

SHELLY BAY DESIGN GUIDE – TABLE OF CONTENTS

1.0	Public Significance of Shelley Bay	Page 2
2.0	Purpose of the Design Guide	3
3.0	Character of Shelly Bay	4
	• Natural Setting	4
	• Built Form	4
	• Southern Bay Area	4
	• Northern Bay Area	4
	• Wharf Area	5
	• Levels of Experiencing Shelly Bay	5
4.0	The Future of Shelly Bay	6
5.0	Objectives	7
6.0	Guidelines	8
	• Siting and Massing	8
	• Scale	8
	• Circulation	9
	• Elevational Modeling	9
	• Design of Building Tops	9
	• Heritage	9

1.0 Public Significance of Shelly Bay

Shelly Bay gains its distinctive character from its coastal location and visually prominent natural setting and from its history and associated physical image.

Located within an area of “outstanding landscape” Shelly Bay is a distinct element within the wider panoramic view to the Miramar Headland with a strong contribution to the identity of Wellington Harbour.

For a long time Shelly Bay has been the location of the Shelly Bay Air Force Base. The Base has heritage significance for its association with submarine mining in the late 19th century, for the development of the World War II naval base and armament depot and for its subsequent occupation by the Air Force. The history of Shelly Bay and the specific campus-like character of its buildings contribute to a strong sense of place.

Beyond its historical significance and visual prominence, many people associate Shelly Bay with its potential to provide a range of recreational experiences along a well established scenic marine drive.



2.0 Purpose of the Design Guide

As specified in the District Plan rules, all new building development within the Shelly Bay area is a Controlled Activity or Discretionary Activity (Restricted), in terms of the design and appearance, height, scale and siting of new buildings. The Design Guide provides the criteria against which controlled or discretionary elements are assessed. Applicants will be required to demonstrate that the provisions of this Design Guide have been acknowledged and interpreted in any new development and the objectives satisfied.

The general aim of the Design Guide is to encourage development which recognises and respects the distinctive environmental qualities that give the area its character and avoids creating potentially adverse effects on that character.

Illustrations in the Design Guide are intended to support the text by explaining principles, and are not intended to represent actual design solutions.

3.0 Character of Shelly Bay

Natural Setting

Shelly Bay has a two-bay form and linear character, bounded by the Peninsula escarpment to the east and the water's edge to the west. The enclosure created by the escarpment and the openness along the water's edge are key qualities of the setting.

The area provides a dynamic backdrop to views from the west, best appreciated when moving along Evans Bay Parade on the opposite side of Evans Bay.

Built Form

The area as a whole is characterised by small scale individual low buildings with linear character and pitched roof forms, separated by large areas of open space.

The existing buildings, collectively, create a silhouette line with low horizontal profile, subservient to the natural landscape.

Within Shelly Bay as a whole there are three distinct sub-areas: the southern and northern bay areas, defined by the natural two-bay landform of the site and the wharf area, located centrally on the western side of Shelly Bay Road.

Southern Bay Area.

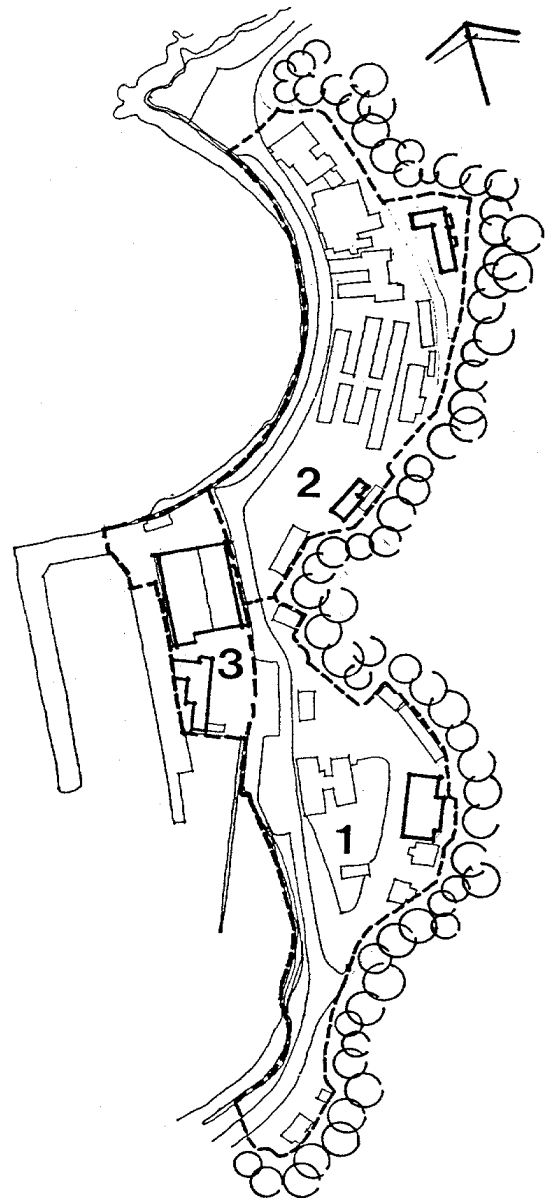
Compared to the northern bay, this sub-area has a larger depth of the bay and a lower building density.

