

Shelly Bay Masterplan

Urban Design Assessment

of
The Wellington Company Proposal
relative to the WCC Shelly Bay Design Guide
for
The Wellington Company

SHELLY BAY DESIGN GUIDE – TABLE OF CONTENTS

1.0 Public Significance of Shelly 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	
• Levels of Experiencing Shelly Bay	
4.0 The Future of Shelly Bay	
5.0 Objectives	
6.0 Guidelines	
• Siting and Massing	
• Scale	
• Circulation	
• Elevational Modelling	
• Design of Building Tops	
• Heritage	



Contact Details

Graeme McIndoe

McIndoe Urban Ltd
L2, Hope Gibbons Buildings
PO Box 11908, Wellington 6142
New Zealand
Telephone: +64 4 385 9006

Document Details:

Date: 8 March 2019
Reference: 3601c
Status: Final

Prepared By

Graeme McIndoe / Andrew Burns

McIndoe
Urban

† +64 4 385 9006
e admin@mcindoeurban.co.nz
w www.mcindoeurban.co.nz
po box 11908
Wellington 6142
New Zealand

1.0 Introduction

This assessment relative to WCCs Shelly Bay Design Guide is of the proposal for Shelly Bay described in both the Masterplan and the Proposal's Shelly Bay Design Guide (both dated 8 March 2019).

The WCC Shelly Bay Design Guide states:

“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.”

Consent is sought under the HASHAA which seeks to permit higher and more intensive development than is anticipated by the WCC Design Guide.

All text in [blue font](#) below is extracted from the Proposal's Design Guide.

2.0 Executive Summary

1. The detailed assessment tabled below demonstrates that the objectives of the WCC's Shelly Bay Design Guide are satisfied, and the proposal successfully meets the aspirations to enhance the important qualities of Shelly Bay. As such the proposed plan provides a positive urban design outcome in respect to the WCC Guide.
2. The Shelly Bay Masterplan and Design Guide create a Shelly Bay-specific place in Wellington that captures and protects the natural and built characteristics of the local area. The waterfront, the escarpment, the prominent spurs, the historic character buildings, the wharf, the existing Pohutukawa trees and the rocky promontories all feature in the plan and come together to address the WCC Shelly Bay Design Guide 'in the round' while reconciling the more permissive development aspirations of the SHA.
3. By including some buildings up to the maximum height anticipated by the SHA provisions, the Proposal does not meet the WCC's site-specific height guideline. However, it maintains buildings of the height similar to but slightly higher than those anticipated by the WCC Design Guide along Shelly Bay and Massey Roads, places the higher buildings provided for by the SHA behind these and against the escarpment, and further mitigates height and integrates them into their setting with a requirement for visually recessive colour treatments.

3.0 Assessment

See also masterplan images at section 4 of this report.

WCC Design Guide	Proposal Assessment
<p>Purpose of the Design Guide (page 3)</p> <p><i>The general aim of the WCC 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.</i></p>	<p>The unique character of Shelly Bay (as existing) is established by the following key characteristics:</p> <ul style="list-style-type: none"> • Two bay structure, each with different characteristics; • Two natural, rocky promontory / points; • Continuous public access along the bays and points; • Open space areas between the escarpment and foreshore that allow appreciation of bay and hill together; • Green escarpment, ridge spurs and backdrop; • Existing mature trees to foreshore; • Historic character structures in informal spatial pattern; and • Central wharf area that connects the two bays. <p>These characteristics feature as fundamental drivers of the proposals and the development recognises these by:</p> <ul style="list-style-type: none"> • Creating two distinct character areas (North Bay and South Bay) that reinforce the identity of each bay and maintaining expression of the spur that separates these bays; • Maintaining the promontories as natural open space rocky outcrops that define the ‘gateways’ to the bays; • Enhancing continuous public access along the entire length of Shelly Bay; • Creating a new village green within South Bay between the foreshore and the escarpment used as public open space; • Development contained within the HASHAA boundary that ensures visibility and expression of the open space escarpment beyond. Gaps and Lanes created between buildings to establish connections to the escarpment. Development stepped down to the bay to allow views across buildings to hills beyond. Significant escarpment Spurs are expressed by setting development back and masterplanning that ensure visual expression; • Retaining the majority of mature Pohutukawa trees to the foreshore areas; • Assessing the quality of each existing building and retaining/re-purposing the most significant structures within the plan; and, • Providing for retention and adaptive reuse of the wharf area as a new mixed use ‘heart’ to the area.

The Future of Shelly Bay (page 6)

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.*

Natural character

- The existing natural characteristics of the bay are mostly expressed by the escarpment, while the coastline (bays) has been heavily modified with sea wall, wharf and road infrastructure. The promontories have a more natural form. The existing northern bay has a formal, constructed and regularised structure. Development in this area opens out to and 'fronts' this bay, following its general curvature and creating a built frontage at street level. The impact on the escarpment is to introduce buildings (within HASHAA limits) at the 'foot' of the hill, stepped down in height and mass to the foreshore. These restrict views of the escarpment at low level but enable views to the upper slopes. The southern bay has a less formal structure, and this is reflected by the creation of a new village green and 'looser' placement of historic character buildings within this space, the enhancement of the beach and informal pedestrian access along the coastal edge. Promontories are retained as open spaces with informal rocky character allowing car parking. Landscape initiatives at the points will enhance their character.

Public amenity and recreational value

- Most of the existing flat open spaces do not encourage occupation/activity, the exception being the Chocolate Fish forecourt. Access through the wharf area is not possible and physical engagement with the water's edge in this area is poor. Open space character is enhanced with the new Village Green that establishes a space for active and passive recreation created by setting development away from the coastal edge. The realigned road here is closer to the original, pre-reclamation coastline alignment and creates a generosity of recreational amenity within the bay. The northern bay promenade significantly enhances amenity value as do the beach and access upgrades to the southern bay. Access to the escarpment is encouraged by new lanes. Landscaping of the promontories unobtrusively provide for car parking and increase access for fishing/diving/boating.

