Street West to existing escalators/stairs and Quay Street via the HSBC building; • from Lower Hobson Street through the Urban room and via stairs to Lower Albert Street or the level 1 overbridge through to Commercial Bay; and • from the corner of Albert Street and Customs Street West around Aon House and through the Urban Room to the waterfront end of Lower Hobson Street; and These complement the north-south central route more or less opposite Federal Street at level 01 plinth and which connects to Quay Street.
(v)	*The extent to which the through-site link accommodates the needs of diverse users, including people with disabilities or mobility impairments, and its adaptability to changing conditions and demands.*	A number of 'Accessible' routes are provided: • At-grade access is provided into the Urban Room from both Lower Hobson Street and Customs Street West; • A publicly accessible lift connects the ground (level 00) floor of the Urban Room to level 01; and • Level 01 (and the South Laneway) can be accessed at grade from the corner of Albert Street and Customs Street West via the lane system around Aon House, and from Level 01 of Commercial Bay across the Albert Street overbridge. This sheltered lane system, including the Urban Room through which is passes, offers spaciousness and a level of amenity that makes it suitable to the demands of changing use and occupation.

4.6 Parking, access and servicing

The proposal

The proposal utilises the existing north-south service lane for access to existing parking and service areas in and under the plinths of Aon House and HSBC Tower. Apart from a pick-up and drop-off area for the hotel located off the edge of Customs Street West and directly out from the hotel lobby, all new parking and servicing areas are located below ground under the site. Therefore, apart from a narrow glimpse view along the uppermost wall of the basement service area in views down the service lane, these main parking and servicing areas are not and cannot be visible from the street.

The proposal places a cover over the existing service lane, extending pedestrian access over it between T1/P1 and the plinth of Aon House, and creating a new entrance portal from Lower Customs Street.

Access to the bike parks and end of trip facilities that serve the office accommodation is from Lower Hobson Street at the western end of podium P3. These facilities are concealed within the podium at levels 00 and 01 and have direct connection into the main office lobby serving T1 and P1.

Unitary Plan Assessment
Table 4.3 Parking, access and servicing

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
I205.8.2. Assessment criteria **H8.8.2. Assessment criteria** **design of parking, access and servicing**	
(i) whether parking is located, in order of preference, underground, to the rear of building or separated from the street frontage by uses that activate the street;	*General parking, access and servicing* All new parking areas are underground, accessed from the existing service lane at points well back from the street edge. This is an optimal urban design outcome. The HSBC parking building and service area remains. It remains subsumed within the building and set back from Lower Albert Street with intervening uses which activate the street. At level 01, the western end of this carparking building is screened from the Urban Room by a new retail tenancy (Retail 7). Its long southern façade, which presents to one side of the East Laneway, is outside the scope of the proposal and is also not visible from the street. The Aon House parking remains unchanged below the plinth. *Hotel pick-up and drop-off* The hotel vehicle pick-up and drop-off area is located on Customs Street West adjacent to the hotel lobby. A pick-up and drop-off area is an essential entrance and exit function of any hotel. As a guest access function with a 'front door' treatment this, as proposed, will make a positive contribution to street edge activation: • Movement of people to and from vehicles and reception and departure assisted by hotel staff is front-of-house activity that will complement the conventional active edges of the building lobbies at either side and add to the life of the street; and • The proposed parking spaces are limited in extent and, being only for the purposes of pick-up and drop-off, are for very short-term use as distinct from vehicle storage.
(ii) where parking is provided at lower building levels, the extent to which it is fully sleeved with active uses or activities that provide passive surveillance of the street and contribute to pedestrian interest and vitality. Above this, the extent to which car parking is fully screened on all sides of the building using design methods that present facades that are visually	Not applicable, as all new parking is mid-block under existing buildings, or in basements below T1 and T2 the DTC site. The existing parking building between HSBC and Aon House is accessed from the service lane. Its upper walls are exposed to the middle of the block (at Level

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
attractive and avoid night time light spill, noise and air quality effects on nearby sites and streets and public open spaces;	01). At the western end at level 01, the carpark is sleeved with a retail tenancy, which faces the Urban Room. The carpark's interface with the lane is unchanged and has a utilitarian character. However, this wall is modulated by ventilation grilles.
(iii) whether vehicle crossings and accessways are designed to reduce vehicle speed, be visually attractive and clearly signal to pedestrians the presence of a vehicle crossing or accessway;	Vehicle crossing occurs in two locations: *At the service lane entry from Customs Street West* • Attention has been paid to the design of the lane entry with a curved brick slip clad corner which relates to the sinuous ribbon wall that extends through the lanes and which is a signature characteristic of the Urban Room. This portal will clearly signal the presence of the vehicle access. It will also be suitably visually attractive. *At the hotel pick-up and drop-off area* • This area is fully integrated with on-site paving and planting. It is also flanked by generous pedestrian spaces. Desire lines for foot traffic are maintained along the Customs Street West footpath and into the Urban Room.
(iv) whether pedestrian access between parking areas, building entrances/lobbies and the street provide equal access for people of all ages and physical abilities, a high level of pedestrian safety and be visually attractive;	*Universal Access* At grade access from the street edge is available to all lobbies. This includes at grade access to ground level and the Urban Room from Lower Hobson Street albeit with ramps to address the change in level between the street and the ground level that is required to avoid flooding of level 00. The T2 hotel and apartment lobbies are also accessed at grade from inside the Urban Room. Access into the Urban Room and lobbies from Customs Street West is completely at grade given the slightly higher level of this street. Due to Customs Street West rising up towards Albert Street there is also at-grade access from the corner of Albert Street to level 01, which is at close to the plinth level of Aon House. A further and also existing connection at level 1 is via the Lower Albert Street overbridge to Commercial Bay. Both of these existing entry points are beyond the site but are part of the context with which the proposal connects. A lift dedicated to providing access between the lower (00) and upper (01) levels of the Urban Room is located at the northern central edge of the Urban Room. The lobby for this lift will be conveniently in the approach views into the Urban Room from both Lower Hobson Street and Customs Street West. This range of good quality options provides easy and excellent access to and from the surrounding streets to both levels of the Urban Room.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	Visual environment Entranceways are visually attractive generously wide, legible, with suitably activated edges as described in figure 4.6. *Safety is addressed in the CPTED assessment.*
(v) whether separate vehicle and pedestrian access are provided within parking areas. Shared pedestrian and vehicle access may be appropriate where a lane or street is proposed within a development site. The shared space should prioritise pedestrian movement;	*Addressed by others*
(vi) whether ramps visible from the street are avoided, however, where necessary, whether they are minimal in length and integrated into the design of the building;	Ramps to the basement are accessed from the service lane and are therefore not visible from the street.
(vii) for commercial activities, whether suitable provision is made for on-site rubbish storage and sorting of recyclable materials that: • *is a sufficient size to accommodate the rubbish generated by the proposed activity;* • *is accessible for rubbish collection; and* • *for new buildings, is located within the building*	*Addressed by others*
(viii) where appropriate, whether a waste management plan is provided and: • *includes details of the vehicles to be used for rubbish collection to ensure any rubbish truck can satisfactorily enter and exit the site; and* • *provides clear management policies to cater for different waste management requirements of the commercial tenancy and residential activities.*	*Addressed by others*
(ix) for alterations or additions to existing buildings where it is not possible to locate the storage area within the building, whether they are located in an area not visible from the street or public open spaces;	*Addressed by others*
(x) whether the development is able to be adequately served by wastewater and transport infrastructure; and	*Addressed by others*
(*xi) whether servicing elements (including venting and air-conditioning units) are located on the roof of the building or internal to the site and not on street-facing facades. Where this is not possible (e.g. alterations to a shop front), the extent to which servicing:* • *forms an integrated element of the building façade; and* • *is located so that it minimises adverse effects such as noise/odour on neighbouring sites and the public realm;*	The majority of plant is located at underground in basement levels 01 and 02 where it has been integrated into the planning of these spaces and is not visible. All above-ground plant rooms are appropriately located and aesthetically integrated into the building facades. • Plant rooms are located on the roofs of both towers and fully integrated into the 'crowns' of the building. • There is also a two-level plant enclosure at levels 01 and 02 of P3. This is surrounded by the sinuous brick slip clad ribbon wall which also visually supports the roof of the Urban Room. The plant here is screened from view from the street.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	• There is a further area of plant on P2, located at level 1 and fronting to Lower Hobson Street along 36% of the width of that façade. Framed by double height lobby spaces and located above the street edge veranda, this is both architecturally integrated and suitably unobtrusive. Other plant rooms are placed on facades at upper level in the following locations: • Plant at the base of T1 is well above the street high level, set well back from the podium edges and are integrated into the tower form. • Further plant rooms are at levels 21 and 22 of T1. Louvres are integrated with the two-storey module of T1.