The southern bay sub-area accommodates two major buildings: the Administration building, a single storey "H" shaped structure built with its longer side to the edge of Shelly Bay Road; and the Officers' Mess, a double storey building, at the toe of the escarpment.

When viewed from a distance, the low building density of the southern bay is not so obvious due to the specific configuration of the existing buildings and their position relative to each other. However, the spaciousness of the area is fully appreciated when experienced from within.

Northern Bay Area.

Of the three sub-areas the northern bay has the highest building density. Compared to the southern bay sub-area it has a smaller depth of the bay and a larger number of single storey buildings, most of which are built to the road boundary. This creates a sense of definition along the eastern side of Shelly Bay Road, interrupted only by the large area of open space at the southern end.



1. Southern Bay Area
2. Northern Bay Area
3. Wharf Area



The most important historic building within Shelly Bay is the Submarine Mining Depot Barracks, located at the northern end of the southern bay. A single storey building, constructed in 1887, the Submarine Mining Depot Barracks has a strong association with the history of the place.

Wharf Area.

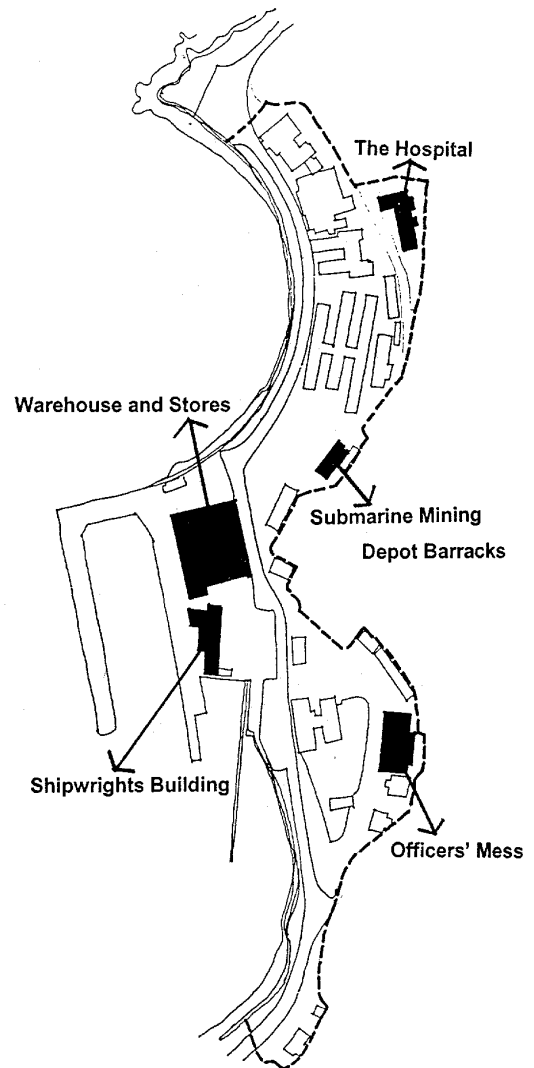
Bounded by the existing road to the east and the water's edge to the west, the wharf area is an almost separate entity. The main focal point of the wharf area is the two storey sawtoothed Workshop and Stores building, adjacent to the linear volume of the low shipwright's building to the south. Both buildings are strongly related to the military history of Shelly Bay.

The foreground position of the Workshop and Stores building, its relative height and characteristic roof form make it a recognisable landmark feature of Shelly Bay.

Levels of Experiencing Shelly Bay

Shelly Bay is experienced at two levels: from a distance, as a collection of buildings seen at the background of the escarpment and when moving through the site along the marine drive and the water's edge.

Future development within Shelly Bay should recognise the different ways it is experienced by the public and pay particular attention to the area's city-wide significance as well as its local importance.



4.0 The Future of Shelly Bay

In the future Shelly Bay will change creating opportunities for a range of new activities to be established within the area, with the additional possibility that the number and location of buildings may also change.

The distinctive character and public significance of Shelly Bay require that new development is sensitively approached by carefully considering any potential effects on the area's special qualities.



The major urban design issues to be considered by new development in Shelly Bay relate to the:

- impact of new development on the natural character of Shelly Bay
- impact of new development on the public amenity value and recreational potential
- impact of new development on the historic significance of the area as a whole and any identified heritage buildings.

5.0 Objectives

- 01** To manage new development in a way that enhances Shelly Bay as a public destination and a point of interest along the scenic marine drive and protects its unique public amenity value of open texture and foreshore accessibility.
- 02** To manage new development in a way that respects the distinctive natural character of Shelly Bay, through its form, scale and siting, and which is visually related to the surrounding buildings.
- 03** To promote the historic significance of Shelly Bay and encourage development that respects any identified heritage buildings.



