

13C. TE ARA HAUKAWAKAWA PRECINCT - STADIUM SITE

13.C Introduction

This section of the Plan remains part of Te Ara Haukawakawa but deals specifically with providing for a stadium on a site adjacent to Aotea/Waterloo Quays. The objectives, policies and rules provide only for a stadium on this site. A stadium design guide also applies to this site.

13.19 Stadium Objectives and Policies

OBJECTIVE

13.19.1 Encourage the development of a regional stadium which will contribute to the well-being of the local and regional community.

A multi-purpose stadium could be seven-day a- week operation catering for a wide range of sporting, business, educational and entertainment purposes. This facility would have significant benefits to the local and regional community.

It is important to have regard to the more local environmental effects that a stadium attracting large numbers of people could have. A ‘one off’ development of this nature has therefore been specifically provided for given that a considerable amount of information on the likely form of the stadium. The Council will require specific environmental conditions to be met in order to avoid, remedy or mitigate any adverse environmental effects.

POLICIES

To achieve this objective, Council will:

13.19.1.1 Promote the use of public transport and discourage vehicle use and parking which would have adverse environmental effects on the roading network and adjoining areas.

METHODS

- Rules
- Operational activities (WCC initiatives relating to parking restrictions and enforcement, and powers as roading authority, traffic management)
- Funding of public transport by WRC
- Other mechanisms (WCC and Regional Land Transport Strategies)
- [Wellington Regional Stadium Trust – Operational Plan Coach Parking]¹

The stadium site is close to railway, bus and taxi services. Possible future developments are likely to improve the attractiveness of public transport use in this area. Methods to achieve this policy include providing for residents' parking, restricting other parking, taking enforcement action, and traffic management to discourage the parking of vehicles in the vicinity of a stadium, including in Residential Areas.

The Permitted Activity conditions limit the amount of parking a stadium can provide on-site to avoid, remedy or mitigate the impacts on the capacity of the strategic road network in the area. The requirement for a significant level of coach parking near the site, but with access from Aotea and Waterloo Quays, should keep patrons away from Residential Areas and encourage greater use of public transport.

The quality of pedestrian access between the stadium to public transport and other facilities within the City will be important. An application for a resource consent is required to deal with pedestrian access and design and external appearances, which will be assessed against a Stadium Design Guide.

The environmental result will be that a stadium functions without compromising residential amenity and the efficiency of the roading network.

13.19.1.2 Ensure that any adverse environmental effects of activities associated with a stadium will be avoided, remedied or mitigated.

METHOD

- Rules

Given the amount of available information on the potential environmental effects of a stadium in this location, the Council has been able to specifically provide for a stadium for this site in the District Plan. Most aspects of a proposed stadium will be able to be provided for as a Permitted Activity. Specific Permitted Activity conditions apply to carparking, access to coach parking, noise, signage, vehicle access and servicing, lighting, and height. Where it has not been possible to impose Permitted Activity conditions, Council has required these aspects to be assessed as part of a Controlled Activity resource consent. Council has retained its discretion to the assessment of design and appearance, pedestrian access, and the wind effects generated by the stadium. Council may place conditions on the issue of a consent in relation to these matters, but may not refuse the application.

Failure to meet one or more of the Permitted Activity conditions, or Controlled Activity standards and terms means that the activity becomes a Discretionary Activity (Restricted). An application may then be refused but can only be assessed against the matters over which the Council has restricted its discretion. Both Controlled and Discretionary Activity (Restricted) resource consent applications would be non-notified applications.

¹ District Plan Change No.21 – Wellington Stadium – Coach Parking

The environmental result will be that the activities in the stadium will not cause a nuisance to adjacent land uses.

13.19.1.3 Control any potential adverse effects of day to day noise from a stadium.

METHOD

- Rules

The background noise levels in the vicinity of the stadium site are generally high. The main sources of these noise levels are the railway and shunting yards, the motorway and arterials, and the operations of the port and the ferry terminal and log storage at the reclamation to the north.

Noise generated from the stadium site and received within the residential areas of Thorndon, Highland Park and Wadestown will also have to comply with similar standards to those which apply to activities within the Central Area.

On that basis, similar noise standards have been applied to stadium activities, with the limited exception in policy 13.19.1.4.

The environmental result will be that day to day stadium activities will not cause a deterioration in the existing local noise environment.

13.19.1.4 Provide for a limited number of special entertainment events with conditions which recognise and mitigate the temporary nature of noise experienced by the local community.

METHOD

- Rules

A stadium represents a significant community facility and should be available for a range of uses. The site has many advantages, including its accessibility to the population of Wellington City and the region. There are few, or no, facilities suitable or available for a range of uses, particularly special entertainment events such as concerts.

Special entertainment events are events which will generate noise levels above those activities which would operate within the stadium on a daily basis. It is important to provide for these types of events within restrictions on the timing, number, length, and noise level. There are special notification and monitoring requirements. These restrictions will provide the local community with some certainty about the degree of effect.

The environmental result will be that there will be a small number of controlled special entertainment events with higher noise levels than general stadium activities. The community will be informed of the timing and nature of these special entertainment events ahead of time.

OBJECTIVE

13.19.2 To avoid or mitigate, where possible, the adverse effects of natural and technological hazards on people, property and the environment.

POLICIES

To achieve this objective, Council will:

13.19.2.1 Ensure a stadium is designed and constructed in a manner which has regard to the potential for natural and man-made hazards to occur.

METHOD

- Rules

Hazards occur whenever people are in contact with natural or technological phenomena that pose a threat to their health and safety. It is therefore necessary to identify the hazards and risks that people face by living in Wellington.

Although control can be exercised over some hazards (such as technological hazards), in other cases, like earthquakes, they will be unavoidable. Council's hazard management plan involves four phases - mitigation, preparedness, response and recovery. Mitigation is addressed through a combination of land use management within the District Plan and Building Act controls.

