Pūmanawa o Tamaki

Downtown Carpark Redevelopment

Urban Design Assessment

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Prepared for

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Revision 1: 15 October 2024
Includes additions and edits in the following areas in response to S92 requests:

- Section 2.4 Maximum tower T2 dimension (p.37)
- Table 2.3: Maximum tower dimension (pp. 38-39)
- Addition to caption of figure 2.30 (p.41)
- Table 2.4: Tower setbacks from the street (pp. 41-43)
- Section 3.8 Shading conclusion #4 (p. 72)

Revision 2: 11 December 2024
Text and graphic edits to address:

- Removal of all apartments from T1
- Rearrangement of T2 apartments
- Changes at ground level to reflect the above
- Relocation of T2 core into the centre
- Change to location and extent of T2 balconies
- Change to signage sizes and locations
- New Section 6: 'Residential amenity' added

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1 INTRODUCTION

1.1 Overview

This report is prepared by McIndoe Urban Ltd (MUL) on behalf of Precinct Properties. 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 consent drawing set. 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 Discretionary 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. As a separate planning and legal matter outside the scope of urban design assessment, the weighting given to each version of the Unitary Plan is not considered.

Assessment topics are grouped under three main headings of 'Urban and Built Form', Shading Effects', and 'Urban Structure and Public Realm Design'. 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.

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[1]

- *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.*

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 Precinct within Wynyard and the Eastern

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

Viaduct. To the east of the proposal site this includes Commercial Bay and Britomart. This prime, highly visible location carries an obligation which is carried through into the Council's expectations for this area for all development to be sensitively designed and of the highest quality. Precedents for this have been set by the Wynyard Quarter, Commercial Bay and Britomart.

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.

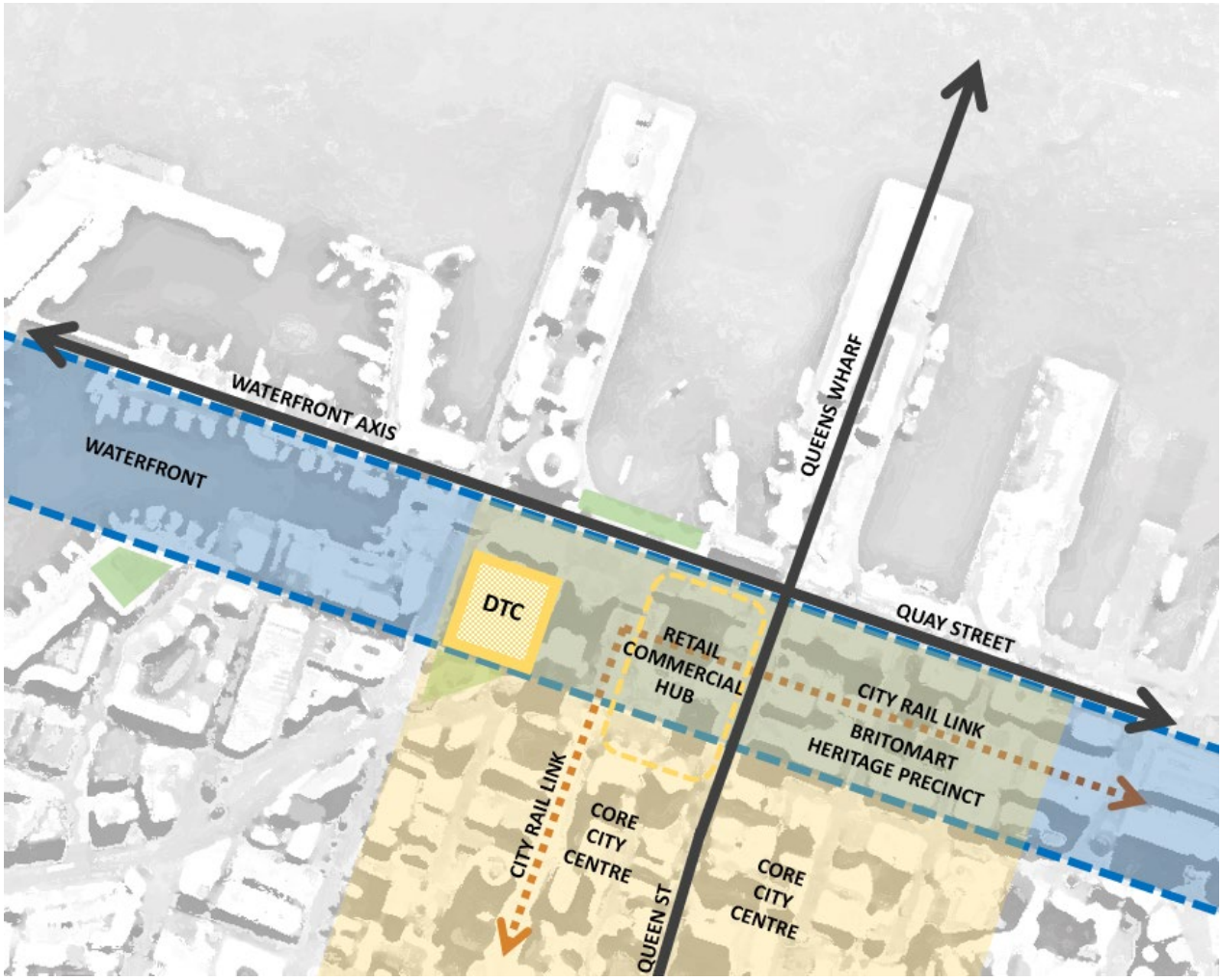

Figure 1.2 Urban context diagram

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

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.
- 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 in the block and 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

- 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 centre of the project site.

Streets and public realm

- The current street edge conditions created by the existing Downtown Carparking building 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 is 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.*[2]

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.[3]

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

[3] 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 city-scape and skyline level, existing urban form including consented buildings is characterised by:

- Considerable height along the block between Hobson and Albert streets with Commercial Bay and the PWC Tower at the northern end and culminating with Skytower to the south.
- To the south of Britomart and Customs Street West a second concentration of tall buildings to the south in the area of Shortland and Fort streets and extending as far south as the Metropolis apartment building on High Street.
- The suppression of height in the Britomart Precinct for heritage reasons.
- Expression of the underlying topography with the Queen Street valley, although containing some mid-rise towers, having a skyline that is distinctly lower than areas to both east and west[4].
- Relatively low-level development on the wharves and in the Viaduct Harbour Precinct.
- 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).

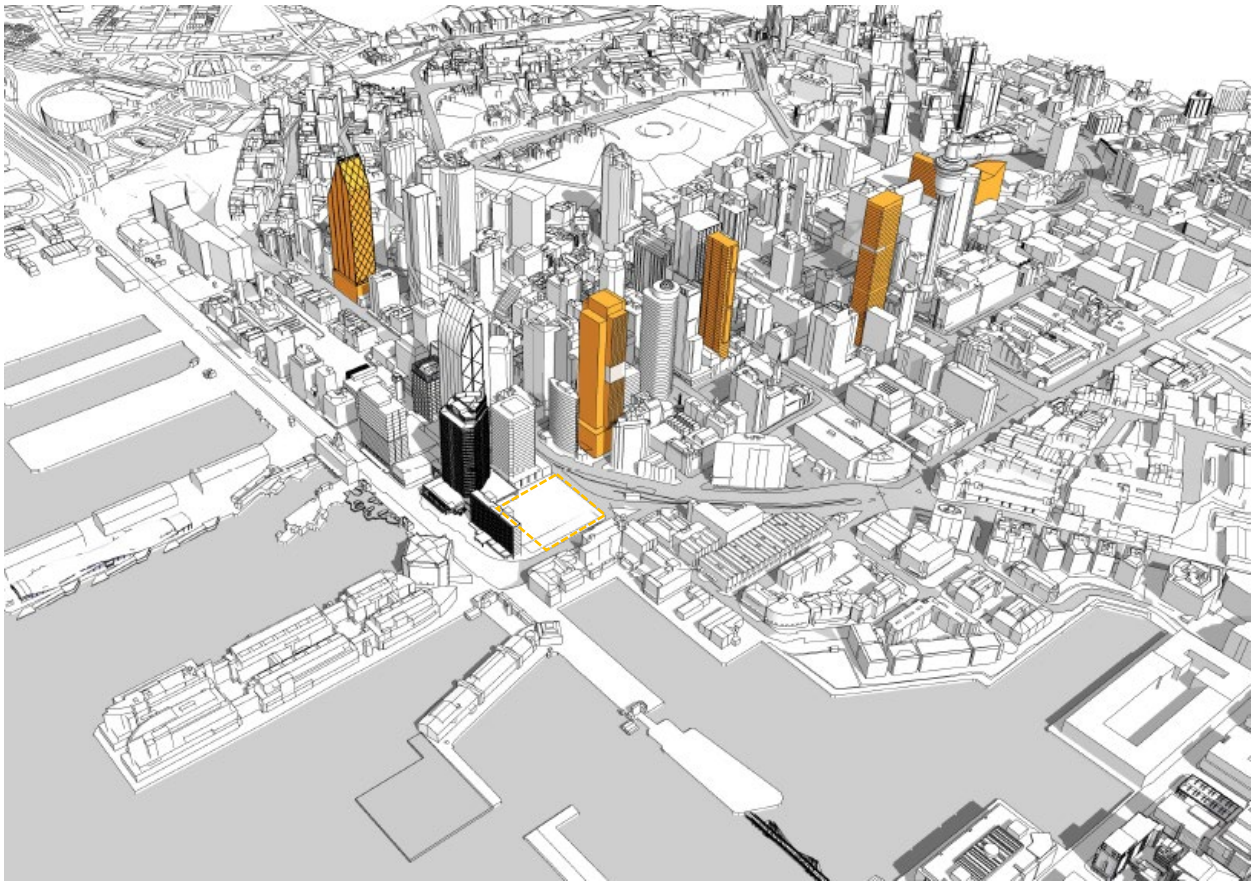


Figure 2.1 City Context This view from Warren and Mahoney's city model shows existing buildings together with projects highlighted in orange which are consented or under construction, and the location of the project site.

At lower level, streets are strongly defined by building fronts including those of low and mid-rise buildings and the podiums of some of the much taller

[4] 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".

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

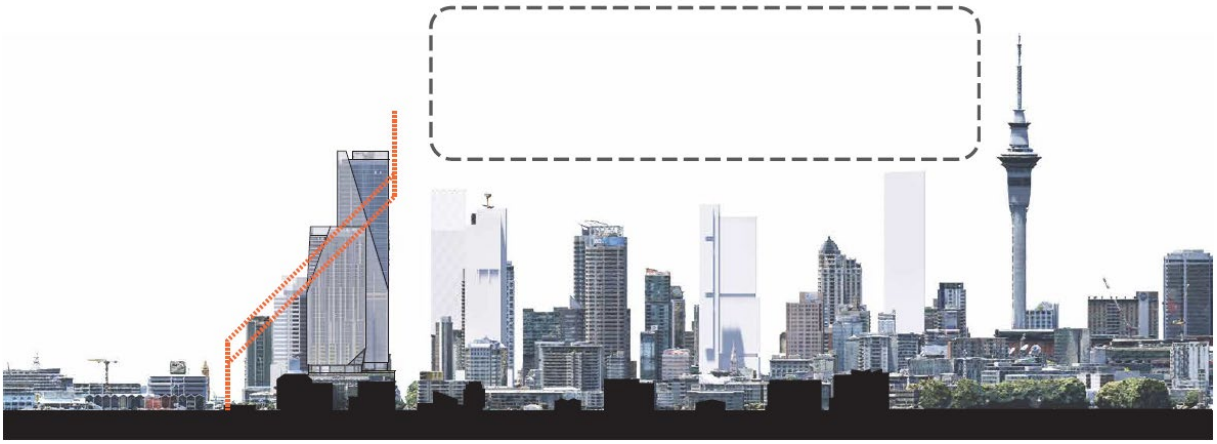


Figure 2.2 City context section with the proposal and also other consented tall buildings shown. The dashed rectangle identifies the general zone of potential for very tall buildings in the Special Height Area.

The Unitary Plan describes unlimited maximum height on the proposal site with that restricted by the Harbour Edge Height Control Plane. The 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 in the Downtown West Precinct.[5] Eke Panuku Essential Outcomes establish further and more aspirational expectations for design quality:

> ***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.*

[5] 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, commercial offices with related bicycle parking and mainly food and beverage 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 mix of commercial offices with related food and beverage will activate the area particularly during the day, and the residential component particularly after hours and at night. This mix allows for 24/7 occupation and activation of the precinct, and in particular, the residential lobbies at ground contribute to 24/7 supervision of the public realm including the Urban Room.

Balconies and street overlook
The proposed balconies articulate and add visual interest to the façade of T2, signal residential use and contribute to residential amenity. However residential balconies set back from a podium edge, while beneficial for other reasons, will offer little potential for oversight of the street. They are too far above the street to be particularly effective in this regard and are also set back from the top edge of the podium which will further limit views down to the streets immediately below. Nevertheless, balconies can give a visual impression of potential for occupation and oversight and contribute a sense of informal surveillance in this regard.

During the evening and at night, lights-on occupation and informal supervision from activity at the ground level street edge is desirable. The 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 this. This ground level custodial presence and informal surveillance will be more effective than that from the high-level balconies and apartments above.


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

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 and bases of both towers 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.

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 65m 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 panels and elements expressed on the facades of both T1 and T2.

These features can be seen in figure 2.4 and also carry through to closer range views in 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
These views are from the streets and wharves around the site and include Wynyard Crossing in the west, the end of Princes and Queens Wharf in the north and Sturdee Street in the south-west. (For example refer to figures 2.5 and 2.6.) The lower parts of the building remain substantially screened by adjacent buildings. Characteristics seen in long range views including the chamfers and building crown remain apparent. However in these mid-range

views the detail of these and also the mid parts of both towers is 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 and shadow cast between the towers that emphasises visual differentiation;
- The strongly expressed horizontals on the chamfers of T1 and T2, being projecting ledges and balconies resepectively;
- In certain light, the colour differentiation between the cool grey/silver of T1 and the warm bronze of T2;
- The chamfers at the base of the towers; and
- In some views, the podium itself, and its characteristic expression of a two-storey horizontal compositional order and finned texture.

Visual interest in close range views

These views are from adjacent streets and along the edge of the development[6] including from the Viaduct promenade. At close range, views are directed to the base of the towers and also the podium that successfully expresses the base of the towers. In these views, the chamfers at the base of the towers are 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 and brick cladding 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;
- Expression of a two-storey base with a contrasting 'shopfront' glazing treatment, and generously scaled entrances/doors within this base;

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

- 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 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.

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 form and façade treatment.

Both towers express both vertical and horizontal elements in their composition. Both have a primary vertical subdivision with that supported by a secondary horizontal façade order. These are clearly different, which benefits perceived visual bulk reduction as noted above. However, the design relationship between the two remains clear. (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, coherence and integration, or a 'family relationship' is also important. In this case, the primary aspects of relationship come from:

- similarity of vertical tower proportions;
- integration of chamfers at the tops and base 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 a common podium.

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[7]. 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 the T2 facade, and clearly signalling residential use of that tower. The effect will be to enhance the legibility of the city.

[7] 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.

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 in T1 and the podiums will differ markedly from the residential floors of T2. Office lighting will 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 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. This urban design assessment considers only the quality of urban and architectural design integration of the proposed cultural narrative initiatives.

Narrative considerations place this building in its cultural context including in 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, 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, *Whakairo I te ringa*). These upper-level chamfers are integrated with chamfers at the base of both towers. The narratives deliver dynamic, slender tower forms and lead to 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 (*Whakairo i 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, reinforced by indoor planting including a green wall, 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 integrated into 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[8]. 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.

Whakairo i te 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.

Whakairo i te ringa

Embellished by the rhythmic movements of the chisel.

A reference to human interpretation and response. A reminder that humanity is critically connected, to and of the natural world.

Whakairo i te rā, ā, ka ita i te taiao

Illuminated by the world of light, galvanised by the natural world

Light provides life (Te Ao Mārama) and colours the forms, galvanising them back into the natural world.

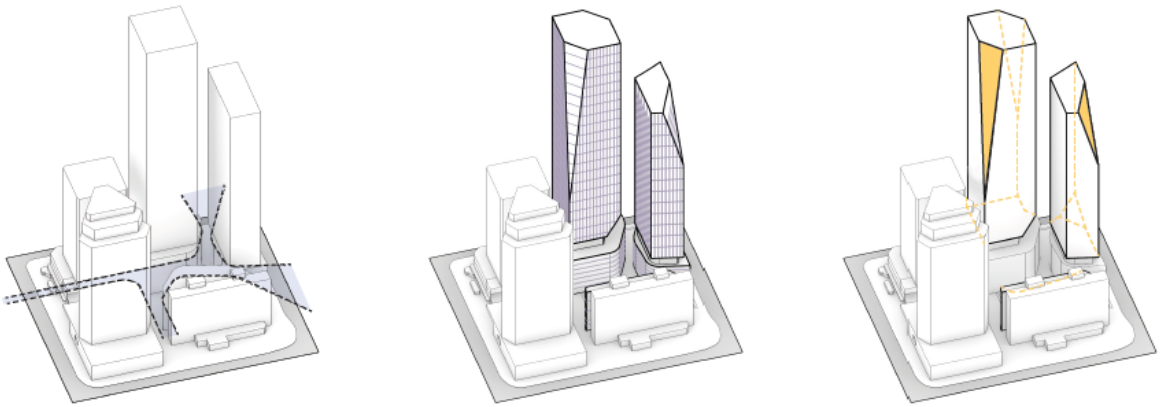


Figure 2.8
Iho: The unifying idea….carved by water, carved by hand, carved by light.

At the same time as being driven by and expressing mana whenua narratives, the spatial complexity and drama of the Urban Room and wedge-shaped cuts into the podium and presentation to the street also relates to more conventional European notions of urban townscape. The experience of lanes and open space in the podium evokes the organic planning of and 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 building tops are both distinctive and aesthetically well resolved:

- The chamfers and crowns contribute dynamic and sculptural individual building tops. In combination with the variation in height between T1 and T2 they contribute to a dramatic skyline.
- Similarity of sculptural forms cements the family relationship of these buildings, and the building tops relate in an aesthetically coherent way to the body and base of the towers. Coherence is due to the crown being the extension of the glazed façade, and the chamfers at the top of the towers relating to those that are at the base of both.
- 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.

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

- The crown varies in height around the top of the building and therefore the appearance of the tops of the buildings significantly changes depending on the direction of view. 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. The physical presence of the chamfers 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, and 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 diversity and drama to a city centre 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 form and character of the surrounding area and significant natural landforms and landscape features;*	*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. This is a new type of mid-block public open space which is sheltered, grand in scale and memorable in character. It is also supported by the network of edge activated mid-block lanes. *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*

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	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. 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 compliant 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. The natural landform which the proposal relates to is the ridge between Hobson and Albert streets which is characterised by existing tall buildings. That landform is expressed with a building height dip down to the Queen Street valley which accentuates the contour change. The proposal extends and reinforces this existing pattern. The effect of reinforcement can be seen in figure 2.1 and also in Render 04.
(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;	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 diversity and drama 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.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
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 modifications to the base of Aon House, both with a proposed new entrance on Lower Albert Street and modification to the plinth of the buildings along Customs Street West. (Refer to Section 4.2 'Customs Street West' and 'Lower Albert Street' for description of street edges and assessment of changes to these.) On Customs Street West the modification to the plinth of Aon House opens up and enhances the visual amenity of the street edge. Redeveloped stairs and planting provide more openness, visual amenity and opportunity for access at this edge. The current recessive treatment is replaced by a welcoming frontage. A new cantilevered veranda provides shelter where that is currently limited, welcomes pedestrians and signals the line of entry to the wider complex, including entry to Aon House. The veranda alignment is integrated with the design of Aon House, and also continues the aesthetic established for new glazing over mid-block lanes. The proposed revised canopy has a simplicity that is consistent with the architecture of Aon House and by extending along the full width of the Aon House podium, offers a newly generous gesture of invitation. On Lower Albert Street the connection into the block and link to across Albert Street to Wheriko Lane through the centre of Commercial Bay is radically modified and opened up. A new wide public stair is provided. This entry is signalled by a generously wide opening that angles towards the mid-block pedestrian crossing from Wheriko Lane across Lower Albert Street. The associated canopy matches the height of the HSBC podium and extends the proposed treatment of cover over the mid-block lanes. This is significantly more legible, convenient and spacious than the current stair up from the street edge, and it is fully integrated into the design of the existing podium. Considering both of these facades, the proposal modifies the existing building to give an openness, legibility and public generosity that befits a major commercial 'front door' to the street. These changes to the base of Aon House have also been successfully integrated with the architecture and design of this existing building.

