

OTAGO REGIONAL COUNCIL HEAD OFFICE STUDY PRELIMINARY OPTIONS REPORT

Project Description: This document undertakes a preliminary review of 6 possible sites for the Otago Regional Councils new Head Office

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DOCUMENT OBJECTIVE

The following document investigates 6 potential sites for the Otago Regional Council's Head Office. The purpose of the document is to undertake an initial assessment of these sites so as to inform the Otago Regional Council on the potential short list for more detailed investigation and costings.

EXECUTIVE SUMMARY

The Otago Regional Council have engaged Feldspar to investigate and progress the search for a new head office in the Dunedin Metropolitan area. The deadline for the completion of the office and movement of staff to the new site is March 2019.

An initial shortlist has been investigated and includes the follow properties:

1. Birch and Kitchener Streets site
2. 22 Queens Gardens (Leviathan Hotel Carpark)
3. 15 Dowling St (existing DCC Carpark)
4. 291 Stuart St (King Edward Technical College)
5. 372 – 394 Princes St (Prista Apartment Site)
6. 41 Wharf St

SUMMARY OF SITES

-) The Birch and Kitchener St site has had significant design work completed on it in the past and was very close to a construction contract being awarded. This is a brownfield site owned by Otago Regional Council, so purchasing and getting construction underway, will be more straightforward than some of the other sites. Construction on this site could be delivered within the timeframes. Due to its wharf location, significant piling will be required to prepare for the building. This site has fantastic views up the harbour and would provide an impressive outlook for workers. The site is somewhat isolated from transportation links with no connectivity to the CBD or public transport routes. Car parking for 60 cars can be achieved easily with scope for additional staff parking. There is little in the way of staff amenities, business's or cafes near the site. This site is an exciting prospect if it could be aligned with other possible projects on adjacent sites i.e., new hotel, University Aquarium and possible links to the city via pedestrian/cycleway bridge to Queens Gardens. However, its current isolation does detract to some degree from the site.
-) 22 Queens Garden's is a brownfield site with a south-east aspect over the Queens Gardens. The site is leasehold land with a perpetual lease to the Leviathan Hotel. It may be possible to purchase the site however there are a number of dependent activities required to achieve this. Construction of a new building on this site would be reasonably straight forward, as it is flat and likely to be on natural ground. A new building on this site would enhance the Queens Gardens area and support the regeneration of the Exchange and Warehouse precinct. Car parking for 60 cars can be achieved easily with scope for additional staff parking. Access to the site for vehicles is straightforward and NZTA has not identified any issues with this. This site has excellent links for buses, pedestrians, and cyclists and is a 5-minute walk to the Octagon.
-) 15 Dowling St is the location of the existing DCC carpark. This site is south facing onto Queens Gardens. It is currently owned by the DCC and initial discussions indicate they would consider selling the site to the ORC or co-funding a Strata development with the ORC. This project has the potential to get underway reasonably quickly due to the ownership of the site, being a complying activity and work completed in previous studies. There are some archaeological features of significance on the site however initial discussions with Heritage New Zealand suggest these can be managed during

construction. The likely design would be car parking on grade with 2 levels of office over. The site can deliver the required 60 carparks and will have scope for additional staff or public parks. This site has excellent access for pedestrians, cyclists and to bus routes.

- J 291 Stuart St is the site of the existing King Edward Technical College. This building is an impressive heritage building on the corner of Stuart St and York Place. The property is owned by an offshore investor. Some initial contact by the DCC with the owner suggest there may be some opportunities in relation to the property. The property has a Heritage New Zealand Category 1 listing protecting its façade, entrance foyer, main stair and a brick fence. The possible development proposed for this site is to construct a basement carpark and 2 levels of office over its rear courtyard, connecting to the existing building and façade. This construction will have challenges and has the potential to take longer than a new build. This site can deliver the required 60 carparks but has no scope for additional parking. This site is a 5-minute walk to the Octagon and has bus routes past the front door. Pedestrian access is reasonable however access across Stuart St on the corner is not ideal. Its hill location may detract pedestrians and cyclists.
- J 372 – 392 Princes St is an existing group of buildings just south of Stafford St. This site is owned by a property investor from Christchurch and has an existing Resource Consent for the construction of apartments behind the protected façade. Initial investigations suggest there may be opportunities to purchase the property however these have not been explored in any detail at this stage. The development of this site would greatly enhance a currently depressed area and would aid the regeneration of the Exchange, Princes St and the Warehouse Precinct. The likely development would be the construction of a basement parking lot with 2 floors over it. The aspect of the offices would be to the east over Princes St. It has excellent transport links with buses, cyclists, and pedestrian access. Although this site would be an excellent story for the city and aid regeneration it has a number of constraining factors. The site is small and confined with access off Stafford St. The site can only deliver 38 of the 60 required carparks. It is also likely a new or amended resource consent would be required to develop offices on the site which may delay construction.
- J 41 Wharf St is a clear site adjacent to the railway line and opposite the Fryatt St exit. This site was the location of the 28 Storey hotel proposal. The site is owned by a local property investor who has indicated they may be interested in negotiating a sale. This site is particularly challenging with regard to access. Wharf St is part of the Eastern Freight Bypass to Port Otago having high volumes of heavy traffic movements. On/off ramps over Cumberland St land outside 41 Wharf St. Coupled with this is an existing central median separating the lanes. A cycleway also runs across the front of the property. All of these transportation activities will require significant thought and work to enable a development of this scale. A likely design would be 2 storeys over a basement carpark with an aspect looking over Custom House Restaurant and the Steamer Basin. There is ample space for the required 60 car parks and additional car parking onsite if required. Although this property has an existing Resource Consent it is likely this consent would need to be at least amended if not a new application made.

PROJECT COSTS

Project costs have not been assessed as part of this study. These will be reviewed in the next phase once short-listed options have been identified and refined. This will be achieved with the engagement of a professional Quantity Surveyor.

Indications are however that since the 2012 budget was established for the LTCCP that 2-3% inflation has occurred per annum, so roughly 10% to date. Looking at forward construction activity in the South Island and specifically the Dunedin market, we are seeing heightened activity occurring with significant projects

overlapping the proposed build time of this development. Further upward movement in construction costs are likely.

TIMEFRAMES

We have prepared a draft programme in Appendix B. This programme will be used to consult with the ORC and will be finalised prior to Phase 2 commencing.

Feldspar believes that any of the suggested projects can be delivered within the timeframes provided the property ownership is secured and detailed design underway prior to 15 December 2016.

OTHER PROPERTIES CONSIDERED

Two other properties were discussed in the early phases of the engagement but were discounted.

-) Loan and Mercantile Building, Cnr of Fryatt and Thomas Burns St
-) The Warehouse Building, Cnr of Broadway and Maclaggan Streets

The Loan and Mercantile Building was not assessed as an option in this document as initial discussions with the underlying landowners indicated they would be unlikely to sell the property in the current market. This followed from a discussion with the Trusts Secretary at Gallaway Cook Allan, who represent the Dempsey Trust, the owners of the land.

The Warehouse site on the corner of Broadway and Maclaggan Streets was also discussed. Chalmers Property approached the owners, Stride Property, and were informed final negotiations for a new 6 year lease was nearing completion, making this property an unlikely possibility.









NEXT STEPS









The following next steps are suggested:









1. Feldspar present findings to Otago Regional Council
2. Agree Properties to progress to the next Phase
3. Agree Programme, Methodology, Scope, and Preliminary Consultant Costs for subsequent phases
4. Obtain approval to commence to next phase
5. Commence Phase 2 investigation

SUMMARY OF SITES









The following tables provide a high-level summary of each of the 6 Sites.









BIRCH/KITCHENER ST		
Activity	Status	Comment
Design and Constructability		This site will provide good access for construction and will enable a creative design unencumbered by any adjacent architecture. There will be significant piling works associated with this site.
Ownership and Ability to Purchase		Otago Regional Council own this site so there are no barriers to commencing the project.
Timeframes		Construction on this site is achievable within the timeframes.
Planning, Heritage, and Archaeology		There are no known planning barriers to construction on this site. The current designation for the site is proposed to be incorporated into the new 2GP plan. This site is on reclaimed land so some artefacts may be unearthed during construction. There are no known areas of significance on the site.
Transportation and Accessibility		This site has poor vehicle access with current issues at intersections to Portsmouth Drive. However, these potentially can be resolved. There are no bus routes in the vicinity of the site. Pedestrian access is difficult with disjointed and isolated connectivity to the CBD. A cycleway currently runs down Birch and Kitchener Streets past the site
Proximity to Amenities		This site currently has only one café in the vicinity so overall has very limited amenities for staff. This may be resolved if other developments are undertaken adjacent to the site.
Car Parking		Onsite parking: There is ample room for 60 onsite parks. Additional Onsite Parking: There is potential for additional onsite parking if required. On-street parking: There is on-street parking available.
Services		There are no known barriers to delivering core services to this site.

22 QUEENS GARDENS		
Activity	Status	Comment
Design and Constructability		This site has good access for construction, although State Highway traffic flows will need to be considered. Its location would suggest it is on solid natural ground. This building's design may require some integration with existing architecture in Queens Gardens.
Ownership and Ability to Purchase		This site is on leasehold land with a perpetual lease to the Leviathan Hotel. This site may take longer to negotiate but it is still Feldspar view this could be completed with willing vendors and delivered within the timeframes.
Timeframes		It is Feldspars view that negotiating the required transactions would be challenging but achievable within the timeframes.
Planning, Heritage, and Archaeology		The proposed activity for the site would be a compliant activity under the existing and new 2GP plans.
Transportation and Accessibility		This site has excellent access for cycles, cars, bus routes and pedestrians. NZTA have not identified any issues associated with accessing this site.
Proximity to Amenities		This site has good access to city amenities both in the Exchange and Lower Stuart St and Octagon.
Car Parking		Onsite Parking: There is available area for 60 onsite parks. Additional Onsite Parking: There is potential for additional onsite parking if required. On-street parking: There is on-street parking available in the area along the southbound one-way. All day parking is available in the Moray Place DCC Carpark and Thomas Burns St.
Services		There are no known barriers to delivering core services to the site. Some Stormwater attenuation may be required as part of the building design due to existing minor surface flooding issues in Queens Gardens.

15 DOWLING ST		
Activity	Status	Comment
Design and Constructability		Construction access is good however, high pedestrian and vehicle movements will need to be catered for during construction. A number of schemes have been developed for this site over the years and its topography and aspect to Queens Gardens make it an attractive site for development.
Ownership and Ability to Purchase		The DCC own this site. Initial discussions indicate the DCC would consider selling or co-funding a Strata titled development on the site.
Timeframes		Construction on this site is achievable within the timeframes.
Planning, Heritage, and Archaeology		The proposed activity for the site would be a compliant activity under the plan. This site has 5 notable archaeological structures on the site that need to be considered. Initial discussions with Heritage New Zealand indicate this can be managed via consultation during the construction process.
Transportation and Accessibility		This site has excellent access for cycles, cars, pedestrians and to the bus routes.
Proximity to Amenities		This site has good access to city amenities both in the Exchange, Lower Stuart St and Octagon.
Car Parking		Onsite: There is available area for 60 onsite parks. Additional Onsite Parking: There is potential for additional onsite parking if required. On-street parking: There is on-street parking available in the area along the southbound one-way and on the hills above Princes St. All day parking is available in the Moray Place DCC Carpark and Thomas Burns St.
Services		There are no known barriers to delivering core services to the site. Some Stormwater attenuation may be required as part of the building design due to existing minor surface flooding issues in Queens Gardens.

291 STUART STREET		
Activity	Status	Comment
Design and Constructability		<p>Construction access to the site is somewhat constrained off York Place but this can be managed. Retention of the façade and construction within a heritage building does present challenges but this can be managed and Dunedin construction firms have completed similar projects in the past.</p> <p>This building is a listed Category 1 building with a protected façade. A suggested possible development would include retaining the façade and constructing parking with offices over it behind it. This project would be an exciting adaptive reuse of a currently neglected Heritage building.</p>
Ownership and Ability to Purchase		This building is owned by an overseas investor. There may be prospects for purchase but no approach has been made at this stage.
Timeframes		<p>This project will require negotiation and purchase of the property from an overseas investor. The project itself will require significant redevelopment of an existing building, which has the potential to take longer than a new build. The project will also require a Resource Consent.</p> <p>This project may take longer than a new build but is still achievable within the timeframes.</p>
Planning, Heritage and Archaeology		The proposed development would be a controlled activity under the proposed 2GP plan. Given this and its protected façade. This project would require a Resource Consent.
Transportation and Accessibility		<p>Access to this site is reasonable however its location on the hill may detract pedestrians and cyclists.</p> <p>There are no cycleways near the property.</p> <p>There are bus routes flowing past the property on Stuart St</p>
Proximity to Amenities		This site has good access to city amenities being only a 5-minute walk to the Octagon.
Car Parking		<p>Onsite: There is available area for 60 onsite parking.</p> <p>Additional Onsite Parking: There is potential for a small number of additional parks.</p> <p>On-street parking: There is on-street parking available in the area however this is on residential streets which are already under pressure from CBD and school parkers.</p>
Services		There are no known barriers to delivering core services to the site.

372-392 PRINCES STREET		
Activity	Status	Comment
Design and Constructability		Access to this site for construction is likely to be off Stafford St. Retention and protection of the existing facades would present some challenges during construction but these can be managed. A suggested design would involve retention of the protected façade and construction of basement parking with 2 levels of office over. This site would also provide an exciting reuse of existing heritage and assist the regeneration of what is a very depressed part of Princes St.
Ownership and Ability to Purchase		This property is owned by a Christchurch developer. Initial investigations suggest there may be purchase opportunities with this property but no discussions have been held at this stage.
Timeframes		This project may require a new Resource Consent or as a minimum an amendment to the existing consent due to office use. A sale and purchase will need to be negotiated. Given the above factors, this project may take longer to deliver but is still achievable within the timeframes.
Planning, Heritage, and Archaeology		This project may require a new Resource Consent or as a minimum an amendment to the existing consent due to office use.
Transportation and Accessibility		This site has excellent access for cycles, cars, pedestrians and to the bus routes.
Proximity to Amenities		This site has excellent access to city amenities with only a 2-minute walk to the Exchange.
Car Parking		Onsite: There is only enough area onsite for 38 carparks. Additional Onsite Parking: There is no potential for additional parking onsite. On-street parking: There is on-street parking available in the area however this is in residential streets which are already under pressure from CBD parkers.
Services		There are no known barriers to delivering core services to the site.

41 WHARF ST		
Activity	Status	Comment
Design and Constructability		<p>Access for construction will be challenging with this site. The location of the on/off-ramp, the central median strip, and the fact Wharf St is on the Eastern Freight Bypass all create issues with construction access.</p> <p>Piling will be required for construction but this is not considered an obstacle to progress but will have a financial implication.</p> <p>This site will allow for a bespoke design solution enabling a solution that will deliver the ORC's building requirements.</p>
Ownership and Ability to Purchase		The current owner has expressed an interest in discussing the sale of the property.
Timeframes		There are significant transportation and access issues associated with this site. We believe this may affect the ability to deliver within the timeframes.
Planning, Heritage, and Archaeology		This site has an existing Resource Consent for constructing an office building. The likely ORC building would be larger in footprint and bulk and would require at least an amendment to the consent or application for an entirely new Resource Consent.
Transportation and Accessibility		<p>The Eastern Freight Bypass runs along Wharf St past this site and provides the main arterial to Port Otago for heavy traffic and is an important route to the city. Early discussions with the DCC suggest that right turning from the north into the property will be problematic.</p> <p>An on/off-ramp delivers vehicles from the Crawford/Cumberland Streets with the ramp starting directly opposite the chosen site. A central median is located on Wharf St outside the site which also inhibits access.</p> <p>There are no bus routes planned for this area.</p> <p>An existing cycleway runs past the site.</p>
Proximity to Amenities		There are very limited amenities near this site. This site would benefit from other key projects progressing in the Kitchener St basin.
Car Parking		<p>Onsite Parking: There is available area for at least 60 onsite parks.</p> <p>Additional Onsite Parking: There is scope for additional onsite parking.</p> <p>On-street parking: There is on-street parking around the industrial area across Wharf St, however this is already under considerable pressure from CBD parkers and conflicting with industrial users.</p>
Services		There are no known barriers to delivering core services to the site.