Some people, due to socio-economic factors - for example, age, health and income - may be vulnerable and less able to cope with an emergency. Planning should recognise that not everyone is able to respond to an event in the same way. Certain high-intensity land uses, such as sites used for public assembly, may also increase the hazard risk.

The environmental result will be the minimisation of hazards and risks to people using and visiting a stadium.

13.19.2.2 Ensure that the natural environment is protected from the adverse effects arising from the construction and use of a stadium.

METHODS

- Rules (conditions on resource consent)
- Operational mechanisms (WCC enforcement of the Building Act 1991 and as a Civil Defence authority)

Effects such as dust, stormwater run-off, and possible disturbance of the water table can occur during the construction phase of development. Council will ensure that suitable conditions are imposed on an resource consent in order to avoid, remedy or mitigate any potential adverse environmental effects.

If a hazard event occurs, its after-effects on the natural environment need to be considered, such as contamination of ground water from ruptured pipelines and storage tanks. The potential for an activity to affect the natural environment under emergency conditions is also an important consideration.

The environmental result will be the better protection of the natural environment from hazard events.

OBJECTIVE

13.19.3 To promote the development of a safe and healthy city.

POLICIES

To achieve this objective, Council will:

13.19.3.1 Ensure that a stadium is designed to reduce any actual and potential threats to personal safety and security.

METHOD

- Advocacy (Crime prevention design guidelines)

Urban design measures can minimise or reduce threats to personal safety and security. Guidelines for design against crime are used by Council to advocate for the development of a safe city.

The environmental result will be that a stadium and associated structures and areas are designed to minimise the incidence of crime.

13.19.3.2 Promote and protect the health and safety of the community in the development of a stadium.

METHODS

- Rules
- Other mechanisms (WCC Bylaws)
- Advocacy

The promotion of a safe and healthy city is being implemented through a broad range of Council actions, including District Plan rules.

Council uses mechanisms such as the Healthy City initiative and general bylaws to promote the health and safety of Wellington's communities. Some involve physical actions while others centre on providing information.

The environmental result will be a stadium that provides for the health and safety of people by controlling the adverse effects of activities.

Chapter 13C. Te Ara Haukawakawa Precinct - Stadium Site

Guide to Rules

NOTE: The following table is intended as a guide only and does not form part of the District Plan. Refer to specified rules for detailed requirements.

In the table below, P refers to Permitted Activities, C to Controlled Activities, DR to Discretionary Activities (Restricted) and DU to Discretionary Activities (Unrestricted).

Building/Activities	Rule	P	C	DR
A stadium and activities associated with a stadium, subject to conditions	13.20.1	●		
Stadium buildings and structures associated with a stadium subject to conditions	13.20.2	●		
Stadium buildings and structures associated with a stadium, in respect of pedestrian access, design and appearance and wind	13.21.1		●	
A stadium and activities associated with a stadium which do not comply with conditions for Permitted Activities	13.22.1			●
Stadium buildings and structures associated with a stadium which do not comply with conditions for Permitted Activities	13.22.2			●
Subdivision	Rule	P	C	DR
Subdivision subject to conditions	13.20.3	●		

Schedule of Appendices

Number	Appendix
1	Noise
2	Vehicle Parking Standards
3	Loading Standards
4	Site Access for Vehicles
5	Te Ara Haukawakawa Viewshafts
6	Wind

13C. TE ARA HAUKAWAKAWA PRECINCT – STADIUM SITE RULES

Section 13C applies only to that part of Te Ara Haukawakawa described as lot 1 DP 85907 and Part lot 1 DP 10550 adjacent to Aotea/Waterloo Quays. Section 13B applies to the remainder of Te Ara Haukawakawa (refer to Appendix 7 ,Chapter 13B).

13.20 Permitted Activities

Section 13.20 describes which activities are Permitted Activities provided that they comply with any specified conditions and the payment of any financial contributions (refer to Rule 3.4).

13.20.1 A stadium and activities associated with a stadium are a Permitted Activity on lot 1 DP 85907 and Part lot 1 DP 10550, provided they comply with the following conditions:

13.20.1.1 Noise - General activities

Any activity associated with the use of a stadium when measured from any land or premises outside that area shall comply with the noise emission levels specified in Appendix 1.

Note: the term noise emission level is defined in Section 3.10.

The noise rule seeks to protect the amenities of Residential Areas around the stadium site through the use of noise rules.

Noise from construction, maintenance and demolition activities, including those associated with urgent repair of utilities to maintain continuity of service, on any site or on any road shall comply with, and be measured and assessed using the recommendations of NZS6803P:1984 The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work. Nothing in the noise rules shall be used to prevent emergency work from taking place. Such work would arise from the need to protect life or limb or minimise or prevent loss or serious damage to property or minimise or prevent environmental damage.

13.20.1.2 Noise - Special Entertainment Events

The noise emission levels specified in 13.20.1.1 and Appendix 1 shall not apply to special entertainment events provided:

13.20.1.2.1 There shall be no more than six events in each calendar year. Each event shall not exceed 11 hours in any 24 hour period.

13.20.1.2.2 Noise generating equipment used as part of a special entertainment event shall be designed, tested and operated to not exceed:

7am - 12 noon	55dBA (L ₁₀)
12noon - 11pm	75dBA(L ₁₀)
11pm - 7am	45dBA(L ₁₀) and 75dBA(L _{max})

when measured over any 5 minute period at a position:

- (i) within 1 metre of the physical roadside edge at the South corner of Davis Street and Hobson Street; and
- (ii) at a site on the East side of, and between 20 metres and 30 metres from the North end of Frandi Street. The measurement position shall be within 0.5 metres of the physical roadside edge of Frandi Street.

The noise levels for the six special entertainment events shall be monitored for the duration of the event in accordance with NZS 6801: 1991 Measurement of Sound. The results of the noise monitoring shall be made available to the Council.

