

Shelly Bay Landscape & Visual Assessment



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ILLUSTRATIONS

All illustrations have been prepared by the consultant team unless otherwise stated.

DISCLAIMER

All images are provided as illustrative only to supplement the information set out by the guidelines.

The Shelly Bay Landscape & Visual Assessment Report forms part of the global Shelly Bay Landscape & Visual Assessment, and should be read with the Shelly Bay Visual Assessment Appendix A - Site Views, Shelly Bay Masterplan and Design Guide.

Revision	Date	Author	Checked By
-	30.04.19	Wraight + Associates	TWC

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Location

The 12.4 hectare site is located between 7 and 9 kilometres from the Wellington Central Business District by road and 3.5kilometres as the crow flies. The site lies on the western side of the Miramar Peninsula (Refer fig.1.1). Forming a section of Wellington’s harbour coastline, it sits approximately 2.5m - 4.0m above sea level.

Context

As shown on fig. 1.1, the site is located on the western side of the Miramar Headland, with strong visual and physical connections to Wellington Harbour. The Precinct forms one of the Peninsula’s scenic moments along its picturesque coastline. Rukutoa (Point Haswell) and Massey Memorial (formerly Kaitawaro Pa) form the Peninsula’s headland north of the site. From just above sea level, steep escarpments ascend along the Peninsula’s western coastline, to the relatively flat plateau of land above. On the plateau, a range of existing development is evident including the former Mt Crawford Battery Site, Mount Crawford Prison, Site of Womens Reformatory and the residential suburbs of Maupuia and Miramar¹.

The Watts Peninsula site sits within the Wellington City District Plan’s Matakai-kai-poinga Landscape Feature Precinct. The site accommodates several Category One, NZ Heritage registered historic places. (Source: Watts Peninsula - Feasibility Study Identifying Options for Further Development. Blaschke & Rutherford Environmental Consultants et al, March 2012, for Ministry for Culture and Heritage). Across the broader Peninsula there are a number of noted Archaeological sites predating 1900s, refer pg 22 Watts Peninsula - Feasibility Study Identifying Options for Further Development. These sites comprise a mix of both Maori and military heritage. The Wellington District Plan lists six Maori Sites within the Watts Peninsula area and four Designation areas. Of the six Maori Sites none sit within the Shelly Bay Precinct, however, one of the Designations, M3 is located at the tip of Shelly Bay’s North Point rocky headland. Within Council’s District Plan List of Heritage Items Sites of Significance Designation M3 is defined as ‘Title – Midden, Category – Further Investigation, Significance- Low’. There are no items listed within the Shelly Bay Precinct on Heritage New Zealand’s List.

The past European influence on the subject site is evidenced with the campus like set-out of the Shelly Bay military buildings. During World War II, the Royal New Zealand Navy established the naval base with the accommodation buildings, wharf and slipway. The site was subsequently occupied and developed when the site was adapted and reused by the Royal New Zealand Air Force until 1995².