Historic significance

- The area has significance both for Maori and as part of the former armed forces history of Wellington. The latter is more obviously expressed through various air force base structures of varying degrees of importance and quality. The proposal retains and re-purposes the identified key/valued structures (note none have heritage listing) and locates them authentically respecting their alignments and open space settings. As a whole, the most significant

	<p>aspects retained that positively respond to the history of the area include:</p> <ul style="list-style-type: none"> • the central wharf area with its collection of larger buildings, spaces and wharfs; • existing buildings of historic and character significance that are retained in situ or relocated; • the distinctiveness (differences) between the two bays that terminate at the promontory points; • the public access along the bays; and, • the visual connections to the escarpment beyond, enhanced with new physical links.
--	--

5.0 OBJECTIVES (page 7)	
<p><i>O1 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.</i></p>	<p>The area’s status as a public destination and point of interest for Wellington and the Wellington Region is enhanced by:</p> <ul style="list-style-type: none"> • new activity and ‘lease of life’ for historic character buildings that surpass the current offering, and retention and celebration of authentic wharf character (structures and spaces). • A central mixed-use area largely comprised of historic character buildings and new character buildings and wharf that creates a focus and point of arrival for visitors. • Promontory point parks (and area ‘gateways’) with both parking and access to the water including for fishing, diving, boating contribute to accessibility. <p>While accommodating considerable development at the rear (escarpment foot) of the bays, road setback of the southern bay allows the coastal edge here to be generously open establishing a new Village Green as an active, public open space supported by re-purposed historic and character buildings as destinations. This is seen in figure DG 4.2.11 below, from page 80 of the Proposal’s Design Guide:</p>



The intentions to enhance Shelly Bay as a public destination and protect its unique amenity values are expressed comprehensively throughout the Proposal's Design Guide. From section 1.1 (page 3):

Key outcomes of the plan include:

- A high quality publicly accessible waterfront of promenade, wharf and beach;
- Strong expression of two bays and promontories;
- Historic character integrated and authentically displayed;
- Retained robustness and informality of the former air force base;
- A vibrant mixed use 'heart' at Shelly Bay Wharf;
- A unique living environment with a mix of housing ancillary short-term accommodation and boutique hotel;
- Enhanced landscape and vegetation with visual and physical connections to the bush-clad hills; and
- Upgraded Shelly Bay Road and Massey Road street system.

The Overall Design Strategy (Section 2, page 5) includes the following relevant objective and guideline:

O1 To develop an authentic and cohesive local character that draws on history, activity, historic character buildings and the spectacular foreshore and harbour setting.

G2 Reuse identified historic character buildings for publicly relevant activities, relocating and adapting buildings where this is feasible to do so in order to achieve an optimal character and public realm outcome.

In relation to protecting unique public amenity value and foreshore accessibility, Section 4.2 of the Proposal's Design Guide contains the following objectives and multiple relevant guidelines under each of these:

O1 To establish a wide generous shared pedestrian / cycle promenade oriented towards and celebrating the coastal edge. (pages 75,76)

O1 To establish flexible open space that restores rocky coastal ecology and accommodates car parking and recreational activities. (page 77)

	<p>O1 To establish a new green flexible space that can accommodate active and passive recreation. (page 79)</p> <p>O1 To retain and augment the existing beach character. (page 81)</p>
<p>O2 <i>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.</i></p>	<p>See assessments above at pages 4-5 of this report. In addition:</p> <p>Natural character that exists along the shoreline is maintained and enhanced with restoration in part in combination with an enhanced public promenade along the foreshore. Planting around the North and South points, along the bays and enhancement of the beach area in South Bay will also support the distinctive natural character.</p> <p>Building form steps up in height and mass from the street edge, in both plan and section relating to the contours of the escarpment behind. Laneways and gaps between buildings are created to avoid separation of the bush clad slopes from the foreshore. Overall the plan integrates the considerable development intended by the HASHAA regulations in a way that reinforces the two-bay and promontory spatial patterns of the area and reduces visual dominance by stepping and scaling down built forms.</p> <p>Furthermore, the existing varying character of Shelly Bay is recognised by identification of five character areas as described in figure DG 1.4.1 (pages 11,12) below. In each of these a specific but conceptually integrated treatment is proposed.</p>



Design guidance (page 12) then covers the following:

O2 To provide for five distinct but related character areas across Shelly Bay.

G1 Ensure the design of individual developments support the 'parent' Character Area within which they are located and reinforce the important characteristics of each area.

G4 Ensure consistency and coherence of landscape elements, furniture, details, planting and surface treatments across the different Character Areas.

The objective and guidelines for the North and South points (page 14) also address distinctive natural character:

O1 To create memorable and distinct arrival and departure points on the promontories at the northern and southern ends of Shelly Bay.

G1 Retain the promontories as primarily open space with a natural look and feel.

G4 Provide for coastal ecology restoration with consideration of minimizing impervious surfacing and reintroduction of indigenous native species to support coastal ecological function and biodiversity.

The scale of building development in relation to different parts of the coastal edge is addressed as follows:

For the North Bay (page 16):

G1 Ensure development establishes a lower scale, finer grain development fronting the promenade as a foreground to the larger scale and grain of development beyond.

For the South Bay (page 20):

G1 Ensure a natural waterfront feel is achieved in contrast to North Bay through provision of a beach and green space with continuous and informal public access.

G3 Establish a lower scale, finer grain development fronting the village green and foreshore as a foreground to the larger scale and grain of development behind.

