

## Part D Te Aro Corridor rezoning of individual parcels

### 19.1 Context

The Inner City Bypass project is currently under construction. Once completed the bypass will create a new traffic corridor across southern Te Aro linking the Basin Reserve to the southern end of the Wellington motorway. The development of the bypass represents a significant change to the urban fabric of southern Te Aro and significant effort has been made through the designation process and the courts, to ensure that the bypass is incorporated into the Te Aro urban fabric as an active city street, rather than as a sterile traffic corridor.

The formation of the bypass also has implications for the land use zoning on the edge of the bypass. In reviewing the Central Area provisions in the District Plan it is proposed to re-zone a number of areas and properties to resolve anomalies, and address issues raised by the creation of the bypass.

### 19.2 Monitoring, Policy Analysis & Consultation

**Table 19A Rezoning Proposals**

Location and Proposed Rezoning	Consideration	Image
<p>Tunnel entrance and Ghuznee Street intersection</p> <p>Rezone from Inner Residential to Central Area and Open Space A.</p> <p>Apply a building height standard of 27 metres (above ground level) over the land rezoned as Central Area.</p>	<p>The bypass project includes closure and decommissioning of the existing off-ramp that connects the motorway tunnel with the Ghuznee Street &amp; Willis Street intersection.</p> <p>The closure will make available for development a reasonable area of land at the intersection of Ghuznee and Willis Streets. This area is currently shown as legal road (white), central area, or inner residential under the District Plan maps</p> <p>It is proposed to zone the area in close proximity to the Ghuznee &amp; Willis Street intersection as Central Area in recognition of its location on the edge of the Central Area and the commercial use of adjacent properties fronting on to Willis Street.</p> <p>There is also potential for an Open Space zoning on the upper land between the tunnel and Macdonald Crescent to create a buffer between the residential and Central Area zones.</p> <p>The proposed building height of 27 metres to be applied to the land rezoned Central Area will:</p> <ul style="list-style-type: none"> <li>• protect the amenity of nearby Inner Residential properties.</li> <li>• Provide a transition between the smaller residential building to the west and the taller office buildings fronting Willis Street.</li> <li>• Respect the setting of St Peters Church.</li> <li>• Match the existing maximum building</li> </ul>	

<p>Area between Willis Street and Inner City Bypass extension, from Ghuznee Street to the north and Able Smith Street to the south.</p> <p>Rezone land to the east of the bypass alignment as Central Area.</p> <p>North of Vivian Street a maximum building height of 27 metres (above ground level) would apply.</p> <p>South of Vivian Street a maximum building height of 10.2 metres (above ground level) would apply.</p>	<p>heights to the south.</p> <p>This area is currently shown as road reserve in the District Plan maps.</p> <p>The creation of the Inner City Bypass will create a clear physical barrier between the Central Area to the east, and the Inner Residential zone to the west. In recognition of this physical barrier and to rationalise the planning maps, it is proposed to rezone all of the parcels east of the bypass as Central Area.</p> <p>The proposed building height of 27 metres to be applied to the land rezoned Central Area north of Vivian Street will:</p> <ul style="list-style-type: none"> <li>• Match the existing maximum building height of the Central Area buildings immediately to the east.</li> <li>• Protect the amenity of Inner Residential properties on the western side of the bypass.</li> </ul> <p>The proposed building height of 10.2 metres to be applied to the land rezoned Central Area south of Vivian Street will:</p> <ul style="list-style-type: none"> <li>• Match the existing maximum building height of the Central Area buildings immediately to the east.</li> <li>• Protect the amenity of Inner Residential properties on the western side of the bypass.</li> </ul>	
<p>Vivian Street west of the intersection with Willis Street/ Rezone the closed portion of Vivian Street as Open Space A</p>	<p>The bypass project will result in Vivian Street being closed immediately to the west of the bypass route, to prevent vehicles taking access directly on to the bypass. The approved drawing for the bypass show landscaping in the area created through the closing off of Vivian Street.</p> <p>In recognition of these changes it is proposed to rezone the closed areas of Vivian Street as Open Space A.</p>	
<p>Properties to the west of the inner city bypass, on the north western corner of Willis Street and Able Smith Street.</p> <p>Rezone the three parcels of land from Central Area to Inner Residential.</p>	<p>At the intersection of Willis Street and Able Tasman Street, the creation of the bypass will create a pocket of Central Area zoned land on the eastern side of the bypass.</p> <p>As it runs north of the Willis Street intersection, the bypass begins to drop below ground level. This creates a definite boundary between the land on either side on the bypass (both in terms of character and physical access).</p> <p>In recognition of the boundary created by the bypass, and the existing residential character of the surrounding area, it is proposed to rezone the three parcels west of the bypass as Inner Residential.</p>	