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 gives 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 seven-eight level podium achieves a suitable scale transition down from the tall volumes of the towers. 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 with fins grouped into recognisable two-storey modules; • 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 five 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.[9] 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 expression of a seven-eight storey podium base and chamfers at the base of both towers. The tops of the towers are articulated by the crowns and chamfers which creates a sculptural

[9] This context is described in more detail in Section 2.1 Characteristics of existing urban form.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	effect, and both these lower and upper levels contrast with the more regular central body of the towers. 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.
(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 at centre block and under the building. 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. The podium levels similarly avoid prominent blank walls. The existing long wall formed by the plinth of Aon House along the Customs Street West is shortened and reduced in height and integrates new steps and other hard and soft landscape elements. Within the Urban Room, service rooms aligned with the core of T2 present as a minor proportion of the walls of the space. The majority of this is screened by the proposed vertical green wall and the remainder with over-glazing. This is part of a considered strategy of design and cultural expression for the Urban Room and is architecturally well-resolved.
(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;	There are no side or rear walls 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 'Eastern Laneway'. This existing wall is mitigated as a 'feature wall' that is clad in brick and integrates seating alcoves and planting. The images of design intent for this wall show modulation, relief and surface texture. This is an appropriate solution. While 'inactive' it is visually coherent and interesting, gives a special character to this part of the lane system, and avoids compromise to the F&B planned on the other side of the lane. It also extends the signature brick treatment of the Urban Room across the width of the block to a point where it is seen in the approach from Lower Albert Street.
(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 base 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 framed by projecting fin elements and frames to both

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	provide for complete street-side overlook and visual interest on the facade. Frequent building entries, shopfronts and lobbies are provided at the street edge: • Lower Hobson Street has the main apartment lobby entrance, five retail tenancies and the main western entrance to the Urban Room. • The presentation to Customs Street West includes the main southern entrance to the Urban Room, one office main entry and lobby at the street edge and a second which is set back at the entry to the Urban Room. Three retail tenancies (including the retail space inside the T1/P1 office lobby) are visible and accessible from the street. External and internal stairs connect lower to upper ground level and into the north-south lane. Below that is the service lane with egress doors located in a setback next to its entrance. Variety of architectural detail is provided in the following ways: • Contrast between the sections of two-storey high curvilinear shopfront at ground (and in many locations also at first floor) and the more orthogonal façade treatment of the podium above. • Articulation of the canopy alignment and height at the base of the podium façade to signal stairs and entries. • Subdivision of the podium façade with fins, which contrasts with the removal of fins for more open glazing and accent on other parts of the podium facade; • Chamfers at the base of the towers which articulate the form, reduce apparent visual bulk and provide visual interest. • Framing of glazing modules on those facades with proportions that relate to those of the human form; and • Placement of glazed canopies at the cuts into the podium and entries to the Urban Room variously at three and five storeys above ground. At the centre of the block, the public open space of the Urban Room is edged and overlooked by occupied spaces around all edges. This is complemented by views through the glazing of all podium levels into and over the space. A secondary entrance to the T2 residential lobby further activates 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 both distinctive and aesthetically well resolved.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	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 dark red ribbon of brick 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. Proposed landscape elements on the podium roof also contribute to enriching 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.

2.3 Harbour edge height control plane

H8.6.5 Harbour Edge Height Control Plane

The purpose of the HEHCP is stated as:

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

- *provide a transition in building height from the core central business district to the waterfront;*
- *maximise views 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.*

The HEHCP applies within the first urban block back from the waterfront, between Quay Street and Customs Street West beyond which is the unlimited height that applies to the core city centre to the south of Customs Street.

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 Unitary Plan also allows an 'Exception' to the HEHCP which raises its set-out point to 60m above the centreline of Quay Street, and subject to stated conditions any building which rises into that zone of exception may be assessed as an RDA.

Relation to the plane

The proposal penetrates the harbour edge height control plane. In cross sections through the site, the proposal does not meet either the 40m + 45° or 60m + 45° standards, as can be seen in figure 2.10.

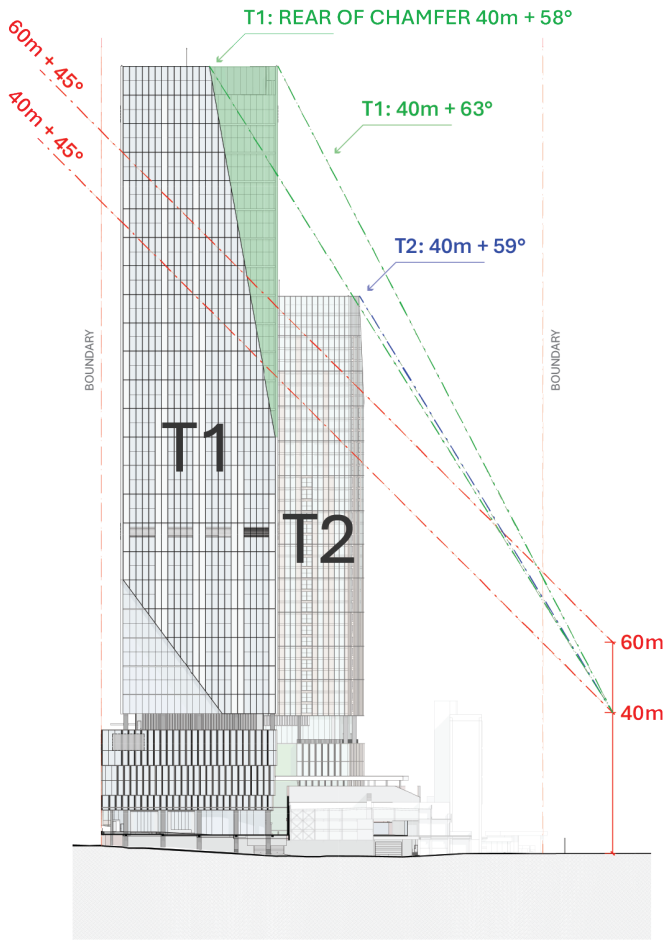


Figure 2.10
Relation of T1 and T2 to the Harbour Edge Height Control Planes.
Red lines are OUP planes. Green and blue lines describe actual angles of recession for identified parts of the buildings.
The chamfer on the north-east corner of T1 is highlighted in red.

The detailed text and illustration that follows below is to examine the implications of not meeting 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 (8) exception to the harbour edge height control plane standard. The relevant text from the Unitary Plan is in italics in Table 2.2.

The proposed towers are set back from and rise above existing high-rise buildings at the edge of Quay Street, overtly stepping back and up. The HEHCP has precise parameters for this, which the proposal exceeds. Figure 2.10 shows that this transition occurs, though at a steeper angle:

- 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.

Transition of height from the core central business district to the waterfront

Notwithstanding that the proposal does not meet the HEHCP standard, as described on figure 2.10, it continues to achieve a clear and obvious height transition down from the core of the city centre towards the waterfront. 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 profile of building forms in these views. This describes the effect of height transition down to the waterfront that that the collective built form including the proposal will deliver.

The most open and prominent view of the ensemble of towers is from the west (figure 2.11). In these views the stepdown in height from T1 to T2 and the location of T2 closer to Quay Street contributes to the step-down effect. The transition seen in figure 2.11 will also be seen in views across the Viaduct Harbour, such as figure 2.5. The chamfers on both towers contribute to visible height transition.

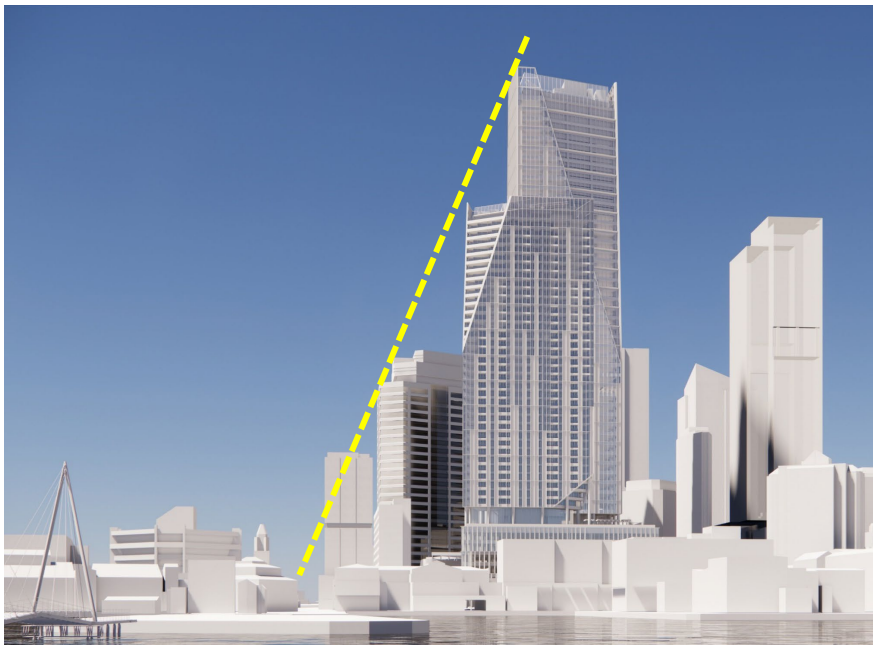


Figure 2.11
View from the west at Karanga Plaza steps (W&M Visual Study, View 21)

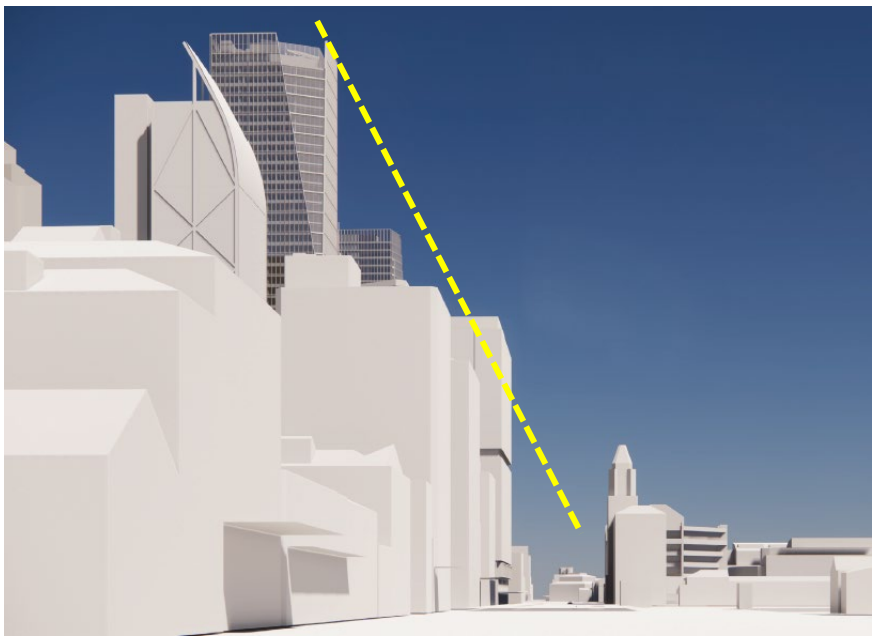


Figure 2.12
View from the east along Quay Street, from adjacent to Britomart Place (W&M Visual Study, View 27)

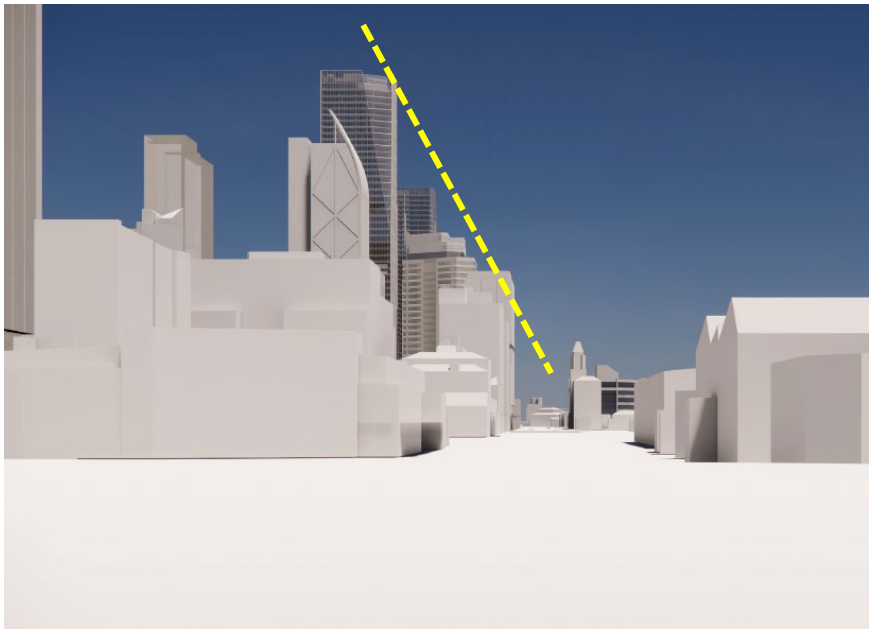


Figure 2.13
Distant view along Quay Street from the east (W&M Visual Study, View 10)

Figure 2.14 Elevated view from the south (Render 05)

Maximising views between the harbour and the city centre

Relation of the proposed building heights and forms to the second purpose of the HEHCP, "*Maximise views between the harbour and the city centre*" is considered in relation to the standards in place to achieve that.

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 setback standard. For the 60m+45° plane, also set back 6m from the boundary it is RL 203.1m. 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. [10]

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. Graphic analysis of the extent of the view north-to-south, between the harbour and the city centre is shown in figure 2.15. Figure 2.15 shows the street facades of PWC 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.
- AA is the line of the 60m + 45° HEHCP where it intersects with a vertical plane set 6m into the site from the edge of Customs Street West. That 6m setback is to allow for the OAUP street frontage setback standard for tower forms. Line AA is the highest point of the 'Exception' to the HEHCP in the Operative AUP, (RL 203.1m).
- BB is the line of the 40m + 45° HEHCP also 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 60m + 45° HEHCP.

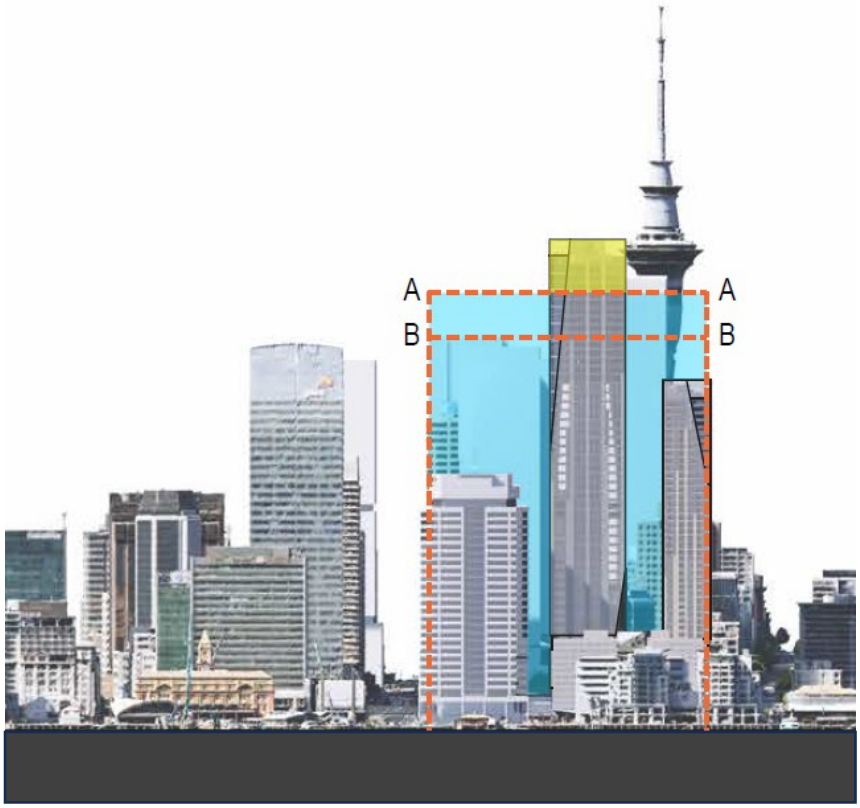


Figure 2.15 Diagram of the extent of view between the harbour and the city centre in relation to the area under the HEHCP at a point 6m setback 6m into the site from the south boundary

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

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

blue below. Even if the line of the 'frame' of view is lowered to line BB, this same conclusion applies.

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. 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 (refer figure 2.21). The factors that contribute to the absence of a closed 'wall' effect are:

- The 17.15m gap between T1 and T2 which is clear in views from the north (see figure 2.15) and the south (refer figure 2.14);
- The cumulative 23% of the site width as view corridor (rather than the 15% standard for this) which will contribute to the breakdown of any perceived wall of buildings;
- The extent of the view through within the area defined by the rear of the HEHCP is more than one third of the total area of a vertical plane 6m from the south boundary of the site. The area of view under line AA and indicated in blue in figure 2.15 is 37.5% of the total within the frame of the HEHCP viewed in elevation. The proportion of openness under line BB is 33.7%; and
- Variation in height along or close to this edge in combination with plan offsets (see figure 2.16).

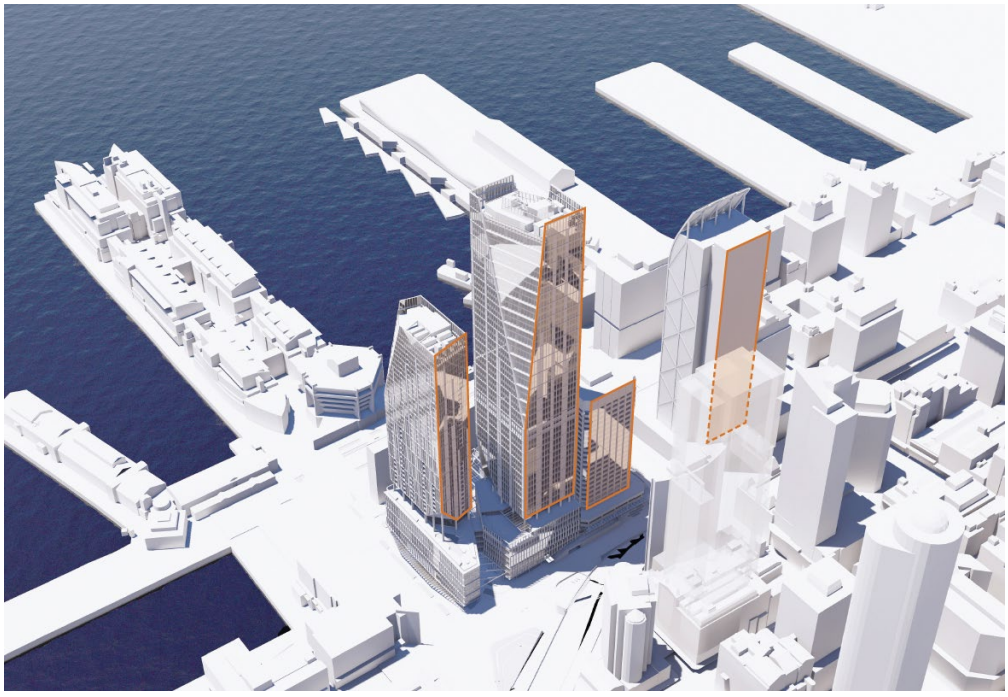


Figure 2.16 Offsets in plan, gaps between buildings and variations in height all contribute to avoiding a closed 'wall effect'.