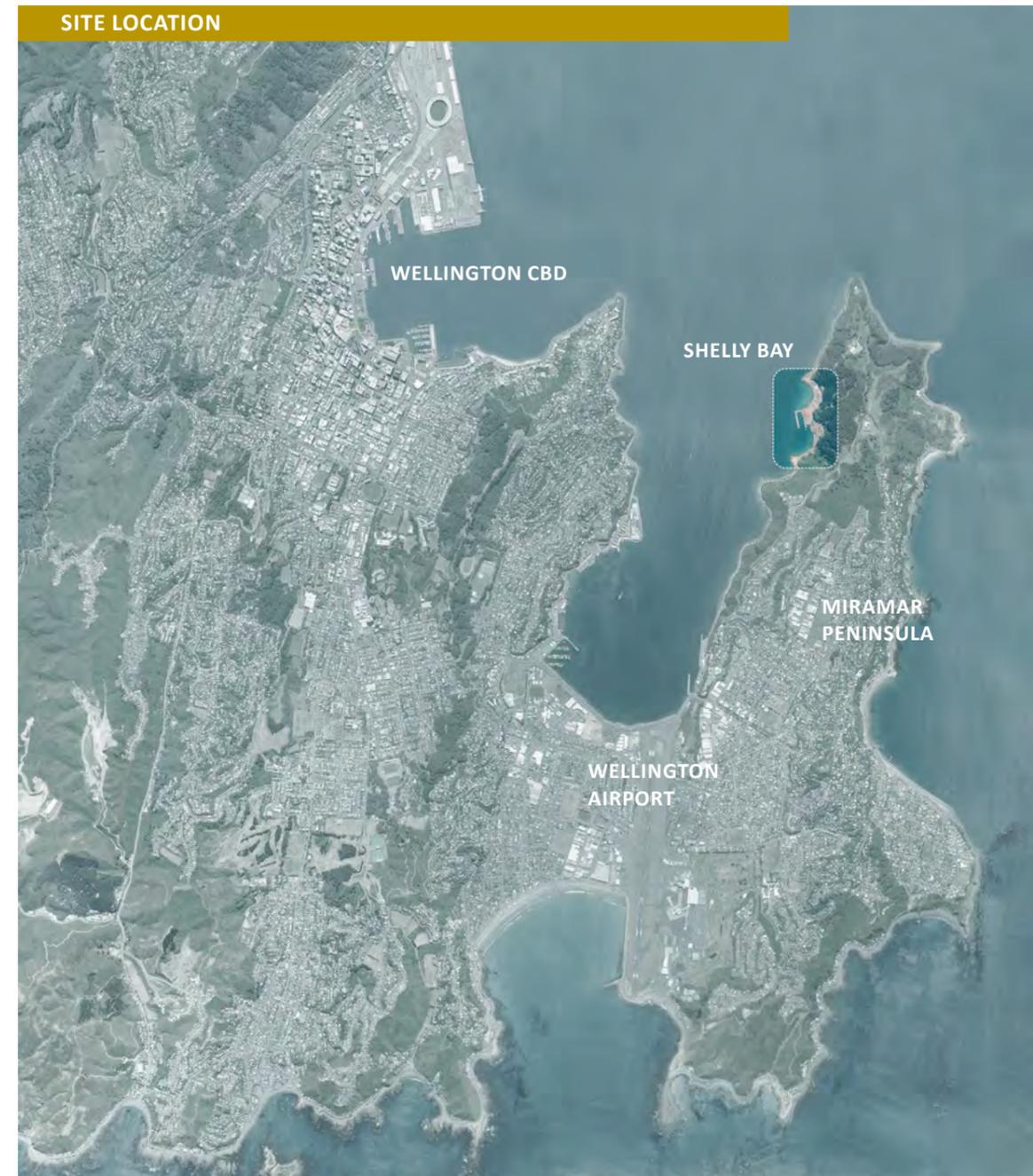


fig. 1.1 Shelly Bay is located on the western side of the Miramar Peninsula close to the northern point, and in Evans Bay. The westerly aspect affords good sunshine and outlook over Evans Bay to HAITAITAI and across Wellington Harbour to the northern hills.

1. Watts Peninsula – Feasibility Study Identifying Options for Further Development. Blaschke & Rutherford Environmental Consultants et al, March 2012, for Ministry of Culture.
 2. Enterprise Miramar Peninsula Incorporated v Wellington City Council [2018] NZCA 541. Court of Appeal, Judgement of the Court. 3 December 2018.

Within the Wellington City Council District Plan. The site is zoned Open Space B and partially within Business 1. A significant portion of the flat land area between the north and south bay, east of the existing wharf and slipway structures is within the Business 1 zone. The surrounding flat land and steep escarpments are within the Open Space B zone.