CONSULTATION

For the purpose of this preliminary investigation Feldspar has consulted with the following parties:

-) DCC Transportation
-) DCC Water and Waste
-) DCC planning
-) DCC Urban Design
-) DCC Property
-) NZTA
-) Delta (power)
-) Downer (Ultra-Fast Broadband)
-) Heritage New Zealand
-) Mitchell Partnerships
-) Colliers

OTAGO REGIONAL COUNCIL REQUIREMENTS

At the outset of the project Feldspar undertook a review of supplied documentation to reconfirm the high-level requirements for the Otago Regional Councils Head Office. The high-level requirements, as Feldspar understand them, are:

	Requirements	Detail
1.	Total Target Office Floor Area	3000m2 Does not include any other community facilities Includes circulation area Includes Council chamber 240m2, (Beca report pg20)
2.	Maximum number of floors for Target Total Office Area	2 Levels
3.	Staff Number Allowance	126pax (Beca report pg16)
4.	Total site coverage	Will be dependent on configuration of each site
5.	Minimum number of carparks	60 carparks
6.	Timeframes	The building needs to be ready for occupancy by March 2019
7.	Leasehold land	No leasehold land options to be considered unless freehold can be easily secured.
8.	Property Ownership	The ORC wish to be their own tenant and own the building and freehold. They would consider Strata Title. They are not interested in being a landlord.
9.	Heritage Options	The council is open minded in considering heritage buildings as an option.
10.	Existing Non-Heritage options	The council is open minded about considering non-Heritage buildings as an option.
11.	New Building Options	The council is open minded about considering new builds on freehold land.

	Requirement	Detail
12.	Siting within Dunedin	Dunedin Metropolitan area
13.	Key Project Objectives	<ol style="list-style-type: none"> 1. Market the Otago Regional Council while Exhibiting a regional Identity 2. Promote Quality without being extravagant 3. Ease of way finding and public engagement 4. Accommodate different workstyle preferences 5. Allow for future flexibility 6. Ensure proximity to amenities 7. Support wellbeing and incorporate Environmental Sustainable Design
14.	High-Level Design Principles	<ol style="list-style-type: none"> 1. Cohesive open plan office environment 2. Flexibility to allow various team structures 3. Collaborative break out rooms/spaces 4. Enables interaction with public and community
15.	Key Design Principles	<ol style="list-style-type: none"> 1. Brand Visibility and Regional Themes 2. Intuitive pathways 3. Variety of working and meeting areas 4. One central hub 5. Healthy, sustainable workplace; light, views, ventilation 6. Political needs 7. Future proofed and technology supported <p>(From Becca Report, pg. 14)</p>
16.	Central Hub	<p>Building requires a central hub that can accommodate up to 70 people.</p> <p>(From Becca Report, pg. 14)</p>
17.	Council Chamber and amenities	<p>Building requires a council chamber for 16 with appropriate kitchen and dining area, 240m². Needs to allow for media, public gallery, executive and support staff.</p> <p>(From Becca Report, pg. 19)</p>
18.	Sustainability	<p>The design should consider, where possible and cost effective, sustainable natural products sourced in NZ e.g. structural lumber laminate. A green star rating will be considered if practicable.</p>

SITE 1: BIRCH AND KITCHENER ST (HARBOURSIDE)

DESIGN AND CONSTRUCTABILITY BIRCH AND KITCHENER STS

This site has good access for construction. The site has been cleared of any structures thus provides for the immediate commencement of construction. It is a flat site and has no immediate neighbouring buildings. This street has relatively low traffic and pedestrian volumes so traffic control for the site would be relatively straight forward.

This site would require piling as part of the foundation design. That sequence of work will add time to the build programme, however is not seen as an impediment. The type of pile design is not known at this time, but the effects of noise and vibration should be manageable.

The site is large enough to accommodate car parking on grade beside the building. The building would therefore likely be two floors on grade. This would reduce the duration compared to a basement parking level with two floors above.

Being unencumbered by other built form, this building can stand alone with its own design style and take advantage of its location to maximise views and links to the harbour. The floor plate can also reflect the ORC's desire to have a collaborative working style with more open plan working.

As this will be a new build, green features can be introduced by way of good design principles and appointment of suitably skilled design consultants. We would suggest the use of the green star checklist as it provides a benchmark for the design's performance.

See Appendix A for proposed scheme plan.

PROPERTY OWNERSHIP BIRCH AND KITCHENER STS

The table below summarises the ownership structure of the site

Item	Owner
Land Ownership	Otago Regional Council
Land Lease	NA
Building Ownership	No building on the site
Building Lease	No building onsite, not applicable

This property is owned by the Otago Regional Council.

ABILITY TO DELIVER WITHIN TIMEFRAMES BIRCH AND KITCHENER STS

This site could be developed within the timeframes required.

PLANNING, HERITAGE AND ARCHAEOLOGY BIRCH AND KITCHENER STS

PLANNING

The existing District Plan is currently under review with the new 2nd Generation Plan out for consultation. Public hearings are planned to commence in April 2016. The Proposed Plan is likely to be operative within 12 months. This site has a current designation to construct a building for office activity. The current designation for this site is proposed to be incorporated in the 2nd Generation Plan. The designation of the ORC site relates to the whole area owned by the ORC being 39 Kitchener Street Lot 2 DP 22365 OT 14C/952 and 49 Kitchener

Street Lot 2 DP22285 OT 15B/107. The designation allows for office and ORC specific activity i.e. laboratories for water testing. Other entities could establish an office but not any other activity and/or would have to comply with the Harbourside Edge zone that is in the 2GP proposed district plan.

The following table summarises the proposed zoning under the new proposed 2GP Plan.

Item	Parameter
Zoning	Harbourside Edge
Other Planning Characteristics	Public Access, D214 Archaeological Alert Layer Coastal Hazard 3
Minimum Height of Buildings (Above Ground Level)	8m
Minimum number of storeys for buildings (Above Ground Level)	2 Storeys
Maximum Height of Buildings and structure (Above Ground Level)	12m
Maximum Number of Storeys for Buildings (Above Ground Level)	3 Storeys

The proposed development would be a complying activity under the existing and 2GP plan. A Resource Consent for construction on this site would not be required.

HERITAGE AND ARCHAEOLOGY

As this site is located on reclaimed land there is the possibility of some of the fill containing items of Archaeological interest. An Archaeological Authority would be required prior to starting this and is a requirement with any site pre-dating 1900. This is relatively straightforward to obtain and would likely be on the basis of accidental discovery and protocols around that.

TRANSPORTATION/ ACCESSIBILITY AND CARPARKING BIRCH AND KITCHENER STS

The table below summarises initial findings in relation to accessibility of the site to transportation modes and car parking on and around the site.

Activity	Comment
Vehicular Access to Site	Initial discussions with DCC Transportation indicate concerns around access to the site. Turning out of Birch/Kitchener and Robert St is difficult particularly when right turning. A safety investigation is currently being undertaken by the DCC around these intersections. It is likely staff would have to take cars to meetings in the city due to the lack of connectivity with the CBD.
Car parking (Onsite)	There is adequate land area on this site to achieve at least 60 onsite carparks. There is potential to provide significant additional parking on the site.
Car Parking (On-street)	There is unmetered on-street parking in this area however it is used a lot by local industrial businesses for parking client vehicles and loading/unloading. This may create conflicts if on-street parking increased.
Access to Bus Routes	This site has no existing or planned bus routes adjacent to the site or via Portsmouth Drive. This is based on the new bus routes proposed in the Regional Public Transport Plan 2014. The new routes are planned to be in service by July 2016.

Activity	Comment
Pedestrian Access	Pedestrian access to the site is constrained by poor access over the railway and Wharf St. Pedestrians can access the site from the north and south however this is via industrial areas. Connectivity to the CBD is not close and is via the Railway footbridge at the Railway Station or Anzac Ave intersection. There is also a footbridge attached to the Cumberland St overbridge to the south however it requires pedestrians to cross the carriageway which has inherent safety issues.
Access to Cycleways	There is an existing cycleway down Portsmouth drive and around Birch/Kitchener Streets. This continues on down Thomas Burns St. It is however limited by the fact there is no close connection to the city over the railway line.
Proximity to Amenities	This site is currently isolated from any real amenities and would likely require the Otago Regional Council to provide some basic amenities onsite. The lack of amenities in this area may be negated if a wider development occurs in this area; new hotel, university aquarium
Topography	The site and surrounding land are flat.
Relevant Transportation Projects	A number of possible projects may impact on this site. These projects may not go ahead and are at various stages of development however, it is pertinent to keep sight of these in relation to this project: <ul style="list-style-type: none">) Possible University Aquarium project) St Clair to Harbour Cycleway Project) Potential Harbourside pedestrian/cycleway bridge

SERVICES BIRCH AND KITCHENER STS

The table following summarises findings around key services adjacent to the proposed site. Findings are based on:

-) Initial meetings with DCC Water and Waste
-) Initial DCC water/wastewater modelling with proposed demand
-) Initial high-level feedback on sites from Downers and Delta

Service	Comment
Water	The water network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub). Fire hydrants are readily available to the site with adequate fire flows.
Wastewater	The wastewater network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub).
Stormwater	Stormwater discharge from this site is likely to be straight to the ocean. This would require a Resource Consent from the ORC.
Power	There is no existing capacity at the site however, there is a transformer on an adjacent corner that could provide power. At this, stage power requirements for the site have not been assessed.
Ultra-Fast Broadband (UFB)	This site is in a "built cabinet area", but some minor civil work would be required to get to the site boundary.

SITE 2: 22 QUEENS GARDENS

CONSTRUCTABILITY AND DESIGN 22 QUEENS GARDENS

This site offers a level clear building platform. It is located on the toe of the original harbour water line. This would suggest that natural ground exists for the foundations of this building. The site has good access for construction however traffic management during construction would need to take into account the NZTA highway.

The construction of the building would only cover half the site. We suggest that car parking would be catered for in basement car parking with the balance on grade beside the building. This would see the structure made up of basement plus two levels. We would suggest the building be situated forward on the site to allow natural light to the rear of the proposed structure. The proposed ORC footprint would leave approximately a 1/3 of the site free of use which could remain as supporting parks for the Hotel.

The site also has an existing driveway off Burlington Street, this could form a down ramp into the car park.

As this will be a new build, green features can be introduced by way of good design principles and appointment of suitably skilled design consultants. We would suggest the use of the green star checklist so a benchmark can be established as to how the building design performs. Proximity to other amenities and transportation would also aid this site.

See Appendix A for proposed scheme plan.

PROPERTY OWNERSHIP 22 QUEENS GARDENS

The table below summarises the ownership structure of the site

Item	Owner
Land Ownership	Otago Foundation Trust
Land Lease	Perpetual Lease to Leviathan Hotel for car and truck parking
Building Ownership	No building on the site
Building Lease	No building onsite, not applicable

ABILITY TO DELIVER WITHIN TIMEFRAME 22 QUEENS GARDENS

This piece of land is owned by the Otago Foundation Trust. There is a perpetual lease in favour of the Leviathan Hotel who use it for car parking for their clients. It may be possible to enter into negotiations on this property however to enable purchase of this site the following activities would need to occur:

-) Purchase of land from Otago Foundation Trust (Provided they are willing)
-) Surrender of lease by Leviathan Hotel (provided they are willing)
-) Or purchase of Leviathan Hotel and associated lease over land.
-) Sale of surplus Leviathan Hotel

These activities are complex to deliver and may delay construction however we still believe this site can be developed within the timeframes required.

PLANNING, HERITAGE AND ARCHAEOLOGY ²² QUEENS GARDENS

PLANNING

The existing District Plan is currently under review with the new 2nd Generation Plan out for consultation. Public hearings are planned to commence in April 2016. The Proposed Plan is likely to be operative within 12 months. With this in mind, and under advice, Feldspar has assessed this development against the Proposed Plan.

The following table summarises the proposed zoning under the new proposed 2GP Plan.

Item	Parameter
Zoning	Central Business District Zone
Other Planning Characteristics	Dowling St Commercial Heritage Precinct Archaeological Alert Layer Coastal Hazard 3
Minimum Height of Buildings (Above Ground Level)	8m
Minimum number of storeys for buildings (Above Ground Level)	2 Storeys
Maximum Height of Buildings and structure (Above Ground Level)	12m
Maximum Number of Storeys for Buildings (Above Ground Level)	3 Storeys

The proposed development would be a compliant activity under the existing plan. A Resource Consent for construction on this site would not be required.

HERITAGE AND ARCHAEOLOGY

Early structures are known to have been on this site. An Archaeological Authority would be required with the biggest risk being accidental discovery while digging foundations and drains.

TRANSPORTATION/ ACCESSIBILITY AND CARPARKING ²² QUEENS GARDENS

The table below summarises initial findings in relation to accessibility of the site to transportation modes and car parking on and around the site.

Activity	Comment
Vehicular Access to Site	Initial discussions with NZTA and DCC Transportation have not identified any significant issues with access to the site or potential increased traffic volumes.
Car parking (Onsite)	There will be adequate land area on this site to achieve at least 60 onsite carparks. There is potential to provide additional parking on the site.
Car Parking (On street)	There is a mix of metered and free parking in the immediate area with metered parking around Queens Gardens and on Cumberland St. There is some free parking along the southbound one-way system in front of the Toitu Museum. The closest all day car parks are the DCC Moray Place carpark and carpark over the rail bridge adjacent to Thomas Burns St.

Activity	Comment
Access to Bus Routes	This site has excellent proximity to bus routes coming from the North on George/Castle Streets and south on Princes /Crawford Streets and will be a 5-minute walk to the new proposed bus hub in Great King St. This is based on the new bus routes proposed in Regional Public Transport Plan 2014. The new routes are planned to be in service by July 2016.
Pedestrian Access	The site is bounded by roads and footpaths on three of its four sides. Pedestrian access is easy to this site.
Access to Cycleways	Cycleways are proposed down the north and south-bound one ways and one currently enters Queens Gardens from Vogel St. This site will have excellent proximity to the potential cycleway routes. It should be noted the final cycleway routes have not been finalised and only in the business case development phase.
Proximity to Amenities	This site has excellent proximity to amenities, cafes, bars and retail shops.
Topography	The site is flat with minimal hills to amenities and potential car parking.
Relevant Transportation Projects	A number of possible projects may impact on this site. These projects may not go ahead and are at various stages of development however it is pertinent to keep site of these in relation to this project: <ul style="list-style-type: none">) SH1 Cycleway) Central City Cycleways) Potential Harbourside pedestrian/cycleway bridge) Two-waying of Crawford St into Queens Gardens

SERVICES²² QUEENS GARDENS

The table following summarises findings around key services adjacent to the proposed site. Findings are based on:

-) Initial meeting with DCC Water and Waste
-) Initial DCC water/wastewater modelling with proposed demand
-) Initial high-level feedback on sites from Downers and Delta

Service	Comment
Water	The water network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub). Fire hydrants are readily available to the site with adequate fire flows.
Wastewater	The wastewater network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub).
Stormwater	A new building on this site would result in increased runoff volume and velocity. Any new structure on this site would require a Stormwater Management plan including attenuation treatments. This area has some low-level nuisance flooding problems in this area.
Power	There is no existing ICP at this site. There is HV and LV capacity in the area depending on power requirements. At this, stage power requirements for the site have not been assessed.
Ultra-Fast Broadband (UFB)	This site is in a "built cabinet area", but some minor civil work would be required to get to the site boundary.

