Table 1: H8 Business – City Centre Objectives and Policies Assessment

H8.2 Objectives	Assessment
(1) A strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales.	The proposal, constituting approximately 75,646m^2 of new GFA across five new buildings of high architectural quality – integrated within a new public open space network – will contribute to the strength of the Wynyard Precinct as an attractive centre that promotes commercial activity and employment opportunities at a scale appropriate for the city centre.
(2) Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.	The form of the development, being five new mid-rise buildings of a high-quality architectural design, is considered to reinforce Wynyard Precinct as a focal point for the community. The new public laneways and plazas will encourage pedestrian activity and permeability within the Precinct. The proposal will reinforce the existing concentration of large, relatively new commercial office buildings that establish a corporate enclave along Fanshawe Street. The additional cohort of office workers provided by the proposed buildings will support further day-time use of local service facilities, including retail and hospitality. At the same time, these office workers will benefit from the amenity of the waterfront location, high-quality open spaces and close proximity to high-frequency public transport within the Britomart transport hub.
(3) Development positively contributes towards planned future form and quality, creating a well-functioning urban environment and a sense of place.	The proposed general arrangement of building form, spaces and circulation and the associated activities will contribute to a high-quality public realm. The proposal reconciles functional requirements with movement, occupation, aesthetic and environmental considerations to achieve a high-quality urban design and amenity solution. A comprehensive analysis of context and opportunities served as a basis for the design, including responding to the established public realm, inviting people into the site, and creating a destination.
(4) Business activity is distributed in locations, and is of a scale and form, that: (a) provides for the community's social and economic needs; (b) improves community access to goods, services, community facilities and opportunities for social interaction;	(a) The proposed apportionment of business activity, being 62,935m^2 of commercial GFA and 1,850m^2 of retail, is considered appropriate for the community. Commercial activity is broadly anticipated in this location, with Sub-precinct B having no 'additional activity restrictions' as identified on Precinct Plan 7. The delivery of this commercial activity, being wrapped around a new network of high-quality public open space and

(c) manages adverse effects on the environment, including effects on infrastructure and residential amenity; and (d) accommodates qualifying matters.	retail area, is considered to provide for the social needs of the local workforce and residents. The proposed data centre is being supplied so as to meet a demand within the surrounding commercial environment; it will support both the proposed commercial use of the site and the use of surrounding commercial properties. (b) The proposed network of public laneways and plazas amongst new commercial and retail activity represents enhanced opportunities for social interaction. (c) The proposal will utilise existing infrastructure networks, and upgrade these networks where required. New infrastructure, such as stormwater raingardens, is being provided; consultation with infrastructure providers is ongoing. In terms of the proposed data centre, a range of measures will be included in the final HSMP required by the proposed conditions to avoid and minimise the effects of hazardous substances and contaminants from entering the receiving environment. There are less than minor effects relating to neighbouring properties; the risks present at the site on people, property and the environment are also considered to be low. (d) Design measures are proposed to manage natural hazard risk from flooding and coastal inundation. Ground floor levels, flood-resistant materials and ramp humps at basement parking entrances form part of the proposed response. The building design also provides for future raising of relevant ground floor levels as an adaptation measure. Refer to the T+T Coastal and Flood Risk Assessment (Appendix 16) and Section 10.7 of the AEE for the assessed timeframes, residual risks and required management measures.
(5) A network of centres that provides: (a) a framework and context to the functioning of the urban area and its transport network, recognising: (i) the regional role and function of the city centre, metropolitan centres and town centres as commercial, cultural and social focal points for the region, sub-regions and local areas;	(a) The proposed development, noting the role and function of Wynyard Quarter, is considered to complement the city centre and will not detract from the city centre's function and role. (b) The proposal is considered to deliver the intended form of Wynyard Precinct, and will both integrate with, and deliver, necessary public open space and servicing infrastructure. (c) The proposal constitutes the intensification of brownfield land, and commercial urban regeneration in a prime location; the proposed design and built form is of a high architectural quality which will enhance Wynyard Quarter as

(ii) local centres and neighbourhood centres in their role to provide for a range of convenience activities to support and serve as focal points for their local communities; (b) a clear framework within which public and private investment can be prioritised and made; (c) and a basis for regeneration and intensification initiatives.	intended by the overlying Precinct applying to the site.
(6) The city centre is an internationally significant centre for business.	The proposal, being a high-quality commercial, retail and public open space environment and built form, is considered to contribute towards making the city centre an internationally significant centre for business.
(7) The city centre is an attractive place to live, learn, work and visit with 24-hour vibrant and vital business, education, entertainment and retail areas.	The proposed development provides a high architectural and landscaping quality, which will contribute to the strength of the city centre as an attractive place to work and visit. The proposal will provide vibrant public open space laneways and plazas which will be appropriately lit for access to retail and open space areas during hours of darkness.
(8) Development in the city centre is managed to accommodate growth and the greatest intensity of development in Auckland and New Zealand while respecting its existing and planned built form and character and waterfront setting.	The proposed development constitutes five mid-block buildings of a commercial nature in an urban brownfield area which broadly anticipates the proposed level of intensification and built form. The recessive form of the buildings, being of a podium style which recedes from west to east (towards the waterfront, as anticipated by the progressive maximum height controls which apply), is considered to respect the planned built form and waterfront setting.
(9) The distinctive built form, identified special character and functions of particular areas within and adjoining the city centre are maintained and enhanced.	Comprehensive and integrated redevelopment of the Wynyard Precinct brownfield area, including high-quality open space areas, restaurants, offices and cafes, is anticipated by the Plan. The proposal is considered to deliver these outcomes, ensuring that the intended character and focus of Wynyard Quarter is delivered. The proposal will not affect the maritime and fisheries operations within the Viaduct. The site's waterfront setting will be respected; the design strongly responds to both the urban and geographic context with a 'water, estuary and shoreline' narrative.
(10) A hub of an integrated regional transport system is located within the city centre.	The proposal is considered to contribute to the city centre as a regional transport hub. The site is located within an approximately fifteen-minute