6.0 Guidelines

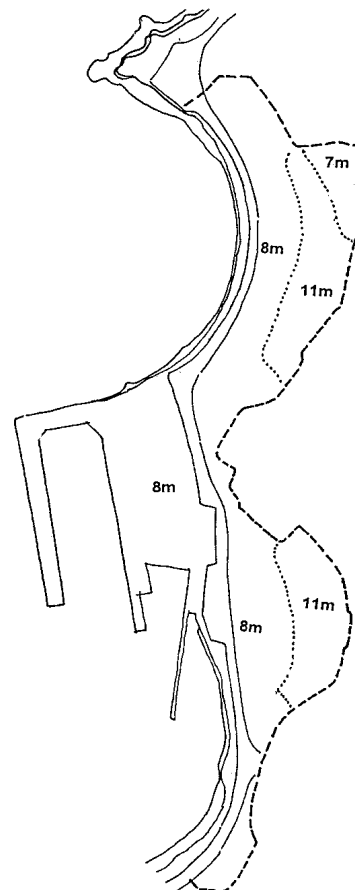
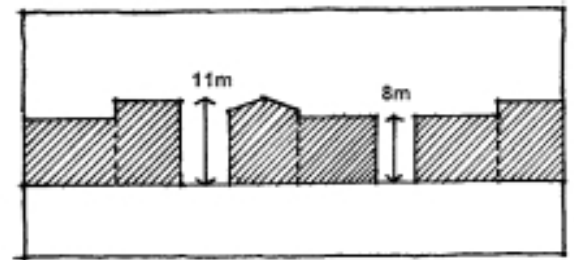
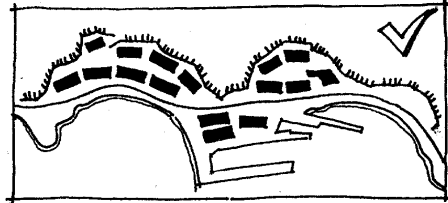
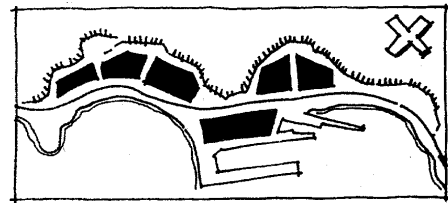
Siting and Massing

- G1** Building development immediately abutting the spur separating the two bays should generally be avoided to provide a visual break enhancing the two-bay form of the area.
- G2** New development within the wharf area should be located in a way so as to provide continuous pedestrian access and recreational opportunities along the water's edge.
- G3** New development along Shelly Bay Road should generally be built up to the road edge or setback at intervals to provide usable public open space adjacent to the road. This is to enhance the public quality of Shelly Bay Road.
- G4** New building development will be expected to comply with the site-specific height provisions and guidelines as follows (refer to the indicative diagram on this page):

- new development within the wharf area could rise up to 8 metres above ground level
- new development along Shelly Bay Road should generally be no higher than 8 metres above ground level, except that it may rise up to 11 metres over one third of the frontage of any building
- new development at the rear of the existing flat area of the two bays should not exceed 11 metres above ground level, except that approximately 10% of the building footprint area may rise to 12.5 metres
- the height of any new development within the terraced area of the northern bay (around the existing Hospital building) should not exceed 7 metres above ground level.

Scale

- G1** New development should consist of individual buildings with linear character, separated by open space, and with scale comparable to that of the existing buildings.
- G2** Where the footprint of a new development is significantly larger than that of the surrounding buildings, its bulk should be broken down into smaller elements to reflect the scale of the existing buildings.



*Indicative Building Height Diagram
(all heights measured above ground level)*

Circulation

- G1** The existing pedestrian walkway along the water's edge should be generally retained and improved in such a way as to enhance its pedestrian character and amenity as a public promenade.
- G2** Future development within Shelly Bay should allow for cross-site pedestrian links to connect the rear of the area to the water's edge

Elevational Modeling

- G1** The modeling of new building elevations should relate to the scale, character and elevational modeling of adjacent buildings.
- G2** The design of new building elevations along Shelly Bay Road should include human scale elements, such as windows, balconies and building entries with entry canopies and verandahs to enhance the public quality of Shelly Bay Road. In this respect large blank expanses of wall that are out of scale with adjacent buildings, or form the edge of primary spaces used by the public are undesirable.
- G3** Locating vehicle entrances and service areas along Shelly Bay Road should be generally avoided. These should be sited to the rear of the building or integrated into the building in a way that does not dominate its public frontage.



Design of Building Tops

- G1** New building tops should be designed in a way that helps to express the individual presence of each building development while contributing to the area's collective silhouette line.

Heritage

- G1** The location and design of new building development should respect the character and location of any identified heritage buildings within Shelly Bay, with specific reference to the Submarine Mining Depot Barracks, including a possibility of its relocation closer to the water's edge so its original connection to the harbour is recognised.