The Business 1 zoned land of Shelly Bay are subject to the Shelly Bay Design Guide, incorporated into the operative Wellington City Council District Plan. The Design Guide outlines objectives and guidelines that are to be considered with any future development of Shelly Bay. This design guide is to ensure a sensitive approach is undertaken considering the site's special qualities¹.

The objectives in the Shelly Bay Design Guide are to approach future development of Shelly Bay in a manner that enhances Shelly Bay as a public destination; manage development that respects the distinctive natural character of Shelly Bay; and promotes the historic significance of Shelly Bay.

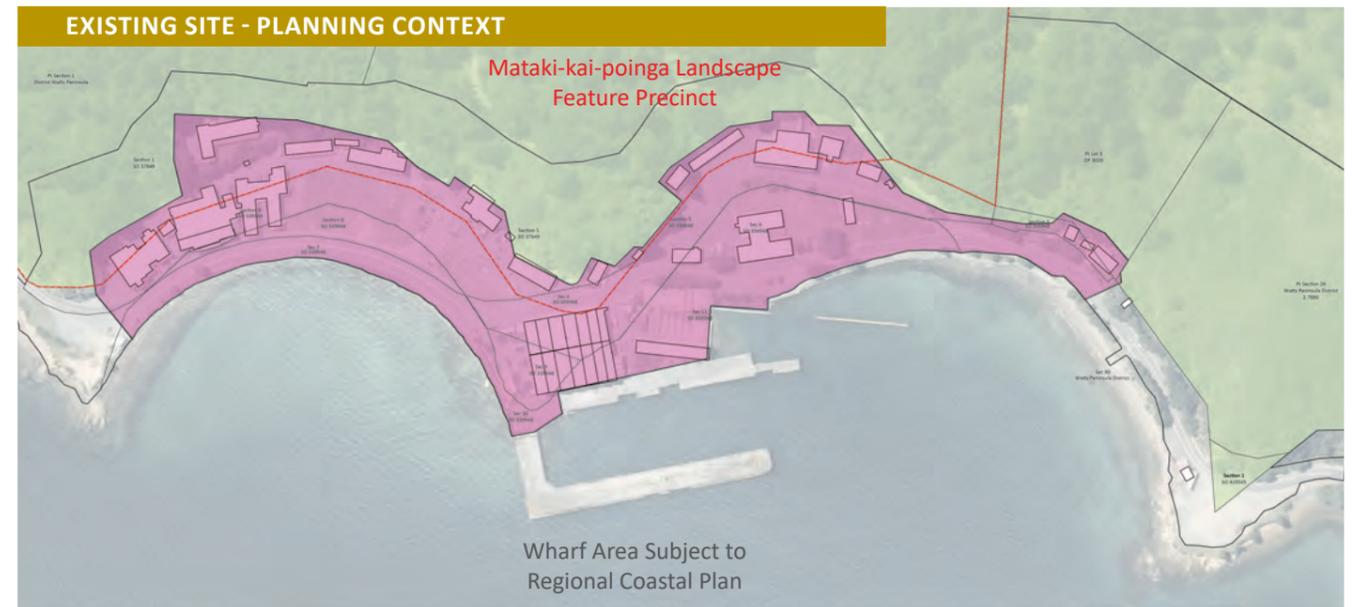
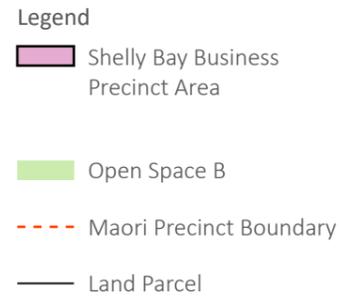