(11) The city centre is accessible by a range of transport modes with an increasing percentage of residents, visitors, students and workers choosing walking, cycling and public transport.	walk from the Britomart Transport hub. Up to 575 car parking spaces are proposed across the site, including 366 existing Travelodge spaces and up to 209 new basement spaces. The current plans show 190 new basement spaces, giving 556 spaces in total. The ITA considers that "The additional traffic generated by the proposed development is well within the carrying capacity of the local road network." Appropriate end-of-trip facilities (including showers and changing rooms) are provided to each building; access to the site is anticipated to be predominantly gained by public transport, walking and cycling modes. The site, being generally flat, is broadly accessible to a wide range of people.
(12) Development maintains and enhances the city's physical, cultural and visual connections with the waterfront as a public space and with the Waitematā Harbour and maunga	Whilst not located on the coastal edge, the proposed development is considered to maintain the city's connections with the waterfront as a public space. The proposal includes scope for refinement and collaboration with mana whenua to allow relevant values, narratives and mātauranga to be meaningfully embedded within the design. It strongly responds to both its urban and geographic context with its 'water, estuary and shoreline' narrative, and extends and complements the approach taken with architectural expression to give appropriate narrative integration. The proposed permanent buildings will not intrude into the E10 Mount Eden/Maungawhau volcanic viewshaft. Temporary construction cranes will intrude into the viewshaft for more than 24 months overall. The crane durations, mitigation measures and engagement with the Tūpuna Maunga Authority are assessed in Section 10.10.3 of the AEE. The proposal will not compromise the precinct viewshafts identified on Wynyard Precinct Plan 6.
(13) Building heights are enabled to realise as much development capacity as possible, unless qualifying matters apply which modify the relevant building height and/or density of urban form.	Whilst the building heights of Buildings 1-5 exceed the maximum height controls as established on Wynyard Precinct Plan 5, and the maximum site intensity (F.A.R) is exceeded, the encroachments are not considered to be inappropriate in the context of the Wynyard Precinct, which anticipates mid-rise buildings which are complementary to existing open spaces within Wynyard Precinct and existing development form within the Viaduct Harbour Precinct. The proposal is not considered to detract from the skyline and views of the wider city; rather, the high-quality design and recessive 'podium' style form is considered to provide for an appropriate transition to the street network and enhance the city skyline. The buildings, being designed around new public open space in the form

	of intimate laneways and large plazas, provide for a high-quality and well-considered interface at the human scale. The proposed building heights are not considered to detract from any existing public open space. The height of the buildings will enable additional development capacity in an area earmarked for urban intensification and regeneration.
H8.3 Policies	
(1) Reinforce the function of the city centre, metropolitan centres and town centres as the primary location for commercial activity, according to their role in the hierarchy of centres.	The proposal, providing 62,935m^2 of office GFA; 1,850m^2 of retail GFA; 6,189m^2 of data centre GFA and approximately 75,646m^2 of total building GFA across five new mid-rise buildings of high architectural quality, promotes commercial activity and employment opportunities at a scale appropriate for the city centre. The development is considered to complement the function and form of the city centre, and not detract from it.
(2) Enable an increase in the density, diversity and quality of housing in the centres zones and Business – Mixed Use Zone, where it is compatible with any qualifying matters and while managing any reverse sensitivity effects including from the higher levels of ambient noise and reduced privacy that may result from non-residential activities.	The proposal will not deliver housing, and this housing policy is not directly applicable. Potential conflicts with established industrial activities are addressed under the relevant Wynyard Precinct provisions.
(3) Require development to be of a quality and design that positively contributes to: (a) planning and design outcomes identified in this Plan for the relevant zone; (b) the visual quality and interest of streets and other public open spaces; and (c) pedestrian amenity, movement, safety and convenience for people of all ages and abilities.	(a) The planning and design outcomes for the site are contained within both the City Centre and Wynyard Precinct chapters. New development is to be integrated with the existing and planned street network and public open space; designed on a comprehensive basis; be of a high-quality built form which does not generate significant adverse effects; and supports the role and function of the city centre. Approximately approximately 75,646m^2 of new GFA contained within five mid-rise buildings, six new public laneways and two public plazas are proposed, alongside a data centre (which will be appropriately located, housed and serviced). The comprehensive nature of the site design represents an integrated approach to development which delivers a high-quality public-private interface. Noting the above requirements, it is considered that the proposed development achieves these planning and design outcomes. (b) The built form of the five proposed buildings is intentionally designed around a new internal plaza

	and laneway network, so as to provide for a well-designed and high-quality interface between the private and public realm. The planning, geometry and spatial qualities of the proposed laneway and plaza network offer potential to extend the established benchmark quality of open spaces in the precinct. The new buildings provide high-quality, thoughtfully considered and well-integrated facades. The location, form, scale and indicative architectural approach of the proposed buildings – in combination with the edge activation they will provide – will contribute positively to visual quality and interest within the public realm. (c) The proposal seeks up to 575 car parking spaces across the site, including the existing Travelodge parking. Public and active transport use is supported by the site's accessibility to public transport, the proposed bicycle parking and end-of-trip facilities, and the pedestrian laneway network connecting the site to the surrounding streets. The new network of high-quality pedestrian lanes will increase north-south and east-west pedestrian connectivity and permeability within the Precinct. The flat surfaces are safe, convenient and accessible for people of all ages and abilities. Good sightlines through the lane system and mid-block plaza contribute to legibility and a sense of safety for users. Edge conditions with the potential for activation at ground floor, and overlook from upper office floors, allow excellent informal surveillance for safety, particularly during working hours.
(4) Encourage universal access for all development, particularly medium to large scale development.	The development provides for universal access.
(5) Require large-scale development to be of a design quality that is commensurate with the prominence and visual effects of the development.	The proposed buildings are of a design quality that is commensurate with the prominence and visual effects of the development. Surface qualities assist in modulating the built form, achieving human scale and visual interest within the façade. Building scale effects are addressed with upper-level setbacks, and proposed stratification in the visual composition of the façade. This breaks the façade into sections, reducing apparent scale and eliminating visual dominance. The proposal reconciles functional requirements with movement, occupation, aesthetic and environmental considerations to achieve a high-quality urban design.

(6) Encourage buildings at the ground floor to be adaptable to a range of uses to allow activities to change over time.	Ground floor layouts are designed to retain sufficient flexibility to accommodate a range of future tenancy configurations and uses as leasing requirements develop, without compromising the overall activation and access strategy for the precinct. Individual tenancies will not exceed the maximum tenancy size of 1,000m² permitted under the Precinct provisions.
(7) Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse impact on pedestrian amenity and the streetscape.	All new car parking is proposed within basements, such that adverse effects on pedestrian amenity and the streetscape will be avoided.
(8) Require development adjacent to residential zones and the Special Purpose – School Zone and Special Purpose – Māori Purpose Zone to maintain the amenity values of those areas, having specific regard to dominance, overlooking and shadowing.	N/A – the proposed development is surrounded by Business – City Centre Zone and is not located adjacent to residential zones or either the Special Purpose – School Zone or the Special Purpose – Māori Purpose Zone.
(9) Discourage activities, which have noxious, offensive, or undesirable qualities from locating within the centres and mixed use zones, while recognising the need to retain employment opportunities.	The proposed data centre includes diesel storage and back-up generators within Building 2. Potential hazardous substances, noise and air discharge effects are assessed in the supporting technical reports and will be managed through the building design, acoustic treatment and proposed consent conditions, including a final Hazardous Substances Management Plan.
(10) Discourage dwellings at ground floor in centres zones and enable dwellings above ground floor in centres zones.	Dwellings are not proposed as part of this development.
(11) Require development to avoid, remedy or mitigate adverse wind and glare effects on public open spaces, including streets, and shading effects on open space zoned land.	Amey Daldy Park directly adjoins the site. Additional shading of the park, Bayleys Plaza and surrounding streets is assessed by McIndoe Urban and summarised in Section 10.10.4 of the AEE. The proposal therefore generates additional shade, with its extent, timing and duration informing the assessment of effects. The WSP Wind Assessment identifies locations requiring mitigation, as discussed in Section 10.11 of the AEE. A wind mitigation report and implementation of identified measures are proposed through Condition 86 to mitigate the gust conditions on the corner of Halsey/Gaunt Streets. Glare will be managed through compliance with Standard H8.6.29, as addressed in the proposed conditions.