The objective and guidelines for the North and South Point parks (page 77) address natural character:

	<p>O1 To establish flexible open space that restores rocky coastal ecology and accommodates car parking and recreational activities.</p> <p>Guidelines</p> <p>G3 Develop materiality that is principally of the natural rocky shore but with new timber constructed elements.</p> <p>G4 Utilise local coastal species and apply these in ways consistent with the wider natural coastal edge.</p> <p>G5 Upgrade the coastal interface with carefully placed rock sympathetic to the natural coast to stabilize the beach edge.</p> <p>Natural character is also covered in the objective and guidelines for South Bay Beach (page 81):</p> <p>O1 To retain and augment the existing beach character.</p> <p>Guidelines</p> <p>G1 Retain existing natural pebble beach.</p> <p>G4 Utilise the materiality of the rocky shore.</p> <p>G5 Upgrade the coastal interface with carefully placed rock sympathetic to the natural coast to stabilize the beach edge.</p>
--	---

<p>O3 <i>To promote the historic significance of Shelly Bay and encourage development that respects any identified heritage buildings.</i></p>	<p>See assessment under the heading ‘historic significance’ at pages 5 and 6 above. In addition:</p> <ul style="list-style-type: none"> Retention and adaptive reuse of historic/character buildings and elements has been actively pursued and included in the masterplan. Two historic/character buildings are relocated to where they are best sited to contribute to the amenity and success of the development, to activate spaces, to act as iconic memorable elements and to be expressed as publicly accessible assets. Retention of the slipway as a defining and authentic waterfront/industrial character element is supported by a repurposed Shipwrights building. <p>This objective is also explicitly addressed in Section 2.3 of the Proposal’s Design Guide:</p> <p>Objective</p> <p>O1 To provide for and allow the practical adaptive reuse of historic character assets of value that will add to the built form and activity of Shelly Bay and respect its former use.</p> <p>Guidelines</p> <p>G1 Ensure any adaptation does not dominate or substantially obscure the original form and fabric and does not adversely affect the setting of a place.</p>
---	--

	<p>G2 Complement the original form and fabric with any new work.</p> <p>G3 Carefully protect and respect patina, the visible evidence of age on the fabric of a place.</p> <p>G4 Respect a buildings context and setting.</p> <p>G5 Consider re-using or incorporating historic character elements discovered during construction. Building alteration guidance at page 49 also covers this matter:</p> <p>G1 Ensure a clear understanding of the historic character value of a place and policies for the management of those values guides the extent of any intervention.</p> <p>G4 Ensure any alterations or additions are compatible with the original form and fabric of the place.</p> <p>G5 Avoid inappropriate or incompatible contrasts of form, scale, mass, colour, and material.</p>
<p>6. 0 GUIDELINES (pages 8,9)</p>	
<p><i>Siting and Massing</i></p> <p><i>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.</i></p>	<p>The spur has been respected as an important visual punctuation between the North and South Bays. Images in section 4 of this report (pages 29 and 30) demonstrate how the spur is retained as a powerful visual element that is part of a series of spurs that include those at northern and southern promontories. Figure DG 1.2.1 from the Proposal’s Design Guide (page 6) shows the intention of expressing spurs, including that at the wharf area which accentuates the two-bay form of the area.</p>  <p>This spur is also framed and accentuated by adjacent tall buildings being the Boutique Hotel Annexe and the Car Stacker Building, which can be seen in the extract from the Shelly Bay Illustrative Overview figure DG1.2.3 (pages 7 and 8).</p>



This treatment maintains and accentuates a visual break between the two bays.

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.*

Continuous pedestrian access is provided for along the entire length of the Shelly Bay foreshore including the central wharf area. In addition, spaces in the wharf area are created around historic/character buildings and at the wharf edges that create opportunities for public occupation and recreation. To the northern side of the wharf area new small-scale kiosk structures and public amenities are provided to support use of the water's edge.

The Proposal's Design Guide explicitly addresses public access and recreational amenity and describes the Shelly Bay Wharf area as follows:

Key Features and Landmarks (page 17)

- An informal arrangement of historic structures set in open space providing authentic local character;
- An open and accessible waterfront potentially providing ferry access;
- A retained slipway complemented by unique 'special buildings';
- A pedestrian priority place with shared surfaces;
- A mixed use, local centre offering both amenity for residents and a destination for visitors; and,
- Generally low scale buildings to avoid visual dominance over historic character structures.

One of the seven 'General Principles' for Shelly Bay is the following (page 21):

ESTABLISH A WELCOMING PUBLIC WATERFRONT

This will be achieved by:

- High quality public realm as an integral part of a successful urban village and an attractor for visitors;
- Waterfront promenade, wharf access and a mix of publicly relevant water edge activities in quality waterfront promenade and spaces, and re-used historic character buildings; and
- Visitor car parking provided in strategic locations, integrated in a way that does not dominate public spaces.

The quality of public pedestrian access in the wharf area is addressed under the heading 'Shelly Bay Wharf Shared Space' in the Proposal's Design Guide. This at page 69 identifies the intended character and specific intentions:

Shelly Bay Wharf is characterised by the existing wharf sheds, continuous flat asphalt surfaces, prosaic paint markings, rough concrete of seawalls and slipway, and timber wharf structures. This materiality is proposed to be continued into the adaptive reuse of this area into a mixed-use village centre. The slow road through encourages cross flow and flexibility in the use of space and is defined by paint markings.

O1 To provide a multi-modal shared space environment that manages slow through traffic and facilitates pedestrian flows in a pedestrian priority setting.

G2 Provide safe pedestrian access to the public open spaces and crossing of traffic flow.

Section 4 Public Realm addresses the character of Shelly Bay Wharf at page 78:

Spaces adjacent and framed by existing, relocated and new built infrastructure are variously oriented and sheltered in different conditions.

The slipway is retained for adaptive reuse, including boutique accommodation, outdoor seating, interactive play and interpretation. ...