fig. 1.2

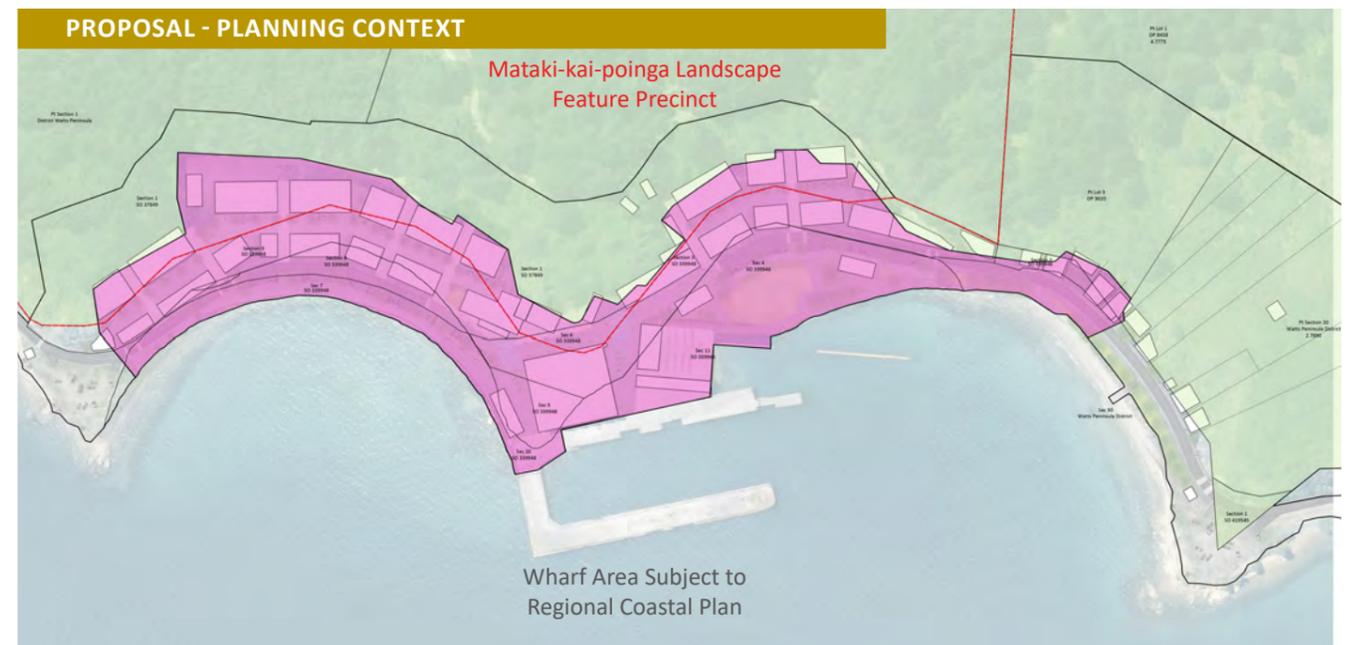
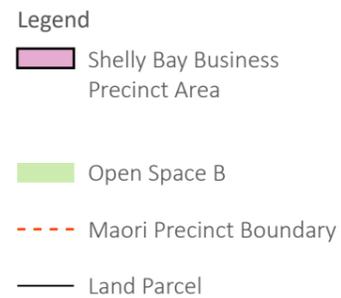


fig. 1.3

Note: Overlay based upon Wellington City Council District Plan Chapter 34 - Appendix 1 Shelly Bay Business Precinct Area – Boundary Location



1. Shelly Bay Design Guide. Wellington City Council District Plan. 2010.

EXISTING SITE - DESCRIPTION

The subject site (Refer fig.1.4) comprises lots:

- Ⓐ • SECTION 1 SO 419545
- Ⓑ • SECTION 1 SO 37849
- Ⓒ • SO 339948
- Ⓓ • SECTION 2 SO 339948
- Ⓔ • SECTION 3 SO 339948
- Ⓕ • SECTION 4 SO 339948
- Ⓖ • SECTION 5 SO 339948
- Ⓗ • SECTION 6 SO 339948
- Ⓘ • SECTION 7 SO 339948
- Ⓙ • SECTION 8 SO 339948
- Ⓚ • SECTION 9 SO 339948
- Ⓛ • SECTION 10 SO 339948
- Ⓜ • SECTION 11 SO 339948
- Ⓝ • PT SECTION 20 – WATTS PENINSULA DISTRICT 2.7890
- Ⓞ • SECTION 90 – WATTS PENINSULA DISTRICT
- Ⓟ • PT LOT 3 DP 3020