(12) Recognise the functional and operational requirements of activities and development.	The functional and operational requirements of the proposed activities, such as parking, loading, access and infrastructure have been carefully considered and integrated into the development design. Refer to the Travel Management Plan (Appendix 27), Integrated Transport Assessment (Appendix 26) and Civil Infrastructure Report (Appendix 9) for detailed consideration of the proposed activities and development.
(12A) Enable building height of at least six storeys within mapped walkable catchments unless a qualifying matter applies that reduces height.	Building heights exceeding six storeys are proposed; the site is located within an area identified for intensification and regeneration, that is well serviced by both civil infrastructure and public and active transport infrastructure.
(13) Enable greater building height than the standard height in locations identified within the Height Variation Control, having regard to whether the greater height: (za) is commensurate with the level of commercial activities and community services; (zb) is compatible with a qualifying matter that requires reduced height and/or density; (a) is an efficient use of land; (b) supports public transport, community infrastructure and contributes to centre vitality and vibrancy; (c) considering the size and depth of the area, can be accommodated without significant adverse effects on adjacent residential zones; (d) is supported by the status of the centre in the centres hierarchy, or is adjacent to such a centre; (e) and support the role of centres.	The site is not located within the Height Variation Control and maximum building height controls applying to the site are determined by Wynyard Precinct Plan 5. Whilst the building heights of Buildings 1-5 exceed the maximum height controls as established on Wynyard Precinct Plan 5, the encroachments are not considered to be inappropriate in the context of the Wynyard Precinct, which anticipates mid-rise buildings which are complementary to existing open spaces within Wynyard Precinct and existing development form within the Viaduct Harbour Precinct. The proposal is not considered to detract from the skyline and views of the wider city; rather, the high-quality design and recessive 'podium' style form is considered to provide for an appropriate transition to the street network and enhance the city skyline. The buildings, being designed around new public open space in the form of intimate laneways and large plazas, provide for a high-quality and well-considered interface at the human scale. The proposed building heights are not considered to detract from any existing public open space. The height of the buildings will enable additional development capacity in an area earmarked for urban intensification and regeneration. The proposed development intensity encourages public and active transport uptake by locating high-density commercial activities in a well-connected area, being in close proximity to Britomart transport hub. The proposed buildings also encourage public and active transport through the provision of end-of-trip facilities, and the

	pedestrian laneway network which connects the site to the surrounding streets. Whilst no residential zones are located nearby (the site is surrounded by Business – City Centre Zone), the proposal is not considered to generate significant adverse effects on adjacent residential properties. Shading effects on the nearby Northbrook Apartments are considered to be 'Low'. Shading effects on the nearby Lighter Quay (west block) apartments are considered to be 'High, Moderate, Low, Nil'. At the times when additional shade is cast on Lighter Quay (west block), its significance is initially 'low' or 'moderate', but becomes 'high' due to the number of apartments impacted and the extended duration of that additional shade. That 'high' significance rating applies for 2.75 hours at the summer solstice for the period ending one hour before sunset. At the autumn equinox, the rating of 'high' applies for 0.75 hours, with that period also ending one hour before sunset. The additional shade cast during summer is in the context of reasonable sun through the early to mid-afternoon. The extent of additional shading effects on Lighter Quay (west) will be limited in calendar duration. The maximum effect shown at summer solstice is reduced by the equinox and there is no additional shade cast at the winter solstice. The proposed development is located within City Centre Zone, where intensive development is both provided for and expected. As such, the proposed shading cast on Lighter Quay (west block) is considered acceptable in the wider context. In terms of the proposed data centre, a range of measures will be included in the final HSMP required by the proposed conditions to avoid and minimise the effects of hazardous substances and contaminants from entering the receiving environment. The proposed development, noting the role and function of Wynyard Quarter, is considered to complement the city centre and will not detract from the city centre's function and role.
(14) Reduce building height below the standard zone height in locations identified within the Height Variation Control, where the standard zone height would have significant adverse	The site is not located within the Height Variation Control and maximum building height controls applying to the site are determined by Wynyard Precinct Plan 5.

effects on identified special character, identified landscape features, amenity or other qualifying matters.	
(15) Provide for a wide range and diverse mix of activities that enhance the vitality, vibrancy and amenity of the city centre including: commercial and residential activities; arts, entertainment, events, civic and community functions; high-quality visitor experiences, visitor accommodation and associated services; and learning, teaching and research activities, with a particular concentration in the learning precinct.	The proposal provides for a mixed-use development, comprising 62,935m^2 of commercial GFA and 1,850m^2 of retail GFA. High-quality public open space is proposed, including six new laneways and both an entrance and mid-block plaza.
(16) Enable a significant and diverse residential population to be established and maintained within a range of living environments and housing sizes.	Whilst residential units are not proposed as part of this development, the proposed network of laneways and plazas will provide for high-quality open space which local residents can enjoy.
(17) Enable the most significant concentration of office activity in Auckland to locate in the city centre by providing an environment attractive to office workers, with a focus on the core of the city centre.	The proposal, constituting 62,935m^2 of new office GFA across new buildings of high architectural quality – integrated within a new public open space network – will contribute to the strength of the Wynyard Precinct as an attractive centre that promotes employment opportunities at a scale and quality appropriate for the city centre.
(18) Provide for a wide range of retail activities throughout the city centre while maintaining and enhancing the vitality, vibrancy and amenity of core retail areas within the city centre and centres outside of the city centre. In particular: (a) enable smaller scale retail activities to occur throughout the city centre; (b) encourage large department stores and integrated retail developments to locate within the core retail area; and (c) avoid large department stores and integrated retail developments locating outside the core retail area where they would adversely affect the amenity, vitality and viability of core retail areas within the city centre and/or centres outside of the city centre.	(a) The proposal provides for nine small scale retail/commercial activities at ground level. These are to be a mix of food and beverage/hospitality and local service retail and are all small in scale. This will provide a greater mix and intensity of this type of activity than is the norm in the southern part of Wynyard Precinct. (b)-(c) No large department stores are proposed within this development.