Restoration of the wharves will be undertaken as far as practicable to enable pedestrian access and the harbour ferry to dock.

The wharf area is described in Fig DG 1.4.13 Shelly Bay Wharf (page 17):



Further images below from the Proposal's Design Guide illustrate the intended qualities of public space and access in the wharf area.



The proposed wharf pavilion (page 43) is set back from the water edge and is required to open to the public realm on all sides (G3) and provide for public access along the water's edge (G4).



This image of 'Special Buildings' identified in figure DG 2.2.1 on page 41 also shows the public realm around these.



Slipway building (Figure DG 2.2.29, page 44) spatially frames the publicly accessible slipway and its ground level is open to the public.

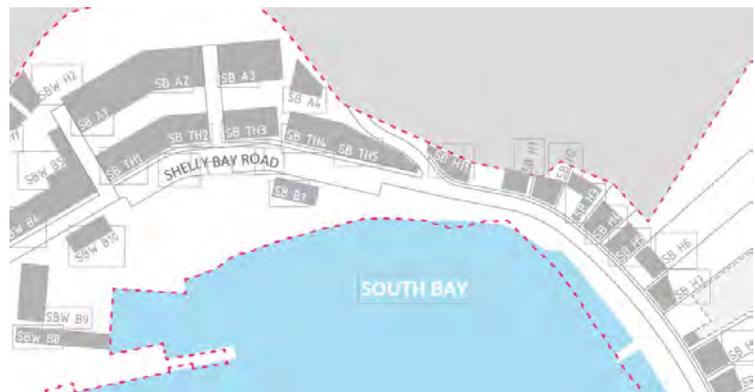
G3 New development along Shelly Bay Road should generally be built up to the road edge or setback at intervals to provide usable public open space adjacent to the road. This is to enhance the public quality of Shelly Bay Road.

Development along Shelly Bay Road (South Bay) has been designed to support this guideline where built form is built up to the (re-aligned) road edge while the new Village Green creates significant public open space adjacent to the road enhancing the “public quality of Shelly Bay Road”. Where existing Pohutukawa trees of quality have been identified for retention, individual house sites are set back or located around these trees.

The Regulating Plan in the Proposal’s Design Guide (pages 29 and 30) identifies:

a clearly defined building line that creates a disciplined urban edge according to the vision of the Masterplan and controls the spatial and built form outcomes for Shelly Bay. It identifies the position and alignment of streets, spaces and private development blocks.

This Regulating Plan (figure DG 2.1.1) describes the definition at the back of the street edge in both bays, and critically the Village Green in the South Bay, as seen in an extract from this plan below:



Intentions for the Village Green are described at page 20:

G1 Ensure a natural waterfront feel is achieved in contrast to North Bay through provision of a beach and green space with continuous and informal public access.

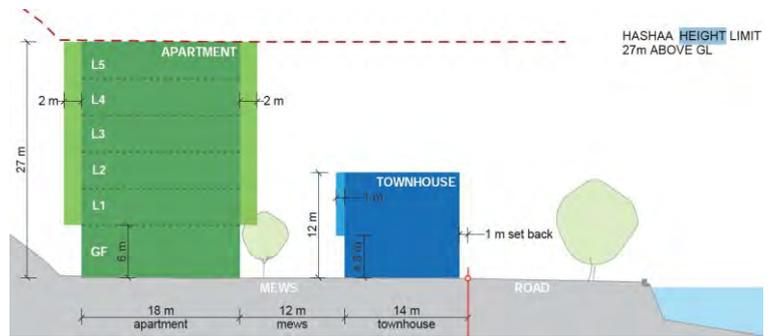
G3 Establish a lower scale, finer grain development fronting the village green and foreshore as a foreground to the larger scale and grain of development behind.

G5 Ensure the village green is activated by cafe and community functions, children's play spaces and well-surveilled by any adjacent development.

Section 4.2 Village Green (pages 79-80) identifies further detail:

	<p>The Village Green is located in a sheltered position with access to the coastal edge.</p> <p>O1 To establish a new green flexible space that can accommodate active and passive recreation.</p> <p>G3 Materiality to be broad lawns with weathered concrete and gravel paving with coastal planting.</p> <p>The Proposal’s Design Guide therefore comprehensively describes useable public open space adjacent to the road which will enhance the public quality of Shelly Bay Road.</p>
<p>G4 <i>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):</i></p> <ul style="list-style-type: none"> • <i>new development within the wharf area could rise up to 8 metres above ground level</i> • <i>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</i> • <i>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</i> • <i>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.</i> 	<p>Height limits have been breached to fully utilise the potential of the site to provide housing to give effect to the purpose of the HASHAA.</p> <p>The masterplan approach is to step building heights down towards the street edge and bay with townhouses up to three storeys at the street edge being around half the height of apartments to six storeys behind. Creating six storey/27m high buildings along the street edge would result in a poor urban design outcome for Shelly Bay and height reduction and stepping has been an important principle adopted by the masterplan from the outset. Tall buildings are placed to avoid dominating the coastal edge of street environment, where they will be largely screened in view from street level.</p> <p>By including some buildings up to the maximum height anticipated by the SHA provisions, the Proposal does not meet the WCC’s site-specific height guideline. However, it maintains buildings of the height similar to but slightly higher than those anticipated by the WCC Design Guide along Shelly Bay and Massey Roads, places the higher buildings provided for by the SHA behind these and against the escarpment, and further mitigates height and integrates them into their setting with a requirement for visually recessive colour treatments.</p> <p>Maximum building heights and the placement of the tallest buildings is explained at page 51, and also described in figure DG 2.4.1 below:</p> <p>The developable building envelopes across the Shelly Bay development are defined in the Shelly Bay Masterplan. This section focuses on the interpretation of and flexibility provided for within the Masterplan. The majority of the area is zoned Business and there are no recession plane or site coverage standards. The HASHAA introduces a 27m maximum height limit (or 6 storeys maximum). The HASHAA 27m height envelope is modified to allow for access, block subdivision, views, and setbacks and the stepping down of</p>

heights towards the bay, and the Masterplan also provides for protrusions beyond the envelope.