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'.

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 both along Quay Street from both directions and also towards Quay Street from the north:

- Considering views along the street, figures 2.11 –2.13 demonstrate how the proposal reinforces the line of tall buildings here.
- Views from the north, figures 2.17 and 2.18, demonstrate the existing array of tall buildings at and behind Quay Street being extended further to the west, and thus reinforced by the proposal with the proposed towers acting as further markers along this axis.

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

The wide views from the north in the figures below 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 and also towards the Wynyard Precinct where tall 'marker' buildings are also provided for.

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 12)

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.

Quay Street.
A combination of setback and partial screening by existing tall buildings means that these towers do 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.

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 into the sky in such views their effect will be indiscernible.

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 and Customs Streets. This corner is set approximately 98m away from the south-west corner of the intersection of Queen and Customs Street 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.

Fanshawe Street
A further view that indicates the effect is that on the approach along Fanshawe and Sturdee streets towards the city where the towers are in full view (refer to figure 2.19). Here the sculptural profile of the towers, the slot between T1 and T2, plan offset of T2 from T1, chamfers at the base of both towers and the large chamfer extending down from the top of T1 all contribute to visual interest and break down the visual bulk of the development. Because of this, while they

present as large central city buildings, they do not appear overly large or visually dominant, an outcome reinforced by being located within the general ensemble of existing large central city buildings.

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)

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 also illustrates how the tops of the towers are above the line of comfortable close-range view and therefore recede rather than are dominant in such 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[11]. 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 of the tower forms.

In views from the east along Quay Street, the tops of the towers are visible but their forms are largely screened. They sit behind existing tall buildings and are therefore 'background buildings' in the context of an already heavily built-up city edge. In closer range views from the east they are not visible at all, as they are screened by the HSBC and other intervening buildings. The upper parts of the towers will come into view from the north, across Quay Street opposite the site. In such views the M Social hotel building provides partial screening in the foreground and a scale transition to the towers above. It is also much wider than the combination of T1 and T2.

[11] These conclusions informed by review of the set of 27 'Visual Study' views in addition to the renders illustrated above.

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 effect can be interpreted from figure 2.21. In this view the inflection of the facades, highly visible 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 2.11). 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 clearly 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).

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.

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)

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).

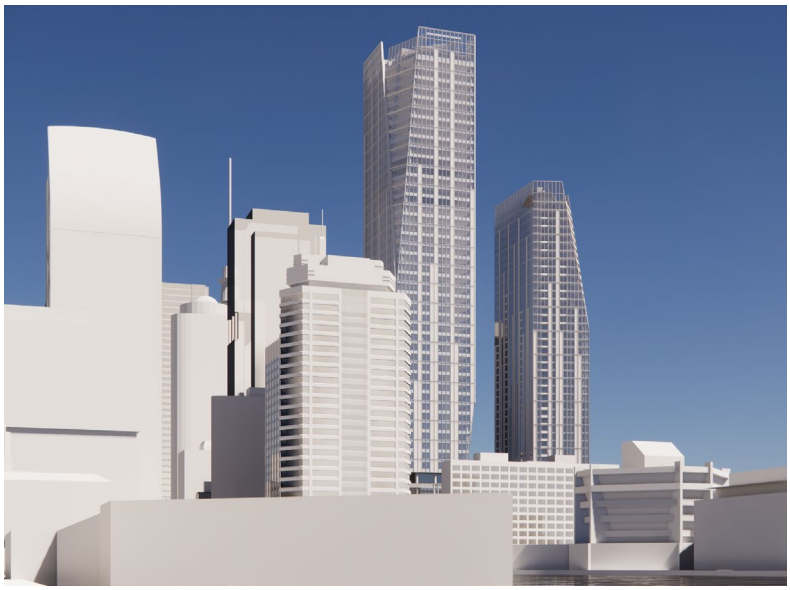


Figure 2.24
View from the north-west end of Queens Wharf. (W&M View Studies, View 23)

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 transition in building height from the core central business district to the waterfront;* • *maximise views between the harbour and the city centre; and*	*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 varies between 59° for T2 and 63 degrees for T1 (see figure 2.10). This maintains a height transition down to the waterfront, as can be clearly seen in that illustration and in figures 2.11-2.13. *Maximisation of views* Maximisation of views is predominantly achieved by positioning of the tower footprints to achieve gaps between the buildings. This is addressed in detail in sections 2.4 and 2.5 below. Maximising views is further achieved by additional means including the offset of T1 from T2. This means that there is a wide sweeping arc of view between these towers (see relevant perspectives, figures 2.20, 2.23; and plan diagram, figure 2.29).
• *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.*	*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).

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
H8.6.6. Exception to the harbour edge height control plane (1) *Where the building or structure is located on a site within the area bounded by Customs Street, Lower Hobson Street, Quay Street and Queen Elizabeth Square, an application may be made as a restricted discretionary activity to exceed the Harbour Edge Height Control Plane by no more than 20m, where the following requirements are met:* (a) *any penetration of building bulk through the Harbour Edge Height Control Plane must be compensated for by equivalent open space "corridors" which are situated below the plane and which must:* *(i) be continuous and run approximately north to south through the development site to provide some permeability of appearance when looking from a northerly or southerly direction; and* *(ii) have a minimum width equating to 15 per cent of the widest east-west dimension for the site.*	These equivalent open space "corridors" total 23% of the site width, well above the OAUP 15% minimum. Continuous north-south open space corridors comprise 23% of the width of the site, which is more than one and a half times the requirement for permeability on a north-south alignment. 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. (Refer to figure 2.15.) In addition, the offset of the towers opens up a 53° wide arc of view that further increases the extent of visual permeability across the site in north-south views. (Refer to figures 2.20 and 2.29.) These attributes in combination provide an extent and quality of city-harbour visual permeability that significantly exceeds the requirement. While T1 closes most of the view down Federal Street towards the sky above the Waitematā, a narrow glimpse view between T1 and Aon House is maintained from Federal Street and this glimpse is slightly opened by the chamfer at the base of T1. The gaps between and variation in façade angle, 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.)
Assessment criteria H8.8. Assessment – restricted discretionary activities ***H8.8.2 Assessment criteria*** ***(8) exception to the harbour edge height control plane standard:***	*While this proposed extension through the HEHCP leads to the proposal becoming a Discretionary Activity, the assessment criteria for RDA describe relevant matters of consideration so are used as a framework for this part of the assessment.*
(a) Visual profile *(i) the effects of the building profile on the form of the city centre when viewed from the main city centre approaches by land and water and from public places which offer comprehensive views. Whether the building must be of a scale, bulk, appearance and location which represents a visually compatible addition to the city centre.*	*Addressed in detail in the Landscape and Visual Assessment* *Supplementary urban design observation:* 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 Commercial Bay and the consented but not yet constructed Wolfe Street project. The proposed building forms are visually compatible with these existing 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.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
(b) Waterfront amenity *(i) whether the building bulk penetrating the Harbour Edge Height Control Plane results in significant loss of amenity to adjacent waterfront public areas. Particular consideration will be given to sunlight admission, shading and air movement at street level and at public gathering places.*	*Waterfront shading* The shading analysis which is described in full in the shading section of this report demonstrates that waterfront 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 5.00 and 6.00pm; and • Waitematā Plaza and the adjacent Viaduct Harbour Promenade receive additional shade at 7.00am but this has largely dissipated by 8.00am 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'. *Visual dominance at street level arising from penetrating the HEHCP* 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.)*

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	Wind analysis is addressed separately by the expert wind consultant.
(c) Streetscape and street corners *(i) the extent to which the proposed building is consistent with the scale, visual harmony and form of the existing streetscape, in particular the relationship to street corners, especially for sites fronting Quay Street, Customs Street and Queen Elizabeth Square.*	*Scale and form* The scale, form and quality of the podium in relation to the street is assessed in detail in Section 2.5 and Table 2.5, with conclusions including: • 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. *Relation to street corners* The proposed building sits behind M Social at its north-west corner and behind Aon House at the south-east. It creates only one exposed street corner, at the intersection of Customs Street West and Lower Hobson Street and here podium P2 defines a visually strong corner. At the north-west corner of the site and close to the corner of the block, a cut-out in the podium and a large entrance space are directed to and makes an overt gesture towards the waterfront public realm. Because the proposal presents a frontage with activation on all floors, multiple building entries and an invitation into the covered space of the Urban Room, this is a significant enhancement over the existing corner condition.[12] *Visual harmony* The proposal introduces visual quality and a coherent facade design that introduces visual harmony and experiential amenity to both street edges (refer to Section 4.2 for detail). This is a major enhancement of the existing streetscape which lacks visual harmony due to both streets at this corner being compromised by the utilitarian facades of the Downtown Carparking Building. Should the existing Lower Hobson Street flyover be removed, the harmony, quality and amenity of the streetscape would be enhanced significantly further.
(d) Effects on surrounding properties *(i) whether the building allows for adequate light, space and general amenity around the development and where possible through the site while noting that it is not the intention of this provision to protect views from private property to the harbour.*	These effects are managed by the standards on maximum dimension, spacing and setback of towers, which are assessed in detail 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. 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)

[12] The characteristics of the existing corner condition are described and analysed in Section 4.2.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	significantly enhances amenity around the site as experienced by the public at ground level. 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.[13] Furthermore, figure 2.15 describes that upper part of T1 which is above both 40m + 45° and 60m + 45° HEHCPs (along a line located 6m in from the south boundary of the site). That diagram demonstrates that 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. Therefore, visual permeability to the harbour is maintained.
(e) Design of upper parts of buildings or structures: *(i) the extent to which the part of the building which protrudes through the harbour edge height control plane is designed in a manner which 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.
(f) Particular constraints *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 proposed.*	*Addressed by others*

[13] 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.

2.4 Maximum tower dimension and setback from the street

Maximum tower dimension above 28m

This assessment relates to the Unitary Plan's maximum tower dimension above 28m of 50m. Excluding the chamfers which reduce dimensions at the top and bottom of both towers:

- Tower 1 is 35.1m wide (in an east-west direction) and 44.1m deep (in a north-south direction)
- Tower 2 is 22.58m wide (in an east-west direction) and 50.95m deep (in a north-south direction)

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

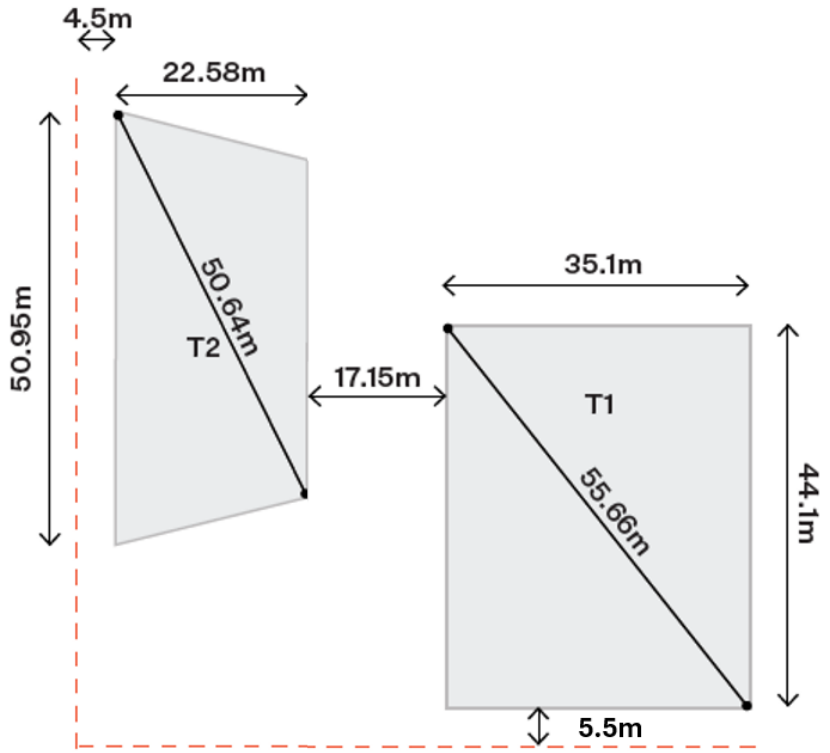


Figure 2.25
Maximum tower dimensions spacing and setback. Aon House is 11.5m to the east of T1.[14]

The corners of T1 exceed the 50m maximum dimension standard by 5.66m as seen in figure 2.25. In a central portion of 12 floors T1 has no chamfers and will appear 55.66m wide when viewed across the diagonal. However, chamfers at upper and lower levels modify the plan form with examples illustrated by figures 2.26 and 2.27. These chamfers to varying degrees remove building mass from the corners of 35 of the 47 levels of T1. This means that while in some directions of view T1 will appear slightly wider than the standard, in other directions of view, because of rectangular proportion of the plan and/or the chamfers, it will appear narrower.

These chamfers give a sculpted quality, add visual interest, reduce bulk and contribute to visual slenderness as can be seen with figures 2.21-2.23. At lower levels the view is opened on the SSW-NNE direction by the chamfers seen in plan in figure 2.26 and as it would appear to the viewer as built, in figure 2.23.

[14] The tower dimensions have been extracted from W&M drawing number RC01-0002 RevB (Dated 22/07/24)

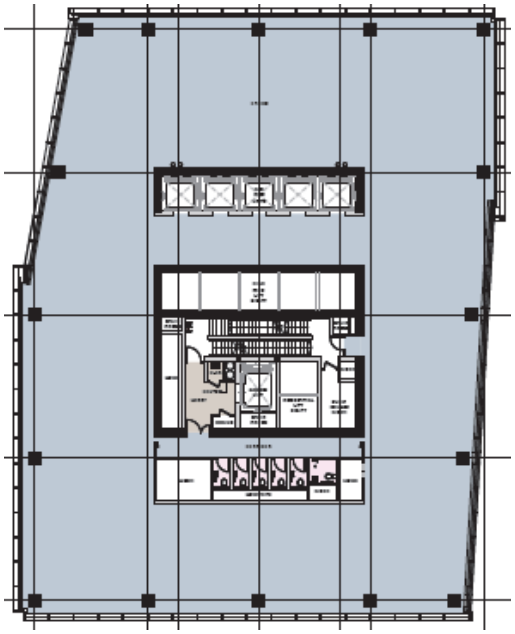


Figure 2.26 Tower 1 at Level 10
An office floor with chamfers visible at NW and SE corners.

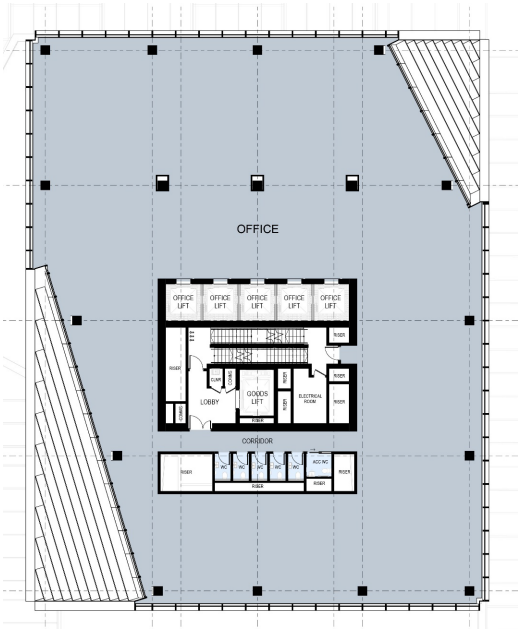


Figure 2.27 Tower 1 at Level 45 showing chamfers at the SW and NE corners. As T1 rises further to Level 54, the extent of the chamfers increases.

Unitary Plan Assessment
Table 2.3: Maximum tower dimension

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 maximum plan dimension of that part of the building 28m above mean street level must not exceed 50m; and	The proposal exceeds this standard as the maximum diagonal dimensions of the proposal are: • Tower 1: 55.66m on the diagonal • Tower 2: 50.95m along the west facade At 11.3% and 1.9% respectively, these exceedances are minimal. The maximum dimension varies up the towers due to the chamfers. This will deliver a narrower building width profile in some views.
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;* • *provide a consistent human-scaled edge to the street;* • *provide adequate sunlight and outlook around buildings;* • *enable views through the city centre; and* • *mitigate adverse wind effects.*	*Slender appearance* • The height and vertical proportions of the towers give an inherent slenderness. That effect of slenderness is reinforced by the long chamfers at the top of both towers and shorter chamfers at their base. In this circumstance, the minimal exceedance of the maximum tower dimension standard will have imperceptible-to-negligible effect on perceptions of slenderness. *Sunlight access to 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). *Human scaled edge to the street*

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	• A sense of human scale is achieved. Refer to assessment of human scale in Section 2.5. *Outlook around buildings* Considering T1 in relation to T2: • The 17.15m distance between the towers in combination with the plan offset of T2 from T1 ensures suitable outlook and allows sunlight between these buildings. Considering T1 in relation to Aon House: • Aon House is 11.5m to the east of T1. This is sufficient to allow suitable 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 a further 4.5m 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. *Views and 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. • Gaps between the towers, chamfers at the bases of both in combination with offset of the tower floor plates allow suitable visual connections from the city centre towards the harbour. (Refer to assessment and figures above in Section 2.3.) • Therefore the minor exceedance of the maximum plan dimension of both T1 and T2 will not compromise views from the city centre to the harbour, which are also in a north-south direction (refer to figure 2.28 below.) *Wind effects* • Addressed by others.

Separation between towers

The separation between T1 and T2 is 17.15m, and the separation between T1 and Aon House is 11.5m. This arrangement contributes to views across the site between the towers:

- The proposal provides 23% openness in a north-south direction through the site, well in excess of the minimum 15% open space corridors required by the Operative Unitary Plan to depart from the HEHCP.
- The plan offset of T2 from T1 opens a 53° wide arc of view from the city to the Waitematā and vice versa (refer figure 2.29).