(19) Provide for a wide range of activities along the waterfront, while continuing to provide for those activities requiring a harbour location.	The proposal is not located at the coastal edge and will not inhibit the ability for activities to be located at the harbourfront; notwithstanding, the proposed development constitutes a range of commercial activities alongside a new network of public open space.
(20) Enhance the waterfront as a major gateway to the city centre and Auckland.	The subject site is not located at the coastal edge; notwithstanding, the recessive form of the buildings, being of a podium style which recedes from west to east (towards the waterfront, as anticipated by the progressive maximum height controls which apply), is considered to respect the waterfront setting. The proposed development is considered to maintain the city's connections with the waterfront as a public space, and will enhance east-west and north-south connectivity within the waterfront area. Elements of the waterfront are woven into the design by way of the 'water, estuary and shoreline' design narrative.
(21) Enable the efficient use and development of the Port of Auckland and identified marine and port activity areas.	N/A – the site will not affect the use and development of the Port of Auckland.
(22) Support the development of public transport, pedestrian and cycle networks and the ability to efficiently change transport modes.	The proposal is considered to enhance the public pedestrian network through the delivery of six new public laneways and two new plazas, providing for new east-west and north-south connectivity.
(23) Identify and encourage specific outcomes in areas of the city centre that relate to: (a) a distinctive built character; and/or (b) a concentration of particular activities; and/or (c) activities that have specific functional requirements; and/or (d) significant transformational development opportunities.	The proposal is located within the Wynyard Precinct, which has specific outcomes relating to built character, activities and regeneration. An assessment against the objectives and policies for the Wynyard Precinct is undertaken in Table 2 below and the proposal is considered to be consistent with them.
(24) Encourage comprehensive and integrated development of key development sites or precincts in the city centre.	
(25) Limit activities that would have reverse sensitivity effects on established and future marine and port activities.	The proposal is sufficiently distanced from the coastal edge and will not hinder the operation of marine and fishing industries and maritime passenger operations. It is not anticipated that conflict between the proposed commercial and retail use, and any marine industry use, will arise.

(26) Limit activities within the residential and learning precincts that would adversely affect the amenity and character of those precincts.	N/A – the site is not located within a residential or learning precinct.
(27) Encourage the retention and conservation of the city centre's historic heritage through scheduling.	N/A – the site does not contain any scheduled historic heritage or special character value.
(28) Maintain and enhance the special character values of pre 1940 buildings in the Queen Street Valley precinct and buildings outside this precinct identified on Map H8.11.1 of the Business – City Centre Zone as making a strong or significant contribution to the special character of the surrounding area, in particular by: (a) [deleted] (b) requiring all development proposals for identified special character buildings to have considered adaptive reuse; (c) avoiding the demolition of identified special character buildings where it would adversely affect the built character of the surrounding area; and (d) requiring alterations and additions to existing buildings and new buildings to give consideration to, and be sympathetic to the existing and planned character of the area.	
(29) Enable the tallest buildings and the greatest density of development to occur in the core of the city centre.	Specific Wynyard Precinct height controls apply to the site; the proposed mid-rise buildings are considered appropriate in the Wynyard Quarter context and will not detract from the built form and skyline of the city centre.
(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 proposed design and built form is of a high architectural quality which will enhance the city centre built form and skyline. The proposal includes scope for refinement and collaboration with mana whenua to allow relevant values, narratives and mātauranga to be meaningfully embedded within the design.
(30) Manage adverse effects associated with building height and form by: (a) transitioning building height and development densities down to	(a) The recessive built form, being of a tower podium style which transitions from west to east (recedes towards the waterfront, as anticipated by the progressive maximum height controls which apply), are considered to respect the planned built form and waterfront setting. The high-quality

neighbourhoods adjoining the city centre and to the harbour edge; (b) protecting sunlight to identified public open spaces and view shafts; (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 (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 (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.	design, recessive 'podium' form of Buildings 4 and 5 and height transition down to Buildings 1 and 2 is considered to provide for an appropriate transition to the waterfront. (b) Shading effects on Amey Daldy Park and Bayleys Plaza have been reviewed by McIndoe Urban and are considered to be 'Moderate, Nil' and 'Moderate, Low, Nil' respectively. The new buildings have been designed around the proposed public plaza within the centre of the site, and 'good sunlight' is achieved at both the mid-block plaza and entrance plaza. Shading effects on surrounding streets are considered by McIndoe Urban to be 'Low'. (c) Whilst the building heights of Buildings 1-5 exceed the maximum height controls as established on Wynyard Precinct Plan 5, the encroachments are not considered to be inappropriate in the context of the Wynyard Precinct, which anticipates mid-rise buildings which are complementary to existing open spaces within Wynyard Precinct and existing development form within the Viaduct Harbour Precinct. (d) Building scale effects are addressed with proposed stratification in the visual composition of the façade. This breaks the façade into sections, reducing apparent scale and eliminating visual dominance. This is complemented by the 6m setbacks above a height of 32m of Building 4 and Building 5 from street and lane edges, and the setback of the rooftop plant of Building 2 from Halsey Street. The setback of the 'tower' component of buildings 4 and 5 contributes to achieving a tower-podium form. The buildings, being designed around new public open space in the form of intimate laneways and large plazas, provide for a high-quality and well-considered interface at the human scale. The proposed building heights are not considered to detract from any existing public open space, nor are they considered to generate adverse dominance effects on streets and public open space.
(30A) In identified locations, modify building height and/or density of urban form to provide for qualifying matters.	The Wynyard Precinct provides for specific height controls, which have dictated a recessive built form on the site (the maximum height control recedes from west to east on the site – refer to Precinct Plan 5). The development has responded to the maximum height control in the recessive, podium style built form of the new buildings.