4.7 Urban structure and public realm design conclusions

Relation to the street and wider public realm

1. The proposal responds in a positive way to CCMP aspirations for intensification and linkage to public transport in this part of the city.

2. Multiple entries, shopfronts and edge activation contribute to a high quality and suitably activated edges to surrounding streets and the lanes and public realm within the development.

3. The proposed edge conditions are of high quality in their own right, and a significant enhancement of the existing situation.

4. Shelter along street edges and at the hotel drop-off area is architecturally well-integrated and contributes to good quality street edge conditions.

Integration with future public realm outcomes

5. The proposal has been designed with cognisance of and will coordinate seamlessly with potential future public realm enhancements on Lower Hobson Street and Customs Street West.

Lanes and circulation structure

6. Providing for both north-south and east-west connections, the proposed lanes are generously scaled, legible and suitably edge activated, and given memorability by their connection into and through the Urban Room.

7. Due to the circumstance of working with existing buildings and levels, the lane network is not fully at grade and therefore departs from the through block at-grade connections signalled by the Unitary Plan. The lane system works with existing constraints and provides a choice of routes that relates well to all directions of approach, at-grade access into both levels of this network and the choice of lifts and wide stairs at key changes of level.

The 'Urban Room'

8. The Urban Room has a dramatic and memorable spatial quality, distinguished by a combination of shelter, openness and spatial generosity. It will enhance the local character, distinctiveness and activity in this part of the city centre.

9. The design of the Urban Room integrates the functionality of building lobbies and shopfronts with expression of multiple cultural narratives.

10. The lane entrances extend a public invitation and the Urban Room provides a setting for formal and informal public events that will attract and retain people.

11. Maximising the potential of this as a public space requires a supporting activity curation and 'placemaking' approach.

12. Connection of existing lanes to and public movement through this mid-block space will contribute positively to its use, occupation and activation.

Parking, access and servicing

13. Parking and service areas are suitably accessed from an existing lane, integrated within and /or concealed in basements under the building.

14. Hotel pick-up and drop-off does not provide for long-term parking, is appropriately located at the edge of Customs Street West, contributes to activation at the street edge and is integrated in a way that maintains amenity for pedestrians here.

15. All plant and servicing that is located above ground is located to either not be visible or has otherwise succesfully integrated into the planning and aesthetic design of the buildings.

5 SIGNAGE ZONES

5.1 The Proposal

The application is for signage zones for 'comprehensive development' signage which is a Restricted Discretionary activity in the city centre zone.

The building elevations are shown below in Figures 5.1 – 5.4 with the signage zones proposed highlighted in blue. Figures 5.1-5.4 are diagrams highlighting the location of the signage zones which are described and dimensioned in the Warren and Mahoney Site Elevations. Table 5.1 Signage Zone Assessment, records assessment against the Operative Unitary Plan criteria that apply, that is E23.8.2.

Tower signage
There are four 12.6m wide by 4.0m high signage zones at level 51 near the top of T1. These zones are more than 210m above street level. There are also two mid-level signage zones on T1 which are both 4.8m wide by 5.3m high. These are located at level 21 on the north and south elevations and more

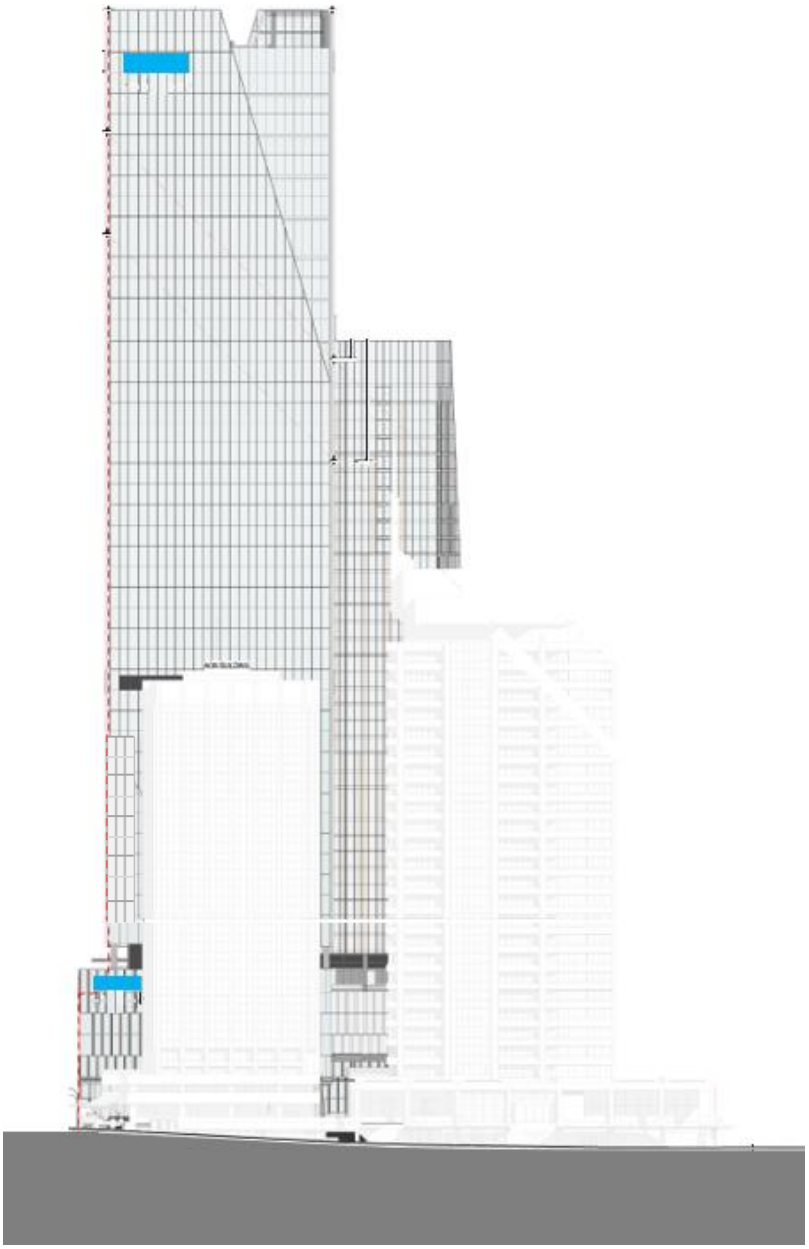


Figure 5.1
East elevation (at Lower Albert Street) with signage zones highlighted.