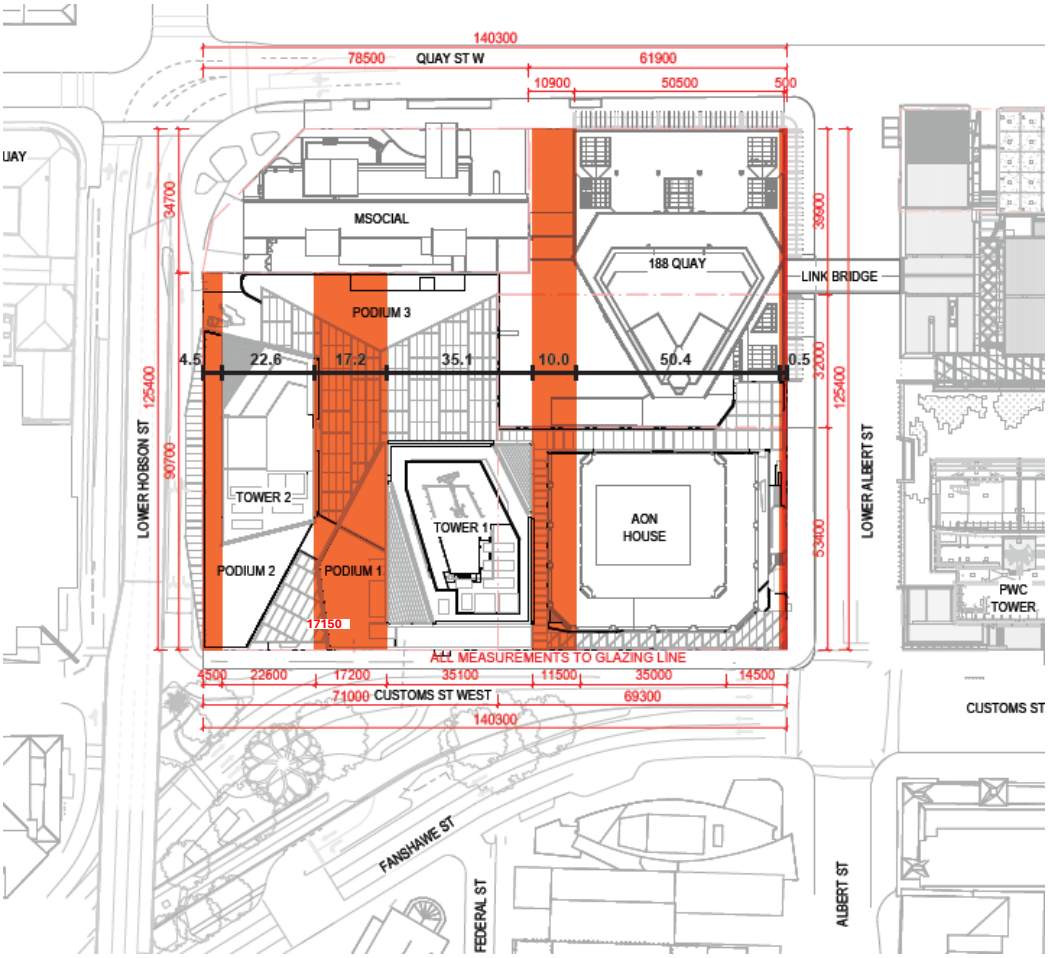


Figure 2.28
Diagram of north-south view corridors through the site, in total comprising 23% of the width of the site.

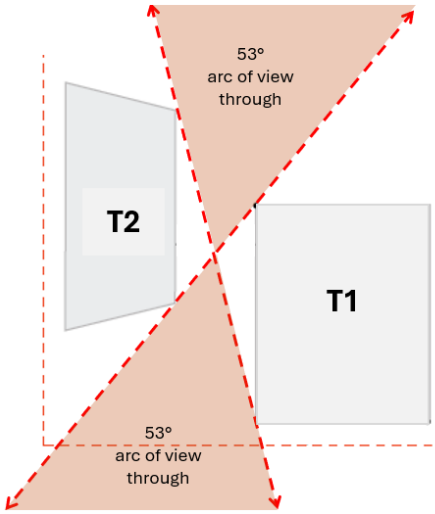


Figure 2.29
Plan diagram of the 53° arc of view through the gap between T1 and T2

Tower setbacks from the street

4.5m setback

6.0m setback

Figure 2.30. Comparative setbacks of T2 from Lower Hobson Street. This distant viewpoint has been chosen to allow assessment of the effect on views through the city centre when the western side of Hobson Street is closed by a street wall.

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: (b) the part of a building above 28m must be located at least 6m from all boundaries of the site.	Neither T1 nor T2 meet this standard. Tower 1 is set back 5.5m rather than 6.0m from Customs Street West. This 0.5m reduction in setback will have no appreciable effect. Tower 2 is set back 4.5m rather than 6.0m from Lower Hobson Street and is set back more than 25.3m from Customs Street West. Considering full-sized comparative images (as represented by the vignette images in figure 2.30) the 1.5m difference in plan offset from Lower Hobson Street (4.5m vs 6.0m) is perceivable in views along Hobson Street only with the closest inspection and comparison of the drawings. 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;

- 4.5m remains as a suitable offset between the podium and tower for reduced visual bulk in views from 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 figure 2.14).

Neither will reduction in the setback from 6.0m to 4.5m 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. 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 and that is maintained by the 4.5m setback, notwithstanding that it is reduced from the 6.0m Unitary Plan standard.

However, that alone is not sufficient to achieve a sense of human scale and 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.)

This assessment is informed by close range views A-E 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. Beneath the overbridge the shopfronts at the base of the podium are framed by this 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 and this in combination with the visible generally consistent height of the podium contributes to achieving a consistent human-scaled street edge.
- Notwithstanding the 1.5m reduction of setback to 4.5m, 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 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 7.5m setback of the two-storey (8.3m) high glazing to the common facilities which forms a generously large notch here at the base of the tower.

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

- Analysis as for View D.

View 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 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 public view between them from the north and south;
- As setbacks determine the placement of structure, the 4.5m setback of T2 allows for appreciably greater width in the Urban Room public realm below; and
- It provides for an appreciably greater gap between apartments in T2 and the adjacent commercial facade of T1. This contributes to outlook space and privacy in the residential units located at the gap between the towers, and allows certain apartments to more closely approach meeting the outlook space standard.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
H8.8.1 Matters of discretion *Assessment criteria for infringement of setback from the street and tower separation in special height area, and building setback from boundaries standards:* *(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);* *(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; and* *(c) site specific characteristics;*	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-E.) 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 by 1.5m to the proposed 4.5m 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 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. *consistency with existing and planned built future form and character* 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
	site specific characteristics To the south of these towers there is the double-width street space including Customs Street West and Fanshawe Street and with Sturdee Reserve at its western end. The distance from the site boundary to the nearest boundary across the space varies between 52m at the east and 90m at the west. Given this unusually large 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. It is also in combination with T2 being set back from the street edge over 25m and 17.15m from T1. This ensures further openness. To the west of T2 is the 32.8m wide Lower Hobson Street and beyond that the Viaduct Harbour Precinct which has an Operative AUP maximum height of 24m. The low height of this relative to the proposed 157m of T2 ensures that Lower Hobson Street remains suitably spatially open. This can be seen in figures 2.14 and 2.15. These special site characteristics ensure 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.

2.5 Podium form and design

T1 and T2 sit above the associated podiums, P1 and P2 respectively (refer to figure 2.31).

The heights of the podium on the DTC site 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, 33.0m at its eastern end.
- P2 is seven storeys high. It is 30.4m high at the corner of Lower Hobson and Customs Street West and 30.7m at its northern end.
- The frontage of P3 to Lower Hobson Street is four storeys and 19.0m high.

Along Customs Street West, Aon House sits on two storey podium which is set back from the street edge with that in turn sitting on a plinth. The plinth is modified with cutting back and opening the edge for better physical and visual access, and introduction of a cantilevered canopy above (refer to figure 4.17). This provides a gesture of generosity and welcome, replacing the existing comparatively recessive and visually underwhelming presentation of Aon House to the street.

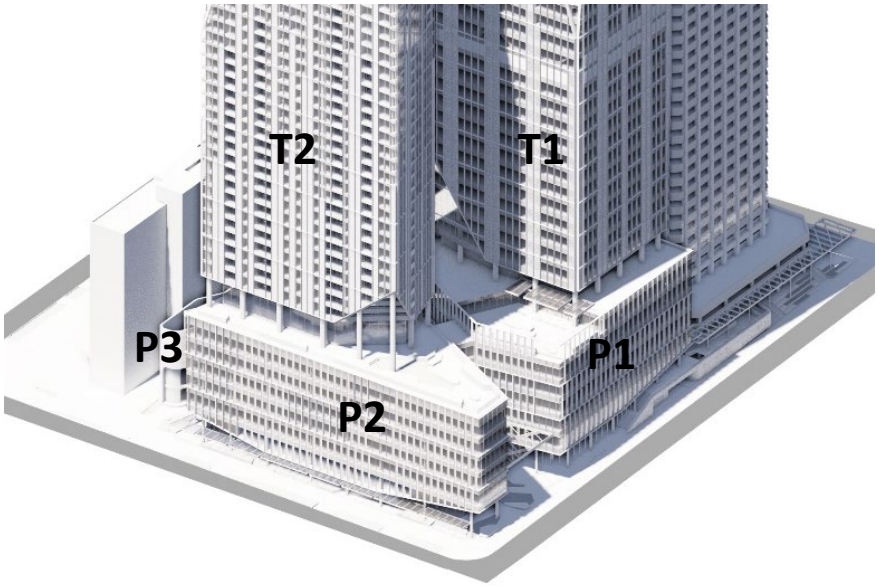


Figure 2.31 Aerial view showing the form of the podium and its relation to the street and adjoining buildings

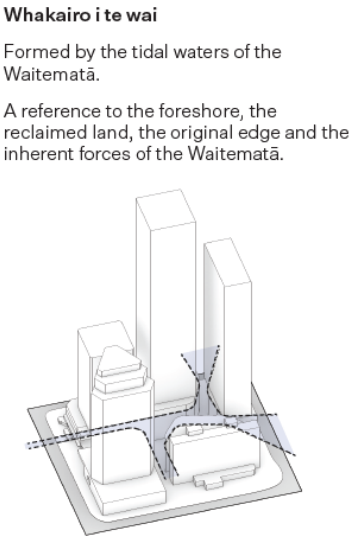


Figure 2.32 Narrative informing podium planning and design

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 2.33 and 2.34) 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 chamfers which are visible above that. Facade composition also contributes.

Figure 2.33 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 2.34). 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 2.34 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 five 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 2.35).

Figure 2.35
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 podium heights meet the Operative Unitary Plan standard.

Cut-backs in plan 'erode' parts of the podium in line with the narrative of *Whakairo I 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 visually dominant form at the street edge.

The four storey P3 is located against the MSocial 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 Te Urunga Hau, 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 2.34).

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 buildings and provide a sense of enclosure to enhance pedestrian amenity.* (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.	The proposal meets the Operative AUP standard, with the podium heights varying from 19.0 - 34.3m and therefore strongly defining the street edge. Entrances to the Urban Room in line with the *Whakairo I te wai* 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. These, along with large chamfers visible in the base of towers immediately above, 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.

2.6 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.

5. Changes to the base of Aon House have been successfully integrated with the architecture and design of this existing building. They present more generous and legible physical connections and enhanced frontages to both Lower Albert Street and Customs Street West.

Relation to the harbour edge height control plane

6. Notwithstanding departure from the 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.

7. 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.

8. 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.

9. 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

10. 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.

11. 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.

12. 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

13. 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.

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

15. 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 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:

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

Vignette illustrations have been extracted from the full set of shading drawings and integrated into this report to illustrate the key effects 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.[15]

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.

[15] 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.

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 year it is also important 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, and that shade 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 cast over Swanson Street by the north-west corner of St Patricks Square.	Low
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

Time	Extent of shading	Rating of shading effect
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 duration of approximately one hour so is fleeting.	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
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 and shade is cast onto Tyler Street in Britomart, and beyond that over to Quay Street and into the port, from a point just to	Moderate

Time	Extent of shading	Rating of shading effect
	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.	
6pm	With sunset at 6.17pm, the sun is very low and additional shade is barely discernible.	Negligible
	MID-SUMMER 22 DECEMBER	
7am	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
8am	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
9am	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
10am	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
11am	The proposal casts additional shading over the majority of Sturdee Reserve at this time. No shade is cast over any building,	Moderate
12noon	At 12.00noon 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
1pm	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
2pm	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
3pm	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
4pm	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	Low

Time	Extent of shading	Rating of shading effect
	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.	
5pm	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
6pm	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 6.00pm the sun is sufficiently low that there is no change to shade on Quay Street relative to existing.	Low
7pm	Shade is cast over Shed 10 on Queens Wharf and 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
8pm	At this time, with the sun low and due to set at 8.40pm, no additional shade is cast on any building or part of the public realm.	Nil

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	14/36	More than two thirds (69%)
Negligible	10/36	
Nil	1/36	

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.

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 avoid shade on the Square at these identified times: • At mid-winter the proposal casts no shade over the identified part of St Patrick's Square in the designated period of 12.00noon to 2.00pm. • At noon and until around 2.30pm in mid-winter, most of St Patricks Square receives good sun. Beyond 3.00pm it is shaded by existing buildings to the west. *Mid-winter shading before 12.00noon* The mid-winter drawings show that while no additional shade is cast 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	 *Figure 3.1 21 June at 12noon* *Any shade from the proposal is to the north of St Patricks Square.*

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

- At 4.00pm at the summer solstice, the upper parts of the proposal cast shade onto part of Te Komititanga. This is outside the winter period April 1 to September 30 when sunlight control applies and also outside the identified times between 11.30am and 2.00pm for that control.
- That notwithstanding there are at this time of year limited shading effects on this space then and to a lesser degree at 5.00pm. This shading effect is 'low' being restricted in area and fleeting in duration but over an area of identified significance.
- The proposal does not cast shade over additional areas of Te Komititanga at either mid-winter or at the equinox.

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

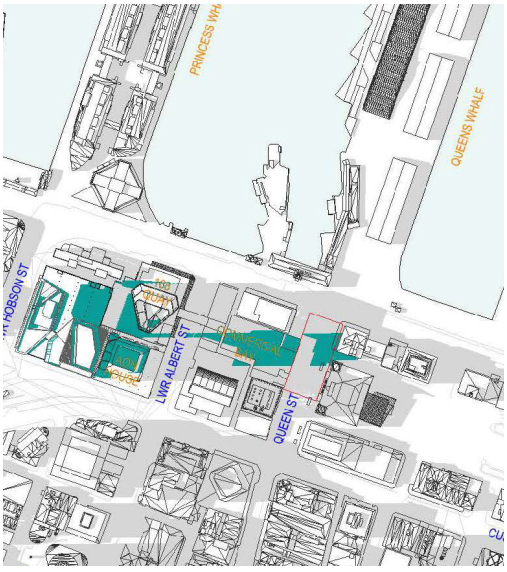


Figure 3.2 21 December at 4.00pm

Viaduct Harbour promenade

Winter solstice

- Nil effect

Spring equinox

- Nil effect

Summer solstice

- At 7.00am – 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 8.00am - 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 3.4).

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

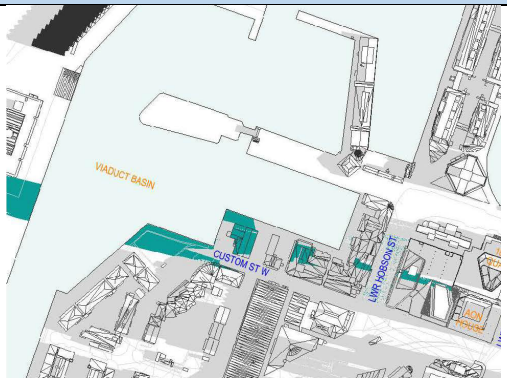


Figure 3.3 21 December 21 at 7.00am

Waitematā Plaza

Winter solstice

- Nil effect

Spring equinox

- Nil effect

Summer solstice

- At 7.00am around two-thirds of Waitematā Plaza is shaded by part of the proposal below the height control plane (refer to figure 3.3).
- At and just before 8.00am a small patch of shade will remain at its street edge (refer to figure 3.4).

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

Figure 3.4 21 December at 8.00am

Quay Street and waterfront

Winter solstice

- Nil effect

Spring equinox

- A very 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 5.00pm 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 cast across the Quay Street footpath and to the water edge at the base of Captain Cook Wharf.
- At 6.00pm 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 early evening in summer, and at that time additional shade (as can be seen in figures 3.5 and

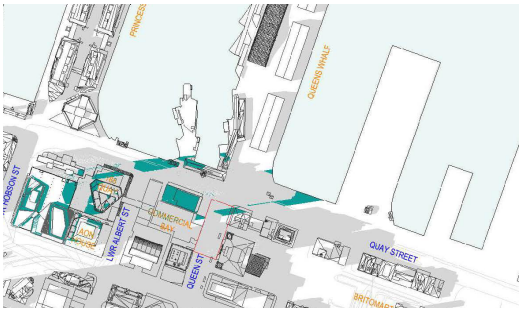


Figure 3.5 21 December at 5.00pm

Figure 3.6 21 December at 6.00pm

3.6) is both limited in extent and fleeting. Therefore, shading effects on Quay Street and the related public areas of the waterfront are 'negligible'.

Sturdee Reserve

Additional shading on Sturdee Reserve varies from nil in mid-winter, through negligible at the equinox to moderate/low in the mid-mornings 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 3.7 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 3.8 23 September at 12.00noon

Summer solstice

- The proposal casts additional shading over the majority of Sturdee Reserve at 10.00am and 11.00am so at those times the space is almost fully in shade. The narrow triangular eastern end of the reserve continues to receive sun at these times.
- At 12.00noon T1 casts a small area of shade over the narrow triangular eastern end of the reserve.
- By 1.00pm and right through the afternoon the reserve is in full sun.
- Interpreting from figure 3.9 and considering the length of the shadows at 10.00am and 11.00am on 21 December, Sturdee Reserve would be shaded to approximately the same extent even if the towers were to be half the proposed height.
- Additional mid-morning shading at mid-summer is therefore, 'moderate'.

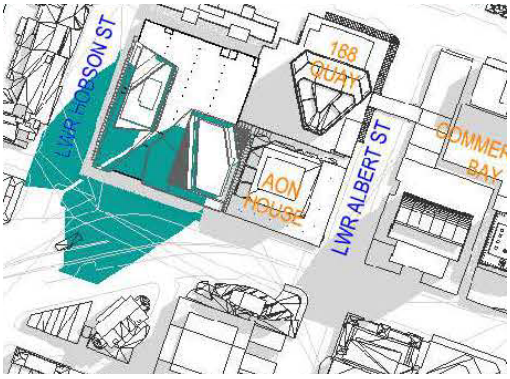


Figure 3.9 21 December at 11.00am

Figure 3.10 21 December at 12 noon

Summary observations

The proposal does not cast shade on either of the two identified public open spaces (St Patricks Square and Te Komititanga/Queen Elizabeth Square) at the times of day and year identified by the Unitary Plan.

- The proposal does not cast shadow over the St Patricks Square during the identified times at the worst case of mid-winter. Additional shade is cast over the Square in the hour prior to that and the effect of that is 'low'.
- Limited and fleeting shade is cast over Te Komititanga/Queen Elizabeth Square at mid-summer, well outside the time of year and time of day when controls apply. The effect of that 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 7.00am 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 early evening in summer, and then is both limited in extent and fleeting and is rated 'negligible'.
- Additional shading on Sturdee Reserve is limited and at the 'worst case' at mid-summer and at mid-morning, 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 seen to have much reduced and in some 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 thereby shading the southern footpath of the street.
- Federal Street at 11.00am when the direction of the sun is aligned along it.
- Beyond that 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 will be 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.

As for mid-winter, the significance of these worst-case effects of shading on the street will be low.

Summer solstice

The worst cases are:

- At 8.00am and to a reduced extent at 9.00am and 10.00am, 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 11.00 and 12noon, 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. A detailed investigation of shading on apartments is also described.

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 3.11).
b. Apartment buildings within the these 'arcs of potential additional shading' have been plotted on figure 3.11. Apartments close to but just outside the arc of mid-winter shading from 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 3.11 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 additional shading is estimated at around 30 minutes.
- At 10.00am apartments on the east side of Hobson Street, that is the six above-ground floors of Dunningham House at 20 Wolfe Street, and the Nautilus apartments at 18 Hobson Street are shaded. At this time shading terminates at along the top of the H47 Apartments at 47 Hobson Street, and glances along its east facade. 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.