(31) Ensure adequate sunlight, daylight, and outlook around buildings.	The proposal is not considered to generate significant adverse effects on either the proposed buildings, or adjacent properties. Shading effects on the nearby Northbrook Apartments are considered to be 'Low, Nil'. Shading effects on the nearby Lighter Quay (west block) apartments are considered to be 'High, Moderate, Low, Nil'. At the times when additional shade is cast on Lighter Quay (west block), its significance is initially 'low' or 'moderate', but becomes 'high' due to the number of apartments impacted and the extended duration of that additional shade. That 'high' significance rating applies for 2.75 hours at the summer solstice. At the autumn equinox, the rating of 'high' applies for 0.75 hours. The extent of additional shading effects on Lighter Quay (west) will be limited in calendar duration. The maximum effect shown at summer solstice is reduced by the equinox and there is no additional shade cast at the winter solstice. The City Centre Zone and Wynyard Precinct anticipate and provide for a reasonable level of intensification on the subject Site. Whilst a permitted baseline is not applicable in this instance, the context of the City Centre and Wynyard Quarter built environment provides an appropriate lens with which to view the shading effects generated by this proposal. Shading is an inevitable consequence of any development on the 100 Halsey Street Site. Effects on Lighter Quay West Apartments are limited in duration and it is not considered that it materially compromises the use or amenity of the apartment units.
(31A) Ensure adequate separation between buildings to avoid adverse effects on the physical, cultural and visual connections between the city centre and the Waitematā Harbour and maunga	The comprehensive nature of the proposal ensures that sufficient separation is provided amongst and between the new buildings, and the existing Travelodge building. The development is separated from other surrounding buildings by the surrounding streets.
(32) Encourage public amenities to be provided within developments, including publicly accessible open space, artworks and through site links.	The proposal is considered to enhance the public pedestrian network through the delivery of six new public laneways and two new plazas, providing for new east-west and north-south connectivity. These public open spaces offer the opportunity for artwork at the next stage of design. There is potential for integrated artwork or crafted elements to express mana whenua narratives and contribute to the identity and experience of the public realm.
(32A) Require that existing public amenities within developments be retained, including publicly	No existing public amenities exist within the site; notwithstanding, the proposal integrates

accessible open space, artworks and through site links.	appropriately with the Amey Daldy Park to the west.
(33) Require building and development of the highest quality that contributes to the city centre's role as an international centre for business, learning, innovation, entertainment, culture and urban living.	The proposed built form is considered to deliver high-quality architectural and urban design outcomes; the new public pedestrian network including laneways and plazas with high-quality landscaping encourages pedestrian visitors to Wynyard Quarter. The proposal, being a high-quality commercial, retail and public open space environment and built form, is considered to contribute towards making the city centre an internationally significant centre.
(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 buildings, being designed around new public open space in the form of intimate laneways and large plazas, provide for a high-quality and well-considered interface at the human scale. The proposed building heights are not considered to detract from any existing public open space. The activation of frontages with entries and windows is a primary means of providing character, interest and variation at street level. This is supplemented by the richness and texture of the sandstone-clad and one/two-storey building base. Enclosure at street level is achieved by defining the street edges with building frontages. The proposed buildings define relatively narrow lanes which dramatically open out into the generously proportioned mid-block plaza.
(35) Require the demolition of buildings and structures to avoid, remedy or mitigate significant adverse effects on the pedestrian amenity of the city centre and the safety and efficiency of the road network.	The demolition of the bus depot structure is not considered to generate any significant adverse effects on pedestrian amenity, or the safety and efficiency of the road network.
(36) Protect identified sightlines along streets and public open spaces from the city centre to the Waitematā Harbour, Rangitoto Island, the North Shore and identified sightlines along roads and public open spaces within the city centre to natural features and landmarks.	The proposed buildings will not compromise any identified viewshafts or sightlines.
(37) Enable high-quality public open spaces along the waterfront that are accessible and provide spaces for recreational opportunities, facilities and events.	Whilst not located adjacent to the coastal edge, privately owned, publicly accessible open space is proposed through the new plazas and laneways, encouraging public access to the site.
(38) Ensure adequate sunlight and daylight to public open spaces and streets.	Shading effects on Amey Daldy Park and Bayleys Plaza have been reviewed by McIndoe Urban and are considered to be 'Moderate, Nil' and

	'Moderate, Low, Nil' respectively. The new buildings have been designed around the proposed public plaza within the centre of the site, and 'good sunlight' is achieved at both the mid-block plaza and entrance plaza. Shading effects on surrounding streets are considered by McIndoe Urban to be 'Low'.

Table 2: I214 Wynyard Precinct Objectives and Policies

I214.2 Objectives	Assessment
(1) Wynyard precinct is redeveloped while managing potential conflicts between different uses to achieve: (a) a high-quality visitor destination which showcases the City's diverse communities and the importance of the harbour; (b) maintenance and enhancement of the regionally significant economic function of the marine, fishing and other industries and maritime passenger operations to the Hauraki Gulf islands; (c) a vibrant community with a mix of activities and experiences for all people including a community focal point, high quality public open space and community facilities; (d) public open space on the waterfront, and an area for events and entertainment activity for the social and economic benefit of the wider Auckland Region; (e) access to and along the coast and enjoyment of the coastal environment with a network of open space while recognising the need to manage access with competing commercial activities; and (f) the maintenance and where practicable enhancement of navigation and berthage within the Wynyard Precinct coastal marine area for a wide range of recreational and commercial vessels, including maritime passenger transport and fishing industry operations, excluding in areas subject to potential risk and public safety effects.	(a) The proposed built form is considered to deliver high-quality architectural and urban design outcomes; the new public pedestrian network including laneways and plazas with high-quality landscaping encourages pedestrian visitors to the Precinct. (b) The proposal is not considered to inhibit the regionally significant function of the marine/ fishing industry and maritime operations, noting the location of the site, away from the coastal edge. (c) The proposed development provides for a variety of activities, including 62,935m^2 of commercial GFA and 1,850m^2 of retail GFA. A high-quality network of public space in the form of six new laneways and two plazas is provided. (d) New high-quality public open space is provided by the proposed development. (e) The public open space proposed under this application will enable new north-south and east-west connectivity, enhancing pedestrian access to the Precinct. The provision of public open space within the site is not considered to hinder any competing commercial activities. (f) The site is located well away from the coastal edge and will not hinder navigation and berthage for vessels within the Precinct.
(2) An integrated urban environment is created which:	(a) The proposal is considered to deliver a high-quality built form. The comprehensively designed complex of built form, space and connections is integrated, coherent, and relates well to the