SITE 3: 15 DOWLING ST (DCC CARPARK)

CONSTRUCTABILITY AND DESIGN ^{15 DOWLING ST}

A number of development schemes have been produced for this site over the years. The topography and its aspect to Queens gardens make it an attractive site.

The DCC property department has been very co-operative in sharing relevant information to aid this study. Of the multiple layout options that could work on the site, a Queens Garden facing block appears the most logical. This would have basement car parking with two levels above. This would house 50 cars in the basement level with the balance on grade beside the building. A ROW exists between Dowling St and Queens Gardens so vehicle access could be achieved in either direction to the site.

In order to create the building platform, some minor benching may be required from the front face on Queens Gardens back into the site.

Construction access is good. The high number of people and vehicle movements in Dowling Street will need a clear management plan in place for the construction phase.

The DCC may decide to develop other parts of the site separately, however this high-level concept only looks at the ORC's needs.

The site does have significant heritage value with five notable structures having been located on the site. This would likely see an enabling package of work done for the foundations so this aspect can be de-risked and avoid delays to the project. Further background is given later in this report.

As this will be a new build, green features can be introduced by way of good design principles and appointment of suitably skilled design consultants. We would suggest the use of the green star checklist to enable bench marking of design performance.

See Appendix A for proposed scheme plan.

PROPERTY OWNERSHIP ^{15 DOWLING ST}

The table below summarises the ownership structure of the site

Item	Owner
Land Ownership	Dunedin City Council
Land Lease	NA
Building Ownership	No building on the site
Building Lease	No building onsite, not applicable

This property is owned by the Dunedin City Council. An initial discussion has been had with DCC Property and they indicated they would be open minded to:

-) Selling the property to the Otago Regional Council
-) Co-funding a development on the site with Strata titled ownership of part of the building by Otago Regional Council

ABILITY TO DELIVER WITHIN TIMEFRAMES ^{15 DOWLING ST}

Pending timely negotiations with the DCC and an early package of work to de-risk any archaeological aspects, construction on this site should be achievable within the required timeframes.

PLANNING, HERITAGE AND ARCHAEOLOGY ^{15 DOWLING ST}

PLANNING

The existing District plan is currently under review with the new 2nd Generation Plan out for consultation. Public hearings are planned to commence in April 2016. The Proposed Plan is likely to be operative within 12 months. With this in mind, and under advice, Feldspar has assessed this development against the Proposed Plan.

The following table summarises the proposed zoning under the new proposed 2GP Plan.

Item	Parameter
Zoning	Central Business District Zone
Other Planning Characteristics	Heritage Precinct Archaeological Alert Layer
Minimum Height of Buildings (Above Ground Level)	8m
Minimum number of storeys for buildings (Above Ground Level)	2 Storeys
Maximum Height of Buildings and structure (Above Ground Level)	12m
Maximum Number of Storeys for Buildings (Above Ground Level)	3 Storeys

The proposed development would be a complying activity under the existing plan. A resource Consent for construction on this site would not be required

HERITAGE AND ARCHAEOLOGY

The site does have significant heritage value with five notable structure having been located on the site. A suggested approach to de-risk the in ground work would be to let a separate enabling package of work for the foundations so this aspect can be de-risked and avoid delays to the project. A similar approach has just been undertaken on the Dental School project to clear the rear portion of the site ahead of the main contract being awarded.

It should be noted in 2003 the DCC applied for an Archaeological Authority to disturb the five known significant heritage areas on this site for a proposed redevelopment of the entire site. The five areas are all buildings dated to the 1800's, two of which are the original first church and the interim first church. A lot of work has been done along with past archaeological excavations of the site.

The feedback from Heritage New Zealand is that they would be happy for any items to remain in place and build over the top of them. Any areas where discovery is made would require recording with an archaeologist onsite to supervise the excavation for foundations and drains etc. This is not uncommon, and as noted, we would recommend letting an early package of work to bench the building platform and de-risk the build.

An Archaeological Authority would be required for this site.

TRANSPORTATION/ ACCESSIBILITY AND CARPARKING 15 DOWLING ST

The table below summarises initial findings in relation to accessibility of the site to transportation modes and car parking on and around the site.

Activity	Comment
Vehicular Access to Site	Initial discussions with NZTA and DCC Transportation have not identified any significant issues with access to the site or the potential increased traffic volumes.
Car parking (Onsite)	There will be adequate land area on this site to achieve at least 60 onsite carparks. There is potential to provide additional parking on the site. The DCC have indicated this area has parking issues and recommended the retention of some short term parking if possible.
Car Parking (On street)	There is a mix of metered and free parking in the immediate area with metered parking around Queens Gardens and on Cumberland St. There is some free parking along the southbound one-way system in front of the Toitu Museum. The closest all day car parks are the DCC Moray Place carpark and carpark over the rail bridge adjacent to Thomas Burns St.
Access to Bus Routes	This site has excellent proximity to bus routes coming from the North on George/Castle Streets and south on Princes /Crawford Streets and is a 5-minute walk to the new proposed bus hub in Great King St. This is based on the new bus routes proposed in the Regional Public Transport Plan 2014. The new routes are planned to be in service by July 2016.
Pedestrian Access	The site is bounded by roads and footpaths on 2 of its four sides. Pedestrian access is excellent to this site.
Access to Cycleways	Cycleways are proposed down the north and south-bound one ways with an existing cycleway enter Queens Gardens from Vogel St. This site will have excellent proximity to the potential cycleway routes. It should be noted the final cycleway routes have not been finalised and only in the business case development phase.
Proximity to Amenities	This site has excellent proximity to amenities, cafes, bars and retail shops. It is also on the edge of a regenerating area around the Exchange and Queens Gardens. Construction on this site would aid the regeneration of this area.
Topography	The site slopes to the south-east from Dowling St down to Queens Gardens but is surrounded by flat streets and is easily accessible to amenities and business partners.
Relevant Transportation Projects	A number of possible projects may impact on this site. These projects may not go ahead and are at various stages of development however it is pertinent to keep site of these in relation to this project: <ul style="list-style-type: none">) SH1 Cycleway) Central City Cycleways) Potential Harbourside pedestrian/cycleway bridge) Two waying of Crawford St into Queens Gardens) Possible changes to Dowling St traffic flows

SERVICES 15 DOWLING ST

The table following summarises findings around key services adjacent to the proposed site. Findings are based on:

-) Initial meetings with DCC Water and Waste
-) Initial modelling analysis with proposed demand
-) Initial high-level feedback on sites from Downers and Delta

Service	Comment
Water	The water network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub). Fire hydrants are readily available to the site with adequate fire flows.
Wastewater	The wastewater network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub).
Stormwater	A new building on this site would result in increased runoff velocities. Any new structure on this site would require a Stormwater Management plan including attenuation treatments. This area has some low-level nuisance flooding problems which would not want to be amplified by the development.
Power	There is no existing ICP at this site. There is HV and LV capacity in the area depending on power requirements. At this stage power requirements for the site have not been assessed.
Ultra-Fast Broadband (UFB)	This site is in a "built cabinet area", but some minor civil work would be required to get to the site boundary.

SITE 4: 291 STUART ST (KING EDWARD TECHNICAL COLLEGE)

CONSTRUCTABILITY AND DESIGN ^{291 STUART ST}

The King Edward Technical building is a commanding heritage building three blocks from the Octagon. It is located on Stuart Street which is a District Road and also a main bus route to the city centre.

The building is Category 1 listed building and the HNZ listing refers to the exterior elevations of the main block, its entrance foyer and main stair along with the brick fence. Also covered by the listing is the entirety of Burt Hall which is located on the York street face of the site. The large workshop building at the rear is not specifically listed.

A possible office layout re-using the main block could provide the 3000m² of space required. However, this would need the offices to be split over three levels and would require extensive and intrusive work to remove internal partitioning. The office layout would also be quite elongated as the original building is only 10m wide

Feldspar believes a possible solution to unlock a modern open plan office space would entail constructing a new structure behind the line of the original building. This would see the workshop building removed. This new structure would be two levels with basement car parking underneath. The two floors would link with the original structure, effectively the rear wall would change from being an external wall to an internal wall. Openings would be enlarged to create the permeability into the existing floor area. This would link a modern structure to the original building but it would be visually fronted behind the original façade. The new structure would be visible from Tennyson street and would have equally as good an outlook in this direction. A similar project was completed at the John McGlashan College Learning Centre.

New lifts and fire rated compliant stairs would likely be constructed as part of the new structure with the lifts servicing the carpark level as well.

Under this scenario, only half of the main building footprint would be required. None of the ground floor, other than entry from the main doors, and none of the west wing facing York place are proposed to be used. They could be retained for other associated tenants and unit titled and sold on. The council chambers could be accommodated within the main block as described above. Alternatively, Burt Hall, the stand-alone building in York place could make a specialist council chamber. This would give a clear and public front door for public interaction.

Car parking on the site could contain potentially up to 66 spaces. As noted, it is proposed the balance of those would be in the newly formed basement. Access to this would be via York place which has a reasonable attractive existing drive way entrance and archway under the teaching wing to the proposed park. The exit would be via the driveway out onto Tennyson Street so would offer good one-way flow through the site.

Construction for the suggested new structure would have relatively good access from the rear of the site. Strengthening work and alterations to the internal fabric add complexity, but Dunedin has a number of firms well versed in this type of work. We would suggest the project programme would potentially be longer than a new build.

From a Sustainability viewpoint the adaptive reuse would score highly based on the recycling of an existing heritage structure. This complimented by good design of the new building elements would make this a highly compliant design.

Due to the category 1 classification a heritage report and impact study would be required along with an archaeological authority for the foundation and drainage work.

See Appendix A for proposed scheme plan.

PROPERTY OWNERSHIP 291 STUART ST

The table below summarises the ownership structure of the site

Item	Owner
Land Ownership	Raymond John Joseph (Absentee owner from the United States) Freehold land
Land Lease	NA
Building Ownership	Raymond John Joseph (Absentee owner from the United States)
Building Lease	Our understanding there are a number of minor leases in place to community groups and community related businesses

This property is owned privately by an absentee owner located in the United States. The Urban Planning department has had ongoing contact with this owner. Feldspar's initial discussion with the DCC Urban Design team would suggest there may be potential interest from the owner in selling the property however no formal discussions have been entered into.

ABILITY TO DELIVER WITHIN TIMEFRAMES 291 STUART ST

The time required to successfully negotiate a sale could be a factor with an overseas owner, adaptive reuse is likely to have a longer construction duration. It is still felt this project can be delivered within the time frames.

PLANNING, HERITAGE AND ARCHAEOLOGY 291 STUART ST

PLANNING

The existing District plan is currently under review with the new 2nd Generation Plan out for consultation. Public hearings are planned to commence in April 2016. The Proposed Plan is likely to be operative within 12 months. With this in mind, and under advice, Feldspar has assessed this development against the Proposed Plan.

The following table summarises the proposed zoning under the new proposed 2GP Plan.

Item	Parameter
Zoning	Smith St and York Place Zone
Other Planning Characteristics	Archaeological Alert
Minimum Height of Buildings (Above Ground Level)	8m
Minimum number of storeys for buildings (Above Ground Level)	2 Storeys
Maximum Height of Buildings and structure (Above Ground Level)	12m
Maximum Number of Storeys for Buildings (Above Ground Level)	3 Storeys

The proposed redevelopment of this building would be a controlled activity under the existing plan. A Resource Consent for construction on this site would be required due to the potential impact on the heritage fabric. Potentially a limited notified Resource Consent with HNZ as the affected party

HERITAGE AND ARCHAEOLOGY

As a listed Category 1 Historic Place a heritage report / heritage impact study would be required. This would inform the design as to the key elements that should be retained and to support the demolition of the original workshops. An archaeologist would be required to observe excavations and therefore an Archaeological authority would also be required.

TRANSPORTATION/ ACCESSIBILITY AND CARPARKING ^{291 STUART ST}

The table below summarises initial findings in relation to accessibility of the site to transportation modes and car parking on and around the site.

Activity	Comment
Vehicular Access to Site	Vehicular access to the site would be via York Place. Initial discussions with DCC Transportation did not indicate any problems with access to this site.
Car parking (Onsite)	Initial assessment of the site area suggest the required 60 carparks can be accommodated on this site.
Car Parking (On-street)	On street parking is already a problem in this area with many business people and working in the CBD the two adjacent schools already using adjacent residential streets for all-day parking. There is no additional space on this site for additional staff parking.
Access to Bus Routes	There are 2 bus routes running up/down Stuart St from the CBD. People busing to this site from south and north of the city would have to change in the CBD (Bus Hub) to catch the secondary route up Stuart St. It is possible some bus users may bus to the hub and then walk up to the site. This would take approximately 10 minutes. This is based on the new bus routes proposed in the Regional Public Transport Plan 2014. The new routes are planned to be in service by July 2016.
Pedestrian Access	Pedestrian access to this site has some challenges: <ul style="list-style-type: none">) It is on a steep hill which deters pedestrians) The major intersection outside the building at the corner of Stuart St and York Place is difficult to cross safely and has no formal crossing.
Access to Cycleways	No cycleways are currently planned in this area. The steep topography of the site is likely to deter cyclists.
Proximity to Amenities	This site is a 5-minute walk to the Octagon with good access to shops, cafes and other businesses.
Topography	The steep topography of this site is less desirable from an accessibility perspective.
Relevant Transportation Projects	The project below may impact on this site were it to go ahead. This project has not had any formal approvals or confirmation just preliminary discussions around options. <ul style="list-style-type: none">) Possible changes to Tennyson St traffic flows.

SERVICES 291 STUART ST

The table following summarises findings around key services adjacent to the proposed site. Findings are based on:

-) Initial meetings with DCC Water and Waste
-) Initial modelling analysis with proposed demand
-) Initial high-level feedback on sites from Downers and Delta

Service	Comment
Water	The water network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub). Fire hydrants are readily available to the site with adequate fire flows.
Wastewater	The wastewater network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub).
Stormwater	Redevelopment of this site would not result in increased Stormwater flows so is unlikely to require any additional stormwater works.
Power	There is existing power to the site across 2 possible connections.
Ultra-Fast Broadband (UFB)	This site is in a "built cabinet area", but some minor civil work would be required to get to the site boundary.

SITE 5: 372-392 PRINCES ST (PRISTA APARTMENT SITE)

CONSTRUCTABILITY AND DESIGN 372-392 PRINCES ST

This site offers a footprint of approximately 1500m² and has a strong street presence on Princes Street. This site would be an adaptive use of a series of former small retail shops. The shops are in a state of disrepair and would therefore lend themselves to removal of the structures behind and the retention of the facades only. Through a previous planned and consented apartment development, negotiation with HNZ has defined what is deemed to be important and where compromise could be reached. This site in particular, offers a chance to lead an urban renewal of the area linking onto the rebirth of the Central Post Office to the north and the Warehouse Precinct to the east.