LEGEND

Extent of mid-winter shade

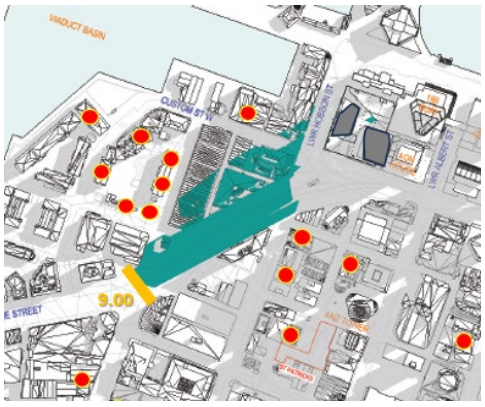
Extent of shade at equinox

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 extract at right shows how the yellow bar of the shading indicator was derived from and relates to the shading diagrams.



Spring equinox: 9.00am on September 23

Figure 3.11 Apartments and extent of shading identified

- 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.

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'.
- At 2.00 and 3.00pm 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 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 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 8.00am and to a lesser degree at 9.00am and 10.00am, 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 8.00am and 9.00am 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, 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 4.00pm 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 7.00am or 8.00am there may be a fleeting shadow on that façade between those times. Other apartment buildings in this complex are serviced 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 the rear of apartments at 120 Customs Street West briefly after around 7.30am and this shade will be gone by around 8.30am. From around 8.30am 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 7.00 and 8.00am. By 9.00am the shade is only on the internal north-east façade and that will have departed by approximately 9.30am.
- No other identified apartment receives any additional shade after approximately 9.30am.

These additional shading effects are limited in duration and occur only in the early morning in the summer months.

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, due to the nature of the building use, the effect of

shade on a commercial building is considered less adverse 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 and 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 slightly extended times approaching two hours, and in the equinox and 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. Both types of diagrams have been used for this analysis, with reference to the full-size versions as a check after 3D-based analysis. 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, although analysis proves that not be 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 is assumed to be during the hours at and around the middle of the day.

Winter solstice *June 21*

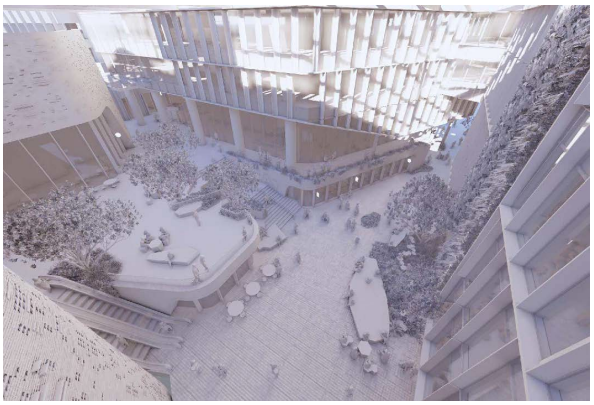


Figure 3.12 11.00am Winter solstice

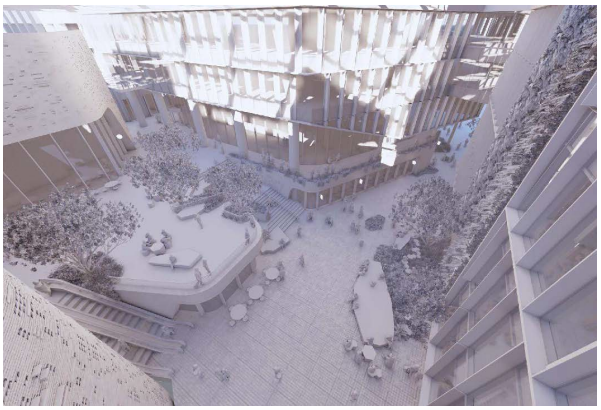


Figure 3.13 12noon Winter solstice

Figure 3.14 2.00pm Winter solstice

Figure 3.15 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 two hours in the afternoon:

- Direct sun will reach some parts of the southern and eastern walls of the Urban Room after from before 11.00am through until 4.30pm.
- A band of sunlight just reaches the floor of the Urban Room at 2pm, and after that it widens and tracks around the space. Both the lower and upper floors of the Urban Room receive good sun after 2pm, at 3pm and 4pm (refer figure 3.15). The diagrams show that the sun is about to depart at 4.30pm.

Not surprisingly 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 3.16 9.00am Spring equinox

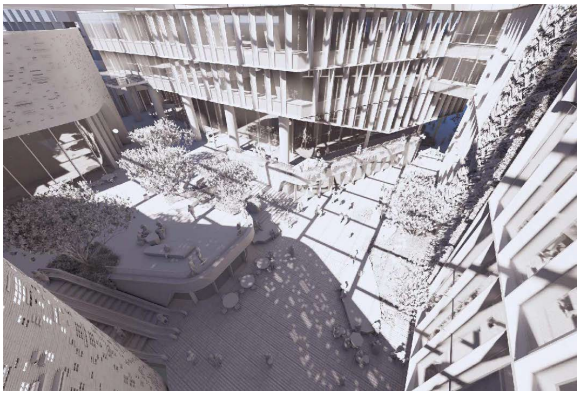


Figure 3.17 11.00am Spring equinox

Figure 3.18 1.00pm Spring equinox

Figure 3.19 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.

The equinox is the most representative time of year. 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. Given the enclosure of the space and inherent limitations on sun exposure, this extent of both morning and afternoon sun in the Urban Room approaches being 'all-day sun'.

Summer Solstice December 21

Figure 3.20 6.30am Summer solstice

Figure 3.21 10.00am Summer solstice

Figure 3.22 12noon Summer solstice

Figure 3.23 1.30pm Summer solstice

At mid-summer the space receives sun for more than five hours. Direct sun enters briefly in the early morning and then from mid-morning through until the early afternoon:

- Sunlight is received through the gap between HSBC and Aon House and along the alignment of the eastern laneway from 6.30am to 7.00am, and up to just before 8.00am.
- From before 10.00am, 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 10.00am and 1.30pm. The sun at 12.00noon is representative (refer figure 3.22).
- Not long after 1.30pm, the shade from T2 will extend over the space.

At midsummer there is a window of good early morning sun and very good midday 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 absence of direct sun after 1.30pm 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 where they can be in full sun when they can't find it in the Urban Room. Sturdee Reserve, immediately across Lower Customs Street from the entrance to the Urban Room is one of these. In mid-summer this receives full sun at 1.00pm and thereafter and therefore provides an opportunity to be in the sun during the times after 1.30pm in mid-summer when the Urban Room is in shade.

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 MSocial; between Aon House and HSBC; between T1 and T2; and between T2 and MSocial.

Summary observations

The interior of the Urban Room receives not less than five 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 Sunlight and shading Unitary Plan assessment

Unitary Plan Assessment
Table 3.3 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.*	The proposal does not cast shade on either of the two identified public open spaces (St Patricks Square and Te Komititanga/Queen Elizabeth Square) at the times of day and year identified by the Unitary Plan. The analysis leading to this is recorded in Table 4.2.
Application of assessment criteria for the 40m-60m RDA consent The criteria are: *(b) waterfront amenity:* *(i) whether the building bulk penetrating the Harbour Edge Height Control Plane results in significant loss of amenity to adjacent waterfront public areas. Particular consideration will be given to sunlight admission, shading and air movement at street level and at public gathering places.*	Considering shading effects arising from penetration of the proposal through the HEHCP, waterfront shading effects arising from the top of the building 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 5.00 and 6.00pm; and • Waitematā Plaza and the adjacent Viaduct Harbour Promenade receive additional shade at 7.00am but this has largely dissipated by 8.00am At those time 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'.

3.8 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 from, 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 either of the two identified public open spaces (St Patricks Square and Te Komititanga/Queen Elizabeth Square) at the times of day and year identified by the Unitary Plan.

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

Shading to surrounding street network

5. 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

6. 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

7. 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

8. 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

9. The proposal meets Unitary Plan requirements by avoiding shade on St Patricks Square between the identified times and ensuring 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 (2012)[16], 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.

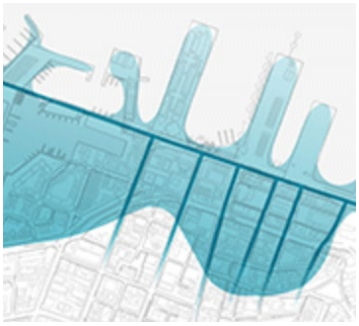


Figure 4.1 Extract from CCMP Transformational move 8: Harbour edge stitch. In the region of the proposal site, street connections along Hobson, Albert and Queen Streets are emphasised.

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.

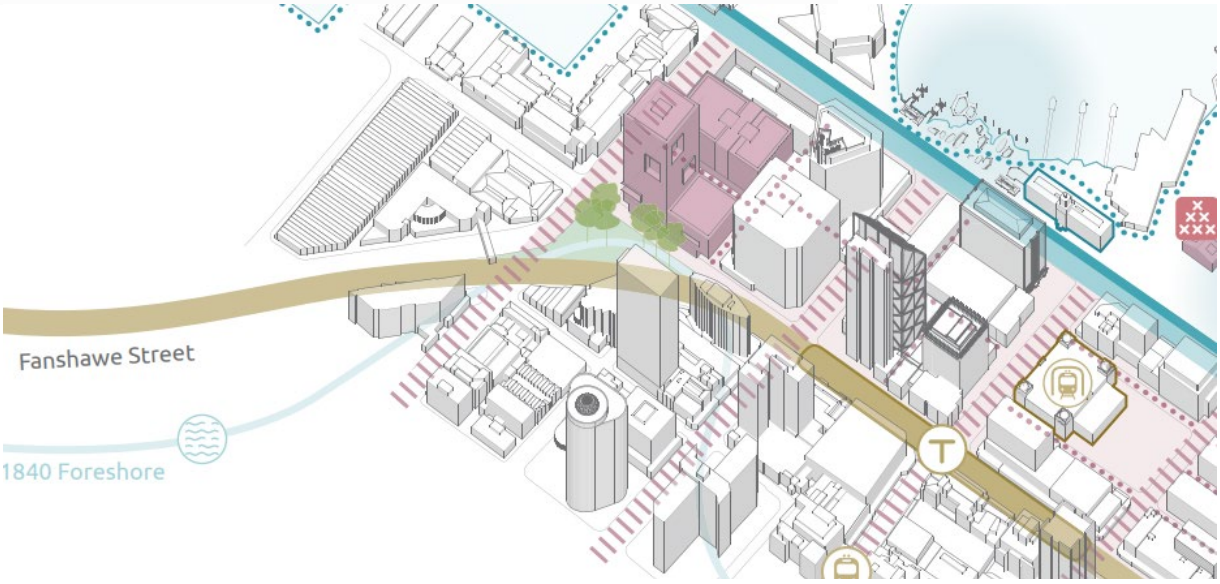


Figure 4.2 Extract from the CCMP. Future development identified with purple tone and pedestrian links with a dotted purple line.

[16] As accessed on the web 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).

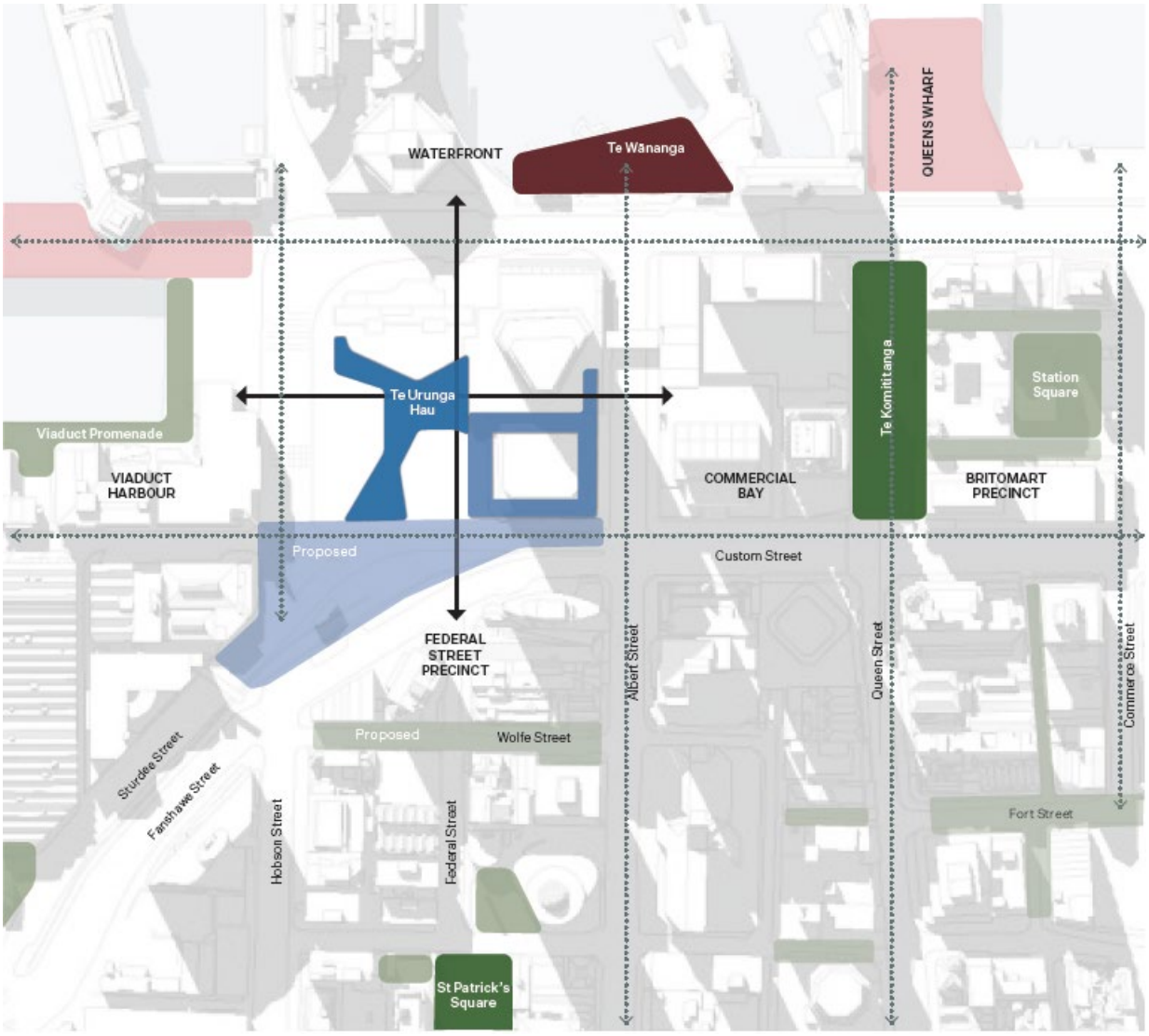


Figure 4.3 Public realm network, showing Te Urunga Hau, the Urban Room, in the context of spaces around. (Diagram by Warren and Mahoney)

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 realm, Te Komititanga, is approximately 120m from the proposal and can be accessed by street 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 QE Square
- 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 movement through, 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, a softening and visual 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 located 250m to the south along the line of Federal Street. This space has been recently redeveloped. 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.

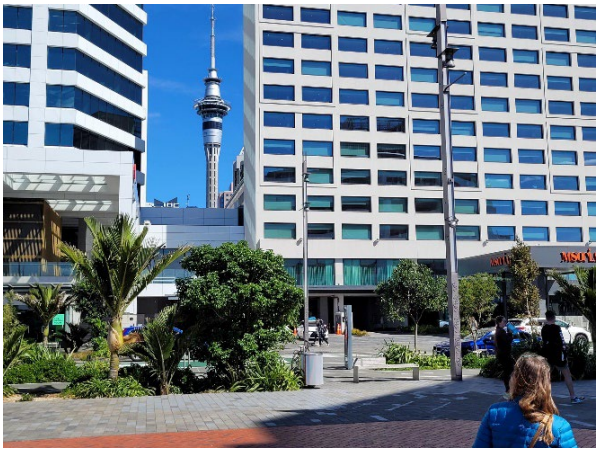


Figure 4.4
View from Te Wananga, the ferry basin water edge space back across Quay Street and over the project site towards the Skytower

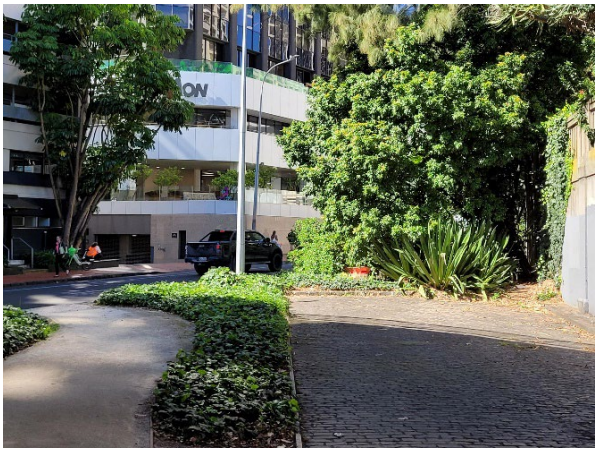


Figure 4.5
The eastern end of Sturdee Reserve with Aon House visible at the centre

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 relieved only by the Monsoon Poon restaurant at the corner and by vehicle and service entries along Customs Street West.

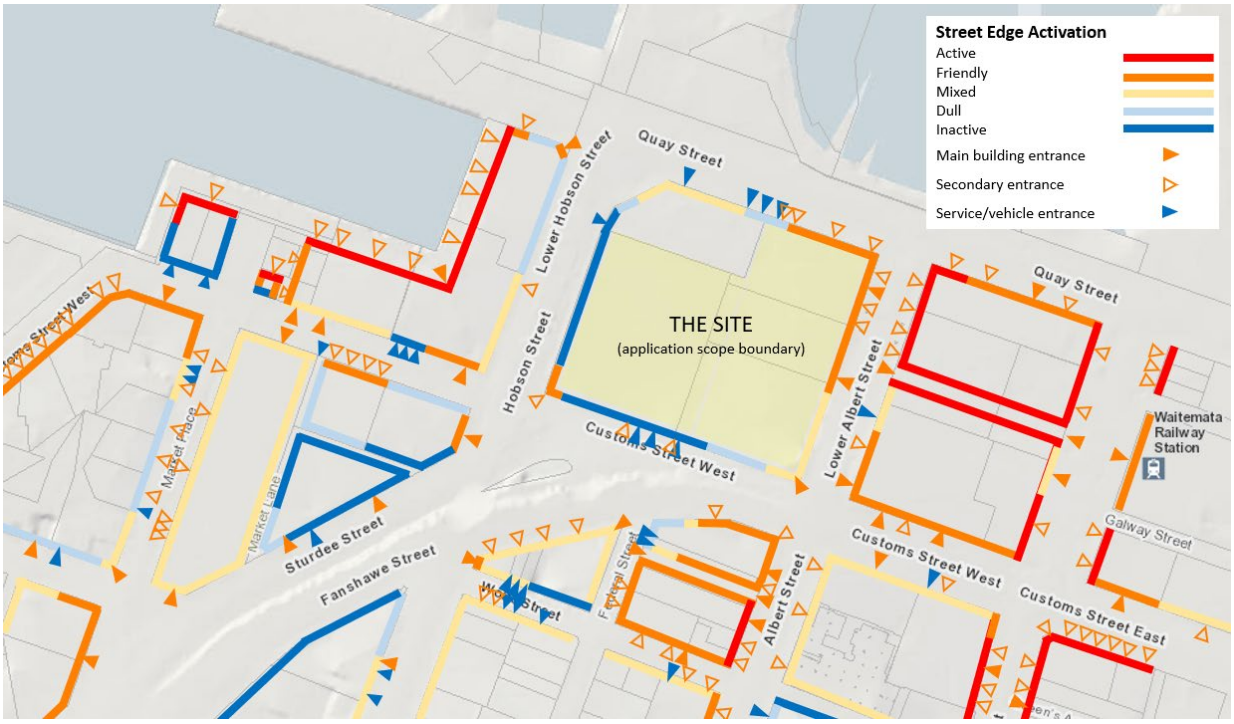


Figure 4.6 Assessment of quality of existing street edge activation at ground level

Active
multiple, generally narrow shopfronts and multiple entrances, for example:

on Queen Street.