<p>Pocket park on Able Smith Street immediately east of Willis Street.</p> <p>Rezone the closed portion of Able Smith Street as Open Space A.</p>	<p>The bypass project closes Able Smith Street on the eastern side of Willis Street. The decision on the bypass designation requires that a pocket park be created to occupy the land no longer required for formed road.</p> <p>In recognition of the creation of the pocket park, it is proposed to rezone the area of legal road as Open Space A.</p>	
<p>End of Kensington Street</p> <p>Rezone the closed portions of Kensington Street as Open Space A.</p>	<p>The bypass route cuts across Kensington Street approximately two thirds of the way along its length. The smaller portion of Kensington Street to the south of the bypass will be closed and made available for development. To the north of the bypass Kensington Street will be retained but it will be closed at its southern end to prevent vehicles accessing directly onto the bypass.</p> <p>In recognition of these changes and given that the approved plans for the bypass show the closed portions of Kensington Street as open space, it is proposed to rezone the closed areas as Open Space A.</p>	
<p>Various open spaces created by the bypass:</p> <ul style="list-style-type: none"> <li>• Parcels between Oak Park Avenue and the bypass.</li> <li>• Parcels on the southern side of the bypass opposite Footscray Avenue.</li> <li>• North side of the bypass at the southern end of Kelvin Grove.</li> </ul>	<p>These three areas are shown on the approved bypass plans as new open space. To reflect this and to help ensure long term retention of the areas as open space, it is proposed to rezone each area as Open Space A.</p>	

### 19.2.1 Key documents

- Inner City Bypass – Environment Court Decision on designation
- Approved Design drawings – Inner City Bypass Designation

### 19.2.2 Key discussions/briefings

- Discussions with Transit (2003-2006)

### 19.2.3 Consultation, in accordance with the First Schedule of the RMA 1991

- Refer to the summary of consultation in Part A.