Shelly Bay is a character precinct sitting within the Watts Peninsula. The Peninsula, which forms the northern end of the Miramar Peninsula, is characterised by steeply graded vegetated slopes rising from a narrow band of flat land at the coastal edge. The narrow coastal edge, which varies in width, accommodates a two-way road that circumnavigates the peninsula.

The site is serviced via a scenic marine drive from Massey Road to the north and Shelly Bay Road to the south. The road is two-way (a single lane in each direction) that circumnavigates the Miramar Peninsula. The 1885 Military access-way to the south east of the site, connecting up to Main Road and the Mount Crawford Prison is inaccessible to the public presently.

The Shelly Bay Precinct comprises two crescent shaped bays towards the northern end of the peninsula. Where land meets water's edge, the bays are largely constructed, formed by various sea-wall and wharf structures. The Precinct's northern and southern extremities, along with the southern portion of South Bay present a more natural appearing coastal edge, albeit, modified by human intervention in the form of compacted gravel areas, boat ramps and steeply graded grass embankments. The centrally located, Wharf Point, on which Shed 8's saw toothed roof structure is a prominent feature, separates the two distinctive bays. A fence that prevents public access to Shed 8 (a health and safety precaution due to current industrial use of Shed 8) also prevents access to the wharf and slipway area beyond Shed 8.

The western portion of the site is largely flat and low lying (between 2.5 - 4.0m above sea level) Lots SECTION 3-4,8-9 SO 339948, the eastern portion of the Precinct in contrast is formed by a steeply graded vegetated escarpment on Lot SECTION 1 SO 37849 The escarpment is characterised by tracts of pine forest covered east-west orientated spurs.



fig. 1.4 Shelly Bay site parcels. Sourced from Wellington City Council ePlan & LINZ Data Service

N SCALE 1 : 4,000@A3
0 20 100 200M

Historical cut and fill activities and wharf developments have dramatically altered the peninsula's original coastline and topography within the Precinct. Reflecting the two crescent shaped bays that articulate the precinct's coastal edge north and south, the flat land expands inland to form two broader crescents either side of a central ridge line that runs in line with the precinct's Wharf Point. At its widest South Bay's flat land is approximately 99.0m deep from the harbour edge to the base of the escarpment, the narrower North Bay is approximately 66.0m at its widest.

The Precinct's flat land is a heavily modified coastal environment, primarily consisting of an asphalt coastal edge footpath and road, timber wharf structure and buildings, loose gravel parking bays and flat lawn areas. The flat coastal promenade and Shelly Bay / Massey Road are built upon reclaimed land with concrete and battered stone seawall jutting out into the harbours edge approximately 2.5m above sea level.

Physical traces of the site's former history are present with previous Royal New Zealand Navy and Royal New Zealand Air Force occupations prevalent in the architectural character of the former naval base, accommodation buildings, wharf and slipway. Since 1995 with the ceased occupation of the site, there has been minimal maintenance on the on the remaining 26 buildings, structures and wharfs, with varying states of disrepair¹.

The site accommodates 26 structures, some of these are occupied by an eclectic mix of tenants, there is currently no uniformity of use across the site. Existing commercial activities include Propeller Studios, Chocolate Fish café and other small artistic studios and galleries.

1. Enterprise Miramar Peninsula Incorporated v Wellington City Council [2018] NZCA 541. Court of Appeal, Judgement of the Court. 3 December 2018.