The Proposal’s Design Guide addresses colour in order that tall buildings are visually recede against the planted escarpment backdrop. This is covered with material specifications and in building colour technical specifications at page 89:

APARTMENT BUILDINGS

- Paint / stain
Mid to dark grey; mid to dark green (selected colours only)
- Stone, timber, metal and other self-coloured materials

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.

Rows of townhouses along the street edges to Massey Road and Shelly Bay Road combine to create the linear character anticipated by this guideline. This is also provided within the central wharf area in the new mixed-use character building that can be seen in Figure 3 (section 3).

The lower scale 2-3 storey townhouses at the street edge have a scale comparable to and will and achieve a comfortable scale relationship with those lower scale historic and character buildings that are to be retained.

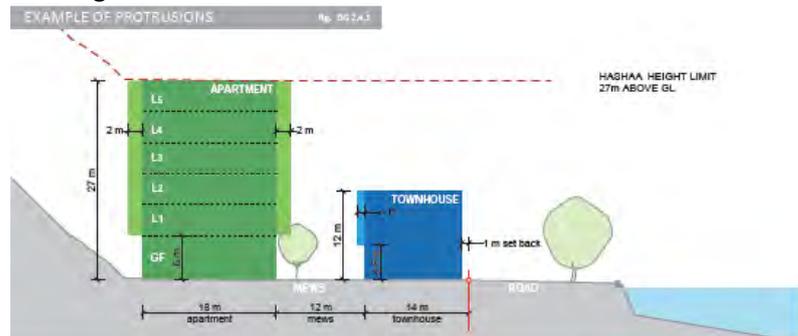


Figure DG 2.4.1 describes scale relationship with the ‘front row’ of buildings in each bay being less than half the height of the apartment buildings at the rear. These townhouses form the ‘front row’ of the development and are the backdrop to the retained buildings.

	<p>Gaps are provided for with lanes between lines of buildings, and gaps and stepping-down is proposed within the massing of the blocks to ensure a crenelated and varied skyline with individual townhouse expression:</p> <p>G1 Reduce the horizontal scale of apartment buildings by ensuring:</p> <ul style="list-style-type: none"> • These do not have a frontage width wider than 35m; and • They are separated by at least 4m from another apartment building on the site. (page 33) <p>G1 Reduce the horizontal scale of townhouse buildings by ensuring:</p> <ul style="list-style-type: none"> • these do not have a combined frontage width of more than 28m; and • they are separated by at least 2m from another townhouse building on the same site by a public pathway linking the main road and the Mews. (page 35) <p>For the Aged Care Facility (refer page 39)</p> <p>G5 Provide a distinct vertical recess or step to create articulation of form into two unequal width elements in any apartment buildings with a frontage width of over 21m.</p> <ul style="list-style-type: none"> • The recess should be between 0.5m and 3.5m wide and should step in plan 2m or more. The recess or step should be accompanied by a roof height variation of at least 2m. • If the facade of the building steps, the faces should be stepped in plan 2m or more. <p>Considering expression of individual buildings from the Proposal's Design Guide:</p> <p>Variety and diversity of individual buildings and open space is to be achieved through:</p> <ul style="list-style-type: none"> • Individual houses and townhouses each having a unique design and identity. (page 9) <p>For North Bay, key features of the proposal and guidelines include:</p> <ul style="list-style-type: none"> • Visual breaks between buildings and strong presence of the escarpment and ridge beyond. <p>G1 Ensure development establishes a lower scale, finer grain development fronting the promenade as a foreground to the larger scale and grain of development beyond.</p> <p>At Shelly Bay Wharf (page 17) the proposal's key features include:</p> <ul style="list-style-type: none"> • Generally low scale buildings to avoid visual dominance over historic character structures. <p>Key features of the proposal at South Bay and relevant guidelines (pages 19,20) include:</p> <ul style="list-style-type: none"> • Low key, individual houses along the bay at the base of the escarpment with views between. <p>G2 Ensure the plot grain is carried through and expressed as individual developments, that is, avoid amalgamation of plots.</p>
--	--

G3 Establish a lower scale, finer grain development fronting the village green and foreshore as a foreground to the larger scale and grain of development behind.

G4 Ensure a variety of designs between plots is achieved for detached house developments at the base of the escarpment.

Expression of individual buildings is covered in the design guidance for townhouses (page 35):

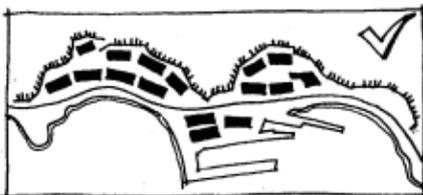
G5 Ensure each townhouse has a distinct identity and is noticeably different from its immediate neighbours by employing variation in façade, roof-scape and hard landscape composition and articulation, and materials and colour.

Open space between buildings is provide for with the residential lanes described at page 71 as below:

Residential Lanes run as shared spaces from the coastal road to the bush clad hillside behind, providing visual links to the green escarpment and peninsula beyond.



This illustration from page 8 of the WCC's document provides guidance on the scale and articulation of building footprints:

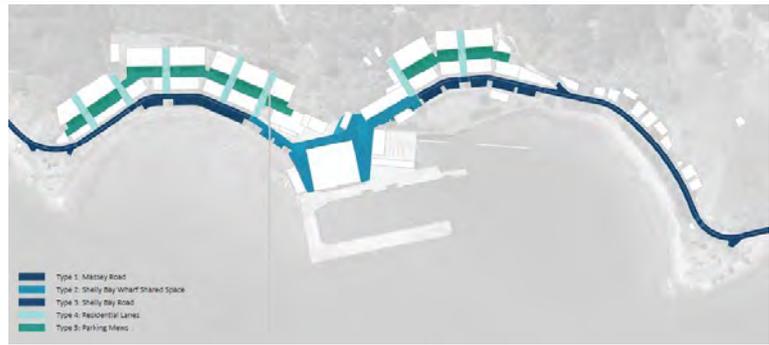


Explanation on page 3 of the WCC's design guide is that the illustrations explain principles and are not intended to represent actual design solutions.