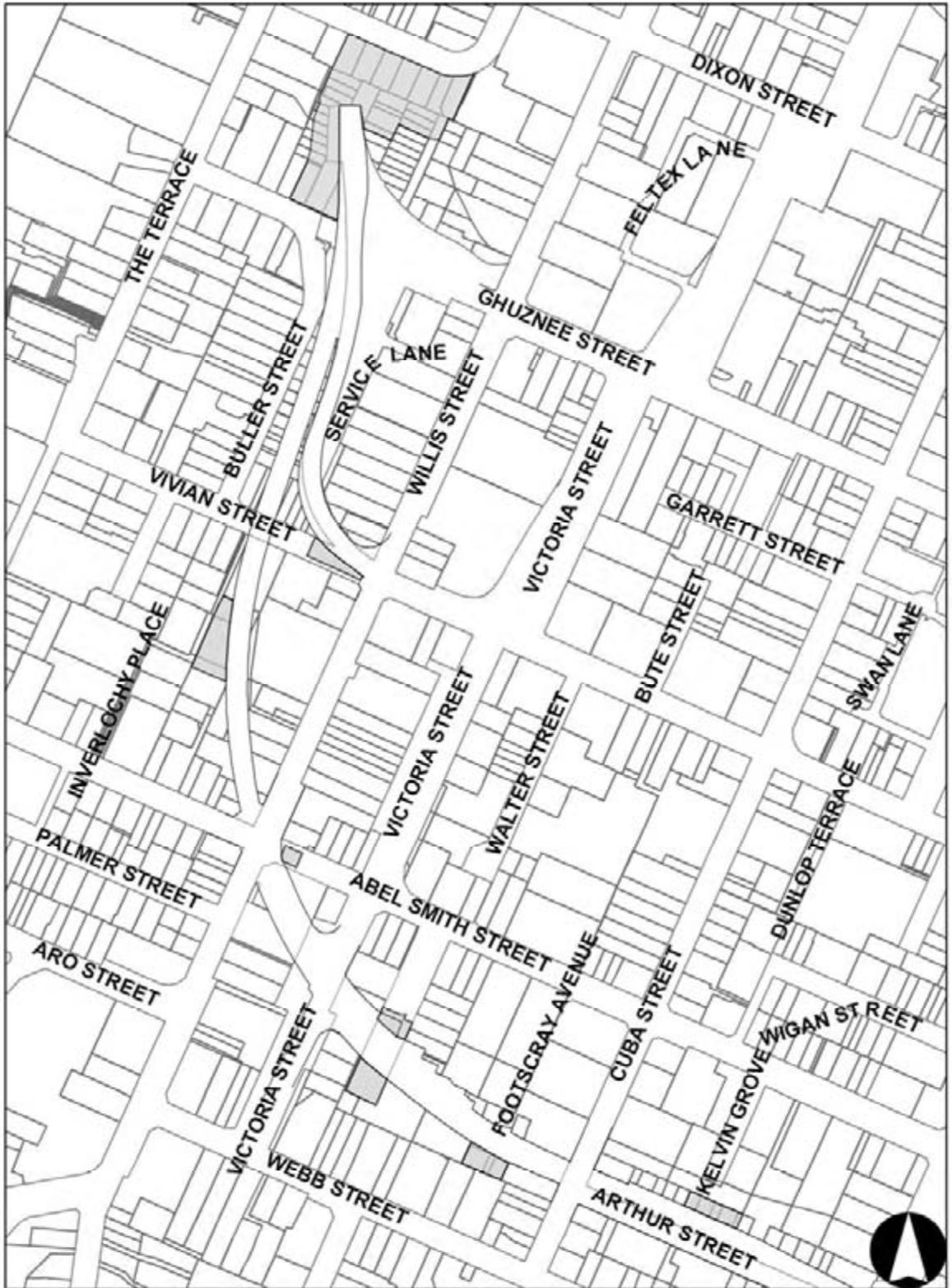
### 19.2.4 Detailed maps of proposed rezonings

- Map 1 – Parcels to be re-zoned Open Space A
- Map 2 – Parcels to be re-zoned Inner Residential
- Map 3 – Parcels to be re-zoned Central Area (maximum height 10.2metres)
- Map 4 – Parcels to be re-zoned Central Area (maximum height 27.0 metres)