than 88m above street level. There are two signage zones for the hotel on T2. These are on the south and west facades, both at level 8 and 5.78m wide by 3.9m high.

Podium signage
Three 9.0m wide by 2.85m high signage zones are located on the podiums. There are two of this type on P1: one on the upper corner of the east elevation facing Albert Street; a second on the upper corner of the south elevation facing Customs Street West; and a similarly sized and located signage zone facing Lower Hobson Street at level 06 of P2. An approximately 2.1m high by 4.4m wide signage zone is located on the parapet of P3, facing Lower Hobson Street.

These figures do not show the much smaller signage zones at and around ground level. Those zones are low with horizontal proportions for shopfronts and entries and are typically located at the fascia between ground and first floor levels. In addition, a rectangular sign is placed by the Customs Street West service lane, replacing an existing sign there. These can be seen on the street elevation drawings and are included in this assessment.

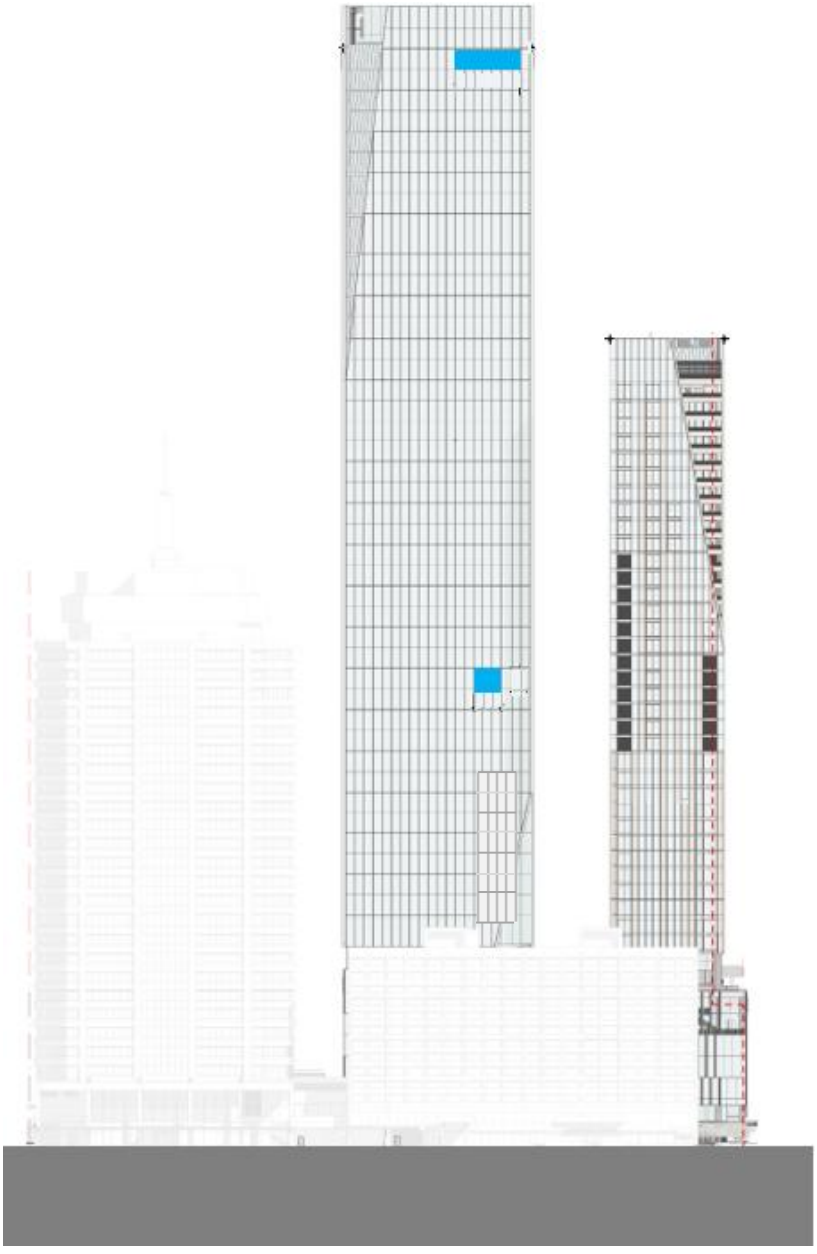


Figure 5.2
North elevation (at Quay Street) with signage zones highlighted.