(a) exhibits high-quality and diverse built form and urban design which reflects the marine attributes of the precinct; (b) has appropriate building heights that enhance its prominent waterfront location and which complements the central area and wider city landforms, skyline and views; and (c) avoids, remedies or mitigates adverse effects on existing infrastructure.	existing and planned built form, activities and connections. The proposed built form is complemented by high-quality architectural and public realm design which responds conceptually to the marine location and attributes of the precinct. (b) Whilst the building heights of Buildings 1-5 exceed the maximum height controls, the encroachments are not considered to be inappropriate in the context of the Wynyard Precinct, which anticipates mid-rise buildings which are complementary to existing open spaces within Wynyard Precinct and existing development form within the Viaduct Harbour Precinct. The proposal is not considered to detract from the skyline and views of the wider city; rather, the high-quality design and recessive 'podium' style form is considered to provide for an appropriate transition to the street network and enhance the city skyline. The buildings, being designed around new public open space in the form of intimate laneways and large plazas, provide for a high-quality and well-considered interface at the human scale. The proposed building heights are not considered to detract from any existing public open space. (c) The proposal will be appropriately serviced by existing infrastructure, which has sufficient capacity.
(3) Individual buildings or collections of buildings are designed to achieve an appropriate form and scale in relation to: (a) existing and proposed public open spaces; and (b) identified view shafts.	The proposed buildings are considered to achieve an appropriate form and will not compromise any identified viewshafts. The proposed buildings define and provide for occupation and activation of the edge of Amey Daldy Park. The buildings also define a generously sized new mid-block plaza, and create an entrance plaza at the corner of Gaunt and Halsey Street. Shading effects on Amey Daldy Park and Bayleys Plaza have been reviewed by McIndoe Urban and are considered to be 'Moderate, Nil' and 'Moderate, Low, Nil' respectively. The new buildings have been designed around the proposed public plaza within the centre of the site, and 'good sunlight' is achieved at both the mid-block plaza and entrance plaza.
(4) Identified special character buildings are protected and enhanced and the unique character within Wynyard precinct, which is reflective of its maritime and industrial history, is retained.	N/A – site does not contain, nor is it located within proximity to, special character buildings.
(5) Public open space	Whilst not located adjacent to the coastal edge, privately owned, publicly accessible open space is

(6) A significant area of waterfront public park space is provided for the benefit of the Auckland Region with a complementary hierarchy of interconnected, high quality, public open space for current and future residential and commercial occupants and visitors.	proposed through the new plazas and laneways, encouraging public access to the site.
(7) Adverse environmental effects and risks presented by hazardous or dangerous activities or facilities within the precinct are avoided or mitigated.	The proposed data centre will be managed by a Hazardous Substances Management Plan. In accordance with the conclusions made by Tonkin and Taylor, it is considered that any environmental risks associated with the required diesel storage will be less than minor.
(8) The adverse effects of contamination are minimised through comprehensive management of contaminated sites and materials	All land disturbance and discharge of contaminants from the site is to be managed by a Contaminated Site Management Plan prepared by Tonkin and Taylor. This document contains a comprehensive suite of management measures in order to safely remove any hazardous soils from the site, and will manage risks to human health and the environment during land disturbance.
(9) Conflicts between different uses are managed to ensure the efficient operation of marine industry and fishing industry, other industry and regionally significant transport infrastructure while enabling the marine events centre and public spaces to be used for a range of public events.	The proposal does not introduce new residential or visitor accommodation activities. Potential conflicts with existing marine, fishing and other industries are addressed through the proposed commercial and industrial uses, building design and operational controls. Transport effects are assessed in the ITA (Appendix 26), including effects on the surrounding road network and public transport routes.
(10) A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the City.	The proposal represents a safe and interesting interface with the existing street network; the provision of six laneways and two new public plazas (mid-block and entry plaza) represents an enhancement of pedestrian connectivity, enabling vibrant pedestrian through-lanes from Gaunt Street, Halsey Street and Pakenham Street West which promote walkability within the Precinct. Connectivity to adjacent parts of the city is improved by providing the potential to move through these lanes on longer journeys which traverse the precinct and site. The proposed lanes will provide a high amenity environment with a high level of spatial definition, and convenient and safe access for all users.
(11) The safety and capacity of the transport network is maintained and, where appropriate, enhanced.	As concluded within the ITA prepared by Parlane & Associates, the proposal is considered to safely integrate with the transport network. The new vehicle crossing connections are considered by Parlane and Associates to be safe. The proposed

	service vehicle access is considered to be safe and appropriate in the context of the commercial and retail use. New underground car parking and associated access is considered to be appropriate and safe.
(12) The development of buildings and activities and the provision of infrastructure in a comprehensive and integrated manner which achieves high quality urban design outcomes and which avoids, remedies or mitigates adverse effects on existing and planned infrastructure.	The proposal constitutes the delivery of five new mid-rise buildings, providing approximately 75,646m^2 of commercial/retail/data centre GFA located around a new comprehensively designed laneway and plaza network. The site's integration with the surrounding buildings and road network is well-considered and intentional. An Urban Design Assessment has been undertaken by McIndoe Urban which concludes that the proposal provides for high-quality urban design outcomes. The proposal will integrate with the existing infrastructure networks and will upgrade the existing networks as required, in accordance with the outcomes of ongoing consultation with the network operators.
I214.3 Policies	
(1) Encourage the location, bulk, outlook, access to, and servicing of buildings to be planned and designed on a comprehensive and integrated basis rather than on an ad hoc individual building basis.	The proposed built form, location, and servicing within the site has been comprehensively designed and master-planned so that the proposal represents an integrated environment, as opposed to ad-hoc development containing unrelated, ill-considered individual buildings. This will contribute to a high-quality public environment.
(2) Encourage the integration of built form with the existing and proposed public open space network on a comprehensive land area basis, rather than a site by site basis, to create a sound framework for a well-designed and high-quality environment.	The built form of the five proposed buildings is intentionally designed around a new internal plaza and laneway network, so as to provide for a well-designed and high-quality interface between the private and public realm.
(3) Ensure that maximum building height: (a) is appropriate in scale to the street network and the prominent waterfront location; (b) provides a transition between the core of the precinct and the coastal edge with site-specific opportunities for taller buildings located and designed to reinforce key public open space and waterfront connections while avoiding intrusion of public views into and through Wynyard Precinct; (c) complements development in the Viaduct Harbour Precinct; and	(a) Whilst maximum building height controls are exceeded by the five new buildings, the proposed building heights are considered appropriate in the context of the street network and site location. Laneways and street-fronting built form will be provided at human scale, by way of upper level setbacks, or stratification in façade composition. The precedent of much taller buildings in the core of the city centre relating comfortably to streets with widths similar to those in the Wynyard Precinct demonstrates that appropriate scale can and has been achieved. The proposed buildings are considered to be appropriate for the Wynyard