13.20.1.2.3 Each special entertainment event that may exceed the noise emission levels in Appendix 1 shall be publicly notified no less than 14 days prior to the event and no more than 28 days prior to the event. The notice shall inform the general public of:

- (i) the type and nature of the Special Entertainment Event
- (ii) the proposed dates
- (iii) the start and finish times of any sound testing
- (iv) the start and finish times of the Special Entertainment Event, and any possible postponement dates
- (v) that the noise limits for stadium activities (General activities) may be exceeded.

The event shall be deemed to have taken place upon notification even though noise limits (General activities) may not be exceeded, or should the event be cancelled.

13.20.1.2.4 Sound testing and the tuning of equipment or practice sessions for any Special Entertainment Event, is limited to:

- (i) no earlier than 9.00am on the day of the event
- (ii) a period not exceeding three hours
- (iii) completion within two hours of the commencement of the Special Entertainment Event.

13.20.1.3 Lighting

13.20.1.3.1 Any activity associated with the use of the stadium shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any Residential Area.

13.20.1.3.2 Subject to Rule 13.20.1.3.1, pedestrian routes and carparks available for public use during hours of darkness shall be lit at a minimum of 10 lux, measured in accordance with NZS CP22:1962 and amendments.

The lighting rules are designed to ensure that places available for public use are safely illuminated, and that where sites on the periphery of Te Ara Haukawaakawa are illuminated, the amenities of residents in nearby Residential Areas are reasonably protected. In all cases the Council will seek to ensure that the adverse effects of glare from lighting sources are avoided, remedied or mitigated.

13.20.1.4 Vehicle parking and site access

Vehicle parking

13.20.1.4.1 A stadium shall provide no more than 900 parking spaces on-site.

13.20.1.4.2 All parking shall be provided and maintained in accordance with the standards set out in Appendix 2.

13.20.1.4.3 Where carparking is located within a building, a minimum height clearance of 2.1 metres is required.

13.20.1.4.4 The gradient for carparking circulation routes shall not be more than 1 in 8.

13.20.1.4.5 A minimum of [50]² coach parks must be provided in association with the use of a stadium on a site or sites with access from Aotea or Waterloo Quays, and not in excess of 1000 metres from the stadium site.

Site access for vehicles

13.20.1.4.6 Only three vehicle access points may be provided, two of which shall be for emergency vehicles only.

13.20.1.4.7 Site access for vehicles shall be provided and maintained in accordance with the standards set out in Appendix 4.

13.20.1.4.8 Site layout shall enable all vehicles to enter or leave the site in a forward direction.

The parking, loading and site access conditions are designed to help achieve the access objectives of this Plan and to fulfil Council's transportation strategy.

The parking rules are designed to provide for a limited amount of parking associated with a stadium, but to discourage levels of parking which would encourage commuter traffic and leading to increased congestion of the roading network, especially at peak hours.

Site access requirements are also to help avoid, remedy or mitigate road congestion and to promote safety.

² District Plan Change No.21 – Wellington Stadium – Coach Parking

Coach parking is to be provided to allow easy access to the stadium, and which is in accordance with the existing traffic restraint policies of the Regional Land Transport Strategy and the Wellington City Council Transport Strategy.

13.20.2 The construction, alteration of, or addition to a stadium or buildings and structures associated with a stadium on lot 1 DP 85907 and Part lot 1 DP 10550, are a Permitted Activity provided they comply with the following conditions:

13.20.2.1 Signs

For signs on a stadium building:

- no sign shall project above the parapet level or the highest part of the building to which it is attached
- signs on the buildings shall be flush with the building surface, and not project out from the wall or roof of the stadium
- illuminated signs must not flash.

The area and number of signs attached to the building have not been controlled because of the location and scale of the buildings involved in a stadium. The site is also located away from residential areas within a semi-industrial area of the city.

Signs however which project from the face of the building will require a resource consent in order for Council to assess the impact that such signs could have on the visual quality of the building and area, and on traffic safety. There are no limitations on the number and size of free standing signs permitted on the stadium site. A balance has therefore been sought between providing reasonable protection from annoying signs and encouraging signs as a desirable townscape element.

Signs above the roofline of the stadium could have an adverse visual impact on the character and visual quality of the building, particularly when viewed from surrounding Residential Areas. To protect residents from possible disturbance, flashing, illuminated signs are not permitted.

13.20.2.2 Height

Maximum Building Height

The stadium building shall not exceed the maximum building height of 27 metres above ground level, as shown on map 32, except that the lighting towers associated with the stadium shall be permitted up to a maximum height of 60 metres above ground level.

Te Ara Haukawaakawa, which includes the stadium site, will continue to form part of the 'Low City'. The permitted height limit for the stadium recognises this by permitting the stadium to a maximum of 27 metres above ground level. A stadium on this site would be a 'landmark' building for Wellington. It is important therefore to recognise and provide for this by making specific allowance for the lighting towers associated with the stadium as a Permitted Activity.

13.20.2.3 View protection

No building or structure shall impinge on any viewshaft as shown on the viewshaft maps (Appendix 5).

For development on sites which are traversed by a viewshaft, a certificate from a person with an appropriate level of expertise must be supplied which indicates compliance with condition 13.20.2.3.

The view protection rule is to protect identified viewshafts.

13.20.3 The subdivision of lot 1 DP 85907 and Part lot 1 DP 10550 is a Permitted Activity provided the subdivision complies with the following conditions:

- 13.20.3.1 Every allotment must have services in compliance with the relevant part of the city bylaws, or if applicable, the Council's Code of Practice for Land Development.
- 13.20.3.2 The allotment must have practical, physical and legal access to a legal road.
- 13.20.3.3 Access must be provided to allow drive-on vehicle access in accordance with 13.20.1.4.

Services and access must be provided to ensure that the site can be used for a range of purposes including a possible stadium.

[13.20.4 Any activity relating to the upgrade and maintenance of existing formed roads and public accessways including associated earthworks, except the construction of new legal road, is a Permitted Activity.