We would suggest a parking scheme similar to the proposed apartments with 2 levels above to achieve the required 3000 m² of space. We would see the smaller historic façade at number 380 Princes street removed as noted on our sketches to give a clear front entranceway. This could be a very contemporary street frontage set off by the contrasting heritage facades. A key aspect to making this site work architecturally, is to avoid building out the landlocked triangle corner of the site to allow good natural light to enter the rear of the building. If this lead is followed, the footprint reduces to 1300 m² approx. This triangle could have external decking etc. to add to amenity, this however does not meet core brief. An additional floor to house the council chambers would therefore be needed.

The car access would come off Stafford Street. Car park numbers on this option only yield 38 parks so is short of the brief by 22 parks. The car park ramp would come down the side of the Stafford street face using the transition in grade from Stafford toward Princes St to provide the natural grade. The balance of the footprint would be dug out so the basement carpark on the Stafford street frontage would be below footpath level.

Constructability has some issues that would need to be carefully thought through. To retain the facades, the footpath and likely the parking will need to be closed. Engineered propping of the Facades would then be installed on the street front so the buildings can then be safely removed behind. The party walls of the Empire Hotel 396 Princes St and the Corner retail building 366-368 Princes St would also have to be carefully maintained throughout the construction.

The buildings although not listed by HNZ are part of a heritage streetscape zone in the current district plan. Both a heritage assessment and archaeological authority would be required for this site.

From a Sustainability viewpoint the adaptive reuse would score highly based on the recycling of the Heritage fabric of the facades. This complimented by good design of the new building elements would see this achieve a good standard of sustainability.

See Appendix A for proposed Scheme Plan.

PROPERTY OWNERSHIP 372-392 PRINCES ST

The table below summarises the ownership structure of the site

Item	Owner
Land Ownership	Copthorne Holdings Limited Freehold
Land Lease	NA
Building Ownership	Copthorne Holdings Limited
Building Lease	Lease structure unknown but do not believe there are any significant leases on the site based on current tenants.

This property is owned by Copthorne Holdings Ltd from Christchurch. Glen Hazelton from DCC Urban Design has been working with the owner on the development.

ABILITY TO DELIVER WITHIN TIMEFRAMES 372-392 PRINCES ST

Re-negotiating an amendment to the resource consent conditions may result in additional time on the programme. But if efficient processes are followed, construction on this site is achievable within the timeframes.

PLANNING, HERITAGE AND ARCHAEOLOGY 372-392 PRINCES ST

PLANNING

The existing District plan is currently under review with the new 2nd Generation Plan out for consultation. Public hearings are planned to commence in April 2016. The Proposed Plan is likely to be operative within 12 months. With this in mind, and under advice, Feldspar has assessed this development against the Proposed Plan.

This property currently has a resource consent to retain the Princes Facades and construct a new building behind the facades. The resource consent allows for apartments and car parking. The proposed development would be a compliant activity under the existing plan with the exception of the facades which have case law now supporting their retention. A Resource Consent for construction on this site would therefore be likely for addressing the Heritage elements. It is likely this would be a limited notified consent, with HNZ the affected party. The existing Resource Consent could possibly be amended or reapplied for to allow for a new design including office and additional parking

The following table summarises the proposed zoning under the new proposed 2GP Plan.

Item	Parameter
Zoning	Central Business District Zone
Other Planning Characteristics	South Princes Commercial Heritage Precinct Archaeological Alert Layer Consent Order – Resource Consent
Minimum Height of Buildings (Above Ground Level)	8m
Minimum number of storeys for buildings (Above Ground Level)	2 Storeys
Maximum Height of Buildings and structure (Above Ground Level)	12m
Maximum Number of Storeys for Buildings (Above Ground Level)	3 Storeys

HERITAGE AND ARCHAEOLOGY

The buildings, although not listed by HNZ, are part of a heritage streetscape zone in the current district plan. Their removal by demolition has been successfully challenged by HNZ under a former consent application. Through this process a successful Resource Consent was granted where by some of the facades were retained. Indications are that a similar approach could be taken for an alternative development of the site.

Both a Heritage assessment and archaeological authority would be required for this site.

TRANSPORTATION/ ACCESSIBILITY AND CARPARKING 372-392 PRINCES ST

The table below summarises initial findings in relation to accessibility of the site to transportation modes and car parking on and around the site.

Activity	Comment
Vehicular Access to Site	Initial discussions with NZTA and DCC Transportation have not identified any significant issues with access to the site or potential increased traffic volumes.
Car parking (Onsite)	An initial assessment suggests there is only enough area on this site for 38 carparks. There is no potential to provide additional parking on the site.
Car Parking (On street)	There is a mix of metered and free parking in the immediate area. On street parking is already a problem in this area with many business people working in the CBD already using adjacent residential streets for all day parking. It is likely workers may park towards the Kensington Oval or in the streets above Princes St. There are no all-day car park buildings/sites in this area.
Access to Bus Routes	This site has excellent proximity to bus routes coming from the North on Princes/Castle Streets and south on Princes /Crawford Streets. This is based on the new bus routes proposed in the Regional Public Transport Plan 2014. The new routes are planned to be in service by July 2016.
Pedestrian Access	The site has pedestrian access from Stafford and Princes St. However pedestrian access is difficult from the north with a 5-way intersection at the bottom of Stafford St. This is difficult for pedestrians to navigate if coming from the north.

Activity	Comment
Access to Cycleways	A current cycleway operates down Vogel St and connects with Queens Gardens. Connections to George St from Queens Gardens and Vogel St are in a planning phase. This site will have reasonable proximity to the potential cycleway routes. It should be noted the final cycleway routes have not been finalised and are only in the development phase.
Proximity to Amenities	This site has excellent proximity to amenities, cafes, bars and retail shops. It is also on the edge of a regenerating area around the Exchange and Queens Gardens. Construction on this site would aid the regeneration of Princes St and the Warehouse Precinct.
Topography	The site is flat and access to the site is generally flat unless coming from Stafford/High St and Mornington.
Relevant Transportation Projects	A number of possible projects may impact on this site. These projects may not go ahead and are at various stages of development however it is pertinent to keep site of these in relation to this project: <ul style="list-style-type: none">) Central City Cycleways Project) Two waying of Crawford St into Queens Gardens

SERVICES 372-392 PRINCES ST

The table following summarises findings around key services adjacent to the proposed site. Findings are based on:

-) Initial meetings with DCC Water and Waste
-) Initial modelling analysis with proposed demand
-) Initial high-level feedback on sites from Downers and Delta

Service	Comment
Water	The water network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub). Fire hydrants are readily available to the site with adequate fire flows.
Wastewater	The wastewater network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub).
Stormwater	Redevelopment of this site would not result in increased Stormwater flows so is unlikely to require any additional stormwater works.
Power	There is no existing ICP at this site. There is HV and LV capacity in the area depending on power requirements. At this stage power requirements for the site have not been assessed.
Ultra-Fast Broadband (UFB)	This site is in a "built cabinet area", but some minor civil work would be required to get to the site boundary.

SITE 6: 41 WHARF ST

DESIGN AND CONSTRUCTABILITY ^{41 WHARF ST}

Access to the site for construction is difficult with a central median separating north and southbound traffic outside 41 Wharf St. An on/off -ramp also takes and receives vehicles from in front of the site over the railway and Cumberland St to Crawford Street. The site is also opposite the entrance to Fryatt St. The site has been cleared of any structures allowing for immediate construction.

Previous studies for this site have indicated that piling would be required to a similar depth as the waterfront site which is also on reclaimed harbour land. Being a relatively flat site, we see no issue with establishing a piling rig on the site. Noise and vibration may impact on the adjacent retail complex and offices on the harbour edge. However, distance apart and selection of the type of pile, should be able to mitigate this.

The size of the site would suggest car parking under the building at ground level and two levels above for offices would make the best use of the site. A separate in and out driveway with a one-way flow from South to North would safeguard access onto the site for both permanent access and construction.

Making the building three levels, car parking plus two, would provide good views into the harbour basin and equally with the railway land behind, a good aspect looking back to the city. From an acoustic point of view glazing systems may be increased to mitigate Rail and Road noise.

The shape of the site should allow a footprint to accommodate a building design suited to the ORC's desire to have a collaborative working style.

As a new build, green building features could be readily introduced by way of good design principles.

See Appendix A for proposed scheme plan.

PROPERTY OWNERSHIP ^{41 WHARF ST}

The table below summarises the ownership structure of the site

Item	Owner
Land Ownership	Wharf St Property Ltd
Land Lease	NA
Building Ownership	No buildings on the site
Building Lease	NA

This property is owned by Wharf St Property Ltd and is freehold. The owner has expressed interest in discussing the sale of the site.

ABILITY TO DELIVER WITHIN TIMEFRAMES ^{41 WHARF ST}

There may be some significant transportation issues that would need to be resolved to develop this site. These would have the potential to delay the project.

PLANNING, HERITAGE AND ARCHAEOLOGY 41 WHARF ST

PLANNING

41 Wharf St was granted a Resource Consent in 2008 for the construction of a 3 story building for commercial offices with onsite car parking. The consent also included for a 3 bedroom apartment. The Resource Consent had a 5 year duration and expired in 2013. This was extended for another 5 years to 2018.

The proposed ORC building would have a larger footprint and bulk to the building proposed in the granted Resource consent. Once a new building concept has been designed, a review of the resource consent would need to be undertaken to assess whether the current consent could be amended or a new consent application would be required.

The following table summarises the proposed zoning under the new proposed 2GP Plan.

Item	Parameter
Zoning	Industrial
Other Planning Characteristics	Archaeological Alert Layer Coastal Hazard 3
Minimum Height of Buildings (Above Ground Level)	5m
Minimum number of storeys for buildings (Above Ground Level)	1 Storey
Maximum Height of Buildings and structure (Above Ground Level)	18m
Maximum Number of Storeys for Buildings (Above Ground Level)	3 Storeys

HERITAGE AND ARCHAEOLOGY

This site was recently researched by Heritage New Zealand and has some archaeology of significance. There appear to be the remnants of 2 wharfs from 1865 that extend from the old shoreline at the edge of Queens Gardens onto 41 Wharf St. There are likely to be artefacts associated with the reclamation at 41 Wharf St including: wharf piles, bottles, cooking utensils etc.

Heritage New Zealand has indicated an Archaeological Authority would be easily granted provided the excavation of key areas on the site were supervised by an archaeologist.

TRANSPORTATION/ ACCESSIBILITY AND CARPARKING 41 WHARF ST

The table below summarises initial findings in relation to accessibility of the site to transportation modes and car parking on and around the site.

Activity	Comment
Vehicular Access to Site	The Eastern Freight Bypass runs along Wharf St past this site and provides the main arterial to Port Otago for heavy traffic and is an important route to the city. Early discussions with the DCC suggest that right turning from the north into the property will be problematic. An on/off-ramp delivers vehicles from the Crawford St with the ramp starting directly outside the site. A central median is located on Wharf St outside the site which also inhibits access.

Activity	Comment
	A cycleway runs along the front of 41 Wharf St. Vehicles turning into the property would have to cross this cycleway in its current location.
Car parking (Onsite)	There is adequate land area on this site to achieve at least 60 onsite car parks. There is potential to provide some additional parking on the site.
Car Parking (On-street)	There is limited street parking immediately adjacent to the building. There is parking around the industrial area on the Harbourside of Wharf St however this is already under pressure from CBD parkers.
Access to Bus Routes	This site has no existing or planned bus routes adjacent to the site or via Portsmouth Drive. This is based on the new bus routes proposed in the Regional Public Transport Plan 2014. The new routes are planned to be in service by July 2016.
Pedestrian Access	Pedestrian access to the site is constrained by the lack of easy access over the railway and Wharf St. Pedestrians can access the site from the north and south however this is via industrial areas. Connectivity to the CBD is via the Railway footbridge at the Railway Station or Anzac Ave intersection. There is also a footbridge attached to the Cumberland St overbridge. This is some distance from the site and requires pedestrians to cross the carriageway which has inherent safety issues.
Access to Cycleways	There is an existing cycleway down Portsmouth drive and around Birch/Kitchener Streets. This continues on down Wharf and Thomas Burns Street. It is however limited by the fact there is no connection to the city over the railway line. Cyclists would have to cross at Anzac Avenue intersection to the north of the Railway Station.
Proximity to Amenities	This site is currently isolated from any real amenities and would likely require the Otago Regional Council to provide some basic amenities onsite. The lack of amenities in this area may be negated if a wider development occurs in this area i.e. new hotel, university aquarium. The site backs onto the railway line. There will be noise at times from rail movements.
Topography	The site and surrounding land are flat.
Relevant Transportation Projects	A number of possible projects may impact on this site. These projects may not go ahead and are at various stages of development however, it is pertinent to keep sight of these in relation to this project: <ul style="list-style-type: none"> <li data-bbox="619 1379 1034 1413">) Possible University Aquarium project <li data-bbox="619 1420 1023 1453">) St Clair to Harbour Cycleway Project <li data-bbox="619 1460 1066 1489">) Harbourside pedestrian/cycleway bridge

SERVICES 41 WHARF ST

The table following summarises findings around key services adjacent to the proposed site. Findings are based on:

-) Initial meetings with DCC Water and Waste
-) Initial DCC water/wastewater modelling with proposed demand
-) Initial high-level feedback on sites from Downers and Delta

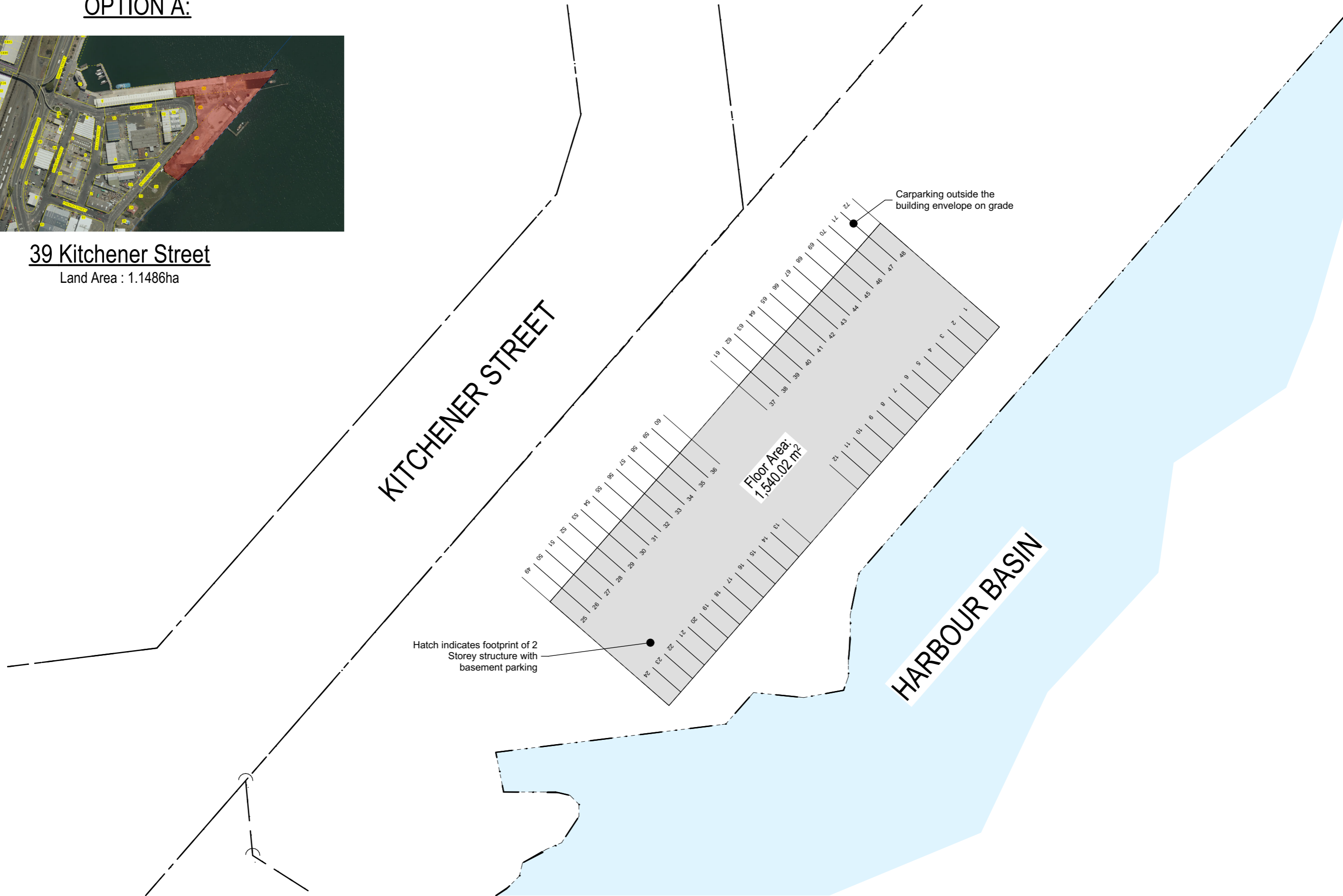
Service	Comment
Water	The water network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub).
Wastewater	The wastewater network has adequate capacity to service a new office building with 200 occupants (assuming full Central Hub).
Stormwater	Stormwater discharge from this site is likely to be straight to the ocean. This would require a Resource Consent from the ORC.
Power	There is currently no power supply to the Wharf St site, however there is potential to install a new transformer on the site.
Ultra-Fast Broadband (UFB)	This site is in a UFB area however no cabling was run adjacent to this site. Significant civil works would be required to get UFB to this site.