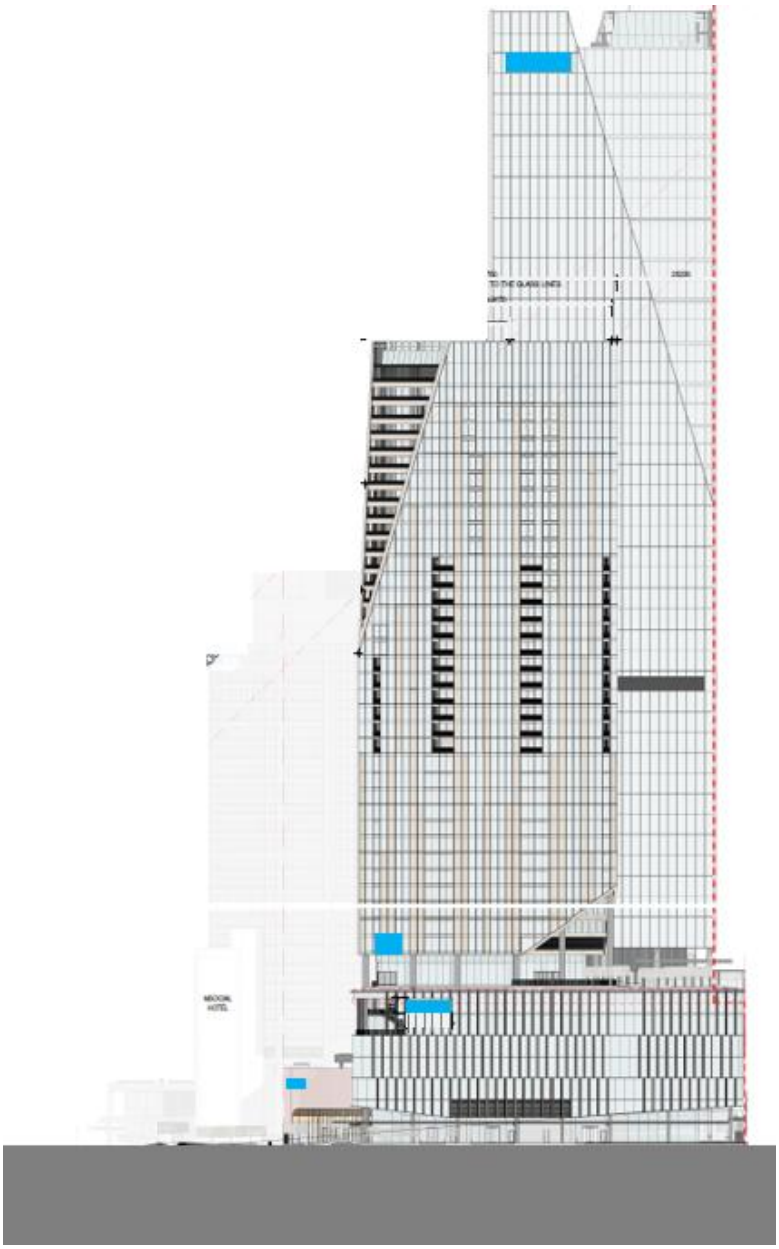


Figure 5.3
West elevation (at Lower Hobson Street) with signage zones highlighted.

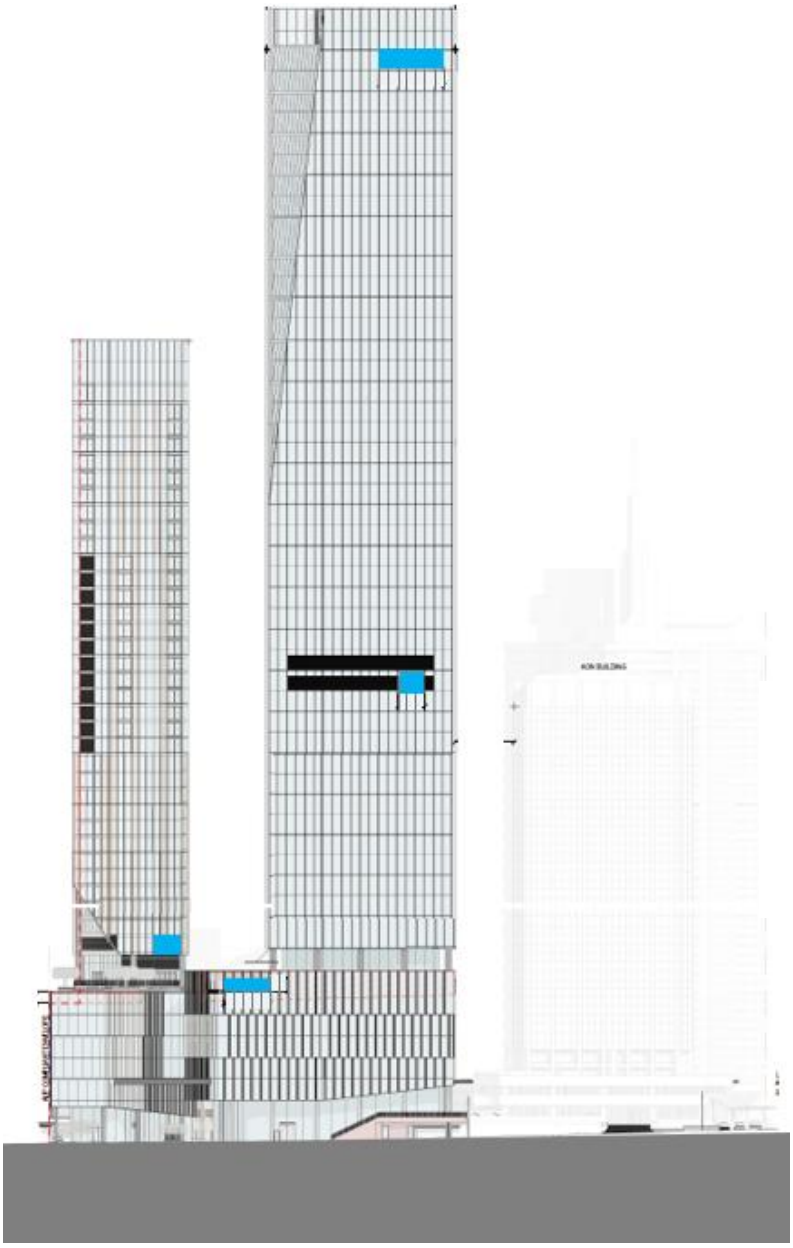


Figure 5.4
South elevation (at Customs Street West) with signage zones highlighted.

5.2 Unitary Plan assessment: Signage zones

Unitary Plan Assessment
Table 5.1: Signage zones

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
E23.8.2. Assessment criteria *The Council will consider the relevant assessment criteria for restricted discretionary activities in Activity Table E23.4.1 Billboards in zones and Activity Table E23.4.2 Billboards on street furniture in road reserves, existing lawfully established billboards and comprehensive development signage from the list below:*	The proposed signage zones are for 'comprehensive development signage'.
(1) visual amenity, scale and location: *(a) the extent to which comprehensive development signage, free-standing billboards, or billboards on a side, rear or street facing building façade are appropriate in terms of the zone they are located in taking into account all of the following:* *(i) the scale, form and type of signs or billboard;* *(ii) the location of the signs or billboard in relation to other signs and billboards and adjacent structures and buildings;* *(iii) the size of the site in which the signs or billboard will be located;* *(iv) the relationship with the streetscape, landscape and open space areas in the vicinity of the proposed signs or billboard; and* *(v) the length of time the signs or billboard will be in place.*	*(i) Scale, form and type of signs* The application is for rectangular signage zones within which signs will be placed, subject to further approval. These zones: • are suitably integrated with the modules of the fenestration and facades where they are located; • are modest in scale when considered relative to the dimensions of the facades on which they sit; and • because of this, their scale and locations are appropriate. It is important that following any approval of the signage zones that the actual configuration and installation of the signs within them (that is, their 'form and type', including any illumination) is subject to further design review and approval. A condition of consent might address this. *(ii) Location of the signs in relation to other signs and adjacent structures and buildings.* Given that this is a complex of new buildings, the critical aspect here is how the signage zones on the proposed buildings relate to each other. The four upper-level zones on T1 are identical in size and are located at the orthogonal, north-west and south-east corners of the building. Being of the same size and at the same height they relate to each other in a visually orderly way. Importantly, they are clear of the chamfers here. The mid-level signage zones on the north and south facades of T1 are at level 21 and relate to the plant room at that level. The centre lines of these mid-level zones align with the zones at the top of the north and south façades, and this contributes a sense of visual order. Signage zones at level 8 on the base of T2 appear in elevations to be relatively close to the upper podium signage. However, a combination of vertical separation and their set back from the podium edge means these