Archaeological sites associated with human activity that occurred before 1900 are protected by the Historic Places Act 1993. An archaeological authority will be required from the New Zealand Historic Places Trust to destroy damage or modify these sites.]^{PC70}

13.21 Controlled Activities

Section 13.21 describes which activities, buildings and structures are Controlled Activities on that part of Te Ara Haukawakawa described as lot 1 DP 85907 and Part lot 1 DP 10550 adjacent to Aotea/Waterloo Quays (refer to Appendix 7, Chapter 13B).

A resource consent will be required but consent can only be refused for subdivision in limited circumstances. Conditions may be imposed relating to the matters specified in Rule 13.21.1. Financial contributions may also be required in accordance with Rule 3.4.

The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

13.21.1 The construction, alteration of, or addition to a stadium or buildings and structures associated with a stadium are a Controlled Activity on lot 1 DP 85907 and Part lot 1 DP 10550 only in respect of:

13.21.1.1 pedestrian access

13.21.1.2 design and appearance

13.21.1.3 wind.

Non-notification

The written approval of affected persons will not be necessary in respect of items 13.21.1.1, 13.21.1.2 and 13.21.1.3. [Notice of applications need not be served on affected persons]¹ and applications need not be notified.

Standards and Terms

The activity must comply with all the conditions specified for activities in rule 13.20.1 and buildings and structures in rule 13.20.2.

Assessment Criteria

In determining the conditions to be imposed, if any, Council will be guided by the following criteria:

13.21.1.4 The matters specified in the Stadium Design Guide.

13.21.1.5 The extent to which the design of the stadium and associated structures reduces the existing high wind levels to an acceptable level in areas to be used by the public.

A wind report must be supplied which includes the results of a wind tunnel test.

¹ District Plan Change No.28 – Non-notification Statements (Operative 6 July 2006)

The test or tests must examine the effects of the proposed building upon areas open to the public, such as adjacent roads, pedestrian access areas, public carparks, areas within the stadium and other public areas.

The tests must also be operated on the following basis:

- maximum annual occurrence within daylight hours
- simulated 3 second gusts at a 2 metre height
- the proposed stadium development must be tested against the existing situation.

For the form and content of reports on wind tunnel tests, refer to Appendix 6.

Any stadium on this site should provide good pedestrian access routes to other parts of the Precinct, to other parts of the city, and to public transport. Council will require that pedestrian access is carefully designed in a manner which provides easy access to and from the site. The on-site design of the stadium will also help facilitate and determine the manner in which the off-site access is provided.

Any stadium on this site will be a prominent feature of the City due to its size, function and location. Council will seek to ensure that a stadium is designed in a manner which will enhance its 'landmark' status as a significant building at the entrance to the City.

The area already experiences high wind speeds. The stadium design should incorporate specific measures which reduce these wind speeds in areas to be used by the public. The criteria for the assessment of the existing and proposed wind environment associated with a new stadium are designed to encourage a designers to incorporate into the design of the stadium measures which mitigate against the worst effects of wind.

For information, the effects of wind at various speeds are:

- | | |
|---------------------------|--|
| <i>10 metres/second -</i> | <i>Generally the limit for comfort when standing or sitting for lengthy periods in an open space</i> |
| <i>15 metres/second -</i> | <i>Generally the limit of acceptability for comfort whilst walking</i> |
| <i>18 metres/second -</i> | <i>Threshold of danger level</i> |
| <i>23 metres/second -</i> | <i>Unsafe for walking.</i> |

13.22 Discretionary Activities (Restricted)

Section 13.22 describes which activities, buildings and structures are Discretionary Activities (Restricted) on that part of Te Ara Haukawaakawa described as lot 1 DP 85907 and Part lot 1 DP 10550 adjacent to Aotea/Waterloo Quays (refer to Appendix 7, Chapter 13B).

Consent may be refused or granted subject to conditions. Grounds for refusal and conditions will be restricted to the matters specified in rules 13.22.1 and 13.22.2. Financial contributions may be required in accordance with Rule 3.4.

The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

13.22.1 A stadium and activities associated with a stadium which do not comply with the conditions for Permitted Activities are Discretionary Activities (Restricted) in respect of:

13.22.1.1 noise - general

13.22.1.2 noise - special entertainment events

13.22.1.3 lighting

13.22.1.4 vehicle parking, servicing and site access.

Non-notification

The written approval of affected persons will not be necessary in respect of items 13.22.1.3. [Notice of applications need not be served on affected persons]¹ and applications need not be notified.

Standards and Terms

There are no standards and terms

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will be guided by the following criteria:

13.22.1.5 Noise - General

13.22.1.5.1 Whether noise emission levels would raise the background noise levels in noise sensitive areas and in particular Residential Areas resulting in a noise nuisance for residents.

13.22.1.5.2 Whether the sound characteristics of the noise emissions or the time of day at which noise occurs is likely to lead to sleep disturbance or other form of nuisance associated with noise.

¹ District Plan Change No.28 – Non-notification Statements (Operative 6 July 2006)

13.22.1.5.3 The manner in which buildings, structures or machinery are designed and arranged to reduce the noise emission levels likely to emanate from the stadium.

13.22.1.5.4 Reasonable options available for measures to reduce the adverse effects of the noise.

13.22.1.6 Noise - Special Entertainment Events

13.22.1.6.1 The length of the event, the time of day or night at which it is to occur, and the character and nature of the noise having regard to its effect on residents in nearby Residential Areas.

13.22.1.6.2 The procedures proposed to monitor noise emission levels received at residential sites within Residential Areas.

13.22.1.6.3 The notification procedures to be employed by the applicant to warn the public of the event.

13.22.1.6.4 The manner in which the stage, machinery or other structures are designed and arranged to reduce the noise emission levels likely to emanate from the stadium.