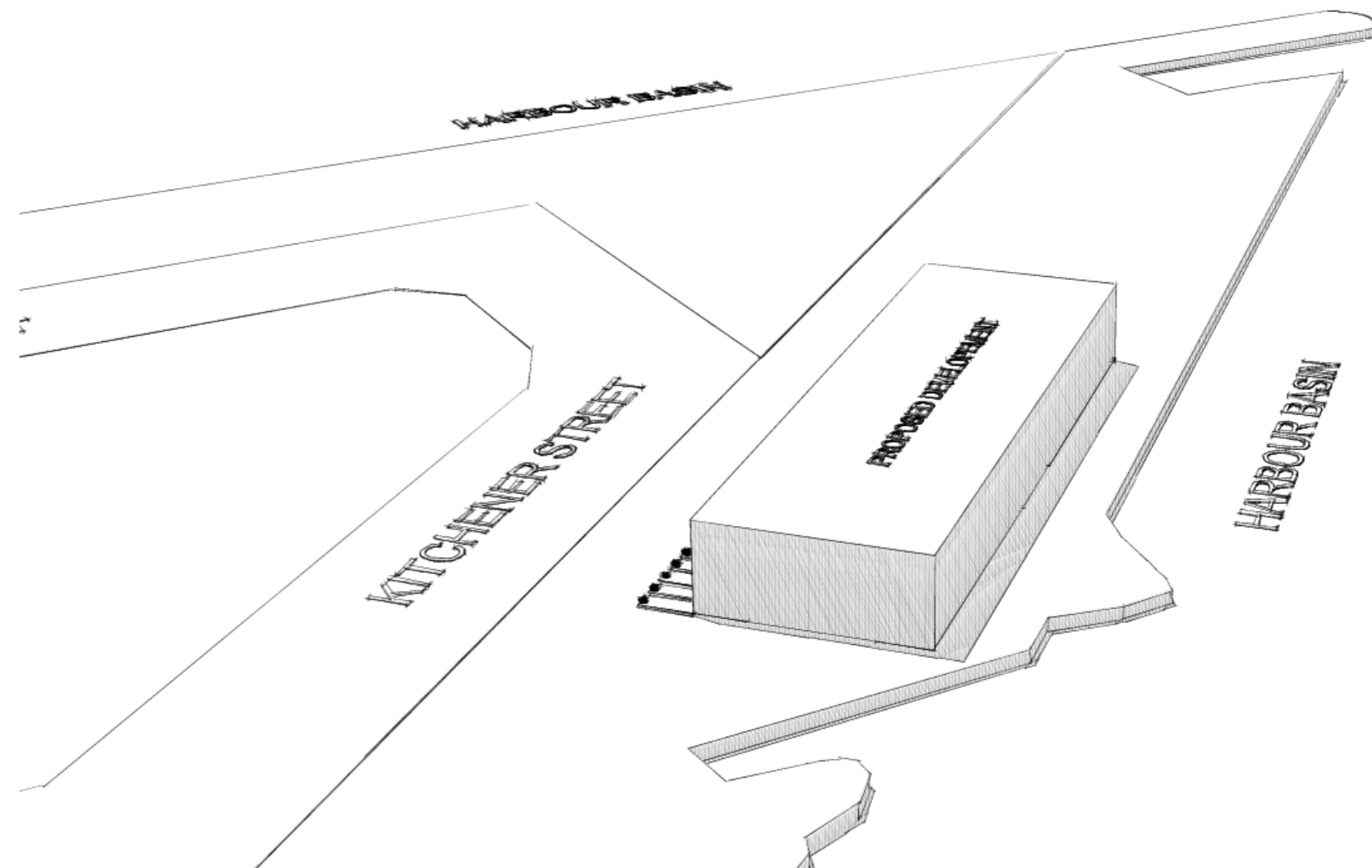
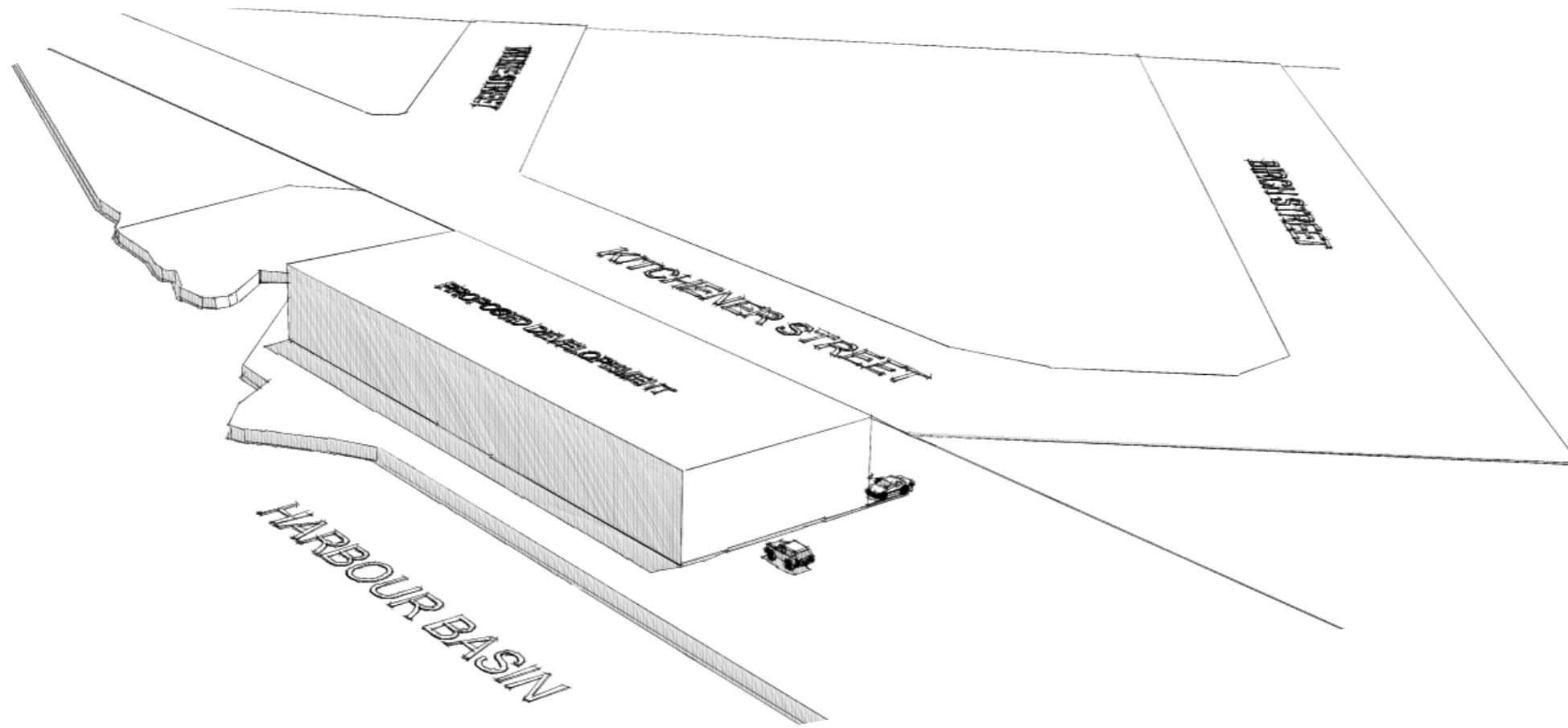
APPENDIX A – SCHEME PLANS

OPTION A:



39 Kitchener Street
Land Area : 1.1486ha



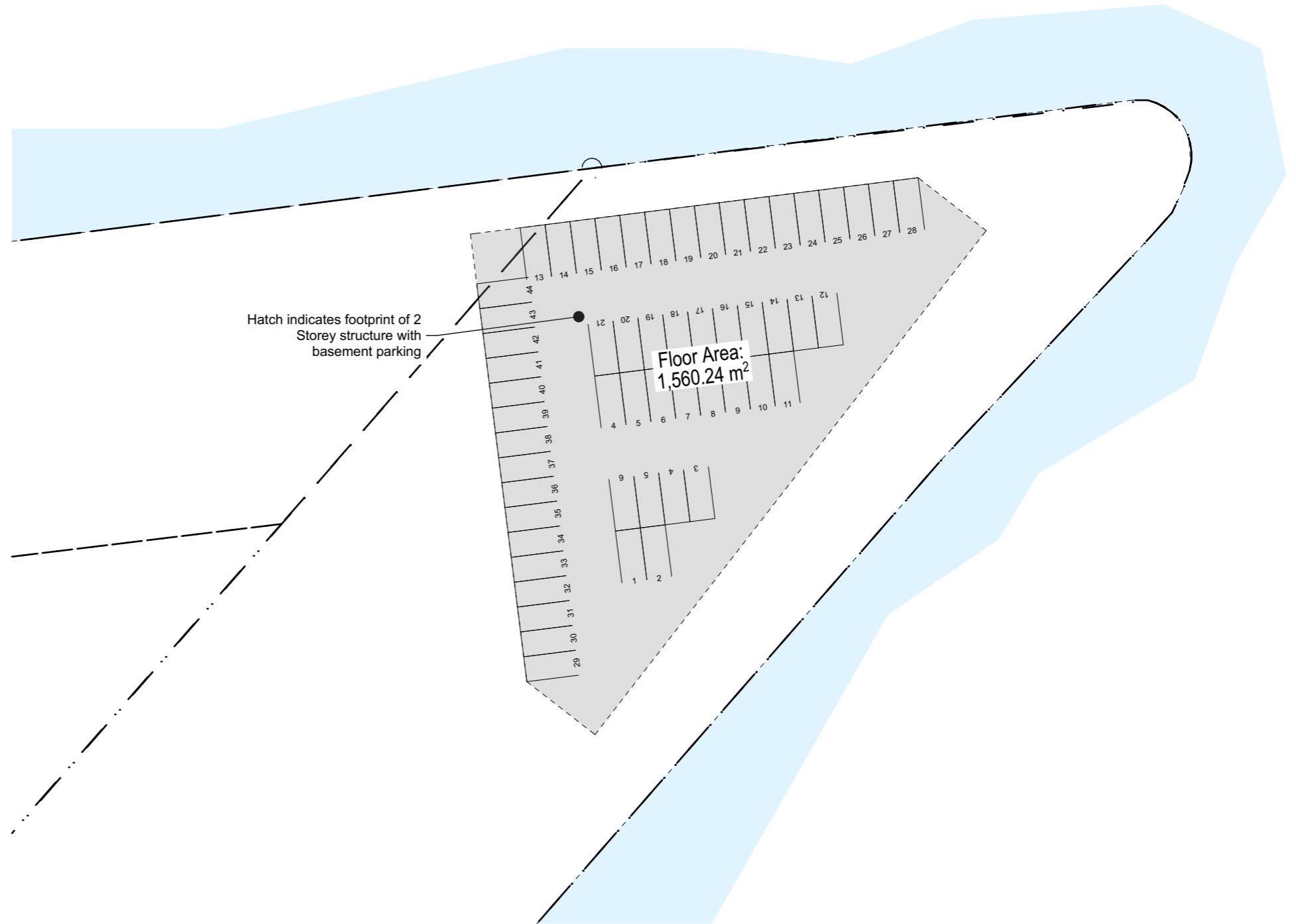


OPTION B:



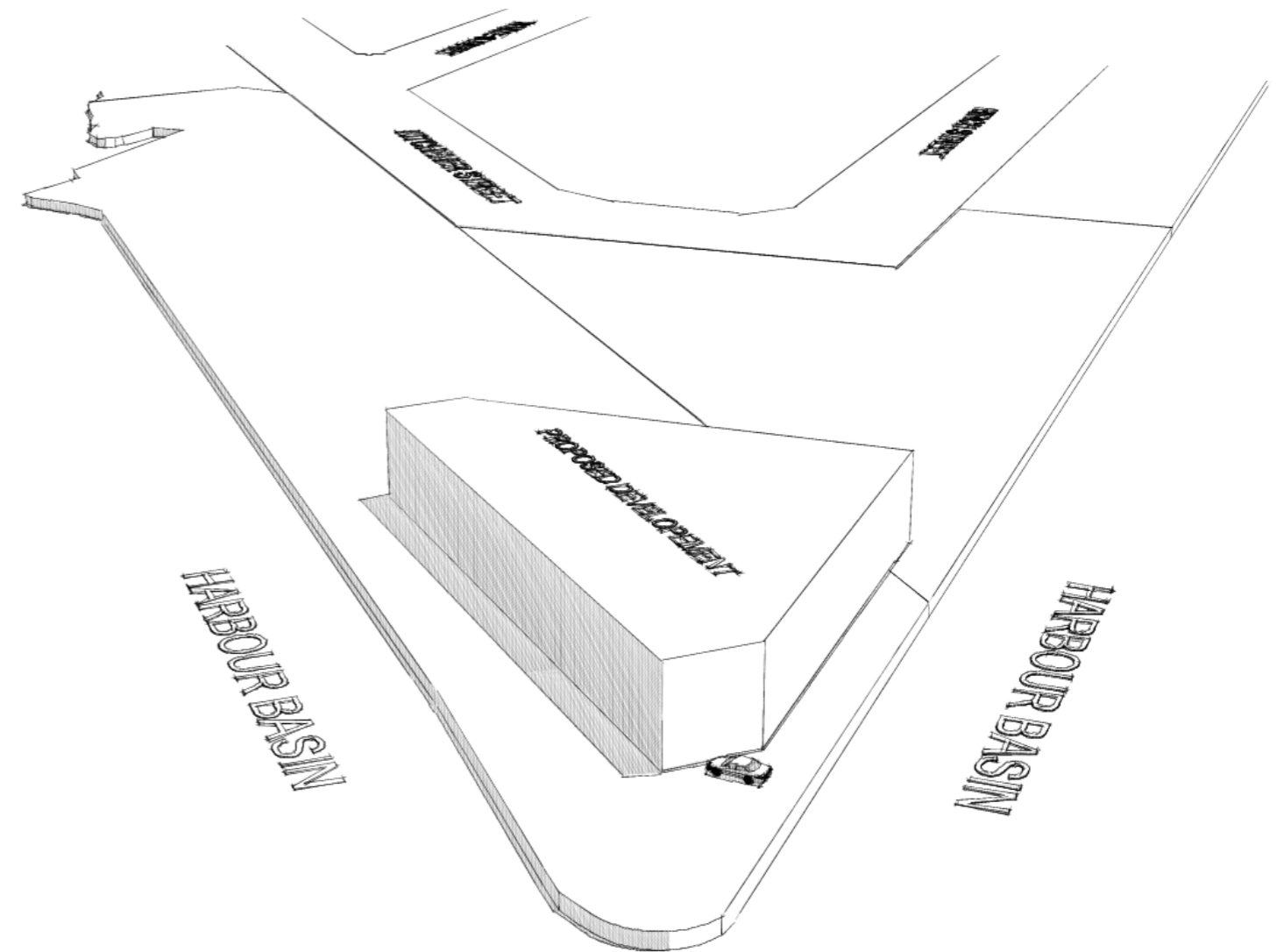
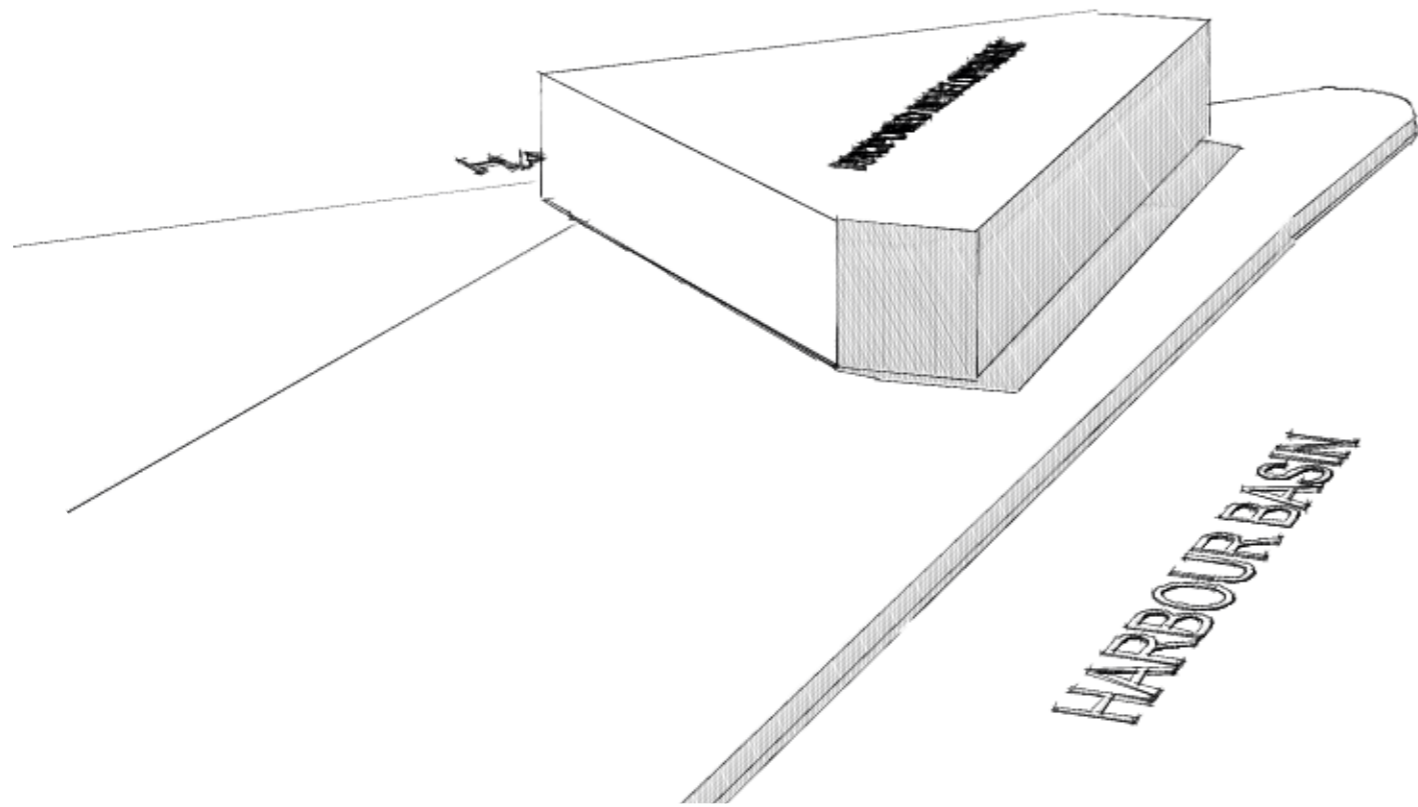
39 Kitchener Street