(d) provides a transition in height between the core central business district and the harbour.	Precinct, and are not considered to detract from views of the City Centre or inhibit key sight lines. (b) The proposal sits within the core of the precinct, where the built form is anticipated to be at its tallest, as opposed to the coastal edge. The transition from the core of the precinct to the coastal edge is achieved with the tallest building forms of B3A, B4 and B5 located at the central southern part of the precinct, thereby maintaining a transition down to the west and east. The stepdown from B4 to B3A, and then again to B3B, contributes to a height transition down to the coastal edge at the north. The location and massing of the new buildings are not considered to detract from public views into and through Wynyard Precinct. (c) The proposal, being for buildings which transition in built form height from west to east, is considered to complement development in the Viaduct Harbour Precinct (to the east of site). The Urban Design Assessment notes that whilst the proposal is higher than that in the Viaduct Harbour Precinct, it complements this adjoining precinct by stepping down towards Halsey Street and the Viaduct. (d) It is considered that the proposal constitutes an appropriate transition in height between the core CBD and the harbour. With the tallest building (Building 4) at 52.2m and located to the west, and other proposed buildings being at 48.0m, 43.8m, 39.6m and 38.0m, a distinct transition of height down from the core central business district will be maintained.
(4) Identify and protect public view shafts from open space across, within, and to Wynyard precinct to reinforce connections with the central area, harbour, and wider Auckland.	The proposal is not considered to affect any public view shafts from open space to Wynyard Precinct.
(5) Promote excellence and diversity in architecture and urban design that enhances the relationship of buildings with public open space, and reflects the coastal, topographical, and historical qualities of the precinct.	The proposal is considered to constitute excellence and diversity in architecture and urban design. As noted in the UDA, the proposal strongly responds to both its urban and geographic context with its 'water, estuary and shoreline' narrative, and extends and complements the approach taken with architectural expression to give appropriate narrative integration. It creates a surfacing strategy with peripheral treatment referring to that established through the Precinct, in addition to memorable site-specific paving in accordance with water and cultural narratives being placed at the

	centre. The proposed general arrangement of building form, spaces and circulation, will contribute to a high-quality public realm.
(6) Recognise the contribution that identified special character buildings make to the marine, fishing, and industrial heritage aesthetic within the precinct.	N/A – the proposal is not considered to have any effect on special character buildings within the Precinct.
(7) Encourage the retention and re-use of identified special character buildings, features, structures and elements within the precinct.	N/A – the site does not contain any special character buildings, features, structures or elements.
(8) Encourage developments adjoining or adjacent to identified special character buildings to respond sympathetically to the historic context by reference to characteristics such as form, scale, materials and setbacks.	N/A – the site is not adjoining or adjacent to any special character building.
(9) Encourage development and design that is reflective of the precinct's maritime location.	The proposal includes scope for refinement and collaboration with mana whenua to allow relevant values, narratives and mātauranga to be meaningfully embedded within the design. It strongly responds to both its urban and geographic context with its 'water, estuary and shoreline' narrative, and extends and complements the approach taken with architectural expression to give appropriate narrative integration.
(10) Promote and encourage the important role the marine and fishing industries play in defining the character and amenity of the precinct.	
(11) Enabling a diverse range of activities, high quality visitor experiences, entertainment, events and development to occur, while recognising and maintaining the economic importance of the marine and fishing industry, the bulk liquid industry and Hauraki Gulf Islands maritime passenger operations to the Auckland Region.	The development provides for a range of activities, with 1,850m^2 of retail GFA and 62,935m^2 of office/commercial GFA proposed. Two public plazas are provided amongst a network of public laneways, enabling a high-quality visitor experience. The proposal is not considered to hinder the operation of the maritime and fishing industry within the Wynyard Precinct.
(12) Recognise the significant local and regional socio-economic benefits associated with providing high-quality waterfront public open space and events activity while also providing for the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.	The proposed high-quality public network of laneways and plazas is considered to provide benefits both to the site and the wider precinct. Additional shading of Amey Daldy Park and Bayleys Plaza is assessed in Section 10.10.4 of the AEE. The extent, timing and duration of that shading are assessed as acceptable in the city centre context. Given the distance from the coastal edge, and marine and fishing industry activity, no access or other operational aspects are considered to be hindered by the proposal.

(13) Ensure that sufficient and suitably located land, wharf, waterspace and appropriate, convenient and adequate navigation and berthing facilities are provided to accommodate the current and future operation and growth of the marine and fishing industries and maritime passenger operations, including Subprecinct C, North Wharf, the southern face of the Western Viaduct Wharf and the western face of the Halsey Street Extension Wharf together with the adjacent waterspace for use primarily by the fishing industry	The proposal is sufficiently distanced from the coastal edge and will not hinder the operation of marine and fishing industries and maritime passenger operations.
(14) Encourage activities and built form which contribute to the maintenance of pedestrian interest and vitality at ground level at Jellicoe Harbour to foster a vibrant community focal point.	The proposal is located a considerable distance from, and is not considered to detract from, the pedestrian interest and vitality at Jellicoe Harbour.
(15) Establish and maintain a network of coastal edge, public open space and public access along waterfront areas, linking the precinct to the wider central area while also providing the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.	The establishment of a new public lane network including six new pedestrian lanes is considered to enhance public access and walkability within the precinct.
(16) Establish a framework which supports the development of key interconnected public open space across the precinct, including: (a) a high-quality waterfront park of regional significance, including the potential for a high quality public building; (b) network of coastal edge promenades and pedestrian accessways enabling access to and along the coast comprising a minimum width of 20 metres, with the exception of Sub-precinct C; (c) a high-quality linear park linking Victoria Park to the waterfront park; (d) high quality areas of public open space for the public, residents, workers and local occupants designed to enliven the urban core	(a) The high-quality design value and built form provided by the comprehensive development is considered to contribute to the high-quality precinct of regional significance. (b) The site is not located at the coastal edge; nonetheless, it is considered to enhance east-west and north-south connectivity within the Wynyard Precinct. (c) The proposal will not detract from the linkage between Victoria Park and the waterfront park; pedestrian access and connectivity will be enhanced by the proposal. (d) New high-quality public open space in the form of two new plazas and six new laneways will assist in enhancing the urban core of the precinct for the public, residents, workers and local occupants. Additional shading of Amey Daldy Park and Bayleys Plaza is assessed in Section 10.10.4 of the AEE. The