13.22.1.6.5 Reasonable options available for measures to reduce the adverse effects of the noise.

13.22.1.7 Lighting

13.22.1.7.1 Applications to provide more intensive lighting near to Residential Areas will take into account the nature of existing and likely future development in the Residential Area, the degree to which topography or other site features may avoid, remedy or mitigate lighting effects and the extent to which planting, screening or the orientation of the light source will mitigate lighting effects.

13.22.1.7.2 The consideration of applications to provide less intensive lighting on site areas open to public use will take into account the nature of activities on the site, the extent of public use and whether other measures will be taken to maintain public safety.

Development and the nature of landforms on the edge of the stadium site are so diverse that there will be instances where extra illumination can be added without affecting residents. Applications to exceed the permitted levels will therefore be considered.

13.22.1.8 Vehicle parking, servicing and site access

13.22.1.8.1 Whether the activities undertaken on or proposed for the site, will generate a demand for additional parking and it can be shown that additional on-site parking is necessary for the development. In this regard, Council will give particular consideration to the type of activity and the nature of the parking proposed. Short-stay customer parking will be favoured.

13.22.1.8.2 Whether the activities undertaken on or proposed for the site will not generate a demand for servicing facilities.

13.22.1.8.3 The extent to which the topography, size or shape of the site, the location of any natural or built features on the site or other requirements, such as easements, rights-of-way or restrictive covenants, impose constraints which make compliance impracticable.

13.22.1.8.4 Whether suitable alternative provision for servicing can be made.

13.22.1.8.5 The extent to which the standards for parking, servicing or site access can be varied without endangering public safety or affecting the efficient traffic operation on the street.

The parking and site access provisions are to promote efficient, convenient and safe access within and from the stadium site and to complement Council's Transportation Strategy. There may however be some justification for variations from these conditions or standards.

13.22.2 The construction, alteration of, or addition to a stadium or buildings and structures associated with a stadium, which does not comply with the conditions for Permitted Activities is a Discretionary Activities (Restricted) in respect of:

13.22.2.1 signs

13.22.2.2 height

13.22.2.3 viewshafts.

Non-notification

The written approval of affected persons will not be necessary in respect of items 13.22.2.1 and 13.22.2.3. [Notice of applications need not be served on affected persons]¹ and applications need not be notified.

Standards and Terms

There are no standards and terms

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will be guided by the following criteria:

13.22.2.4 Signs

13.22.2.4.1 Whether signs are obtrusively visible from any residential or public space.

13.22.2.4.2 Whether the area of the sign is in scale with the associated activity or building development and compatible with the visual character of the area in which it is situated.

13.22.2.4.3 Whether signs detract from the architecture of the building to which they are attached.

13.22.2.4.4 Whether additional signs will result in clutter.

¹ District Plan Change No.28 – Non-notification Statements (Operative 6 July 2006)

13.22.2.4.5 Whether freestanding signs form part of a landscape plan for an area or are designed to screen unsightly sites, activities or buildings.

Council accepts that because of the diversity of sign types and the situations in which they are erected, variations from the rules may be justified. Council always seeks to ensure that visual amenities are maintained.

13.22.2.5 Maximum building height

13.22.2.5.1 Whether the development respects the intentions of the Plan in relation to the City's urban form.

13.22.2.5.2 Whether the additional building height will create adverse wind conditions around the building or in the immediate locality.

The central city area steps down in height from the high-rise buildings in the central business district (“High City”) to the outer areas of the city centre (“Low City”). The stadium site is located within the “Low City”. Maximum permitted height limits therefore seek to respect this general urban form. A stadium of a height in excess of this limit may be considered favourably where the applicant can show that this policy would not be compromised.

High buildings can also affect the wind environment around buildings. These matters will also be assessed to ensure that any adverse effects are reduced or mitigated.

13.22.2.6 View protection (Viewshafts)

Note: Where a development intrudes upon an identified viewshaft, line drawings of the development in relation to the viewshaft must be supplied. The drawings must be of a scale that allows the accurate assessment of the visual effects and must be accompanied by a certificate from a person with an appropriate level of professional expertise.

13.22.2.6.1 Whether the development frames the view horizontally or vertically from the edges of the viewshaft. The level of acceptable intrusion will depend on the extent to which the context elements and their relationship to each other (specifically, but not exclusively, vertical relationship) are maintained.

13.22.2.6.2 Whether the development breaks up the view vertically or horizontally. This in general will be unacceptable unless the intrusion is minor.

13.22.2.6.3 Whether the central core of the view is impinged upon. This in general will be unacceptable unless the intrusion is minor.

13.22.2.6.4 Whether the development intrudes upon one or more of the view's focal elements. This in general will be unacceptable.

13.22.2.6.5 Whether the development removes existing intrusions or increases the quality of the view, particularly in relation to focal elements.

Views are composed of context elements and focal elements. The focal point or points are what views concentrate on. These are not to be intruded upon. Context elements place the focal element in its setting in the Cityscape. These elements can be intruded upon but not to the point where the framework is lost. Council will therefore consider the cumulative effect of development on viewshafts.

13.23 Non-Complying Activities

Activities, buildings and structures not associated with a stadium on Lot 1 DP 85907 and Part Lot 1 DP 10550 are Non-Complying Activities. Resource consents will be assessed in terms of section 105(2A)(b) of the Resource Management Act.

The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

Financial contributions may be required in accordance with Rule 3.4.

Appendix 1. Noise

Activities must comply with the following noise limits.

Residential (Inner)

Noise emission levels when measured on any residential site in the Inner Residential Area must not exceed:

Monday to Saturday 7am to 7pm	55dBA (L10)
Monday to Saturday 7pm to 10pm	50dBA (L10)
All other times	40dBA (L10)
All days 10pm to 7am	70dBA (Lmax)

Where it is impractical to measure outside a dwelling, then measurements shall be made inside (with windows closed). Where indoor measurements are made the noise limits stated above shall be reduced by 15dBA.