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	zones are sufficiently separated to avoid any visual clash or clutter. The signage zone at the north-west corner of T2 is also well separated from the M Social Hotel as the base of the proposed signage zone aligns broadly with the top of the M Social and is approximately 25m to the south of that building. This separation will also avoid any potential visual clash with the M Social building. Two large signage zones are close to an adjacent structure or building: • The P3 podium sign is on part of the development close to the rear of the M Social hotel but separated from that by a 10m gap. It is suitably integrated into the street-facing part of P3 and has no impact on M Social; and • The P1 podium sign that faces east and towards Albert Street will be viewed past the south façade of Aon House which is 11.5m away. These existing buildings are separated by a suitable gap from the nearest part of a proposed signage zone, and neither have signage adjacent to the proposed signage zones. This combination of factors means that potential clutter is avoided should signage be installed in these proposed signage zones. *(iii) The size of the site [signage zone] in which the signs will be located* These proposed signage zones are placed on very large building facades. They represent a very small proportion of any façade and therefore will tend to be visually recessive rather than dominant. *(iv) Relationship with streetscape and open space areas adjacent* Signage in the proposed zones is consistent with existing city centre patterns and will not compromise any nearby public area. (For elaboration on this refer to assessment in relation to 1 (c) and (e) below.) *(v) Length of time the signage zones will be in place* These signage zones for 'comprehensive development signs' are intended to be permanent rather than temporary, with the signage within them potentially changing as the occupiers of the building change. Given the zones are not visually obtrusive, are appropriately placed and are integrated with their host buildings, this longevity has no adverse effects.
(b) the extent to which the signs or billboard, when attached to a building, will appear to be an integrated element of the building and positively relate to structural bays, structural elements, architectural features, building proportions and the overall design of the building;	A combination of attributes of the signage zones gives appropriate aesthetic integration. The large-scale signage zones on T1, T2 and the upper levels of the podiums: • Achieve coherent placement on these buildings, with common alignments on elevations and common relationships to the corners of facades;

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	• Placed on integrated glazing units, the signage zones primarily relate to a storey height and their width relates precisely to the glazing module; and • They are placed aligning with either the vertical glazing line or the mid-point between those lines and this provides suitable visual integration. The small lower-level and shopfront signage zones are all suitably aligned with tertiary façade elements such as fascia and lintels. These are also well proportioned in relation to the façade areas on which they are placed.
(c) the extent to which the signs or billboard structure are visually integrated with the existing built and/or natural environment;	The existing built environment of the city centre is characterised by 'naming-rights' signs at the tops of high-rise buildings, at various levels and reflecting multiple major tenants and also at ground level around shopfronts and at entrances. The extent and treatment of the proposed signage zones is consistent with the precedent of signage on city centre buildings, so is therefore inherently visually integrated.
(d) whether the signs or billboard structures are simple and visually recessive in terms of form and colour, and are designed to discourage access for graffiti on the image displayed;	Potential graffiti is not a particular challenge for the proposed signage zones: • All major signs within the proposed zones are at high level, with the lowest on P3 being two and a half storeys above ground. These will not be accessible for graffiti. • The only zones which are accessible are those at the low level, such as the door head and shopfront fascia signs. While they might, with use of a short ladder be accessible for graffiti, these zones are shallow and are likely to be providing shopfront signage rather than the images that often invite graffiti. They are also unlikely to be especially attractive for this purpose when there are much larger and more visually prominent areas of wall immediately adjacent, including off-site. These low signage zones are also readily accessible for cleaning should graffiti occur.
(e) whether the signs or billboard detracts from the visual amenity of any public open space from which it can be seen, including the characteristics of the streetscape, natural environment, landscaping and open space;	The nearest open space is Sturdee Reserve, directly across Customs Street West from the proposal. The low-level entry and fascia signage along the street edge does not detract from that space, being a common characteristic of all areas of street-edge shopfront in the city centre. A 2.85m by 9m signage zone is located on P1 at level 7, above Customs Street West and next to the entry to the Urban Room and a proposed 5.78m wide by 3.9m high hotel signage zone at level 8 of T2 also faces towards Customs Street West. These zones are well above the street and are relatively small elements on very large façades. The zone on T2 is also set back 25m from the street edge and will be substantially screened by the podium immediately below. Neither of these signs will detract from the visual amenity of Sturdee Reserve or the street.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
(f) whether the signs or billboard, if located in close proximity to a scheduled historic heritage place, adversely affects the visual amenity or detracts from the visual qualities that are fundamental to the historic heritage values of the scheduled historic heritage place;	There are two nearby heritage buildings: 204 Quay Street and the Tepid Baths. The two-three storey high building at 204 Quay Street has a scheduled facade. This is located 30.5m across Lower Hobson Street from T2, P2 and P3, each of which has a signage zone proposed at high level: • The signage zones on T2 at level 8 and P2 at level 7 are both well above and across the street from 204 Quay Street. • The signage zone on P3 is at level 3 and in a visually recessive location set back a further 11m from the street edge to give a total separation distance of approximately 41.5m. Subject to appropriate controls on any illumination, comprehensive development signage in these zones will not detract from the heritage facades of 204 Quay Street. This is due to: • horizontal separation distance; • the proposed zones being either recessed back from the street edge or at high level; and • in most common views either the heritage facades or signage in the proposed zones being visible, but not both. The Tepid Baths is the second nearby heritage building. The large signage zone closest to this is at high level on podium P1. This is not in close proximity to the Tepid Baths being elevated 7 storeys above ground, across two streets and more than 70m from the nearest part of the Tepid Baths. Neither will low level entry and shopfront fascia signage along the street edge detract from the visual qualities of the Tepid Baths as it is more than 44m from the nearest corner of that building which is across the intersection of Lower Hobson Street and Customs Street West.
(g) whether a sign or billboard that will replace an existing sign or billboard on a building integrates with the building's form, shape and architectural features; and	The existing building is demolished and the proposed signage zones are almost exclusively on new buildings. The exception is the sign on the base of the wall by the entry to the ground floor vehicle entrance lane and facing to Customs Street West. This replaces an existing sign in that general location. The proposed zone is suitably integrated by having horizontal proportions which relate well to those of the wall on which it is placed.
(h) whether the sign or billboard will dominate the outlook from any dwelling or public open space.	The proposed signage zones do not dominate Sturdee Reserve (refer assessment in relation to 1(e) above). Neither do they dominate the street. The nearest dwellings which will have sight of the proposal are to the south, on the south side of Wolfe Street (refer to Figure 3.11). Signage in the proposed zones will not dominate outlook as they are a very small proportion of a large façade, are integrated with