Vegetation

As a result of the site's historical cut and fill, its vegetation has been dramatically modified. The site has two distinctive vegetation characters; the flatland coastal edge and steep escarpment. Avenues of *Metrosideros excelsa* (Pohutukawa's) and exotic grasses are the dominant species within the site's lower elevations at the coastal edge. The escarpment backdrop is largely defined by tracts of *Pinus radiata* (Monterey Pine) its lower slopes are largely defined by exotic weed species interspersed with sporadic specimens of *Muehlenbeckia* spp. and *Phormium cookianum* (Wharariki/ Flax)

From our site observation we have noted the following species:

Native species:

- *Coprosma propinqua* Mingimingi
- *Coprosma repens* Taupata
- *Cordyline australis* Tī Kōuka / Cabbage tree
- *Ficinia nodosa* Knobby club-rush
- *Metrosideros excelsa* Pohutukawa
- *Muehlenbeckia astonii* Shrubby tororaro
- *Muehlenbeckia axillaris* Pohuehue
- *Muehlenbeckia complexa* Creeping Pohuehue
- *Phormium cookianum* Coastal flax
- *Phormium tenax* Harakeke / New Zealand flax
- *Tetragonia implexicoma* New Zealand spinach
- Various native coastal herbs, shrubs and grasses

Exotic species:

- *Agapanthus praecox* Agapanthus
- *Araucaria heterophylla* Norfolk Island Pine
- *Chrysanthemoides monilifera* Boneseed
- *Monterey cypress* Macrocarpa
- *Paraserianthes lophantha* Cape Wattle
- *Pinus radiata* Monterey pine
- Phoenix palm
- *Ulex europaeus* Gorse
- Various exotic pastoral grasses and weed species

The natural ecological character of Shelly Bay was significantly modified with the development of Shelly Bay as a military base. With the military base development of Shelly Bay, the eastern

1. Shelly Bay – Character and Condition Assessment. Opus Architecture. 2008
2. Art. XLVI.—List of Plants found on Miramar Peninsula, Wellington Harbour. John Buchanan. 1872. http://rsnz.natlib.govt.nz/volume/rsnz_05/rsnz_05_00_002800.html
3. Watts Peninsula – Feasibility Study Identifying Options for Further Development. Blaschke & Rutherford Environmental Consultants et al, March 2012, for Ministry of Culture.

escarpment was recorded as being cleared in 1942 to accommodate construction of the military road and magazine structures¹. Approximately 2.7 hectares of soil was reclaimed during construction works, altering the topography and densely vegetated native escarpment as transcribed by John Buchanan^{1,2}. Presently, within the exotic pine and macrocarpa forest, emergent regenerating native bush beneath the canopy is observable. Due to the site's inaccessible topography and private property (Pt Lot 3 DP 3020, Pt Section 20 Watts Peninsula District 2.7890 and neighbouring Pt Section 1/3 District Watts Peninsula & Pt Lot 1 DP 8458 4.7775), it was not feasible to conduct an on-site survey but it is documented by Blaschke & Rutherford Environmental Consultants et al, the regenerating bush on the Peninsula predominantly comprises³:

- *Coprosma rigida* Mahoe
- *Melicytus ramiflorus* Ngaio
- *Myoporum laetum* Kaihua / New Zealand Jasmine
- *Parsonsia heterophylla* Kohuhu
- *Pittosporum tenuifolium* Five finger

To the north of the site, the Peninsula's remaining natural coastal edge and headlands are of significant ecological value and habitat for native birds (Little Black & Pied Shags, Blue Penguins, Red-billed Gull, Tui and Kererū) and Wellington lizard species.