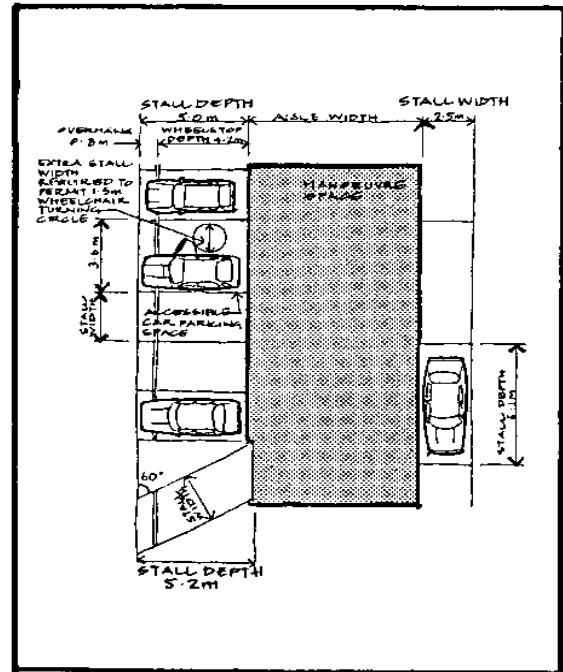
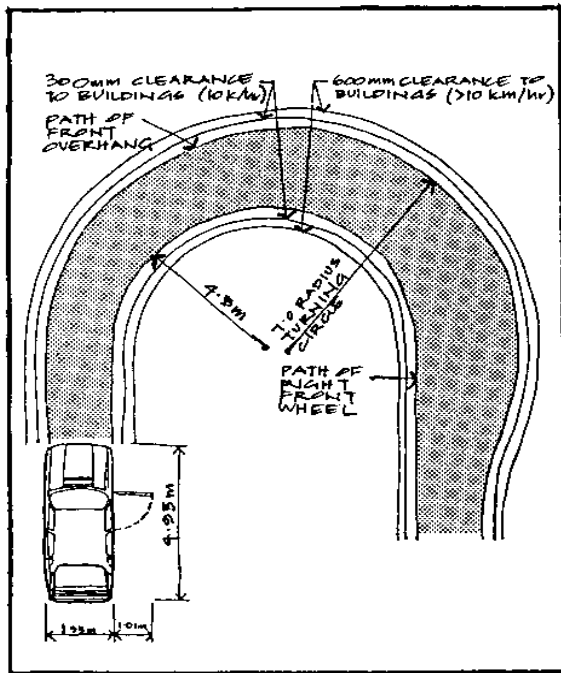
Residential (Outer)

Noise emission levels when measured on any residential site in the Outer Residential Area must not exceed:

Monday to Saturday 7am to 7pm	50dBA (L10)
Monday to Saturday 7pm to 10pm	45dBA (L10)
All other times	40dBA (L10)
All days 10pm to 7am	65dBA (Lmax)

Where it is impractical to measure outside a dwelling, then measurements shall be made inside (with windows closed). Where indoor measurements are made the noise limits stated above shall be reduced by 15dBA.

Appendix 2. Vehicle Parking Standards

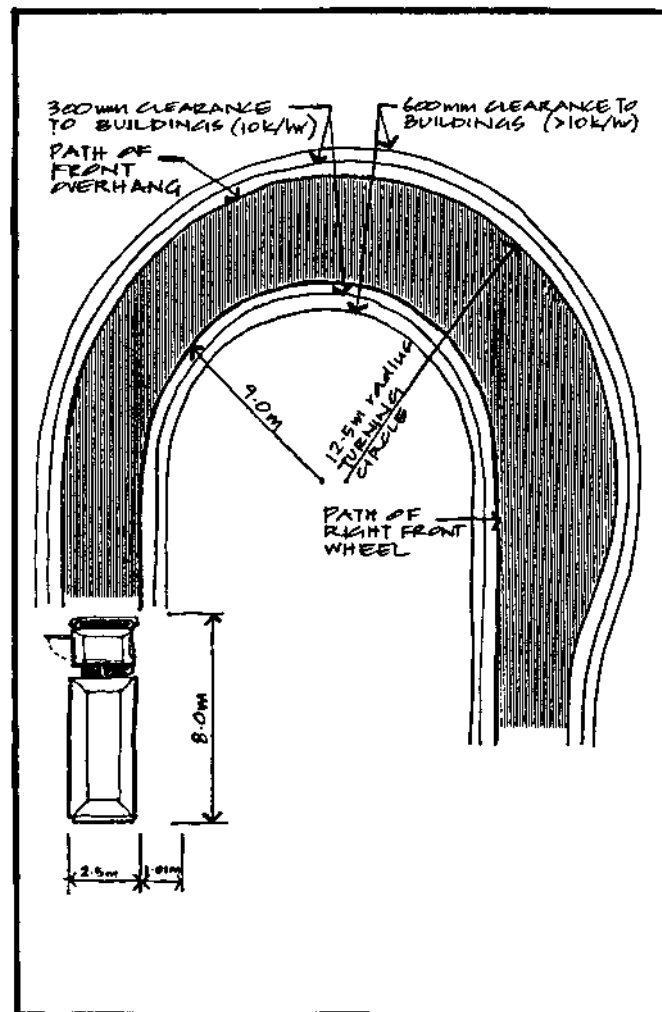


Type of User	Parking angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)	Parking angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)
Regular	90°	2.4	7.0	5.0	60°	2.4	4.5	5.2
		2.5	6.6	5.0		2.5	4.1	5.2
		2.6	6.2	5.0		2.6	3.5	5.2
Casual	90°	2.5	8.0	5.0	60°	2.5	4.8	5.2
		2.6	7.0	5.0		2.6	4.4	5.2
		2.7	6.6	5.0		2.7	3.3	5.2
People with Disabilities	90°	3.6	8.0	5.0				
All	0° (Parallel)	2.5	3.5 (one-way) 5.5 (two-way)	6.1				

Notes:

- Regular users are people whose regular use gives them a familiarity with the carpark that permits smaller but safe clearances.
- Casual users are people (usually short-term visitors) who would not be familiar with the parking layout.
- Stall widths shall be increased 300mm where they abut obstructions such as columns or walls.
- All parking and manoeuvring dimensions assume the use of a 90 percentile design motor car. Compliance with the above requirements will be assessed using this standard of vehicle.