The Regulating Plan (Proposal's Design Guide, pages 28 and 29) demonstrates relation to the principle described in the diagram at left, and "individual buildings with linear character, separated by open space, and with scale comparable to that of the existing buildings." This provides a finer grain of building footprints, and a close relation to the scale and alignments of existing buildings.

<p>G2 <i>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.</i></p>	<p>Breakdown of the larger apartment forms and linear townhouse blocks is shown with indicative images throughout the Masterplan and can be seen in the Proposal’s Regulating Plan (see above). The illustrations immediately above and above left demonstrate that the Proposed building footprint plans are significantly smaller and finer grained than those indicated as acceptable on page 8 of the WCC Design Guide</p> <p>The largest buildings are apartments, and the Proposal’s Design Guide specifically addresses the scale of these. To avoid a monolithic scale they have restricted footprints and are to have a vertical emphasis and articulation, as described below (page 33):</p> <p>G1 Reduce the horizontal scale of apartment buildings by ensuring:</p> <ul style="list-style-type: none"> • These do not have a frontage width wider than 35m; and • They are separated by at least 4m from another apartment building on the site. (page 33) <p>G3 Provide a distinct vertical plan recess or step to create articulation of form into two unequal width elements in any apartment buildings with a frontage width of over 21m.</p> <ul style="list-style-type: none"> • The recess should be between 0.5m and 3.5m wide and should step in plan 2m or more. The recess or step should be accompanied by a roof height variation of at least 2m. • If the facade of the building steps, the faces should be stepped in plan 2m or more. <p>Articulation of the form of townhouses is also specifically addressed in the Proposal’s Design Guide where guidelines are framed to ensure high levels of articulation of façade and roof.</p>
<p>Circulation</p> <p>G1 <i>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.</i></p>	<p>As noted above, continuous public access (streets, promenades, footpaths, open spaces etc.) are provided along the entire Shelly Bay foreshore. These are significantly upgraded as described in the Masterplan to provide high quality landscape routes and spaces that are well-surveilled, detailed and aligned to encourage successful public access, and supported by public amenities at various points.</p> <p>This matter is addressed in the Proposal’s Design Guide, including as below for South Bay (page 20):</p> <p>G1 Ensure a natural waterfront feel is achieved in contrast to North Bay through provision of a beach and green space with continuous and informal public access.</p> <p>Figure DG 3.1.1 (pages 65,66) describes with blue tones the public access provided along the entire foreshore:</p>



Guidelines for North Bay (page 16) specifically address the promenade:

G3 Ensure a continuous promenade is created that integrates with Massey Road and provides a high-quality public waterfront setting.

Guidelines for Massey Road and Shelly Bay Road (pages 67 and 70) address pedestrian access:

G1 Provide safe pedestrian access to the Promenade along the coastal edge and footpaths along the residential edge.

G2 Provide a shared pedestrian / cycle path along the coastal edge.

Guidance (at pages 75) for the North Bay promenade includes the following (and that for the South Bay on page 76 is similar):

O1 To establish a wide generous shared pedestrian / cycle promenade oriented towards and celebrating the coastal edge.

Guidelines

G1 Provide seating oriented to enjoy the sea view, regularly spaced along the promenade.

G2 Connect materiality to the wider public realm palette but express the North Bay character.

G4 Retain the simple utilitarian character including the existing seawall and trees.

G5 Raise levels to accommodate a comfortable cross fall to the promenade.

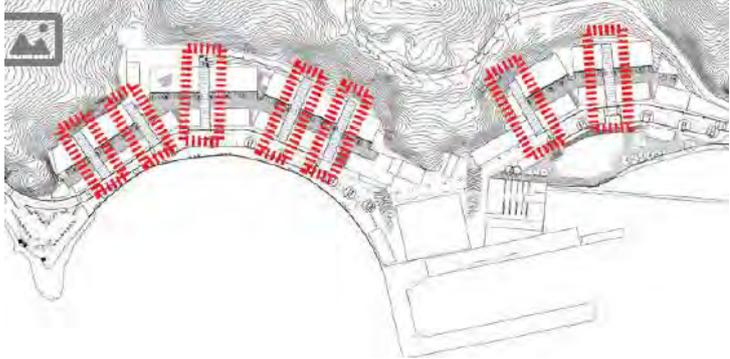
G6 Raise top edge of seawall and provide a new 400mm wide concrete top block at seating height.

G7 Provide safe shared pedestrian and cycle access

Technical specifications (at page 76) for the South Bay promenade notes detail such as:

T1 Timber is heavy hardwood, slip resistant and selected and places to be durable in the long term

T2 Promenade width to be a minimum of 3m to accommodate the shared pedestrian/ cycle path.