of the precinct, including a significant park space within Sub-precinct B; and (e) a network of small pocket parks, linking spaces and plazas.	extent, timing and duration of that shading are assessed as acceptable in the city centre context. (e) The proposal constitutes the delivery of plazas and laneways, which will assist in the enhancement of pedestrian connectivity within the Wynyard Precinct.
(17) Encourage the use of the precinct's internal street network to function as part of the public open space network, and provide for the creation of internal canals, ponds and plazas.	The public laneways and plazas delivered by the proposal will enhance the internal street network, and encourage its use by pedestrians.
(18) Encourage the construction of a bridge for pedestrians, cyclists and local public transport connecting the Eastern Viaduct with Jellicoe Street to improve public connectivity between Wynyard precinct and the city centre.	N/A – bridge construction is not relevant to the subject site.
(19) Facilitate the reconnection of Daldy Street between Pakenham Street and Madden Street to provide a physical north-south connection through Wynyard precinct and enable the establishment of activities with greater people-or traffic generation potential.	Whilst the reconnection of Daldy Street is not directly relevant to the subject site, the development is providing a new north-south pedestrian linkage between Pakenham Street West and Gaunt Street via public laneways and plaza space.
(20) Provide mechanisms to manage and, in some cases temporarily restrict, public access to and along some parts of the water's edge to enable marine and fishing industry, maritime passenger operations and events to operate.	N/A – the site is not located at the coastal edge.
(21) Encourage an integrated network of streets and lanes to increase pedestrian permeability and accessibility through the precinct.	The new network of high-quality pedestrian lanes will increase connectivity north-south and east-west pedestrian permeability within the Precinct.
(22) Encourage a high level of pedestrian amenity along identified existing and future routes, including Te Wero Bridge, which reinforces the ease, comfort and safety of the pedestrian environment.	
(23) Enhance the connection between Wynyard precinct and adjoining areas through the provision of additional pedestrian linkages across Fanshawe Street.	

(24) Discouraging parking within buildings visible from existing and proposed public open space.	All new car parking will be located at basement level, which will not be visible from existing and proposed public open space.
(25) Require planning and development of transport and road changes within and on the fringe of the precinct, including Fanshawe Street, to consider any effects on or contribution to the amenity of the precinct and adjacent areas.	The proposal includes works within the adjoining road reserves, including vehicle crossing changes, raingarden modifications and associated footpath works. Their transport effects are assessed in the ITA (Appendix 26), and their public realm integration is addressed in the Landscape Design Drawings (Appendix 8). Construction effects will be managed through the final CTMP required by the proposed conditions.
(26) Require new activities, buildings and works to be designed, located, and managed to avoid unacceptable levels of risk.	The site is subject to flooding and coastal inundation hazards. The proposed response includes ground floor levels, flood-resistant materials, ramp humps above flood levels at basement parking entrances, and provision in the building design for future floor raising. The assessed timeframes, residual risks and adaptation requirements are set out in the Coastal and Flood Risk Assessment (Appendix 16) and Section 10.7 of the AEE. These measures are intended to manage natural hazard risk to an acceptable level.
(27) Require new hazardous industry or changes to existing hazardous industry to be designed, located and managed to avoid levels of risk which are incompatible with existing sensitive activities.	The diesel storage tanks serving the data centre will be located within the basement of Building 2, where flooding and coastal inundation risks require management. The tank design, containment and management measures must respond to those risks, as assessed in the supporting technical reports and secured through the proposed hazardous substances and natural hazard conditions. Refer to the Hazardous Substances Assessment (Appendix 17) for further detail.
(28) Require new industry or changes to existing industry at existing or future public interfaces to implement management measures to avoid, remedy or mitigate existing or potential adverse public safety effects.	The new diesel storage tanks for the data centre's backup generators will be located within the basement level of Building 2, which is not located at a public interface. It will be managed by a Hazardous Substances Management Plan, so as to avoid discharges and manage any potential effects.
(29) Provide for the continued efficient operation of existing and future marine, fishing and other industries, including maritime passenger operations	The proposed commercial and retail activities will not restrict the operation of marine, fishing and other industries within the Wynyard Precinct.
(30) Manage establishing permanent or temporary accommodation within or directly adjacent to areas identified for marine or fishing	No accommodation is proposed within the development.

operations or events, or on sites subject to potentially unacceptable levels of risk associated with existing hazardous industry.	
(31) Require new development, or changes to existing marine, fishing and other industries, to protect and enhance amenity values of specified existing and future public interfaces.	The proposed development will enhance the amenity values of the public interface, by providing for high-quality, thoughtfully considered and well-integrated building façades, alongside new laneways, improving connectivity and enhancing the pedestrian experience.
(32) Encourage remediation, including clean-up and mitigation methods, to be addressed on a comprehensive basis.	Contaminated soils within the site will be remediated in accordance with the CSMP prepared under this proposal.
(33) Encourage remediation of contaminated land to include consideration of future activity and prospective site topography and likely pathways to the contaminant.	
(34) Constrain and manage private vehicle travel in and out of Wynyard Precinct, particularly during peak travel periods.	Consent is sought for up to 575 car parking spaces across the site, including 366 existing Travelodge spaces and up to 209 new basement spaces. The current plans show 190 new basement spaces, giving 556 spaces in total. As noted in the ITA prepared by Parlane and Associates, the additional traffic generated by the proposed development is still well within the carrying capacity of the local road network. At no time do any of the critical movements exceed a degree of saturation of 1.0 (where demand equals capacity) and at no time does an approach exceed the practical capacity limit of 0.95.
(35) Encourage walking, cycling and the provision of passenger transport services and facilities compatible with the character and amenity of the area.	The proposal seeks up to 575 car parking spaces across the site, including existing Travelodge parking. Walking, cycling and public transport use will be supported by 219 secure and 60 visitor bicycle parking spaces, end-of-trip facilities, the pedestrian laneway network and the site's proximity to public transport. The Travel Management Plan (Appendix 27) provides the framework for monitoring and encouraging sustainable travel.
(36) Enable the improvement of public connectivity between Wynyard Precinct and the city centre for pedestrians, cyclists and public transport.	The new laneway network constitutes an enhancement of east-west pedestrian connectivity.

(37) Maintain and enhance maritime passenger transport operations by providing adequate vehicular, pedestrian and public transport access to ferry terminal facilities.	The development is not considered to restrict maritime passenger transport operations.
(38) Protect the safe and efficient operation of Fanshawe Street as a key arterial route connecting the central city area with wider Auckland and an important element of Auckland's frequent and rapid transit network.	The ITA prepared by Parlane & Associates considers that the additional vehicle usage created by the development is well within the carrying capacity of the local road network, maintaining appropriate levels of service and safety.
(39) Use integrated assessment for future development that has regard to: (a) land ownership; (b) character; (c) activities; (d) existing and proposed street pattern; and (e) existing and planned infrastructure.	The proposal constitutes a comprehensive and well-considered design which will integrate into the existing street network and provide new pedestrian connections to enhance public amenity and connectivity. The comprehensive nature of the site design, being five new buildings arranged within a new network of public laneways and plazas, represents an integrated approach to development which delivers a high-quality public-private interface. Entry and access points to the existing road network have been carefully considered so as to maintain a safe, efficient road network. The proposal will be appropriately serviced by existing infrastructure (to be upgraded as required).
(40) Encourage built form, activities, public open spaces and infrastructure to be planned and designed on a comprehensive land area basis, rather than on an individual site basis.	