Appendix 3. Loading Standards



Note: All on-site servicing assumes the use of a 90 percentile truck. Compliance will be assessed using this standard of vehicle.

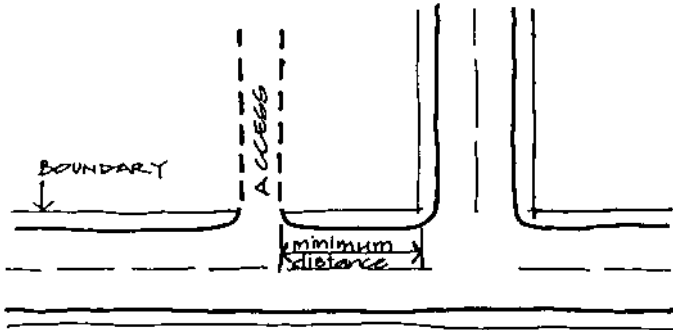
Loading Area Dimensions

For loading areas located outdoors, the minimum width shall be 3 metres and the minimum length 9 metres.

For loading areas located within a building, the minimum width shall be 4 metres and the minimum length 9 metres.

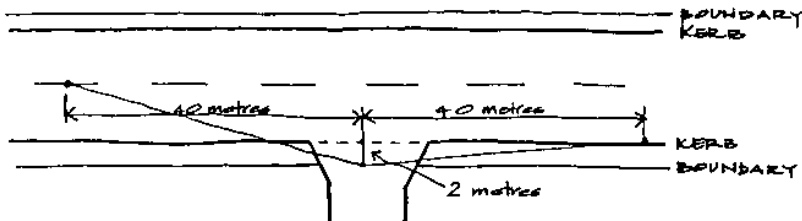
Appendix 4. Site Access For Vehicles

1. Vehicular access near intersections.



2. Access sight lines.

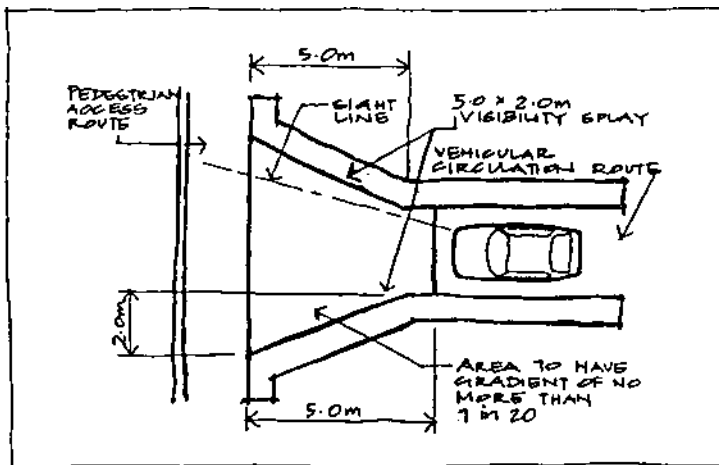
2.1



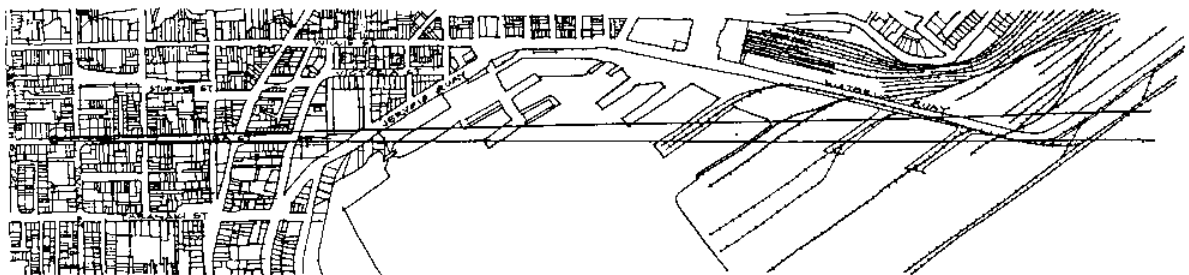
Within the area represented by the visibility splay, full visibility is required above a level of one metre above the level of the adjacent carriageway.

For one-way streets and dual carriageway visibility will only be required in the direction of approaching traffic.

2.2 Access sight lines for access drives serving parking areas for five or more vehicles which cross a pedestrian access route.



Appendix 5. Te Ara Haukawakawa Viewshafts No. Vs 20

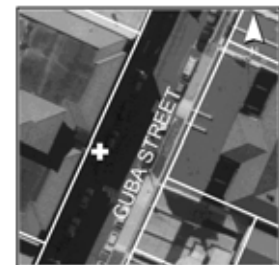


VIEWPOINT LOCATION: Western kerbside, outside Salvation Army Headquarters, Upper Cuba Street. View can most readily be obtained from the driver's position.

Height of ground: 15.0m
 Eye level: 1.5m
 Viewpoint: 16.5m (above mean sea level)

FOCAL ELEMENTS: Western escarpment

CONTEXT ELEMENTS: Michael Fowler Centre



Left margin

Western side of Cuba Street

Right margin

Eastern side of Cuba Street

Base

Top of Michael Fowler Centre 30.8m

Appendix 6: Wind

This Appendix details the form and content of reports on wind tunnel tests as required by Rule 13.21.1

1. Aims of the Wind Tunnel Test

The aims of a standard wind tunnel test are:

- 1.1 to examine a building proposal in order to quantify any wind problems and to test alternative solutions to them; and
- 1.2 to provide documentary evidence, of the proposed building's positive effect on the wind environment emphasising measures taken to improve the wind environment, and describing other options for development that have been tested.