<p>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</p>	<p>Seven east-west cross site pedestrian links are provided for by the 'residential lanes' between urban blocks. These provide for resident and public access to the proposed apartments at foot of the escarpment in both North and South Bays as well as spatial and visual links from the foreshore to the escarpment behind.</p> <p>These are described in detail in the Proposal's Design Guide (page 71):</p> <p>Residential Lanes run as shared spaces from the coastal road to the bush clad hillside behind, providing visual links to the green escarpment and peninsula beyond.</p>  <p>Design Guidance and technical specifications at page 71 describe the qualities of these lanes:</p> <p>Objective</p> <p>O1 To establish shared space lanes that provide multi-modal access and servicing to the Parking Mews, townhouse garages, and apartment building entries and parking.</p> <p>Guidelines</p> <p>G1 Provide safe pedestrian access to the open spaces beyond.</p> <p>G2 Connect materiality to wider public realm palette and wharf language rather than the apartment language.</p> <p>G3 Maintain a consistency of treatment across all lanes.</p> <p>G4 Provide an unconstructed clear space below 4.8m at building edges.</p> <p>G5 Ensure clear and open access along the length of the lanes, free of urban furniture and elements.</p> <p>T1 7m wide flush surface lane evenly graded at no steeper than 1:20 longitudinally.</p>

<p><i>Elevational Modelling</i></p> <p><i>G1 The modelling of new building elevations should relate to the scale, character and elevational modelling of adjacent buildings.</i></p>	<p>Where new buildings are proposed in close visual proximity to existing historic character buildings these have been designed (see Masterplan illustrations) to reflect the language and aesthetic of the former air force base structures (e.g. the new mixed-use character building in Figure 3 of this report).</p> <p>The guidelines in the Design Guide have been drafted to ensure a fineness of grain will emerge as evident in the wharf area – e.g. townhouse guidelines for width variation, rooftop articulation, individuality, front façade design etc. The larger scale historic character buildings (e.g. Shed 8) allow for compatibility with larger new buildings and where these occur attention has been paid to key features such as roof form.</p> <p>Section 1.4 (pages 17,18) for the Shelly Bay Wharf area where two existing buildings will be maintained specifically ensures existing building scale is respected:</p> <p>Generally low scale buildings to avoid visual dominance over historic character structures.</p> <p>G1 Maintain the visual and physical dominance of historic character structures as the primary drivers of local character.</p> <p>G6 Maintain a generally low scale of development and open informal public realm.</p> <p>The buildings located in the wharf area close to the existing buildings that are to be retained are identified (at page 41-44, and in figure DG 2.2.21) as Special Buildings, and there is specific guidance for their articulation and detailing. This is in combination with illustrative figures that assist in indicating the approach. Guidelines (from page 43) which specifically address character in relation to this specific setting are:</p> <p>Wharf pavilion G1 Aim for a simple wharf shed character with a generous single storey scale.</p> <p>Slipway building G2 Aim for a contemporary and abstract building with a robust maritime and industrial character with more of the feel of industrial furniture than a building.</p>
--	--

RECESSIVE BACKDROP

fig. DG 2.6.4



Extract from figure DG 2.6.4 (page 56) which illustrates the intended approach to façade articulation, relationship of dimensions and forms to existing. Note that this image shows the landform but not the substantial trees that are located on it which will tend to further integrate taller buildings into their setting.

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.*

Elevational modelling is described in the indicative illustrations, and is a key requirement in the design guidelines for all buildings fronting Shelly Bay Road. For example, recessed entrance porches are required for all townhouses/houses, façade transparency requires fenestration, and generic public-private interface guidelines address visual permeability of ground level fences, walls and balconies.

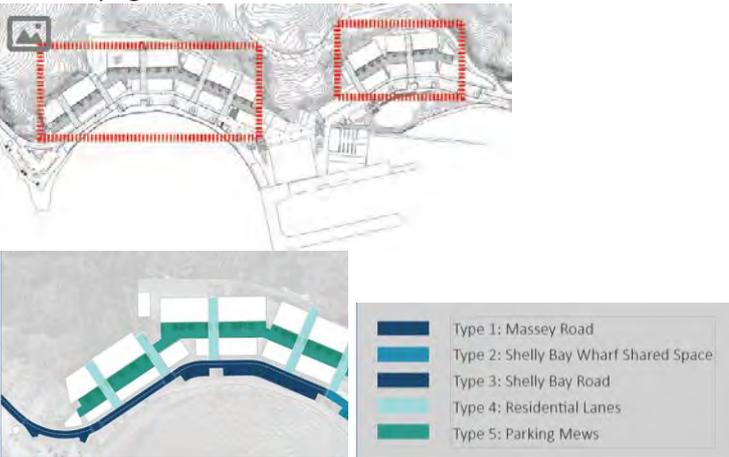
At the Wharf area the large industrial shed buildings are to be re-purposed with some new openings (subject to specific historic character guidelines) however the authenticity of these buildings is key. Here the response is to introduce some larger scale buildings that relate to this large-scale character and contribute to intensity at the centre of the bay. Nevertheless, the new buildings have active, human scale edges (e.g. the colonnade for the mixed use building) and open out to address streets, avoiding blank walls onto public realm.

References to human scale elements and entry canopies and verandas, and addressing large blank walls in the 'Building Types' Section 2.2 of the Proposal's Design Guide include:

O3 *To ensure all building development contributes to a high-quality public realm. (page 32)*

G11 *Orientate the front entrance of all townhouses to the main road, and locate the entrance within a recessed porch with shelter over. (page 36 and G10, page 38)*

G12 *Provide a terrace, verandah or similar space at the ground floor frontage that may include the entrance porch and which residents*