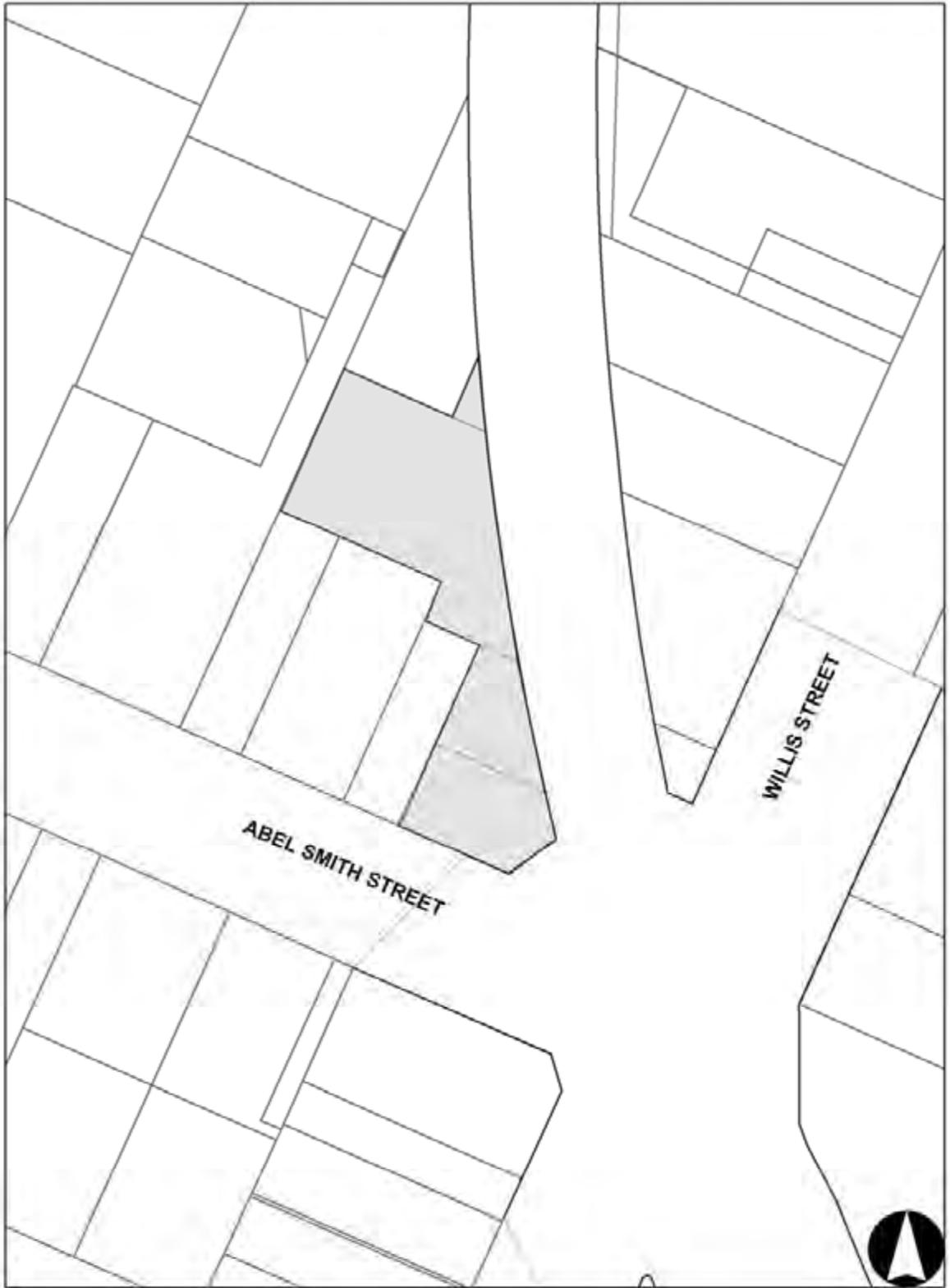


Map 1

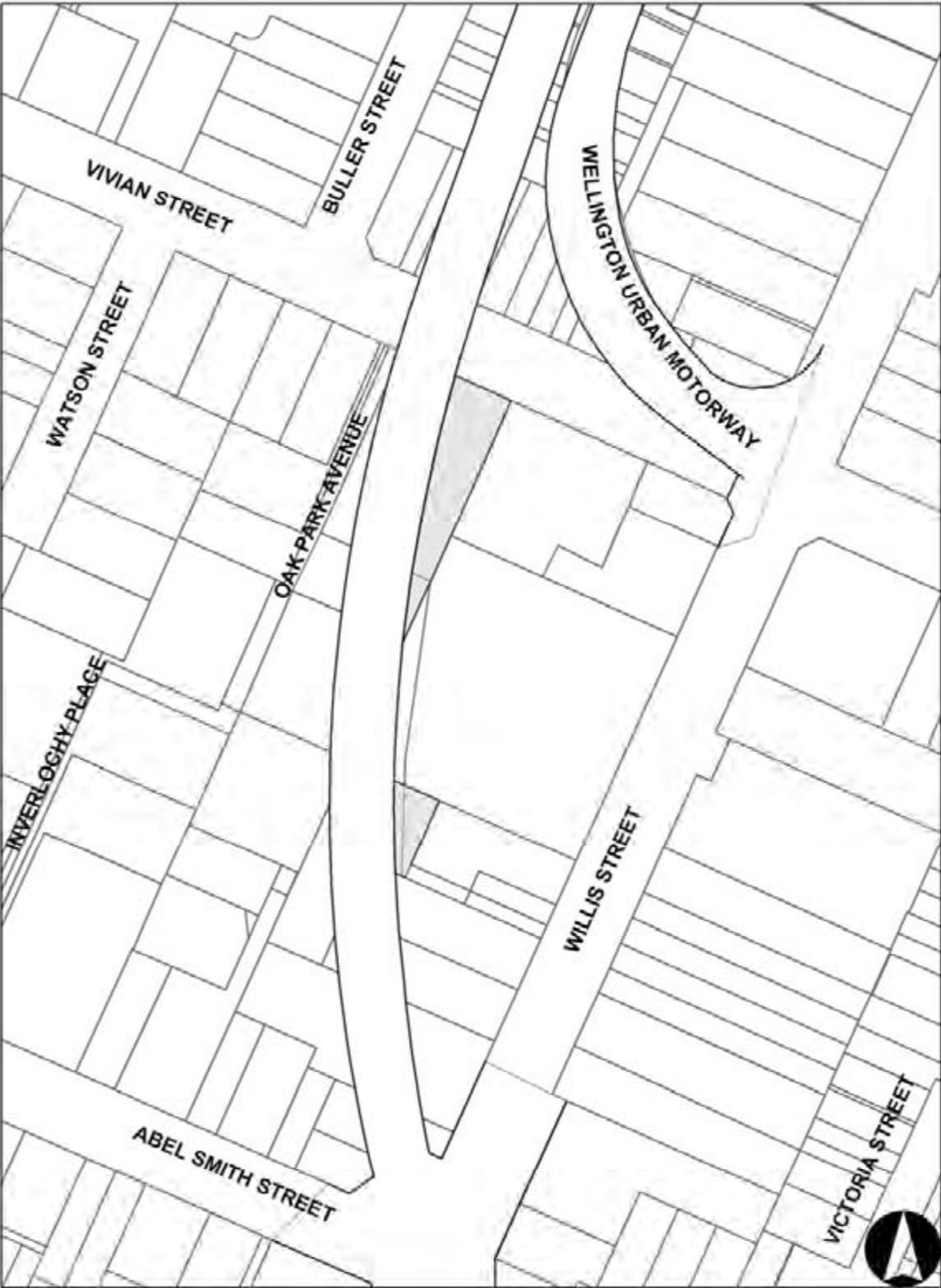
Section 32 Report - Inner City Bypass Re-zonings  
Parcels to be rezoned Open Space A