2. Form of the Wind Tunnel Test

A standard wind tunnel test must meet these conditions:

- 2.1 The wind tunnel used in this procedure must reproduce the wind speed variation with height observed in the atmospheric boundary layer, at the model scale used for the model of the building proposal to be tested. A simple power law relationship may be used for this variation, such that:

$$\text{Velocity at height } H = V_G (H/H_G)^\phi$$

where H_G is the height above the city at which the shear forces of the atmospheric boundary layer give way to the pressure forces driving the wind; where V_G is the (gradient) velocity of the wind above this gradient height; and where ϕ has a value between 0.3 and 0.45 in Wellington.

Other expressions for the relationship between height and wind speed may be accepted if their derivation is adequately documented in each wind report.

- 2.2 The wind tunnel model of the velocity profile of the atmosphere must model the turbulence at scale heights between 0 and 200 metres in the wind tunnel, namely:
 - between 30 percent and 40 percent at a scale height of 10 metres; and
 - between 10 percent and 25 percent at a scale height of 100 metres.
- 2.3 The model scale used in the wind tunnel test must not produce models that are smaller than those obtained using a 1:500 scale.

3. Wind Tunnel Procedure

The following checklist is offered as a guide to the steps to be followed in order to produce the material needed to complete the WCC standard wind tunnel test report described in Section (4) of this Appendix.

The checklist is divided into phases which it is expected will be sequential. However, the points within each phase may well be performed in a different order from that listed, depending on the type of building project to be investigated.

Is the criteria of acceptability only to be pedestrian safety or are there other considerations of comfort to be applied to particular areas? What parts of the proposed building are fixed in bulk/size and what parts may be changed, moved or added to improve the wind environment?

Phase I

Book time at a wind tunnel facility capable of making the detailed measurements required in a wind tunnel test report. As the test itself could take at least a week to complete, book well in advance.

It is important to ensure that the wind tunnel is capable of meeting the requirements set out in Section (2) above.

Phase II - The Model

- 3.1 Provide model details and/or model(s) of the proposed and existing buildings to the wind tunnel facility which is to perform the test.

Phase III - The Wind Tunnel Test

- 3.2 Identify the areas around the proposed building which experience the highest wind flows. Measure and record the wind speed at these locations for wind from the following points of the compass (degrees clockwise with respect to true North) 340°, 360°, 20° (Northerlies); 160°, 180°, 200° (Southerlies).
- 3.3 Measure and record the wind speeds occurring in the high wind areas around the existing buildings for the 340° and 200° directions, and for other directions identified as problematic for the proposed building.
- 3.4 Assess the need for alterations to the form of the proposed building. If alterations would be useful, test those that would be acceptable to the proposer of the building. If no alterations are needed, examine other alternatives for improving the ground level wind environment, such as wind-breaks, trees, walls, canopies and verandahs. The recording and measurement of wind speeds here should only be for those areas on the proposed building causing problems and for the problem plus the 340° and 200° directions.
- 3.5 Summarise the physical measurements and qualitative observations made during the tests in a way which clarifies:
- 3.5.1 the cause(s) of the observed problems;
- 3.5.2 the ways in which these problems might be avoided; and

- 3.5.3 the ways in which shelter against these wind problems might be provided.

At its simplest this might mean stating (for example):

- that the root cause is the downwash caused by the building being very much bigger in scale than its neighbours;
- that reducing the size of the proposed building would remove this root cause (but may have certain practical or financial difficulties);
- that large canopies around the building could provide shelter from the downwash in the immediate vicinity of the entry ways, although this may result in the carparking area beyond the canopy being made uncomfortable.

4. Form of Wind Report

Each wind tunnel test must contain:

- 4.1 A technical appendix outlining measured data on:
- 4.1.1 the relationship between wind speed and height in the model of the atmospheric boundary layer used in the test; and
- 4.1.2 the variation with height of the turbulence of the wind tunnel model of the atmospheric boundary layer used for the test.
- 4.2 A calibration section. This must contain photographs of the erosion of flow visualisation granular material like polystyrene bubbles, from around an isolated building model subjected to the same model of the atmospheric boundary layer as is used in the test. The model shall be of a 60 metres high, 15 metres square plan, simple rectangular tower at the scale used in the test. The photographs shall be taken at least four and preferably six different times. The last time should be determined by the length of time the wind tunnel must run at a particular maximum speed in order to clear an area of diameter 50 metres (at the scale of the model) centred on the back face of the model by over 80 percent of the original coverage. The intermediate speeds will be chosen to divide this maximum speed into equal quarters (sixths). The times of exposure corresponding to each intermediate speed will be such that the product of wind speed and time for each is a single constant value. The photographs should show the time allotted for each selected wind speed and the value of the wind speed itself.
- 4.3 An appendix which describes:
- 4.3.1 the model of the atmospheric turbulence that is used in the wind tunnel;
- 4.3.2 the relationship of this model to reality (as far as it is known);
- 4.3.3 the likely error limits in the peak gust speeds which are listed in the body of the report, given that this model has been used;
- 4.3.4 the precision achievable with the particular means chosen for estimating the ground level gust speed.

- 4.4 A table for each wind direction, listing the likely peak annual gust at the locations on the model identified as in the pre-design test, is critical to the success of the building. This table should list for comparison:
 - 4.4.1 the wind speeds at these locations for existing buildings;
 - 4.4.2 the wind speeds at these locations for the proposed buildings; and
 - 4.4.3 where appropriate to illustrate the success of particular modifications to the proposed building, wind speeds at the worst locations prior to the introduction of the modification.
- 4.5 A table for each wind direction of parenthetical entries in the table listed under Point 4.4 above, which lists the ratios between ground level and reference level wind speeds that have been used to derive the peak gust predictions of Point 4.4.
- 4.6 An analysis by the wind consultant of the 3-dimensional wind flows around the proposed building indicating the way in which its effect on the air flow affects pedestrian-level winds.