Legend

- Existing Trees to be Removed
- Existing Trees to be Removed - Location tbc by survey
- Existing Trees to be Retained - Location tbc by survey
- Existing Trees to be Retained
- Regenerating Native / Weed Species Mix
- Predominantly Native with sporadic Exotic Weed Species (Wilding Pines, Gorse, Cape Wattle, etc)
- Area of Felled Pines and Cleared Escarpment
- Exotic Pines with understorey of regenerating bush (though Weeds are present)



fig. 1.5

N SCALE 1 : 4,000@A3
0 20 100 200M

As outlined in the Shelly Bay Master Plan and Shelly Bay Design Guide, the Shelly Bay Precinct is proposed to be redeveloped to accommodate a variety of medium density mixed uses (predominately residential with supporting hospitality and commercial uses) with a redefined public domain. As noted in the Shelly Bay Design Guide

‘The Shelly Bay Masterplan sets out to create a unique waterfront destination for Wellington. Drawing on the site’s military history, the special relationship Mana Whenua have to the site and embracing the water’s edge and hills, Shelly Bay will become a place of special recreation, a place to live and work and to interact with the natural environment.’

The Precinct’s design has developed in response to the site’s unique characteristics and features and the broader coastal context of its surrounds. Proposed is an integrated development with a connected and shared public domain where character is developed in response to topography, cultural heritage and landscape patterns.

Key Master Plan objectives:

- A high quality publicly accessible waterfront of promenade, wharf and beach;
- Strong expression of two bays and promontories;
- Heritage 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;
- Upgraded Shelly Bay Road and Massey Road street system;
- Minimised intervention and earthworks to the escarpment; and
- Development largely contained within the lower flat platforms of the two bays.

In broad terms the Shelly Bay Master Plan is a framework for development with the following key drivers and features:

- Landscape links and views to the bush-clad backdrop;
- Emphasising the promontory arrival points into Shelly Bay as natural landscape spaces;
- Emphasising the bush clad backdrop rather than a dominant wall of tall buildings;
- Creating a publicly accessible, continuous waterfront;
- Emphasising the dominant character of the bay is one of a visually interesting, diverse and fine grain street edge;
- Creating a heart to the area that optimises the existing heritage buildings;
- Stepping relationship of built form to foreshore. Lower scale finer grain to Shelly Bay Road, larger scale forms set up and back. Acknowledges the former uses and character of the site, and using these to inform final design decisions.

Character Areas

In developing the design five(5) key Character Areas have been identified within the precinct (Refer fig.2.1)

- **North Point**
- **North Bay**
- **Shelly Bay Wharf**
- **South Bay**
- **South Point**

Character Area Descriptions (Source: Shelly Bay Design Guide)