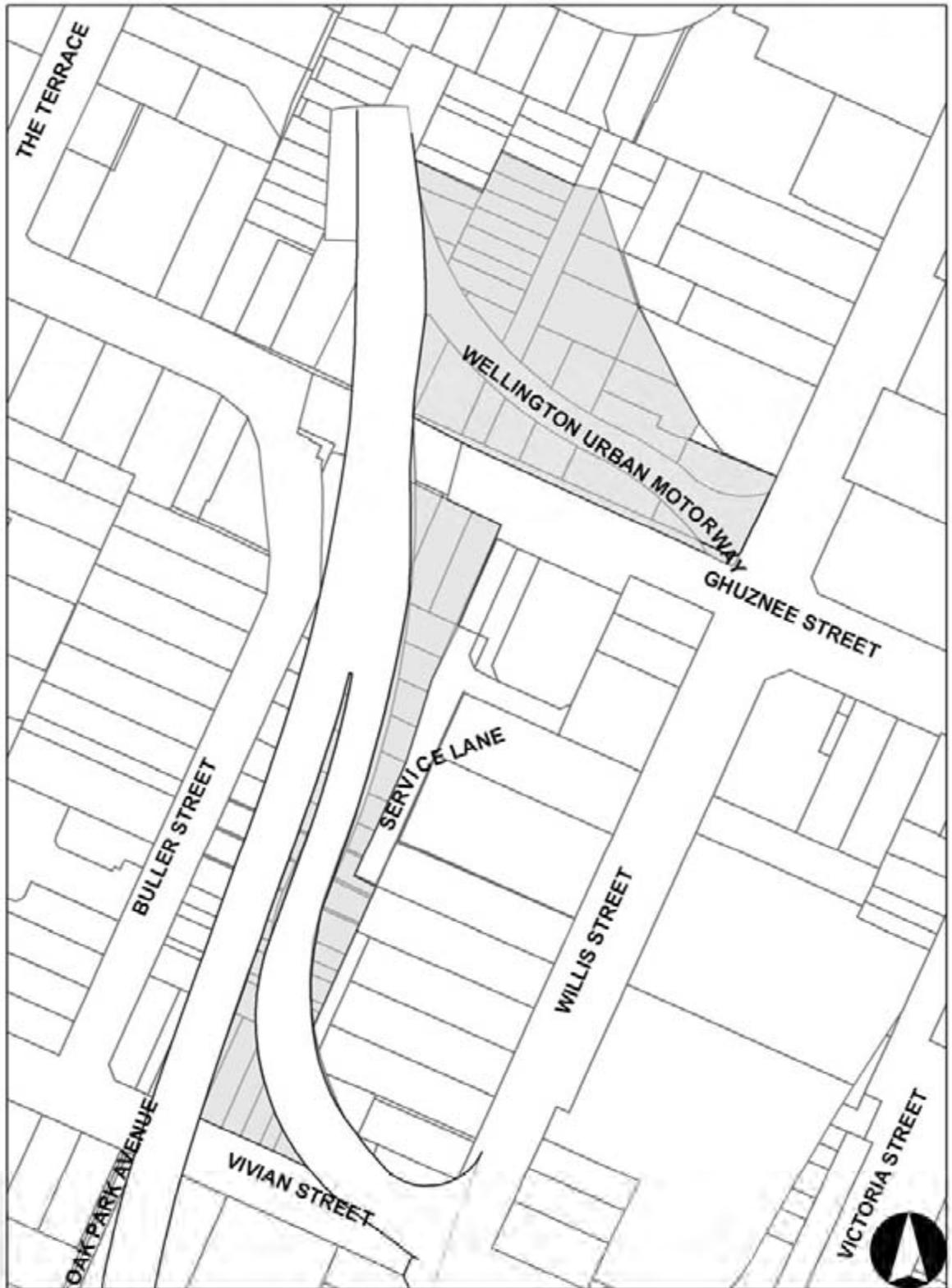
**Map 2      Section 32 Report - Inner City Bypass Re-zonings  
Parcels to be rezoned Inner Residential**