Land Area : 1.1486ha



Hatch indicates footprint of 2 Storey structure with basement parking

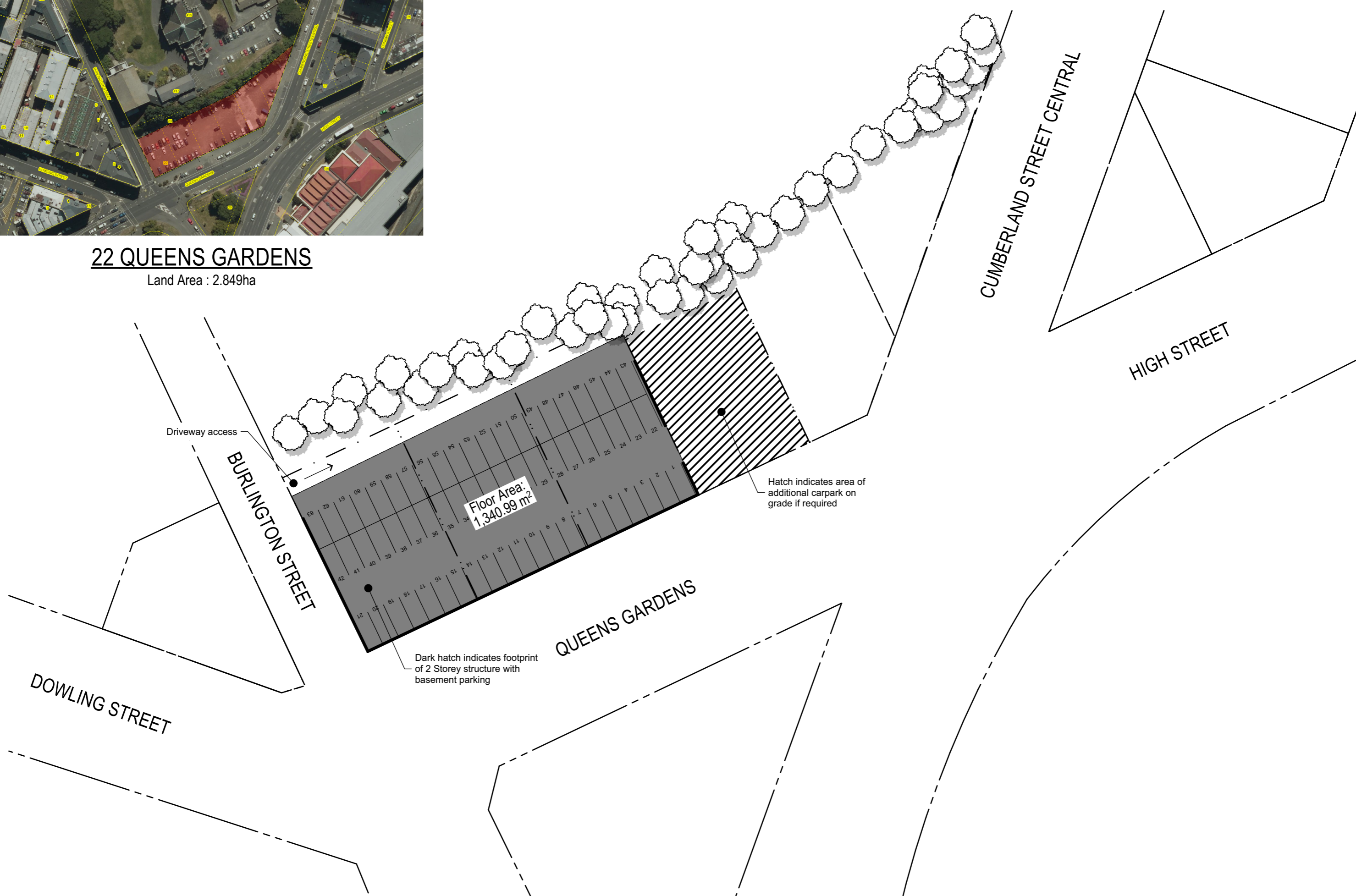
Floor Area:
1,560.24 m²





22 QUEENS GARDENS

Land Area : 2.849ha



Floor Area:
1,340.99 m²

Hatch indicates area of
additional carpark on
grade if required

Dark hatch indicates footprint
of 2 Storey structure with
basement parking

Driveway access

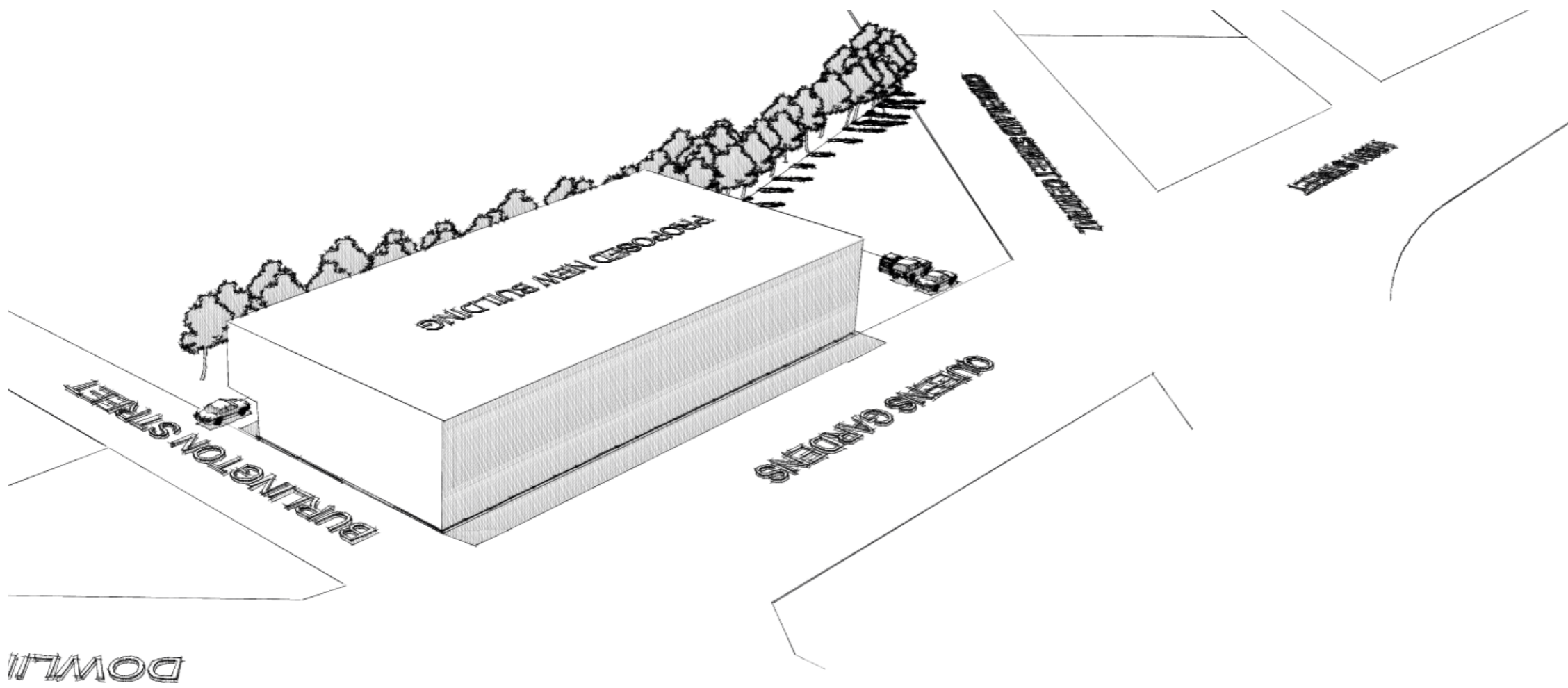
BURLINGTON STREET

QUEENS GARDENS

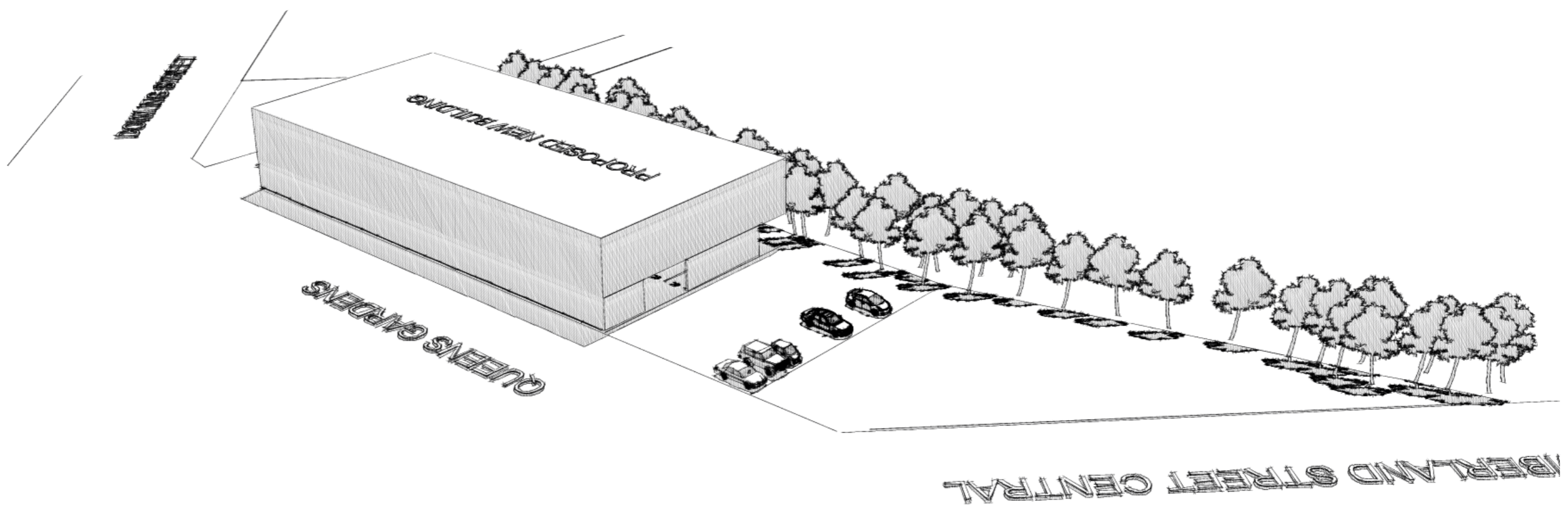
CUMBERLAND STREET CENTRAL

HIGH STREET

DOWLING STREET



DOWN



BERLAND STREET CENTRAL



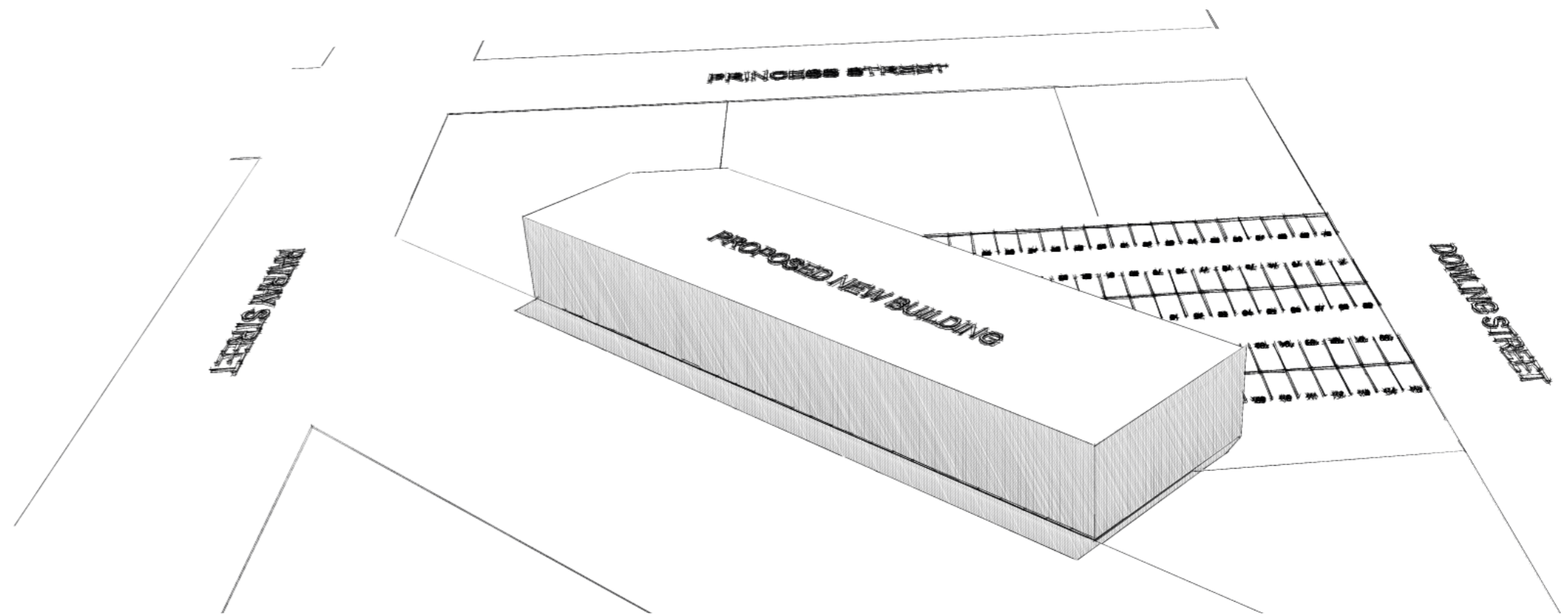
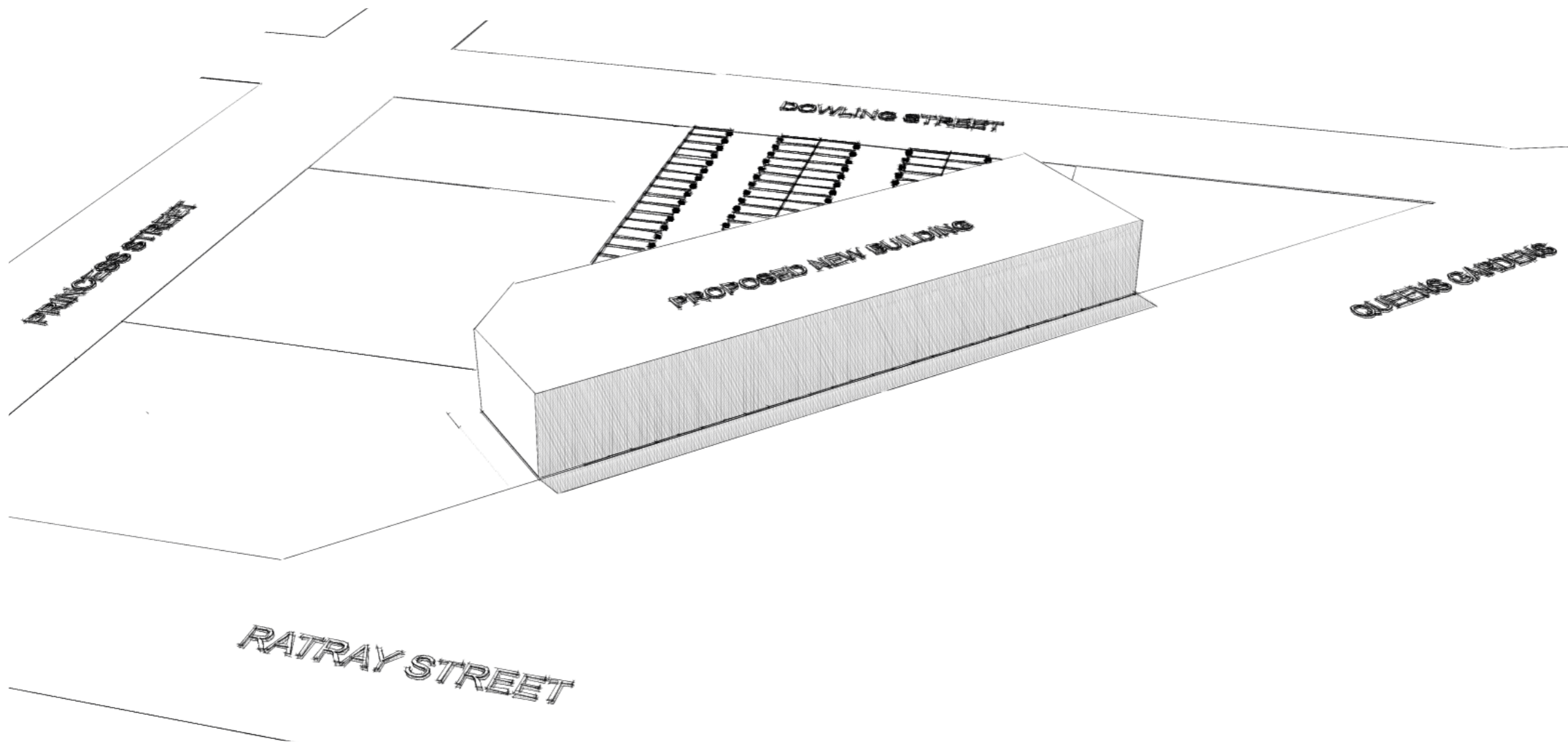
15 DOWLING STREET

Land Area : 0.3321 ha



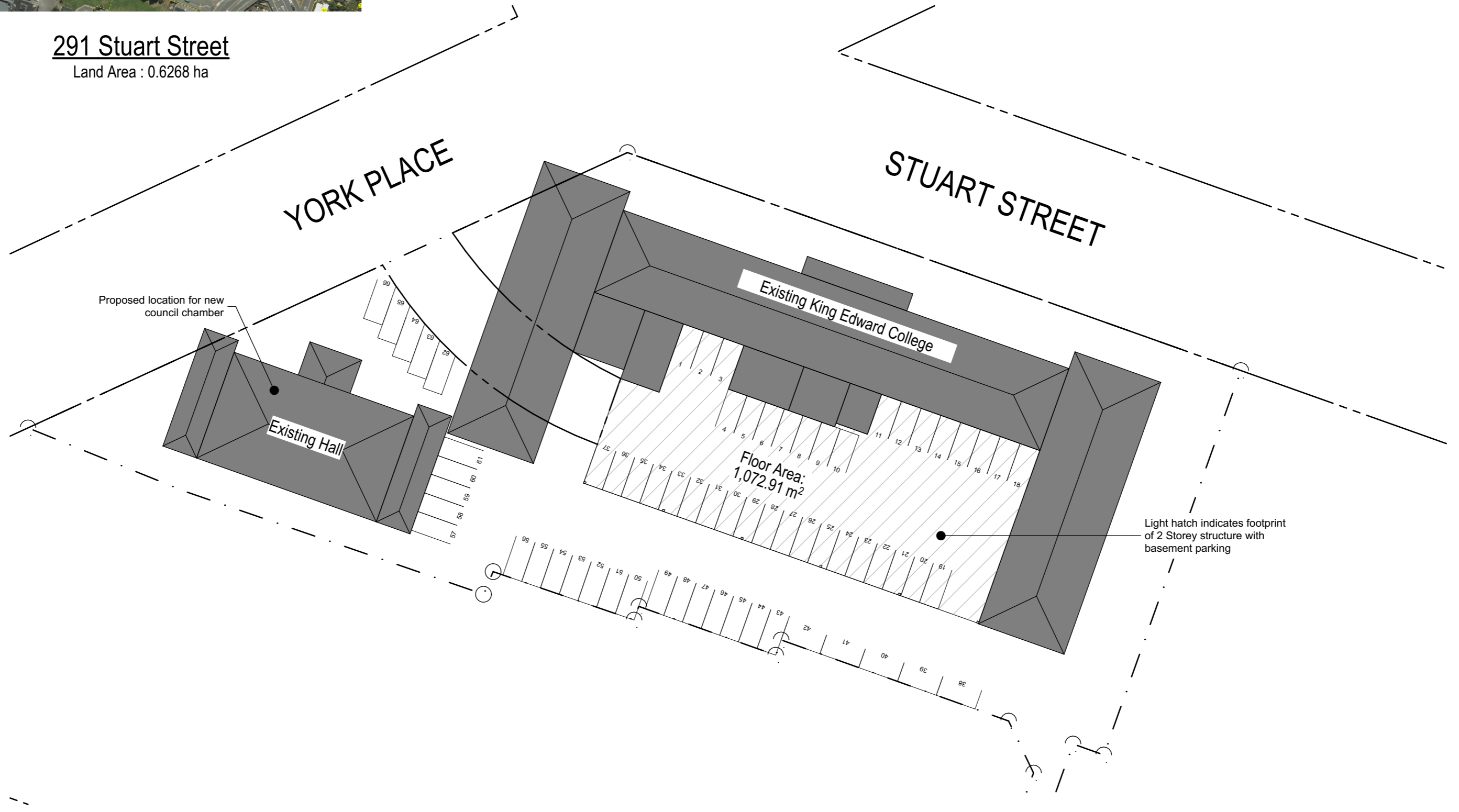
Hatch indicates footprint of 2 Storey structure with basement parking