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	the glazing module of the facade and most importantly, are over 113 metres away from these apartments.
(2) lighting and traffic and pedestrian safety: *……*	*No comment.* *Relates to lighting and variable image billboards which are not described in this application for signage zones.*
(3) duration of consent*:* *(a) whether the duration of a resource consent should be limited, taking into account the future land use and/or transport network changes that are likely to affect the site or location and result in the signs or billboard being inappropriate from a site development or traffic safety perspective.*	The most likely change to the transport network is the potential removal of the Lower Hobson Street ramp (which is outside of the scope of this application). This is an urban design rather than a traffic assessment. Nevertheless, it is unlikely that any ramp removal and restoration of the street to be wholly at grade would lead to the proposed signs being inappropriate from a traffic safety perspective. The signs are all integrated into the shopfronts and/or well above the street so are also unlikely to impact on site development. The reverse applies with any potential removal of the ramp offering up views from the street of the shopfront signage as part of a more open and amenable street edge.
(4) cumulative effects: *(a) whether the signs or billboard, in conjunction with existing signs nearby, will create visual clutter or other adverse cumulative effects.*	There are few existing signs nearby and those on the existing building, which is to be demolished, are removed. The proposal: • replaces an existing sign at the entry to the vehicle access lane from Customs Street West (refer to figure 4.13) as an almost like-for-like; • removes an existing billboard and also signage above the entries to the Downtown Carpark (refer to figures 4.11 and 4.12); • removes Monsoon Poon restaurant signage (refer to figure 4.9); and • removes a large, high-level billboard from the waterfront facing corner of the building. The cumulative effect of the proposal will therefore be to significantly reduce the amount of signage experienced at ground level, and with removal of two existing large billboards, also reduce visual clutter. This effect is therefore positive.
H8.8.2. Assessment Criteria *(1) new buildings and external alterations to buildings not otherwise provided for* (a) *building design and external appearance Materials and finishes* *(xxii) where provided, the extent to which signs are designed as an integrated part of the building façade;*	The signage zones are appropriately aesthetically integrated into the building façade. See detailed assessment in relation to E23.8.2 Assessment Criterion (1) (b) above.

5.3 Signage zone conclusions

1. The signage zones proposed at all levels are suitably scaled and located, are architecturally integrated and are consistent with the relevant Unitary Plan assessment criteria.

2. The form and type of signs within these zones (including any illumination) should be subject to further review prior to installation, and this might be addressed by condition of consent.

3. In signalling the occupation of and activity within the buildings, signage within the proposed zones will have a beneficial legibility and wayfinding function.

6 RESIDENTIAL AMENITY

6.1 Outlook Space

All hotel and apartment floors in T2 achieve compliance with the outlook space standard by a considerable margin.

Standard H8.6.32. Outlook Space applies to the hotel bedrooms and the principal living areas of the apartments, all of which are located in T2. The standard requires that minimum depth of the outlook space to be 6m measured perpendicular to the face of the building. Where a space has two or more facades, the outlook space must be provided to the face with the greatest window area, and the outlook space must not be towards the side boundary for parts of buildings within 10m of the street edge.

Relation to the street edge
T2 is within 10m of the street edge. Interpretation of H8.6.32 (5) is with refence to Figure H8.6.32.1 'Outlook over the street' which confirms that the outlook spaces from side-boundary facing parts of buildings more than 10m from the street may be towards the side boundary. Considering the rooms closest to the northern side boundary, both the hotel and apartment floors comply with this standard as can be seen in Figures 6.1 and 6.2 for a typical hotel and apartment floor respectively.

Hotel compliance:
The hotel standard plan of the hotel floor is described by figure 6.1. This shows:

- The outlook from street facing corner room H1 is through the largest windows over the street (View H1).
- The 6m standard is met for views from the side boundary facing rooms which are set back more than 10m from the street boundary. The depth of outlook to the boundary is approximately 18.9m for View H2 and 19.5m for View H3.
- View H4 is over the mid-block area and well exceeds the 6m standard.

Apartment compliance
A typical apartment plan of the hotel floor is described by figure 6.2. While façade configuration changes up the building there will consistently be two apartments with a facade to this side boundary. This representative floor shows:

- The largest window-wall from the principal living areas of apartments on the north-west corner of T2 (denoted as A1 in figure 6.2) is to the west over the street. These views are indicated as A1.1 and A1.2. They are very long range, well above the street and the Unitary Plan maximum building height in the Viaduct Harbour Precinct.
- Apartment A1 has a secondary view to the north (View A1.3 in figure 6.2). This extends more than 16m to the side boundary. Until such time as any taller building is built on the M Social site this view will be well over the top of the existing hotel here and to the harbour.
- Apartment A2 is set back more than 10m from the street edge and has complying outlook spaces on both facades with generously deep views (views A2.1 and A2.2 in figure 6.2).
- The impact of the chamfers that are integrated into the north-west corner of the floor plan of the upper-level apartments is to increase the degree of over-compliance with the Outlook Space standard.

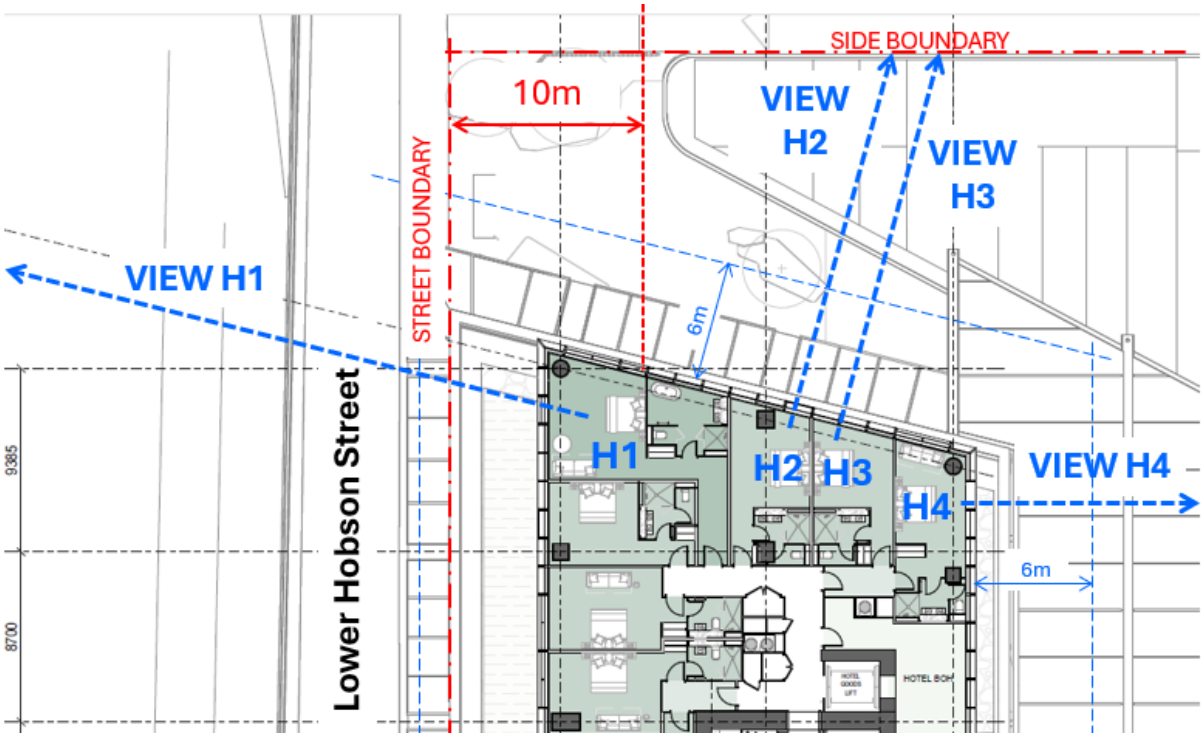


Figure 6.1
Outlook space from the hotel rooms along the northern, side-boundary facing façade of T2. (Source: Plan by Warren and Mahoney with arrows, labels and text overlaid for the purpose of this assessment.)