**Map 3      Section 32 Report - Inner City Bypass Re-zonings**  
**Parcels to be rezoned Central Area (with max height 10.2 metres)**



**Map 4 Section 32 Report - Inner City Bypass Re-zonings  
Parcels to be rezoned Central Area (with max height 27 metres)**



## 19.3 Options

### Objectives

Section 32 requires the Council to be satisfied that the objectives in the District Plan are the most appropriate means of achieving the purpose of the RMA. Objective 12.2.15 is the relevant objective dealing with the road network in the Central Area and it is considered in Part 2 of this report.

### Policies, rules and other methods

**Table 19B** below considers the cost and benefits of the principle options considered during the preparation of the proposed plan change

Option	Key Features	Advantages	Costs and Risks
<b>Option 1 – Do nothing, Status Quo</b>	Retain existing zoning patterns	No changes for existing property owners.	Does not recognise the range of changes that have been created by the formation of the Inner City Bypass.  Would result in pockets of inappropriately zoned land on the edges of the bypass. There is no guarantee that retention of the existing zonings would allow the land to be used and developed in the most efficient and effective manner.
<b>Option 2 – Amendments to the current District Plan provisions relating to.</b> This is the <b>recommended</b> option	Amend zonings along the edge of the Inner City Bypass to reflect: <ul style="list-style-type: none"> <li>The change in circumstance and physical layout of the area resulting from the construction of the bypass corridor.</li> <li>The requirements of the Environment Court's decision in the Inner City Bypass Designation relating to the creation of new open space along the length of the bypass.</li> </ul> Set appropriate building heights for areas rezoned as Central Area.	Recognises the range of changes that have been created by the formation of the Inner City Bypass.  Will ensure that the land on the perimeter of the bypass corridor is subject to the most appropriate zoning based on location and surrounding ;and use patterns. This will help to ensure that the land is able to be used and developed in an efficient and effective manner.  The rezonings will maximise the potential for new development along the edge of the bypass. This is important as buildings are needed in many locations to help define the edges of the bypass, assist in integrating the bypass corridor into the urban fabric of southern Te Aro.  The rezoning will assisting in managing the	There are limited costs and risks associated with these changes. Each of the zones proposed to be applied is existing (Central Area, Inner Residential, and Open Space A) and has been considered via the plan preparation and submission process.  With the exception of a small area of open space land above the motorway tunnel mouth, all of the land involved falls within the Transit NZ designation for the Inner City Bypass.  Transit NZ have indicated that they have no objection to the proposed re-zoning.

		<p>transition between the Central Area zone and the Inner Residential Area to the west.</p> <p>Building heights for the parcels of land rezoned to Central Area have been set at levels that respect the amenity and outlook of Inner Residential Areas to the west, while also providing a transition between the residential areas and the taller buildings on the existing Central Area.</p>	
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