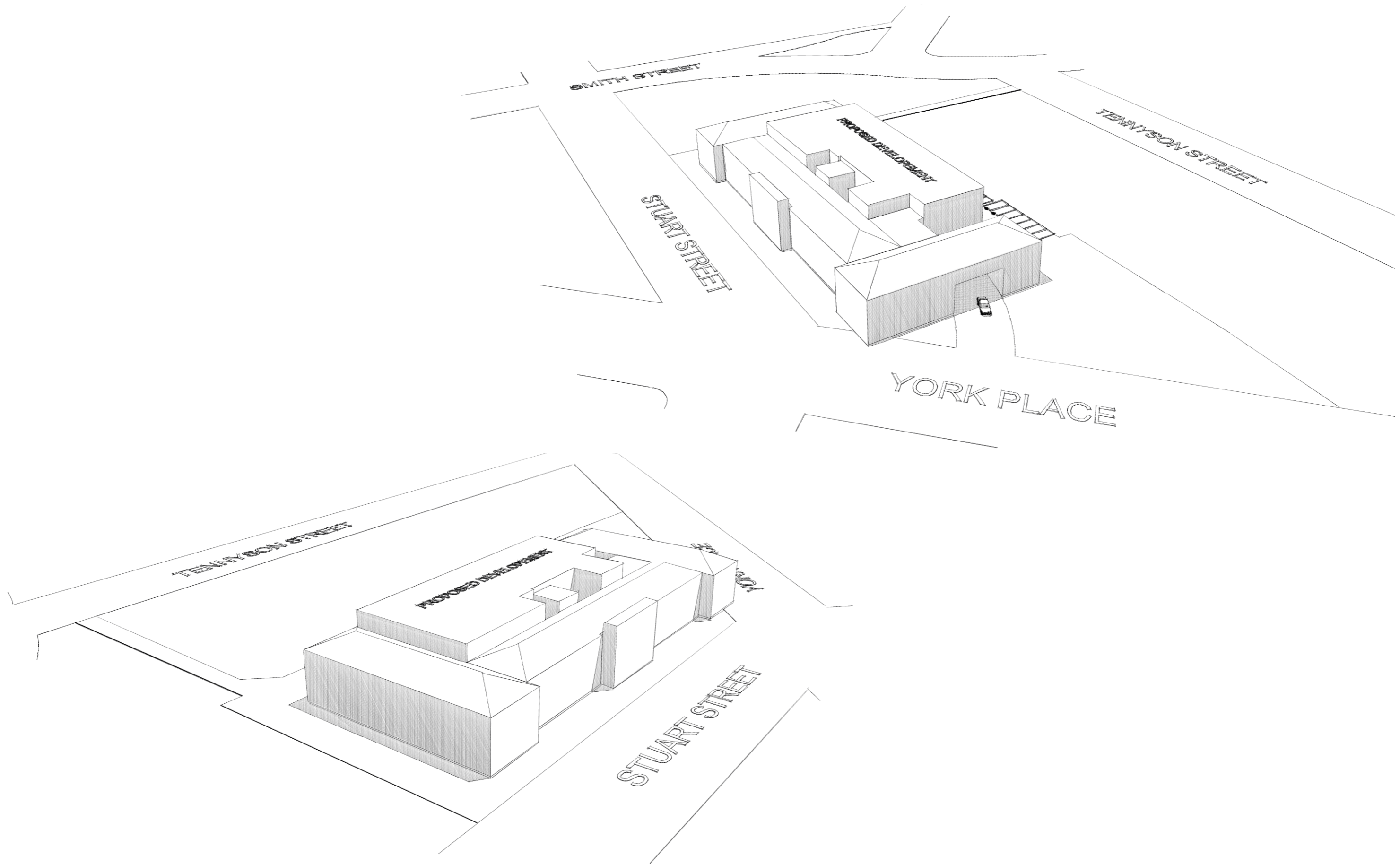
Floor Area:
1,500.00 m²





291 Stuart Street
Land Area : 0.6268 ha

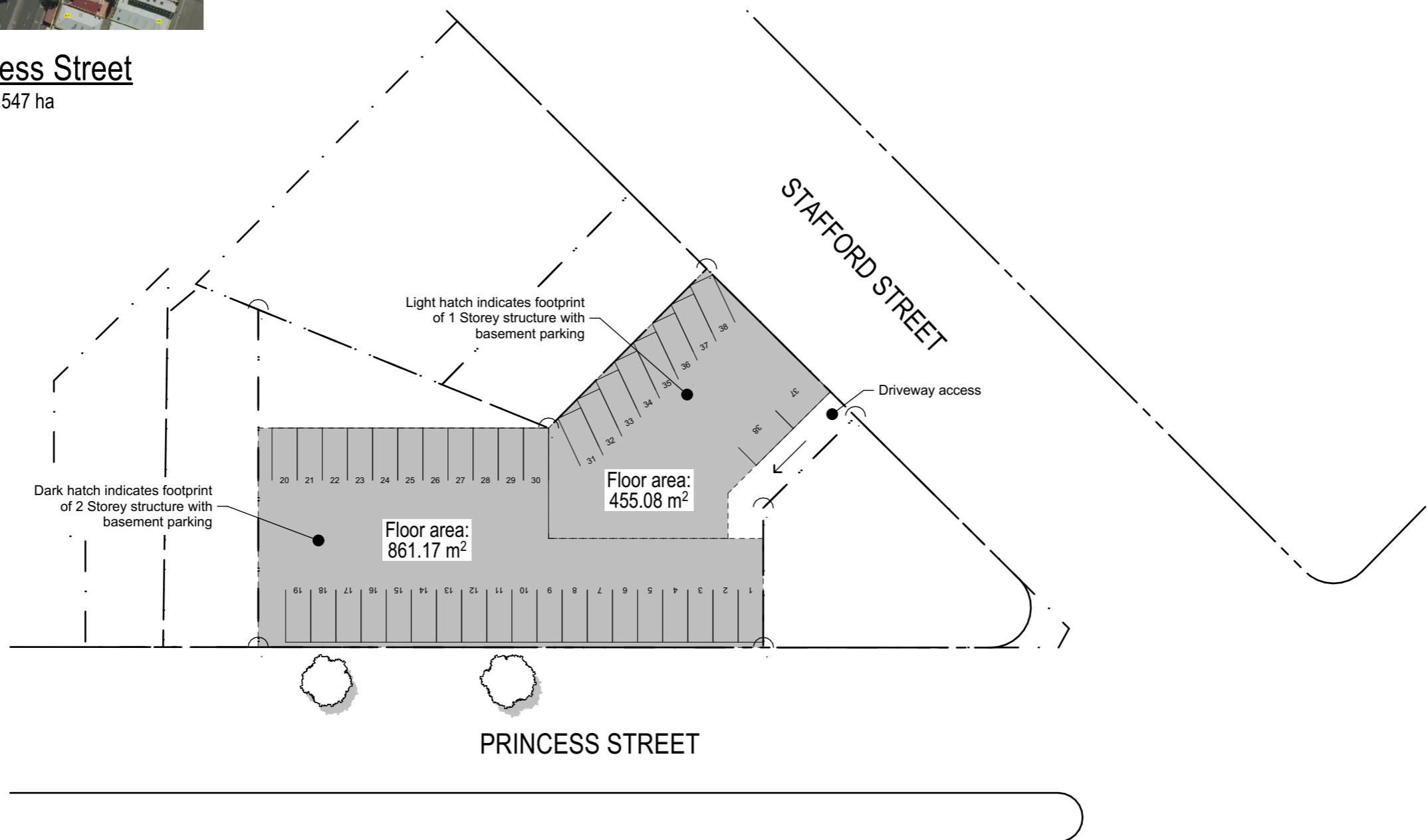


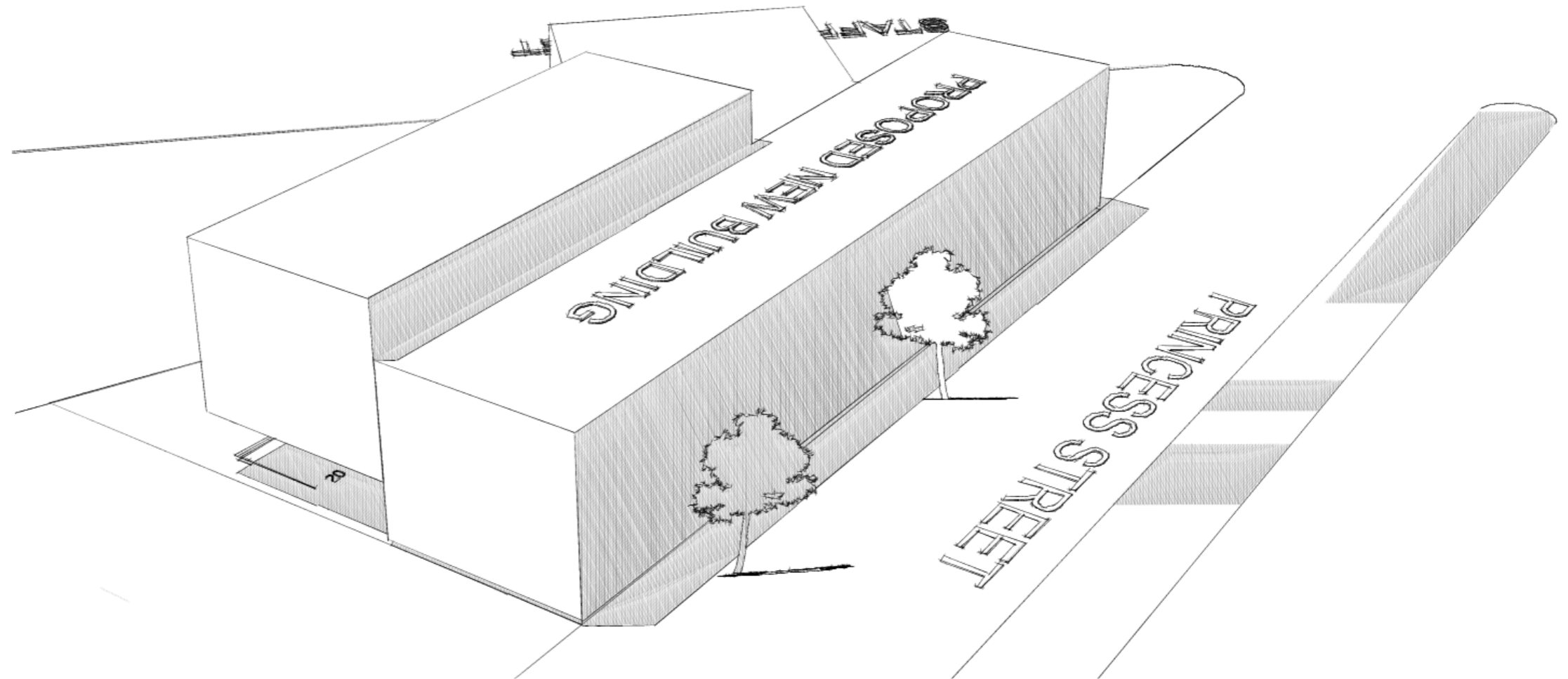
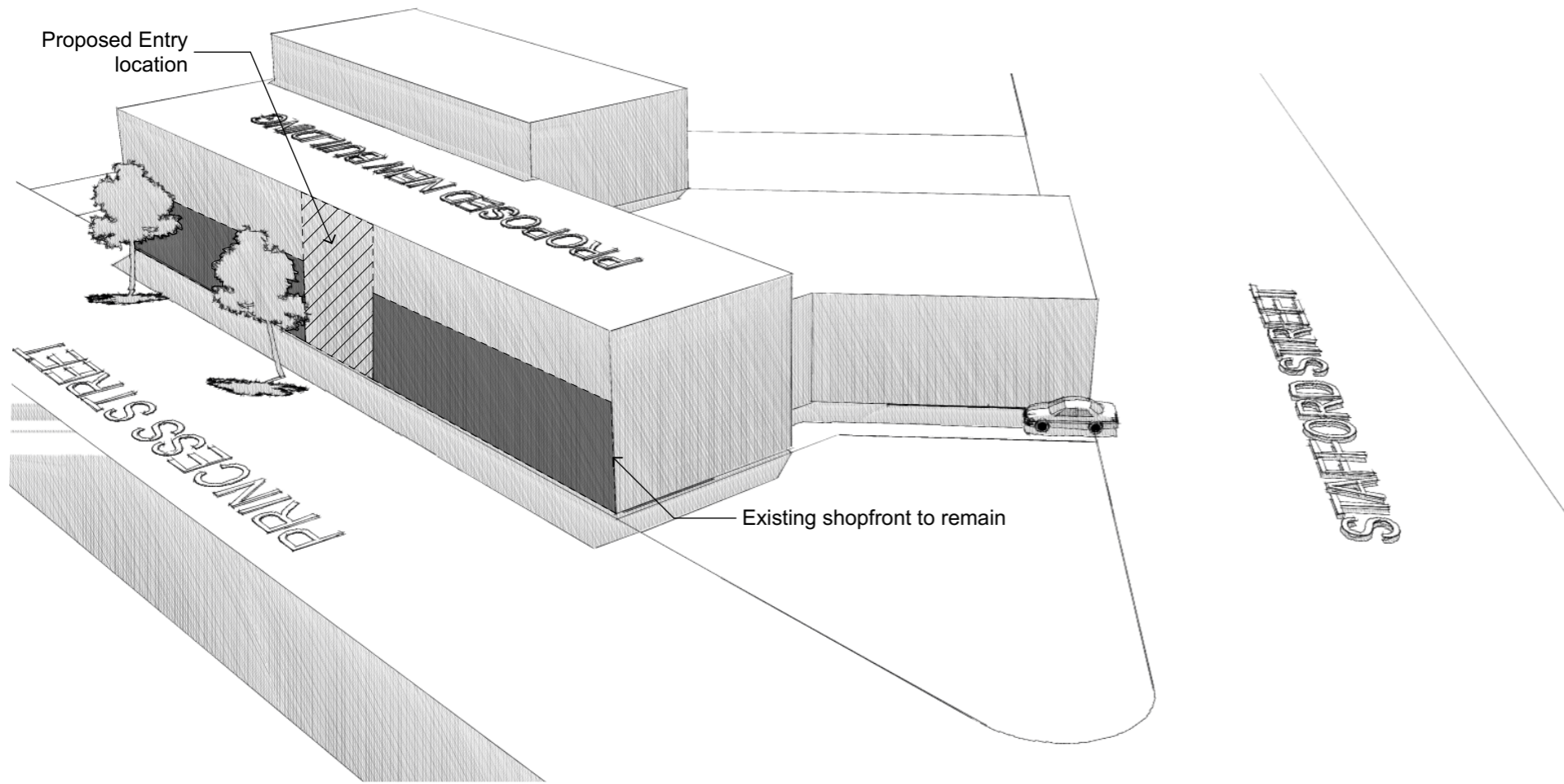




372-380 Princess Street

Land Area : 1.547 ha

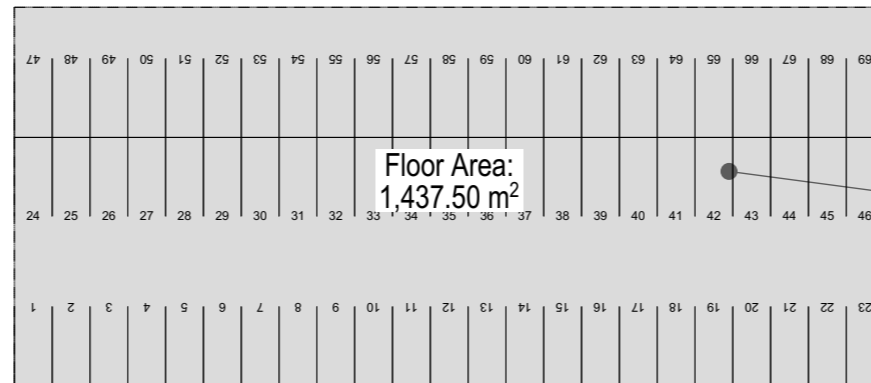






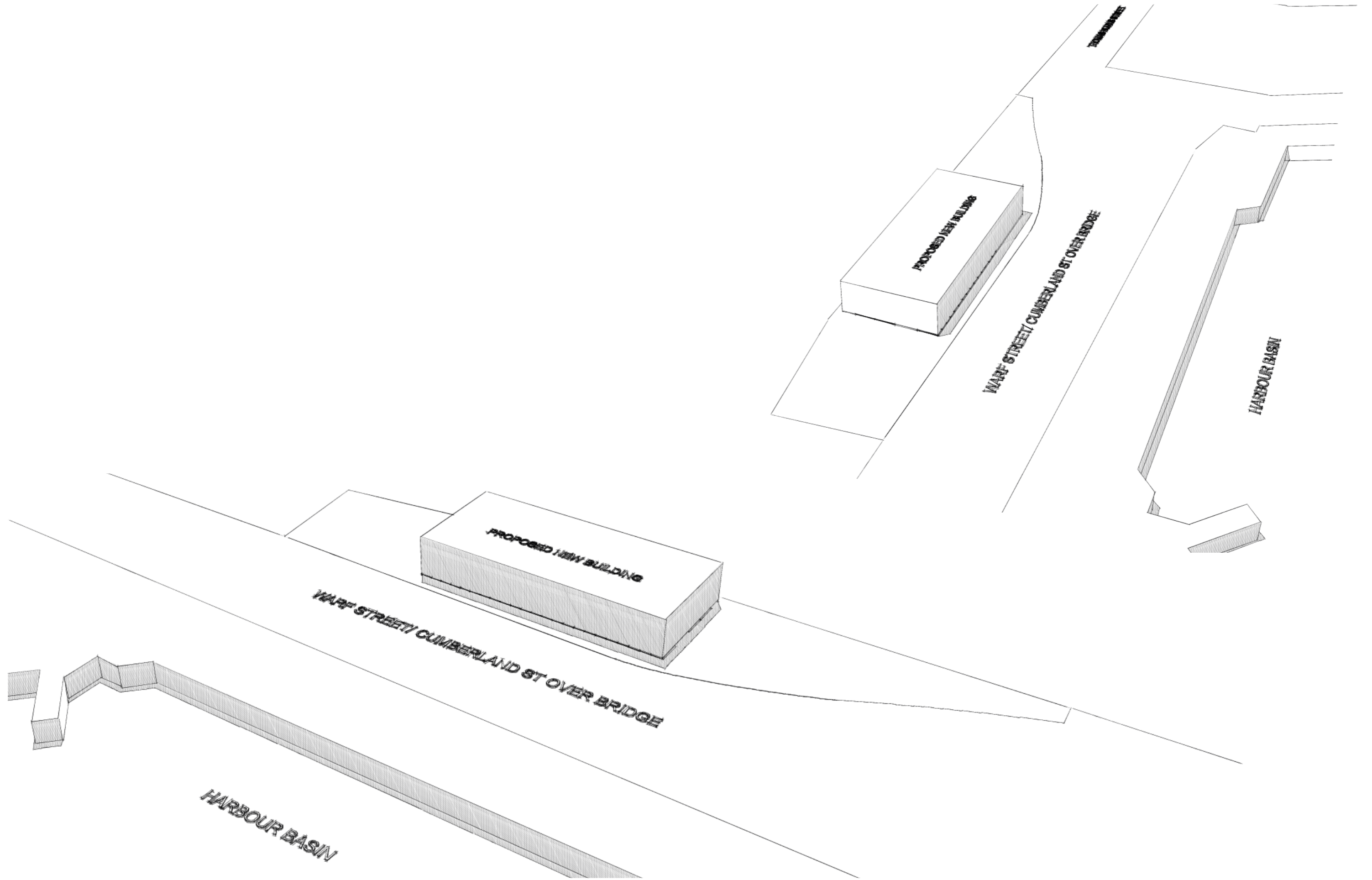
41 WHARF STREET

Land Area : 0.3961ha



**WHARF STREET/
CUMBERLAND STREET OVERBRIDGE**

HARBOUR BASIN



APPENDIX B – DRAFT PROGRAMME