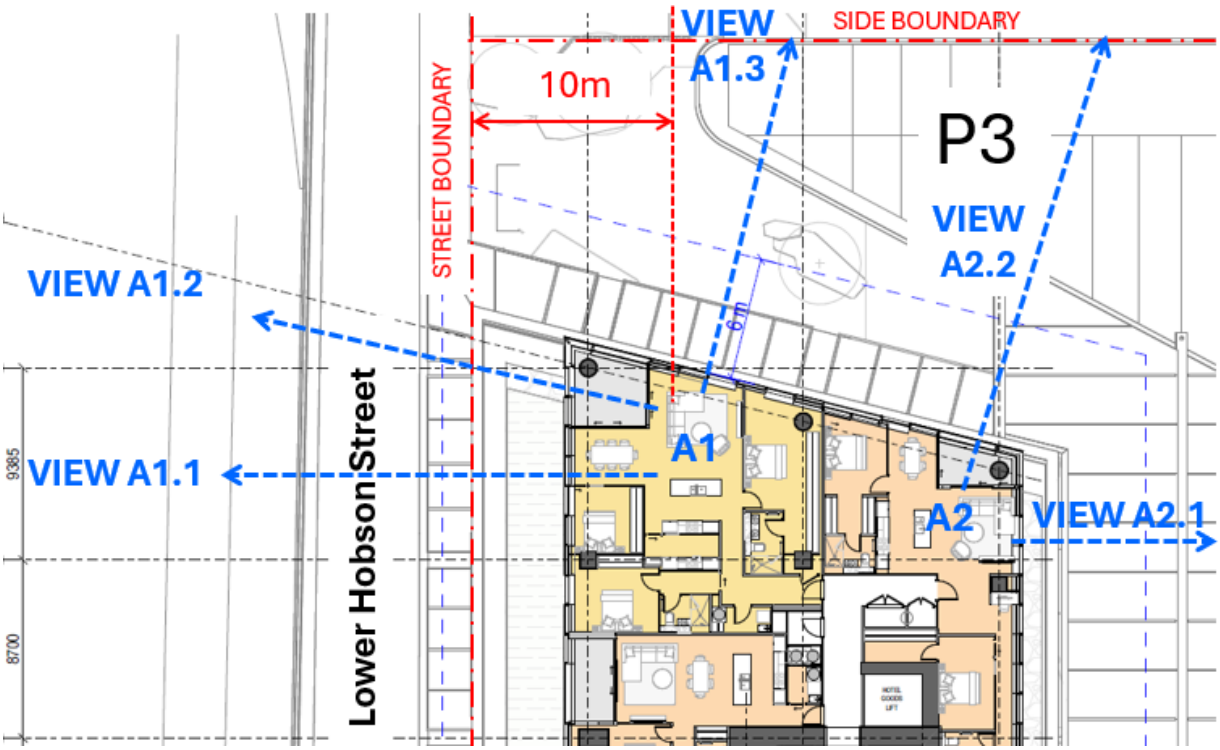


Figure 6.2
Outlook space from a typical apartment floor along the northern, side-boundary facing façade of T2. (Source: Plan by Warren and Mahoney with overlays.)

6.2 Minimum apartment size

A number of one-bedroom apartments with net internal areas of 45m² and 48m² do not meet the 50m² minimum dwelling size standard H8.6.33. That standard applies to "one or more bedroom dwellings". These apartments are located on the east side of the T2 building core, and their plan layout including indicative furniture placement is described in figure 6.3. Depending on floor level there are two of these apartments per floor as in figure 6.3 (at levels 22-31), or one per floor (at levels 20,21,32-39).

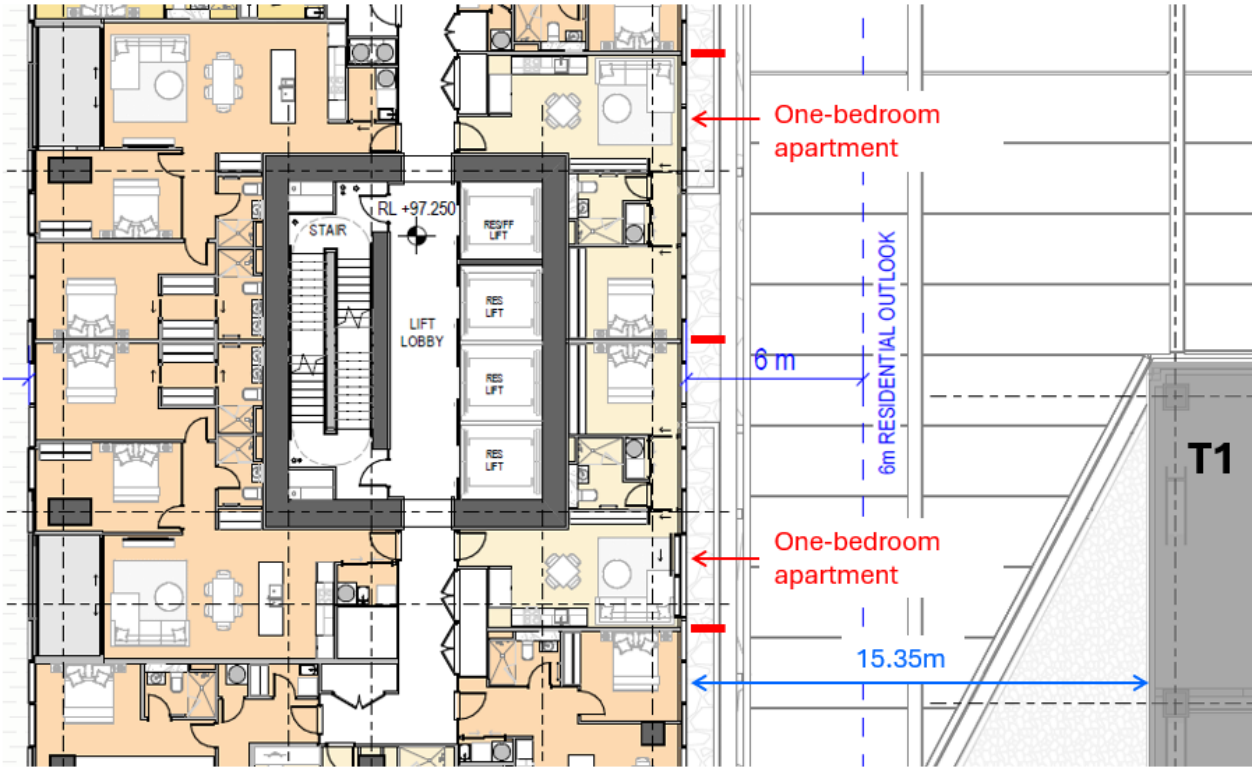


Figure 6.3
The 45m² one-bedroom apartments on the eastern façade of T2.