Friendly
like 'active' but with wider shopfronts and fewer entrances, for example:

on Customs Street West facing Waitematā Plaza.

Mixed
some windows, few shopfronts and entries, for example:

south side of Customs Street West opposite Commercial Bay.

Dull
may include windows, but generally no shopfronts and entrances, for example:

Customs Street West façade of the Tepid Baths.

Inactive
blank walls, with service entries only, for example:

façades of 2 Sturdee Street and adjoining Market Lane.

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 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 such streetscape works are outside the scope of this proposal.

The proposal

The proposal provides fully activated edges to the streets around with two major street-facing building entrances and lobbies and twelve retail tenancies at or close to the street edge. The main street-facing office entry lobby to Customs Street West is two storeys high, reinforcing the quality of edge activation.

Street edge activation from uses within the building is complemented by the two major entries to Te Urunga Hau, the Urban Room. A very high level of activation continues into the Urban Room which at lower ground level has a major commercial lobby entrance that serves podium P2, and a secondary entry to both the apartment lobby and the T1/P1 office lobby. It also has a fine-grained array of seven retail/F&B tenancies (refer figure 4.7). This activation is continued into the upper ground floor of Te Urunga Hau including the edges and the lanes at this level (refer figure 4.33).

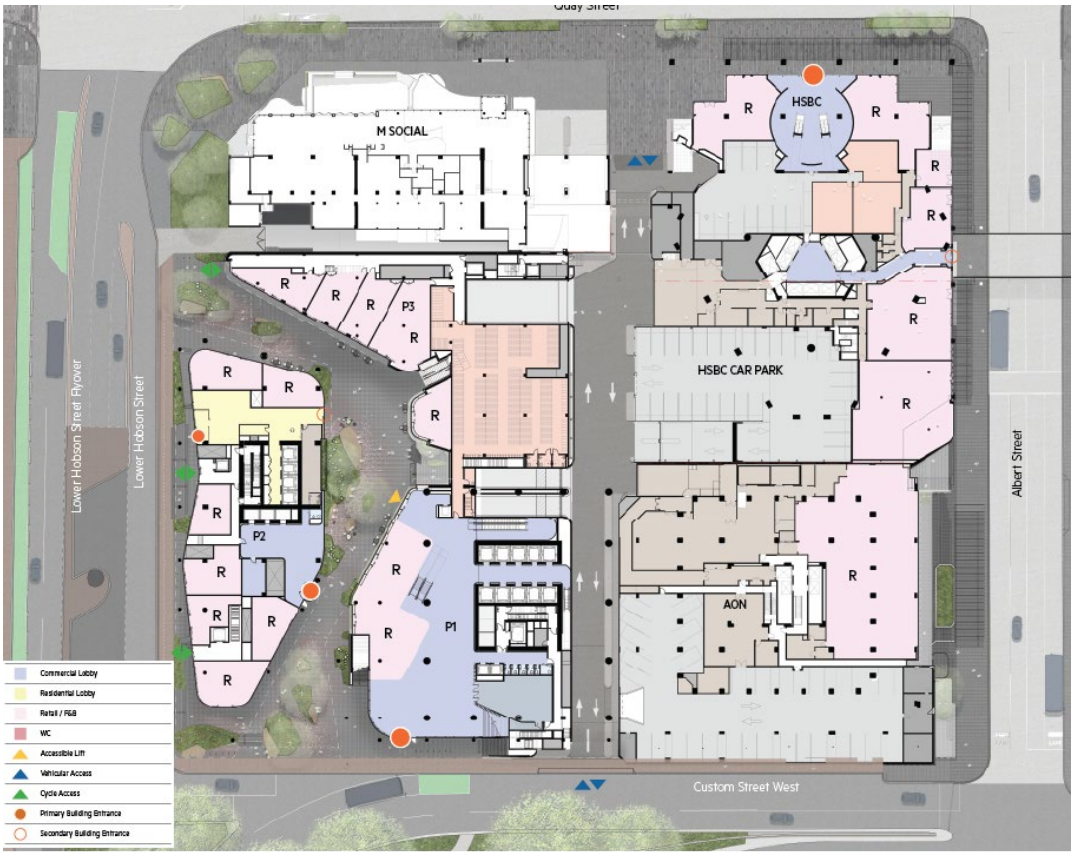


Figure 4.7 Lower ground floor plan (Level 00) with activities and entries shown with a red marker.

The proposed fine-grained retail tenancies shown at this level and denoted by the letter R 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 many small 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 at ground along approximately two thirds of the length of the site from, in the north, the narrow back of house service area behind MSocial and the existing overhead bridge there. Existing edge activation is partially assisted by the frontage of Monsoon Poon restaurant which occupies the southernmost third of this street edge and has a small outdoor seating area. 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 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 Monsoon Poon restaurant 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 extent of retail frontages in the brick-clad P3 at left in figure 4.10 and in P2 (at right in the same image) provides continuous street edge activation. That activation is complemented by invitation to enter and move through the centre of the block. Overhangs and roofs also provide street edge shelter where currently there is none, and the setback from the street edge of ground floor glazing widens the footpath. The horizontal veranda as shown at the base of the façade is satisfactory in principle, however further design development is recommended to enhance design integration.

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 Monsoon Poon 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 is 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, the blank, polished granite base of the plinth of Aon House presents to the street edge. 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 is set back from the edge of this plinth, and this comprises lobby entry and shopfronts. However, because of their setback from the street edge and intervening 'clutter' these shopfronts are not readily visible (refer figures 4.13 and 4.14).

Furthermore, this part of Customs Street West is not a retail destination. The retail hub of this part of the city is at Commercial Bay, and while closer to Queen Street, that has limited retail accessed from Customs Street. It is instead primarily activated by the major ground level lobby and access to the PWC tower on the corner of Albert Street.

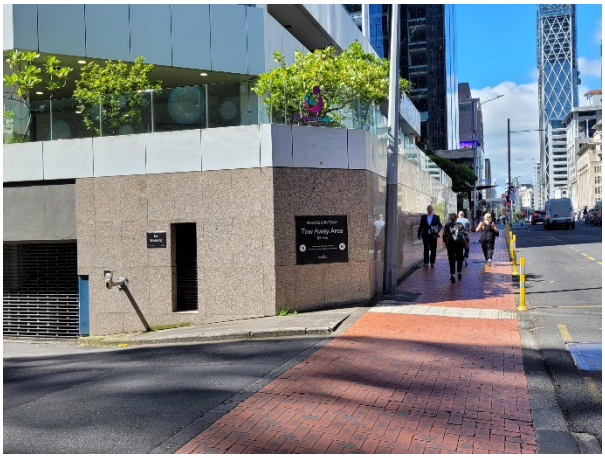


Figure 4.13
View east along the existing closed edge of the Customs Street West edge of Aon House.

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 edges of the western half of the block 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 provides multiple building entries along with a main entry to the Urban Room and three retail tenancies that are near to and visible from the street edge. The existing mid-block service lane is retained, and its entry is architecturally enhanced. The curvilinear brick cladding which is a signature characteristic of Te Aranga Hau, the Urban Room, appears and frames this lane entry (refer to figure 4.15). The brick wall also extends to the east and the existing plinth of Aon House. That plinth is modified and reclad, and a new cantilevered canopy is introduced over it (refer figure 4.17).

The main entry into the office tower is through the glazed, double height lobby space directly facing the street. Connected to this lobby and at the edge of the entry into the Urban Room there is an external stair up to plinth at level 1, mirroring escalators adjacent and inside the lobby.
Along the edge of Customs Street West, generously wide parallel flights of stairs both inside and outside the lobby connect the lower and upper ground floors.

Figure 4.15 Edge and connections at Customs Street West

Figure 4.16 Street facing residential lobby in centre, with commercial lobby at left

Assessment of the proposal along Customs Street West
The proposal activates Customs Street West with a main building entry and lobby, and provides open, welcoming and sheltered connections at the street edge. This removes the particularly poor edge of the Downtown Carpark building and opens up and further civilises the podium base of Aon House for a significant enhanced and suitably high quality street edge.

The sculptural cut into the podium that separates P1 and P2 and creates the wide opening into the Urban Room provides an inviting, sheltered and legible route. 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.

Removal of the existing DTC vehicle crossings and concentration of all car-parking related vehicle traffic into the existing service lane will enhance the pedestrian environment.

The radiused plan form at the service lane entry and brick 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.

At the corner of Customs Street West and Albert Street the current relatively recessive aesthetic treatment is replaced with a more welcoming frontage (see figure 4.17).

Figure 4.17
Proposed corner condition at Customs Street West and Albert Street

Aon House presents an enhanced frontage to the street due to increased openness with removal of visual clutter and a shortened and reclad wall at the base of the plinth. The new effect of public generosity is amplified by the new cantilevered canopy that signals this main entry to Aon House and shelters the route to and from it. The alignment of this new canopy is integrated with the design of Aon House, and also continues the aesthetic established for new glazing over mid-block lanes.

Lower Albert Street

Existing street edge condition
Lower Albert Street is a busy transport hub and a light controlled crossing here aligned with the lane through Commercial Bay provides access to Britomart (refer figure 4.18). The street edge environment here is cluttered with furniture and compromised by multiple change of levels, with lower-level shopfronts below the footpath (refer to figures 4.19 and 4.20).

A high-level footpath set back from the street edge extends northward from the corner, parallel with Albert Street. There is an existing lower level footpath below that at the edge of Albert Street which is screened behind bus stop infrastructure. The overbridge from Commercial Bay connects across at the base of the HSBC building, and just south of that a broad set of stairs aligned parallel to the street edge provides for access up from the street edge at ground to level 1 (and the level of the overbridge). While there is activation along the edge, this is visually complicated with a multitude of elements and access from the street into the building complex is visible but not especially clear.

Figure 4.18
View eastward across Lower Albert Street

Figure 4.19 Looking north along the edge of Lower Albert Street


Figure 4.20 Looking north along the edge of Lower Albert Street

While the Albert Street edge is partially activated, that part of the edge at the base of Aon House is spatially complex and cluttered. Furthermore, while there is access to and from Albert Street to the level 1 plinth via a set of stairs, the route is not especially direct (refer figure 4.20).

The proposal
The proposal reconfigures the presentation of the lane to Lower Albert Street. It removes the existing stairs and provides a new, much wider and street-facing set of stairs. These are splayed to the north to enhance the legibility and convenience of movement to and from the at-grade light-controlled Albert Street crossing to Wheriko Lane. The new stairs are sheltered by the proposed new glazed canopy which extends to the edge of the HSBC podium, continuing the aesthetic of the laneway roof sytem out to the street edge. Retail tenancies at this point are reconfigured including

with new brick cladding that extends the Urban Room treatment to the street edge (refer figure 4.21).

Figure 4.21 Lower Albert Street edge and connection

Assessment of the proposal along Lower Albert Street

The proposed reconfigured, wide, street facing stair provides public generosity. The visual presence of this and extension of the signature brick cladding of the Urban Room and parts of the laneway system makes the lane entry highly legible. Extension of ground floor retail tenancies to the street edge eliminates the previous complicated lower- level space at the edge.

The reconfigured connection to Albert Street supports response to the CCMP which makes references to qualities that translate to encouraging substantial activity on the DTC site:

- The CCMP promotes Albert Street as a major new commercial address. Therefore, the quality of link from the DTC development to Albert Street is particularly important. The proposal modifies the existing to give an openness, legibility and generosity that befits a major commercial 'front door' to the street.
- The CCMP also promotes transit-oriented development in relation to Britomart in combination with Customs Street as a new transit mall. The DTC location is ideal for maximising intensification in relation to transport infrastructure, and the strong connection provided through the site to Britomart via the reconfigured stairs is desirable.
- The DTC site is identified as a particular project with potential to add 'greater intensity' to this part of the city. To maximise the city strategic benefit, that should be and is well connected to the city centre's major PT infrastructure and hub.

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

Unitary Plan Assessment
Table 4.1 Frontages

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
Downtown West Precinct I205.8.2. Assessment criteria	
(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;*	All parts of the new podium present positive frontages to the street with multiple main building entrances and shopfronts. The streets are spatially defined by the podium, and the cuts in the podium celebrate the entrances into the mid-block space and Urban Room and further activate, 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 the street edge level of RL 3.75 on Lower Hobson Street, the lobbies and internal spaces at the middle of the podium are accessed by a combination of a ramp and a very wide flight of steps which rise 750mm. The proposed ramp and stair connection is both convenient and generous. • Retail tenancies at the corner of Lower Hobson Street and Customs Street West are set at RL3.9 which precisely matches the level of the adjoining street. This combination of attributes addresses the minor change in level that is essential for flood protection in a simple, unobtrusive and well-resolved way. The low and imperceptible gradients of access from the street edge into the Urban Room (1:25 off Lower Hobson Street and 1:60 off Customs Street West) will ensure the ground floor of the building is perceived as being at the same level as the adjoining street.

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(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 T2 apartment building entry that is accessed off Lower Hobson Street elevated to clear the flood level (see above). The T2 apartments also have a secondary pedestrian entrance with level access at grade (RL 4.5) from the Urban Room to their dedicated lift lobby. In addition to the street-side at grade lobby, T1 has two additional lane entries within the development and accessed off the upper ground level. Commercial lobbies are seen through glass and their entries are signalled by rotating wind lobbies. The T1 lobby also has a secondary main entry from the Urban Room. At central Lower Albert Street, a new wide set of stairs directly facing the street takes pedestrians up to the first floor of the existing building there. These are complemented by the level 1 bridge from Commercial Bay to this same entry level. This street-facing stair replaces the existing which is parallel with the street edge and therefore creates a more identifiable and legible connection. This is both a significant enhancement of the existing edge condition here and accepting that this is adapting existing buildings which enforce a change in level, a good solution in its own right. This entry enhancement also helps give effect to CCMP laneway concepts.
(vi) [deleted]	
(vii) for mixed use buildings, whether separate pedestrian entrances are provided for residential uses;	T2 (residential) / P2 (office) is the only mixed-use component of the proposal, and the vertical circulation and pedestrian entries these uses are separate.
(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 and upper ground (first floor) levels are fully activated: • Figure 4.7 for the lower ground level shows six lobby entrances and 13 retail/F&B tenancies at lower ground located both at street and within the Urban Room. • Figure 4.33 for the upper ground floor shows four lobby entrances and 17 retail/F&B tenancies at this level, including around Aon House and above Albert Street. • The existing and 'inactive' carpark wall at this level forms the northern edge of the Eastern Lane. However, this is to be reclad in brick in a new semi-sculptural treatment that includes artwork and occupation opportunities. The plan can be seen in figure 4.33 and a view of the indicative treatment along this edge is shown in figure 4.29.
(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 both T1 and T2 are located well away from the street edge to allow occupied space to face the street at all levels.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	• One level of street-facing plant is located at Level 01 of P2 and comprises 70% of the Lower Hobson Street frontage width of that floor of the podium. However, given that this is 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 so extensively glazed, that is inconsequential. 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 podiums P1 and P2. A narrow vertical section of the eastern facade of P2 accommodates service facilities and this vertical strip is planted as a green wall. There is curtain walling over the remainder including the plant area that extends along much of the level 01 facade. This closed section is a minimal proportion of the whole façade so while it reduces the extent of outlook over the Urban Room, it does not compromise the quality of outlook when considering the Urban Room as a whole. Moreover, due to the focal element of the green wall, the proposed façade treatment adds to the character and amenity of 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 virtually the entirety 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 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 glazed edges to the street are continuous and their extent is maximised (refer to figure 4.7). The only exception is the flight of stairs just east of the residential lobby on Lower Customs Street. That is treated as a feature brick wall and is in the context of the major glazed lobby spaces immediately to the west (refer to figures 4.15 and 4.16). This provides visual punctuation and relief along an extensively glazed edge, contributing variation and therefore enhancing

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	visual interest. It also frames the adjacent vehicle entrance. *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 2.37 and 2.39 show an indicative 'placeholder' park imagery showing what could be possible following removal of the flyover.

The setback of the proposed podium shopfronts in a gentle sinuous curve will open up Lower Hobson Street, and the apartment lobby entry and the indicated five retail tenancies will activate this edge. New street edge shelter is provided around the frontages including on Customs Street West where two main entry lobbies, three retail tenancies and the related main entry to Te Urunga Hau provide an appropriate northern edge to a redeveloped Sturdee Reserve. This presentation of frontages and main entries to both streets was 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 (see figures 4.22 and 4.23). On the Albert Street side of the site the existing Albert Street overbridge connects at Level 01 into Commercial Bay.

Figure 4.22 View of entry from Quay Street. Relative darkness means this appears uninviting. Pedestrian access is signalled by the painted green line.

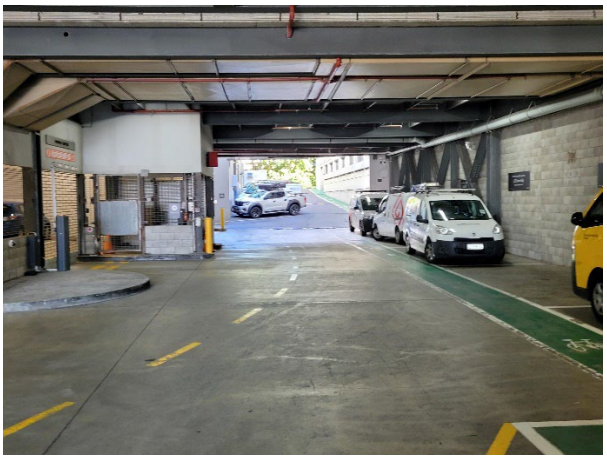

Figure 4.23 Within the lane. Light conditions change and the eye adjusts to the internal space which is clearly a service area

Figure 4.24 View southward towards Federal Street showing. Base and service areas of Aon House on the left, the Downtown Carparking Building on the right.

Figure 4.25 View southward towards Customs Street West with Federal Street showing the elevation of the intervening Fanshawe Street above Customs Street West

Existing north-south service lane

Servicing is from the existing ground level lane that is accessed from Customs Street West and also connects out 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 4.22 – 4.25. This lane currently provides for public pedestrian access through the block with a narrow green painted surface signalling that route. While ideal for mid-block servicing, the lane is an uninviting and poor pedestrian environment which is utilitarian in character and lacks informal surveillance. It also risks potential for conflict between service vehicles and pedestrians.

Figure 4.25 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 4.26 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 4.26 being retail and blue and yellow being office and apartment lobbies respectively. A remodelled stair opens to the Albert Street and skews towards the mid-block crossing. This provides more legible and convenient access to and from Albert Street and Wheriko Lane through to Britomart.

Figure 4.26 Primary east-west (in orange) and north-south (blue and yellow) connections through the proposal from surrounding streets

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

The proposed laneways have generous vertical proportions being between two and four storeys high. With one exception they have a width of 5m or more. The exception is the southern laneway, described as 'Eat Street', which has a 4m clear width. (Refer to figures 4.27- 4.30.)

Figure 4.27 South west laneway. View approaching the Urban Room at lower ground level from Customs Street West. 5.6m wide at narrowest point

Figure 4.28 North-west laneway. Viewed approaching the Urban Room at lower ground level from Lower Hobson Street. 6.7m wide at narrowest point

Figure 4.29 Eastern lane. Viewed approaching the Urban Room at upper ground level from Lower Albert Street. 5m clear width.

Figure 4.30 Southern laneway 'Eat Street'. Viewed approaching the Urban Room at upper ground level from Customs Street West. 4m clear width.

Assessment of lanes and circulation structure

The cross-site east-west and north-south public accessways are clear, legible convenient, and a choice of access to north-south routes across the block is provided from Lower Customs Street. The lanes are suitably wide, glazed and therefore sheltered while open to daylight and sun and 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. They also have a very high level of edge activation.