	<p>can occupy and from which engage with passers-by. This should have a minimum area of 9m², a minimum depth of 2m, a floor level of about 450 to 1000mm above footpath level and boundary treatment that allows good visual connection with the street edge. (page 36, and G13 page 40)</p> <p>G12 Provide a front entrance for all apartments fronting Massey Road, and locate the entrances within a recessed porch with shelter over. (page 40)</p> <p>G5 Provide a recessed colonnade with a minimum clear width of 1.8m between inside face of columns and the shop front facade along the Shelly Bay Road frontage. (page 41)</p> <p>G6 Provide a front entrance accessed from the colonnade for all dwellings. Locate this entrance within a recessed porch with a minimum depth of 1m and a minimum width of 1.2m. (page 41)</p>
<p>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.</p>	<p>Vehicle and parking access are through the parking mews, allowing for visually contained parking and service areas away from Shelly Bay and Massey Roads as required by the guideline.</p> <p>The exception is at the detached houses within the southern bay, where topography dictates that there is no practicable possibility of entrance from the side or behind sites. In this instance the width of ground floor garage doors is limited to 4.8m wide.</p> <p>Parking mews which place parking facilities at the rear of the buildings away from Shelly Bay Road are identified in Section 3.2, page 72 of the Proposal’s Design Guide, and in Figure DG 3.1.1 at pages 65 and 66, extracts from which are below:</p>  <p>This is then covered at page 72 by:</p> <p>O1 To establish shared space Mews with dedicated parking for apartment dwellers and access to townhouse garaging.</p>

	<p>Parking for the townhouses that front to the street is addressed specifically in Section 2.2 at page 36 with G13 and Figure DG 2.2.11 below:</p> <p>G13 Provide one carparking space for each townhouse, accessing this from the rear Mews unless otherwise provided for on the Masterplan.</p>  <p>The width of garage doors on the detached dwellings which are set back against the escarpment and for which there is no possibility of rear access is addressed at page 38:</p> <p>G14 Limit garage doors to one per dwelling and not more than 4.8m wide at the frontage.</p>
<p>Design of Building Tops</p> <p>G1 <i>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.</i></p>	<p>Building tops are addressed by guidelines located within the development typologies in the Design Guide and also illustrated in the Masterplan. The guidelines require that townhouses and houses are individually expressed and do not share a roof with their neighbours.</p> <p>The collective silhouette has been designed to ensure the backdrop of larger apartment buildings is recessive (flat) while the foreground of houses/townhouses is articulated.</p> <p>The Proposal's Design Guide at Section 2.6 Building Top, Roof Design and Articulation' (pages 55,56) contains specific guidance on the design of building tops:</p> <p>Building top and roof design determines the overall quality of the skyline. Buildings may be designed to create visually prominent or recessive skylines, and visual interest and variation or consistency and repetition. At Shelly Bay consideration has been given to visually distinct and individually expressed houses and town house roof forms at the street edge and to the tops of taller apartment buildings that should present a calmer backdrop at the rear.</p> <p>Related design guidance (from page 55) is as follows:</p> <p>Objectives</p> <p>O1 To ensure each building reinforces the comprehensive approach to the tops of buildings across Shelly Bay.</p> <p>O2 To ensure the building top is coherently resolved and relates positively to the building below.</p>

	<p>O3 To encourage variety of form and an attractive roof-scape where overlooked from units above/behind.</p> <p>Guidelines</p> <p>G1 Create attractive and distinctive roof forms that support individual dwelling identity for houses and town houses fronting Shelly Bay and Massey Roads.</p> <p>G2 Establish a building top for any apartment and aged care building as a recessive backdrop to the buildings in front.</p> <p>G3 Ensure historic character buildings retain a clear and authentic expression of their historic roof forms.</p> <p>G4 Articulate the building top of new 'special buildings' at Shelly Bay Wharf to achieve visually distinctive forms that relate to the area's historic character.</p> <p>G5 Maintain some continuity of height to overall massing along the front facades of all buildings without significant projections. Allow for small scale, open sided roof projections to lower height buildings to provide detail and interest as seen from above and below.</p>
<p>Heritage</p> <p><i>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.</i></p>	<p>The Submarine Mining building which is currently occupied by the Chocolate Fish café is relocated in the Masterplan to be closer to the water yet retains its alignment and frontage orientation to the sea. It is 'translated' not rotated. Standing alone at the Village Green this provides an authentic reference to how it originally related to open space and the coastal edge.</p> <p>Historic and character building re-use generally clusters these structures around the central wharf area to strengthen their impact, make them more readily publicly accessible and retain the larger building locations (e.g. Shed 8, and the Shipwrights building) and to activate the mixed-use heart to Shelly Bay. New buildings in this area are designed as new 'character' buildings that respond directly to the existing and relocated structures and are illustrated in the Masterplan while specific guidelines are prepared (see Type 5 – Special Buildings, pages 41-44) to ensure they fit in appropriately.</p> <p>The treatment of historic character assets is addressed in detail in section 2.3 of the Proposal's Design Guide (pages 45-50). Key development guidance relevant to this WCC guideline from page 47 is:</p> <p>O1 To provide for and allow the practical adaptive reuse of historic character assets of value that will add to the built form and activity of Shelly Bay and respect its former use.</p> <p>G1 Ensure any adaptation does not dominate or substantially obscure the original form and fabric, and does not adversely affect the setting of a place. (page 47)</p>

G2 Complement the original form and fabric with any new work.

Also see references in assessment against WCC 'Elevational Modelling' G1 above.



Figure DG 1.3.4 demonstrates the means by which a respectful scale and formal relationship is achieved between existing historic character buildings and new building. Existing and relocated historic character buildings are in the front row and complemented by some relatively small-scale new buildings including three storey townhouses at the street edge, and the single storey wharf pavilion. Taller new buildings are set back against the escarpment.

4.0 Images of the spur at the centre of Shelly Bay

Note that these images show ground level/contours and not the trees which cover the landscape of the escarpment. The treed landforms including the spur by the wharf therefore have considerably greater visual prominence than is shown here.



Figure 1: Aerial perspective showing plan setback of buildings from the spur.



Figure 2: View across Evans Bay from a vantage point 1.44km away on Evans Bay Parade. Reduction in building height at the centre can just be seen.



Figure 3: Spur is largely screened in medium range views from the south, but its upper parts will remain in view.



Figure 4: Base of the spur is in full view from the street edge. Again, the landform is seen here. In reality the existing trees extend considerably above this.



Figure 5: Spur is visible in gap between buildings in the view from the north point.