Unitary Plan Assessment
Table 6.1: Residential amenity and minimum apartment size

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
H8.8.2. Assessment criteria *The Council will consider the relevant assessment criteria below for restricted discretionary activities:*	
(d) design and layout of dwellings, visitor accommodation and boarding houses: *(i) the extent to which dwellings are located, proportioned and orientated within a site to maximise the amenity of future residents by:* • *clearly defining communal, semi-communal and private areas within a development;* • *maximising passive solar access while balancing the need for buildings to front the street; and* • *providing for natural cross-ventilation by window openings facing different direction.*	The apartment building provides excellent amenity for residents: • Each type of area is clearly defined, with private apartments, shared circulation areas and lobby with lounge at ground. Amenity is enhanced by facilities for residents at level 7 comprising a full floor with lap pool, gym facilities, residents lounge and dining and related kitchen. • T2 and apartments in it have good solar exposure. The means of managing solar gain with

	appropriate façade design and construction is addressed by others. • The apartments are airconditioned. That notwithstanding, apartments with balconies also have the opportunity for some natural ventilation.
(ii) the extent to which visitor accommodation and boarding houses are designed to achieve a reasonable standard of internal amenity. Taking into account: • *any specific internal design elements that facilitate the more efficient use of internal space;* • *the relationship of windows or balconies to principal living rooms; and* • *the provision of larger indoor or outdoor living spaces whether communal or exclusive to the visitor accommodation and boarding houses is more important for units that are not self-contained.*	The hotel offers a very high quality of internal amenity: • Generously sized rooms allowing for comfortable furniture placements and a comfortable circulation; • All rooms are configured to have generous outlook from their main windows. (There are no balconies.) The majority of rooms also have spectacular high-level views over distant parts of the city including in many instances the harbour; and • A range of communal facilities are provided for hotel guests including hotel food and beverage associated with the reception lobby at ground, meeting suites and club lounge at level 01 and a gym at level 08.
(iii) whether suitable provision is made for on-site rubbish storage and sorting of recyclable materials that: …….	*Addressed by others*
(iv) whether a waste management plan: ……..	*Addressed by others*
(15) infringement of minimum dwelling size standard *(a) Effects of reduced living and circulation space, on residential amenity* *(i) Dwellings that do not comply with the minimum dwelling size standard must demonstrate that:* • *the proposed dwelling size provides a good standard of amenity for the number of occupants the dwelling is designed for* • *there is adequate circulation around standard sized furniture.* *(ii) Methods to achieve (i) above may include use of built in furniture and mezzanine areas with good access and head height. Provision of a larger private outdoor space may provide amenity that mitigates a smaller dwelling size.*	*Standard of amenity* Notwithstanding non-compliance of 30 apartments located on the east side of the T2 core with the minimum unit size, these apartments provide a good standard of amenity. Because they are shallow and wide, the apartments benefit from extensive daylight and also generous outlook and views to the east. At the same time the mix of solid and glazed panels on the façade contributes to managing privacy in views towards the apartments from T1 which is 15.35m away, measured glass-to-glass. Each 45m² and 48m² apartment also benefits from a dedicated basement bike locker. These are supplied for all apartments. *Adequacy of circulation around furniture* Assessment is based on measuring from the plans and with reference to the indicative furniture layouts described. For reasons described below the spaces are suitably generous to allow for furniture, circulation and occupiable areas. The bedroom in these units is 3.55m deep from window wall to rear wall, and 3.2m wide. • A depth of 3.55m provides for a 0.6m deep wardrobe, a queen-sized bed which is 1.53m wide and therefore 0.71m of circulation (and bedside tables) at both sides of the bed.

- A width of 3.2m allows for a 2.03 long queen-sized bed and 1.17m of circulation. That is wide enough to accommodate a typical 0.45m deep set of drawers (which are not shown) and allow for 0.72m circulation.

The 3.5m width of the combined kitchen, dining living area allows for 2.9m between the kitchen bench and the opposite wall. Within that a round table is indicated, and if that were to be 0.9 diameter, there would be 1.0m clear around it. Equally square or 1.2mm long rectangular table seating four could be located against the wall in which case there would be circulation space of 1.7m between it and the kitchen bench.

The circulation space between core wall and bathroom is a suitably generous 1.0m wide.

6.3 Residential amenity conclusions

1. The proposal provides for an excellent level of outlook from hotel rooms and apartments, achieving compliance with the outlook space standard by a considerable margin.

2. The effects of minor non-compliance of a some one-bedroom apartments with the minimum size standard are inconsequential, and all apartments provide a high level of residential amenity.

3. The minor non-compliance of one-bedroom apartments with the minimum dwelling size standard is mitigated by the shallowness of that apartment plan which offers wide exposure to daylight and views; provision of well-sized and proportioned spaces; and the efficiency of planning and circulation. These factors combine to ensure a suitably high level of functionality and residential amenity.

7 CONCLUSIONS

The overarching urban design assessment conclusions are:

1. The overall configuration, location of activity, building scale, form and architectural approach is highly accomplished and fitting on this premium Auckland city centre site. This is an exceptionally high-quality development, coherently designed and well-resolved at all architectural and urban design levels.

2. The proposal responds to its context with integration of authentic cultural narratives that have driven design and, more pragmatically, to its city centre location with intensive mixed-use activity that enlivens this part of the city centre and is ideally placed to both support and use key city centre infrastructure.

3. At a design level, the proposal responds sensitively to its location at all levels: the distinctive building tops on the skyline; the sculptural form of towers which are seen in long and mid-range views; and the articulated podium and new space of the Urban Room including highly active edges at ground.

Urban and built form

4. Tall buildings are intended for and important in the central city, and the height of these should not be unduly suppressed. Success depends on a high level of architectural and urban design quality which has been achieved here.

5. While extending above the HEHCP, the proposal meets the purposes of that standard by maintaining a distinct stepdown towards the harbour within its site, reinforcing the Quay Street axis with built form, and retaining visual permeability through the block.

6. Departures from other built form standards are minor and successfully mitigated by the combination of the articulation of form of the towers to reduce apparent and actual bulk, the chiselling of the tower forms for cultural effect and to reinforce slenderness, and openness elsewhere to allow views through.

Shading

7. Detailed shading studies and analysis demonstrate that most of the shade from the proposed buildings is subsumed into existing shade within a heavily built-up city centre, and most additional shading effects are localised and fleeting.

Urban structure and public realm

8. The proposal extends the Downtown lane network with new generously sized and edge activated lanes to provide excellent ground level permeability, complemented by a new, dramatic and unique mid-block space in the form of Te Urunga Hau, the Urban Room.

9. The proposal provides new and good quality street edge activation around the block and enhanced connections to existing buildings, a significant repair to existing very poor-quality street edges.

Signage zones

10. The proposed signage approach is sound, with signage zones being well located, appropriately scaled and suitably architecturally integrated.

Residential amenity

11. The effects of minor non-compliance of some apartments with some standards are inconsequential, and all apartments provide a high level of residential amenity.

These conclusions are expanded upon by and should be read in combination with the more detailed conclusions at the end of each section of this report.