The range of entry options aligns well with the directions of approach from the city behind. Considering access from the 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 steps at the Albert Street midblock or at level 1 via the 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. Future connection may or may not be possible as it depends on viability of a pedestrian facility across Fanshawe Street. However, the proposal can readily accept such a crossing on the alignment of Federal Street were it to prove viable and be installed as the entries to the Urban Room and north-south lane are placed to facilitate north-south connection. The base of such a 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 southern laneway.

Detailed assessment against the 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 five storey high volume with two levels linked by broad stairs, escalators and a dedicated public access lift (see figure 4.31).

- 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 (refer figure 4.26)
- 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 clad walls

define the space and are an identity-defining feature. The wall of podium P3 is brick clad along with other related Urban Room walls and the brick extends along lanes and entrances to the street edge.

- The enclosed volume of the space is approximately 42.5m across in the east-west direction and varies between approximately 19.5m and 32.5m in the north-south direction.
- Edged by the main lobby of T1 at level one, the Urban Room is also overlooked from two office floors of P1 and three floors of P2 which open into its roofed interior.
- A portion of the western side of the Urban Room is edged with service spaces that are aligned with the core of T2. Part of that has a glazing overlay and the remainder, which is directly across from and aligned with the Urban Room stairs, is a vertical green wall.
- The edges of the room are extensively activated with both multiple small retail tenancies including food and beverage, and entrance lobbies. The extent of edge activation is diagrammed in figures 4.7 and 4.33 and illustrated in figures 4.31 and 4.32.
- Figure 4.31 demonstrates how the Urban Room is open to the sky to the north for very good sunlight and daylight. (Refer to Section 3.6 for shading analysis.)

Figure 4.31 Extract from cross section through Te Urunga Hau, the Urban Room

Figure 4.32 illustrates 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 wall that offers potential for integrated artwork, and it is intended that this occur. The precise art initiatives remain to be defined.

Figure 4.32 Te Urunga Hau, the Urban Room

Figure 4.33 Hybrid plan showing lower ground floor under T2 at left (Level 00) and upper ground floor (Level 01) with entries and indicative retail tenancies.

Assessment of the Urban Room

Dimensions and spatial qualities
Te Urunga Hau, 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 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 also develops character as a large, highly 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 be unique in Auckland and unique to Auckland. It will also complement the array of external public open spaces around this part of the city (refer to figure 4.3).

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 clad walls that extend through further establish the personality of the place and will also contribute to wayfinding.

The chosen aesthetic which includes a degree of sculptural informality, warm, textured materials and external paving materials and trees brings the public realm in and overtly invites people in from the streets. This successfully establishes a non-corporate character to the space which then is likely to be attractive to a wider 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 highly activated by multiple small tenancies around its edges, major commercial lobby entries at entry points, secondary apartment and office lobby entries at its centre, and cross block movement in multiple directions. The combination of multiple routes through the space and the density of occupation in the commercial office and apartment buildings above will ensure this is seen as a lively, people place.

The configuration provides a choice of settings for everyday occupation as well as presenting opportunities for public events. The stage 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.

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

balanced with the closure of some walls for a sense of comfort and personal space for occupants.

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 provides 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	
(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 at- grade, 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;* (b) *protect pedestrians from the weather;* (c) *incorporate natural daylight through glazed canopies of glazed roof structures;* (d) *be publicly accessible 24 hours a day, 7 days a week; and* (e) *incorporate active uses at ground floor level framing the pedestrian connection;* *Purpose: To support the transport interchange function of the area by facilitating clear and unobstructed pedestrian movement through the precinct at-grade.* *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.*	A high-quality east-west pedestrian connection has been provided through the block, as part of a whole-of-block network of lanes. This lane is not entirely at grade, due to the intervening building plinths of Aon House and the HSBC building with existing truck dock and service areas at ground between these. • At-grade access into the proposed network of lanes and connections is provided from the highest point of the site, at the corner of Albert Street and Customs Street West. • Elevation to one level above ground over existing buildings and functions of the section of lane between Aon House and HSBC allows for level connection into and across Albert Street via the existing bridge into level 1 of Commercial Bay. Therefore, the east-west lane and related connections satisfies the purpose of the standard in facilitating clear and unobstructed pedestrian movement through the precinct, albeit and due to existing buildings, not entirely at-grade. *East-west lane width and alignment* The narrowest part of this east-west ("Eastern") lane has a 5m clear width (refer figure 4.29). It connects in a straight line from 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 4.26). This route is highly legible, due to the openness of and good sightlines through the Urban Room at its centre. *Environmental quality*

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	All of the lanes, 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. *Access* The east-west lane, the Urban Room and the north-south entry and lane from Customs Street West remain open 24/7. *Edge activation* Figures 4.7 and 4.33 demonstrate the high level of edge activation along the east-west lane (and all other lanes). The only limitation is caused by existing buildings. The edge of the existing Aon House on the south side of the lane is activated with four planned tenancies and an entry to the Aon lobby. However, the facing existing wall of the existing carparking building cannot be activated in this way. Instead, that is suitably mitigated by the planned design treatment of the wall and introduction of screening retail tenancies at both ends of this carpark (refer figure 4.33).
(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, being generally aligned with Federal Street.* *Purpose: To support pedestrian movement between the City Centre Core and the waterfront.*	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: • Pedestrian movement between the city centre core and the waterfront is supported by the two routes from Customs Street West, one at grade connecting directly into the lower ground level of the Urban Room, and one connecting into its upper ground level. • Routes from these points connect to Quay Street via the existing escalators and stairs, and via the Urban Room to a point at Lower Hobson Street close to its intersection with Quay Street. This second point provides convenient access to and from the Viaduct Harbour Precinct. Refer to figure 4.26. *At-grade, north-south connection* • 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. • 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 via the Urban Room and making use of the escalators up to Level

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	1 and from there via HSBC escalator down to Quay Street. *General alignment with Federal Street* • The proposed north-south pedestrian lane is directly above and therefore in the same alignment and location as the existing service lane. • The proposed 'southern' lane is mid-block, generally aligned with Federal Street, and with stairs up from Lower Customs Street. 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 low-level view connection through here from Federal Street is not possible due to the offset of alignment of Federal Street from the gap between Aon House and T1, and the intervening existing carpark.
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 around both at mid-block and at or very near 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 main Customs Street West connection into the Urban Room is aligned to allow convenient access across Lower Customs Street to the existing ramp along the south edge of Sturdee Reserve that connects up to the corner of Fanshawe and Hobson 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 mid- sheltered public open space at the centre of the Downtown West Block. Located at the confluence of multiple through-block links, it is directly 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

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	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 it 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; highly accessible and activated by through movement; • Spatial generosity with a hierarchy of large and smaller spaces and five storey height for a sense of spatial grandeur; • Coordination with existing and new buildings and their entries and ground floor uses to present unusually highly activated edges; • 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 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 wall in particular provides an appropriate canvas; and • All of the above are integrated with the architecture of the buildings that shape the walls of the space into a coherent outcome. *Public use and accessibility* Physical access is excellent with five 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 three, being to the upper level via stairs from Customs Street West and Lower Albert Street, and at grade from the corner of Customs Street West and Lower Albert Street, The wider public are invited into the Urban Room by it having a deliberately public and 'non-corporate' character. This is achieved with introduction of warmth and texture and avoiding a focus on shiny polished surfaces. It is realised with the textured, warm red coloured brick cladding of the sinuous walls

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	of the space, and extension of external public realm paving and planting through the space. The Urban Room is designed to allow for casual public occupation and occasional events. The types of placemaking initiatives that Precinct Properties 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. *Sunlight access* The Urban Room receives not less than five 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 only by the through lanes not being completely at-grade. The reason for that 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 report). 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 clear width of the southern laneway 'Eat Street' is 4m, 1m less than required by the standard. Considering movement function from Lower Customs Street, this 4m wide lane is complemented by the much wider entry into the Urban Room, so will not compromise flow capacity. This lane remains suitably

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	spatially generous, being assisted by alcoves at its edges ensuring it is wider than 4m over much of its length. This effect can be seen in plan (figure 4.26) and views along the lane (figure 4.30). The precedent of the long-established successful laneways in Melbourne demonstrates that the proposed width is suitable for a lane with this function. *East-west movement and connection to PT* Addressed by remodelled connection with Lower Albert Street including broad new steps. These replace the existing steps which are indirect and relatively illegible. The proposed new canopy over the steps further enhance the quality of connection to and from areas to the east including the transportation interchange. *North south and waterfront connection* A second north-south connection is provided, and 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 very high with a high level of edge activation, shelter and daylight, with that complemented by the memorable experience 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 proposal provides a significantly enhanced network of pedestrian connections and significantly greater permeability through the block. This includes a choice of routes which are all sheltered and edge activated. Modification to the existing mid-block connection of the complex to and from Albert Street provides a significantly more generous and legible connection to the transport interchange.
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 connections are well located and aligned to connect to the surrounding streets and other nearby public open spaces.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	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 very high level of edge activation at both levels of the space and along the lanes that lead to it. The proposed mix of uses in the towers above will also contribute to activation. The T1 office lobby connects into the Urban Room and the apartment lobby entry from the Urban Room will contribute to movement through the space including after hours and in the weekend.

4.6 Parking access and servicing

The proposal

The proposal utilises the existing north-south service lane to maintain access to existing parking and service areas in and under the plinths of Aon House and HSBC Tower. All new parking and servicing areas are located below ground under the proposal and apart from a narrow glimpse view along their uppermost walls in views down the service lane, these are not and cannot be visible from the street.

The proposal covers the full length of the lane, extending pedestrian access over it between T1/P1 and the plinth of Aon House, and creating a new brick clad entrance portal from Lower Customs Street.

The existing access to the north end of the lane is maintained and provides for truck access.

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 lower ground level (Level 00) 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;	All new parking is 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. The parts of this which would otherwise be visible within the lane system at upper

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	ground level (Level 01) are screened by retail tenancies, and its long southern facade which presents to one side of the 'Eastern Lane', is reclad with feature brick cladding. This combination of measures will mean that this building will be fully screened. The Aon House parking remains unchanged below the plinth. The plinth edge, which is at around street level at the corner of Albert Street but increases in height along Customs Street West, has been redesigned for enhanced physical and visual access and a new aesthetic.
(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 attractive and avoid night time light spill, noise and air quality effects on nearby sites and streets and public open spaces;	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 01). These are sleeved with retail tenancies at both ends and along the lane and its southern edge, the proposed sculptural brick wall.
(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 only occurs at the connection of the existing service lane to Customs Street West. This crossing is in combination with a new east-west connection with canopy cover at the level of the plinth of Aon House / Level 1 of the proposal. This gives pedestrians a choice of route when moving in an east-west direction, including allowing them to avoid the vehicle crossing entirely. Attention has been paid to the design of the lane entry and walls at the base of the Aon House into which the vehicle entry is set. This includes curved brick corners which relate to the sinuous ribbon of brick cladding that extends through the lanes and which is a signature characteristic of the Urban Room. This brick clad portal will clearly signal the presence of the vehicle access. It will also be suitably visually attractive and is also integrated into the design of the podium and remodelled plinth of Aon House.
(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 750mm change in level between the street and the ground level that is required to avoid flooding. The T2 apartment lobby is 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.

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
	Due to Customs Street West rising up towards Albert Street there is also at-grade access from the corner of Albert Street to Level 1, which is at 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 Escalators and lifts provide assisted access between the ground and level 1 parts of the Urban Room. A new lift dedicated to providing access between the lower and upper levels of the Urban Room is located at its centre and accessed from immediately next to the main stairs. The existing escalator from Quay Street remains. New, more direct and wider stairs have been provided from the upper ground floor down to Lower Albert Street. This range of good quality means and options provides easy and excellent access to and from the surrounding streets to both levels of the Urban Room. *Visual environment* Entranceways are visually attractive – generously wide, legible, with highly 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 therefor 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	*Addressed by others*

RELEVANT UNITARY PLAN ASSESSMENT CRITERIA	URBAN DESIGN ASSESSMENT
area not visible from the street or public open spaces;	
(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, fully integrated into the 'crowns' of the building. • There is also a two-level plant enclosure on the roof of P3. This is surrounded by the sinuous brick ribbon wall which forms the support for the roof of the Urban Room. The plant here is completely screened from view from the street. • The plant room at level 01 within podium P3 fronts to Lower Hobson Street along 70% of the width of that façade. Framed by double height retail spaces at both ends of the podium 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: • At the junction between the base of the towers and the roof of the podium. These are.at high level (variously levels 07 and 08), are set well back from the podium edges and are integrated into the tower form. • A further full level of plant is at level 23 of T1. Louvres are integrated within the two-storey module of T1 and the characteristic vertical elements continue through the façade. There is a further area of plant on P2, located at level 1 along Lower Hobson Street. This is well integrated and unobtrusive.

4.7 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. The veranda at the base of the Lower Hobson Street facade is satisfactory in principle, and further design development is recommended to enhance design integration.

5. Modification to existing plinths and podium base of Aon House and the related HSBC Tower provide more open, welcoming and legible connections between the street and these existing buildings.

Integration with future public realm outcomes

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

Lanes and circulation structure

7. 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.

8. 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 sytem works with existing contraints 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 escalators, lifts, and wide stairs at key changes of level.

The 'Urban Room'

9. 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 actuivity in this part of the city centre.

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

11. 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.

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

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

Parking, servicing and access

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

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 proposed largest signage zones highlighted in blue. The signs are also described in the street elevation drawings and Section 2.10 of W&M's Architecture and Landscape Report.

Table 5.1 Signage Zone Assessment, records assessment against the Operative Unitary Plan criteria that apply, that is E23.8.2.

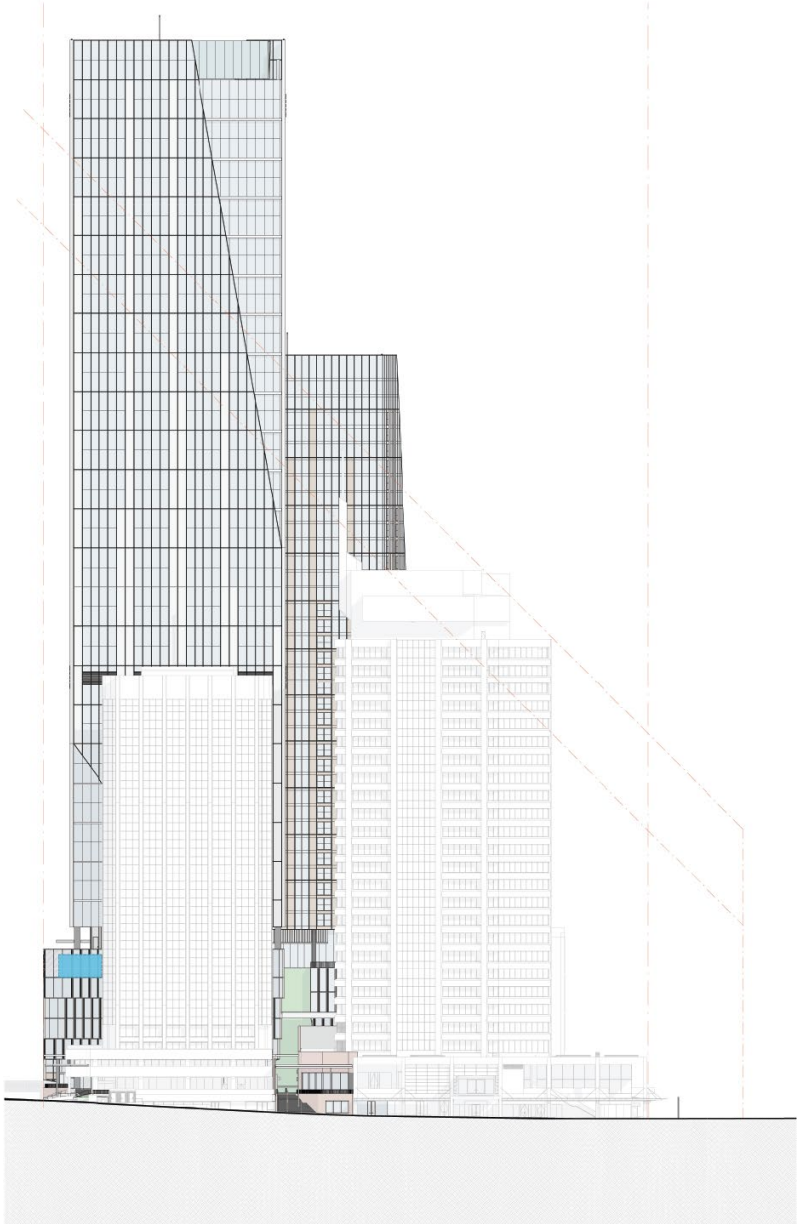

Figure 5.1
East elevation (at Lower Albert Street) with signage zone highlighted.

Tower signage
There are four signage zones on T1. Two of these are 4.8m high by 12.6m wide and two are 4.8m wide by 5.3m high. The signs are located at levels 21 and level 50, two on the north elevation and two on the south elevation. There are no signage zones on T2.

Podium signage
Three 4.8m by 9.0m signage zones are located on the podium. There are two of this type on P1: one on the upper corner of the east elevation facing Albert Street, and a second on the upper corner of the south elevation. There is a similarly sized and located zone on P2, and a smaller, approximately 2m high by 4m wide signage zone 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 relatively small 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.

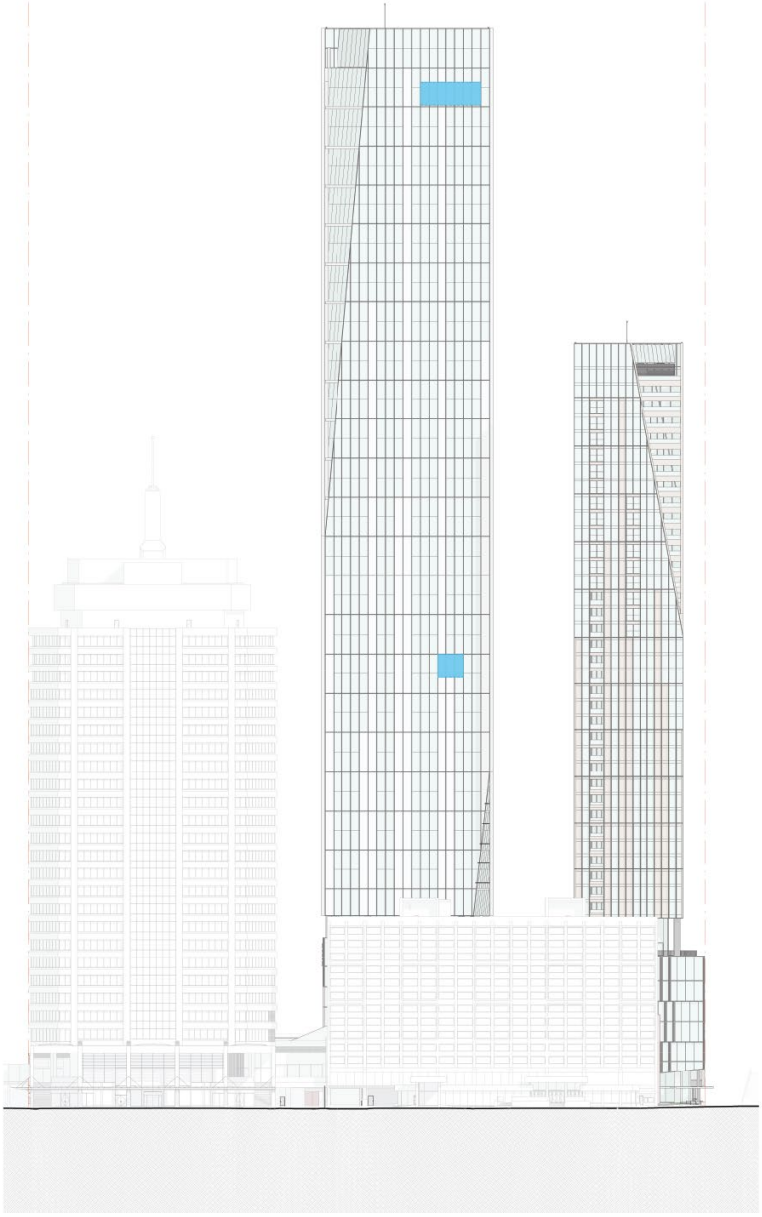

Figure 5.2
North elevation (at Quay Street) with signage zones highlighted.

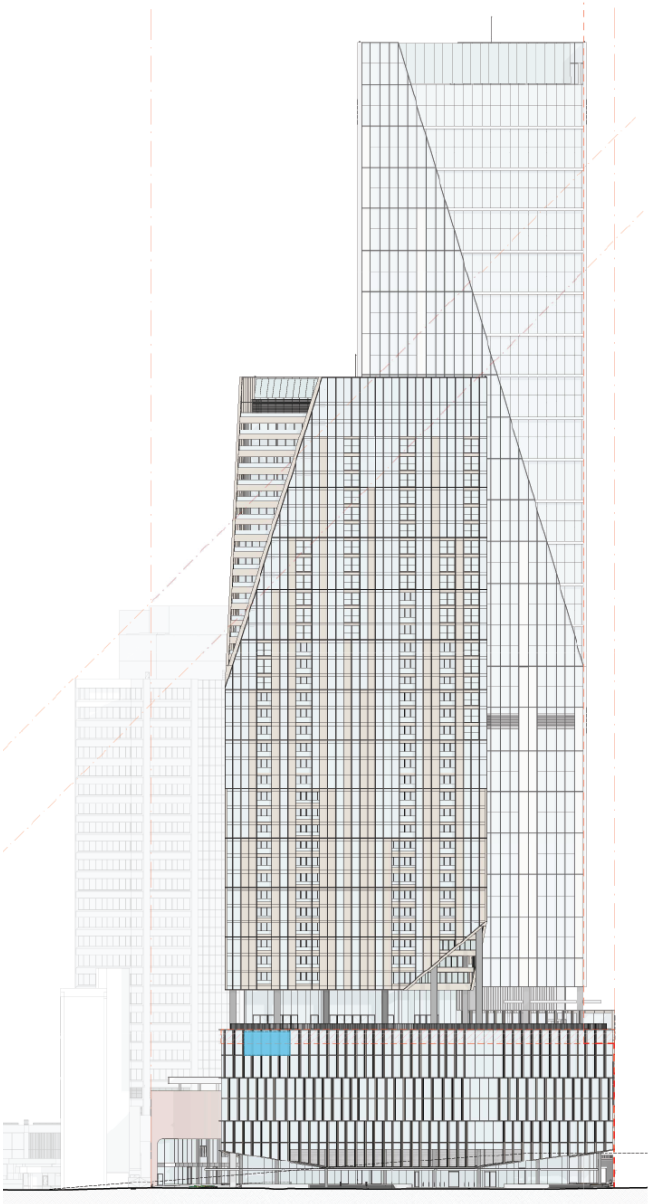

Figure 5.3
West elevation (at Lower Hobson Street) with signage zones highlighted.

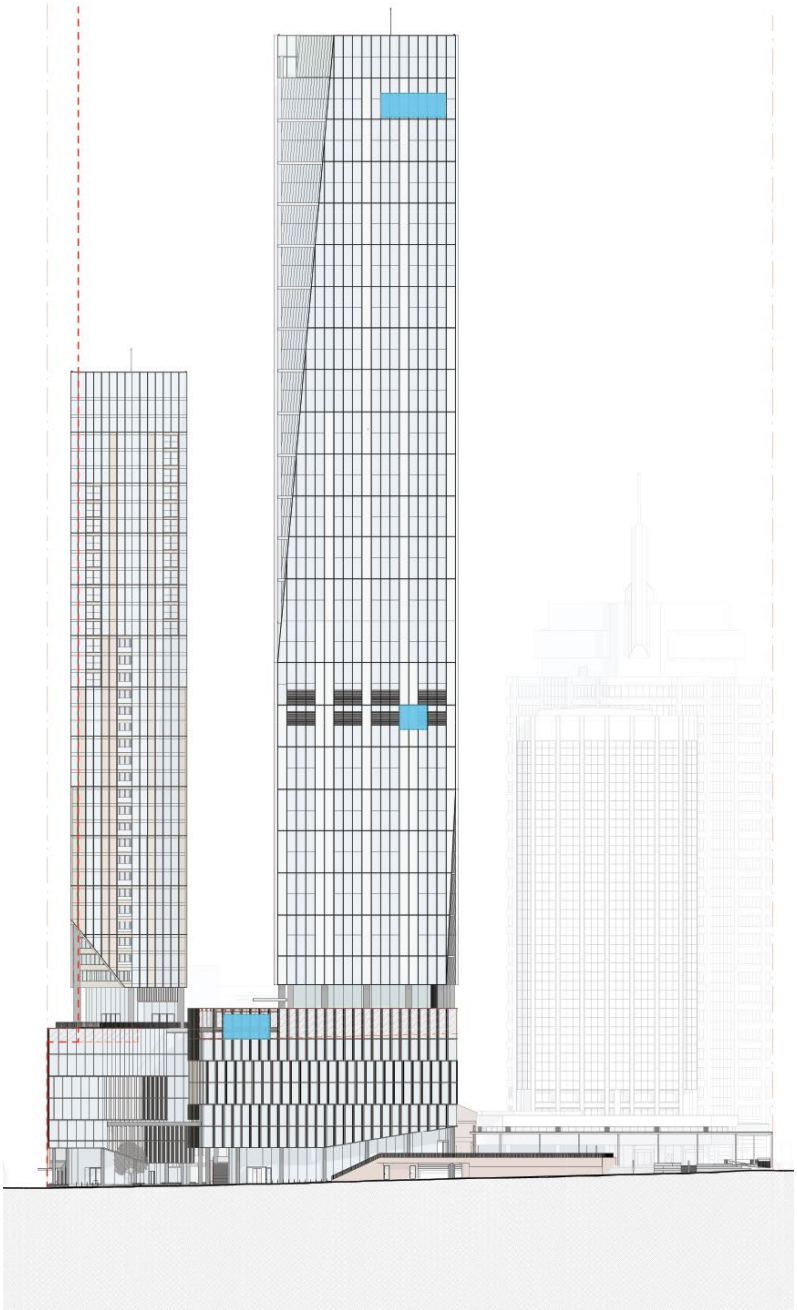

Figure 5.4
South elevation (at Customs Street West) with signage zones highlighted.

5.2 Signage Zone Assessment

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.*	(1) *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. (2) *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. However, 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 MSocial 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 MSocial; and • The podium P1 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.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	(3) *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. (4) *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.) (5) *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 the upper levels of the podium and on T1: • Achieve coherent placement on the building, with common alignments on elevations and common relationships to the corners of facades; and • Placed on integrated glazing units, the signage zones primarily relate to a storey height and their width relates precisely to the glazing module. The small lower-level and shopfront signage zones are all suitably aligned with tertiary façade elements such as fascias 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 city centre built environment 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, being three or more storeys above ground. These will not be accessible for graffiti.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	• 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. The only large 4.8m by 9m sign here is located on P1 at level 7, above Customs Street West and next to the entry to the Urban Room. It is well above the street and remains a very small element of a very large podium façade and therefore does not detract from the amenity of Sturdee Reserve or the street.
(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 P2 and P3, both of which have a signage zone proposed at high level: • The signage zone on P2 is at level 7, well above and across the street from 204 Quay Street. • The signage zone on P3 is at level 4 and in a visually recessive location set back a further 9m from the street edge to give a total separation distance of approximately 39.5m. 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.

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	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 long reclad brick 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 does 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 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. 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:

RELEVANT UNITARY PLAN CONTROLS	URBAN DESIGN ASSESSMENT
	• 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.

5.3 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

The general purpose of H8.6.32 Outlook space is to ensure a reasonable standard of privacy between dwellings; encourage the placement of habitable room windows to the site frontage or to the rear of the site in preference to side boundaries; and to avoid overlooking of neighbouring sites.

Some apartments do not meet the outlook space standard, and specifically the requirement of a 20m on-site or across street outlook space from living areas for those parts of buildings more than 24m above ground. These infringements occur as follows:

- At corner apartments at the north-west corner of the building from levels 8 to 32, and where the outlook space is limited to 15.08m (refer figure 6.1).
- At corner apartments at the south-east corner of the building where at level 8 the outlook space is 17.6m and from levels 9 to 40 it is limited to 17.1m (refer figures 6.2 and 6.3).
- In relation to Type 31A apartments just south of the middle of the east façade where from levels 8 to 12 the outlook space varies from 19.3m to 17.9m, and at levels 13 to 28 where it is 17.1m. (refer figure 6. 3)

In each of the figures below the outlook space is identified with a blue dashed rectangle.

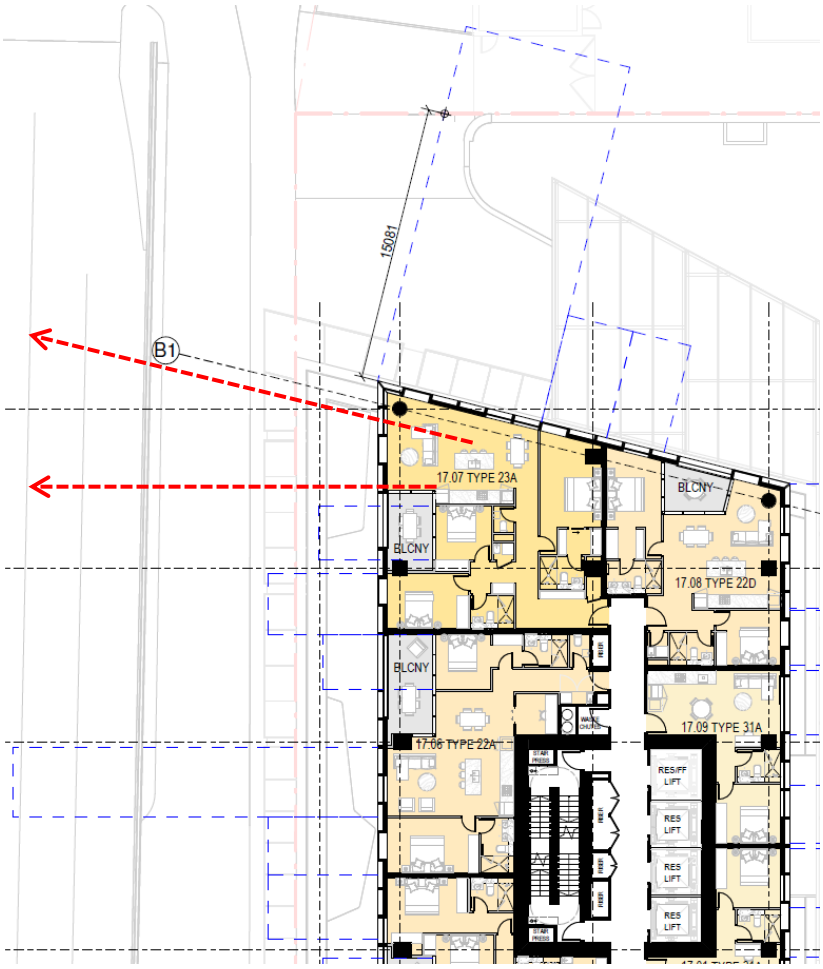

Figure 6.1
Outlook space from the apartments at the north-west corner of T2 levels 8-28 (this plan extract shows level 17).

Outlook from the living room over Lower Hobson Street is indicated with the red dashed lines. It is 32m from the apartment window across Lower Hobson Street to the eastern boundary of the sites there. In practice, there will also be distant views over the tops of the buildings and towards the Harbour Bridge.

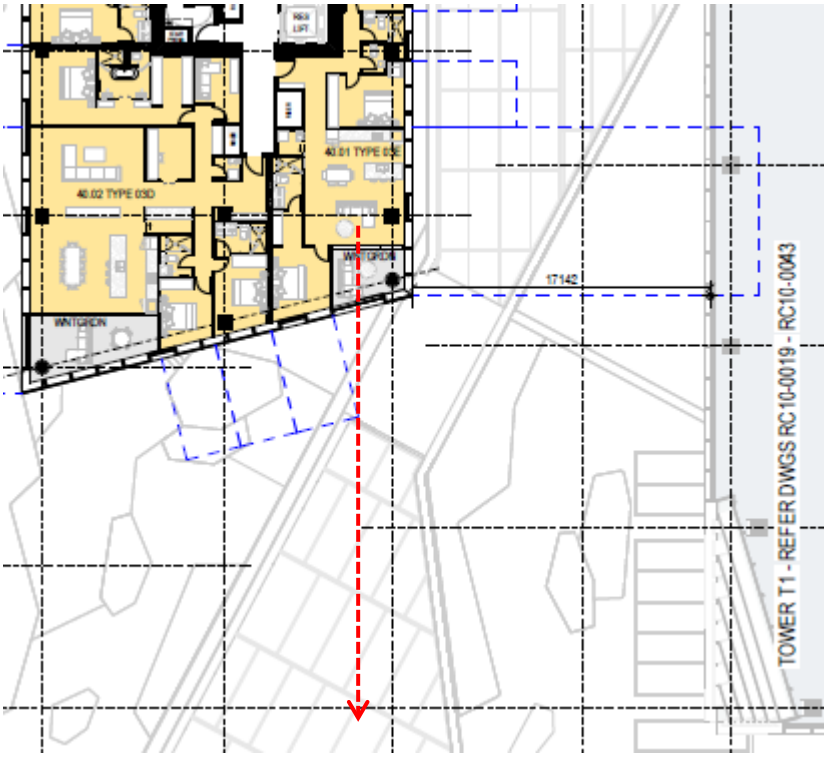

Figure 6.2
Type 03E apartment at the south-east corner of the building (this plan extract shows Level 40). Outlook space to the east from the living room is limited to 17.142m. However, there is also outlook from the living area to the south over Sturdee Reserve and Fanshawe Street to the city beyond through the wintergarden off each apartment. This view extends for more than 100m and is illustrated by the dashed red line.

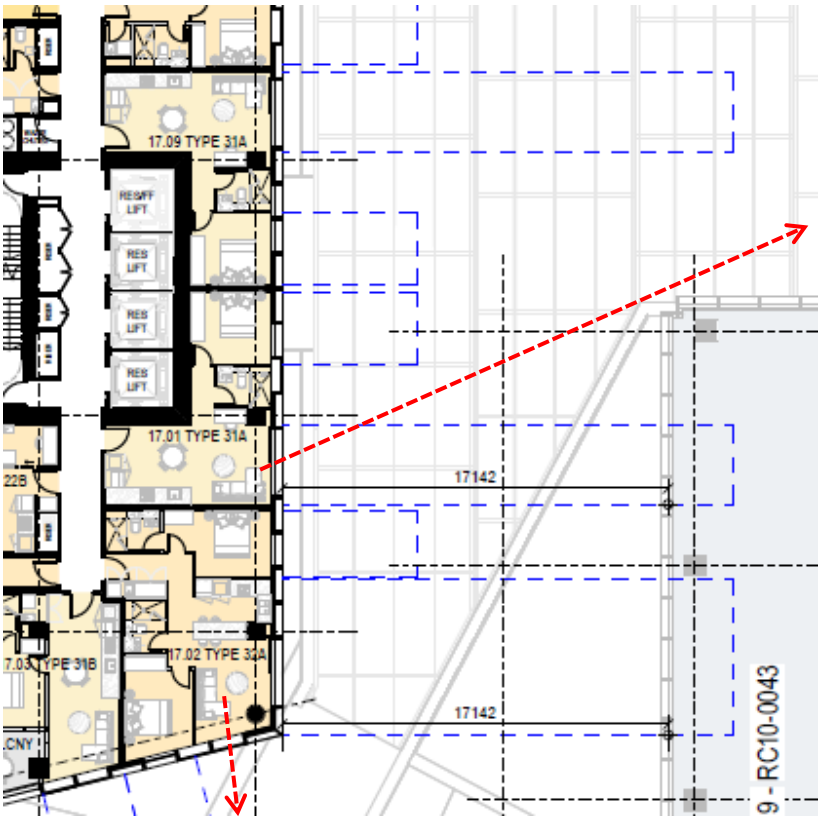

Figure 6.3
The 46m² Type 31A one bedroom apartments at levels 8-28 (this extract shows level 17). While the 20m standard is not met, there are 80m long views from these apartments at an angle of 24° to the façade. These views terminate on the HSBC building. From upper levels there will be views over the harbour towards Devonport and Rangitoto.

The outlook of the Type 32A apartment at the south-east corner is restricted to 17.142m, however this, like the example in figure 6.2, also has an extensive (100m plus) outlook over the public realm to the south.

6.2 Minimum apartment size

Type 31A one-bedroom apartments with an area of 46m² do not meet the 50m² minimum dwelling size standard H8.6.33. That standard applies to "one or more bedroom dwellings". The Type 31A 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.

Unitary Plan Assessment
Table 6.1: Outlook space 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:*	
(10) infringement of outlook space standard *(a) privacy and outlook for dwellings:* *(i) dwellings that infringe the outlook standard, whether they will have a good standard of outlook and visual and acoustic privacy between principal living rooms and bedrooms of dwellings on the same and between dwellings on adjacent sites and will not prevent a complying residential development on an adjoining site.*	*Quality of outlook* The living rooms of apartments at the northwest and south-east corners of T2 fail to comply by typically 24% and 14% respectively. Therefore the 20m standard is nearly met. This minor degree of non-compliance is compensated for by the extent and quality of outlook in other directions that is possible from the living areas of the affected apartments: • The living rooms of apartments at the northwest and south-east corners of T2 respectively have outlook to the west of 32m or more, and to the south of 100m or more. • The Type 31A apartment at the mid-point of the east façade fails to comply by 14%, however benefits from an 80m view to the east north-east. Excluding these compensatory views, in pure visual amenity and privacy terms, the outlook spaces provided by these non-complying apartments at typically 17.1m and 15.08m match or exceed the 6m, 10m or 15m outlook spaces required by the same standard for apartments at up to 24m above ground. *Visual and acoustic privacy across the outlook space* Considering visual privacy, the difference between a 20m and 15 - 17.1m will be inconsequential. Irrespective of dimension, residents seeking complete visual privacy would use internal window treatments. That option becomes particularly attractive for the corner apartments which can, if they wish, screen one window wall while maintaining a long-range open view with no overlooking or privacy constraints on the other. The commercial use of T1 is not, relative to apartment use, privacy sensitive. Neither is the closed corridor wall with limited glazing ate the rear of the MSocial hotel. *Relation to complying residential development on an adjoining site* If the MSocial hotel were to be redeveloped for residential, the boundary setback standard applied to that above podium height would mean complying development there would be set back 6m from the boundary. In that case the outlook from the proposed apartments in T2 would extend to 21.08m.

Acoustic privacy is not relevant as the adjacent T1 is a hermetically sealed office building.

(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 with the 20m outlook space standard for those Type 31A apartments located on the south side of the T2 core, these apartments are shallow and wide, and therefore benefit from extensive daylight. 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 typically 17.1m away.

Each 46m² Type 31A apartment also benefits from dedicated storage space, including for cycles in the basement.

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 Conclusions

1. The extent of non-compliance with the 20m outlook space requirement is minor and limited to a small proportion of apartments. Its effects are inconsequential and compensated for by alternative views from the affected living areas.

2. 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.

3. The effects of minor non-compliance of some apartments with some standards are inconsequential, and all apartments provide a high level of 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: from 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.