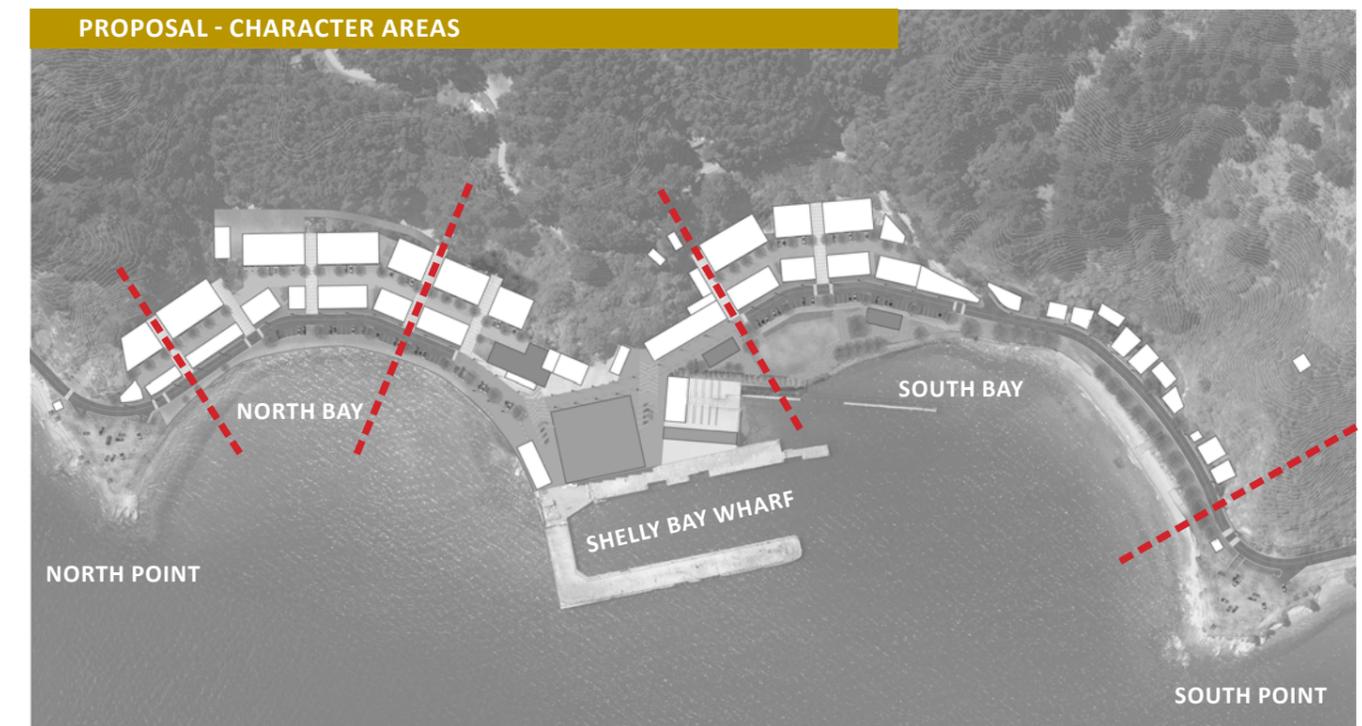


fig. 2.1

N SCALE 1 : 4,000@A3
0 20 100 200M

Areas 1a, 1b: North and South Points

Two arrival and departure points for Shelly Bay are located to the northern and southern extremities of the area. These have a natural, open space character and provide waterfront access, parking and amenity. They provide a 'gateway' or 'threshold' experience into the development.

Visually exposed and prominent points define the northern and southern ends to Shelly Bay.

The points establish a strong visual and physical relationship to the hills behind and allow views along the wider peninsula and visual connections to the bays. They are envisaged as intimate minimally developed coastal edge environments that can accommodate some car parking within a coastal landscape setting.

Key features and landmarks:

- Natural, rocky outcrops;
- 'Door step' spaces at the base of the promontories that connect to the foreshore;
- Viewing places with public access, parking, seating and sculpture opportunities;
- Landscape features with low scale coastal planting; and,
- Kiosk structure for shelter and interpretative functions.

Area 2: North Bay

North Bay is a visually contained and well defined and 'constructed' setting with a close relationship of development to the water.

North Bay is defined by a waterfront promenade that is addressed by residential townhouses and apartments that step up the hill creating a low scale fine-grained street edge.

The open space of the bay is defined by its regular curvature offset by development that introduces an informal, relaxed edge reflecting the low-key nature of other settlements around the peninsula.

Views through and over the built edge onto the bush clad hills beyond are a strong visual condition.

Key features and landmarks:

- A high level of public amenity and foreshore access;
- An attractive and inviting continuous promenade;
- Public access, seating, planting, recreational features;
- Local access and through movement;
- Residential character with a foreground of visually distinctive lower scale houses;
- Taller apartment development beyond that presents a visually discrete background to the bay; and,
- Visual breaks between buildings and strong presence of the escarpment and ridge beyond.

Area 3: Shelly Bay Wharf

The historic Shelly Bay Wharf area lies centrally between North and South bays and projects out into the foreshore as a built promontory. The built nature of the centre contrasts with the natural north and south promontories and is a unique and special place for Shelly Bay. The wharves provide a position within Shelly Bay where it is possible to look north or south along both bays and the bush-clad escarpment, reinforcing a sense of centrality.

The centre of the area on and around the wharf includes a concentrated grouping of heritage buildings and landscape elements, new buildings and amenities that form a village centre for Shelly Bay.

Key features and landmarks:

- An informal arrangement of historic structures set in open space providing authentic local character;
- An open and accessible waterfront 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 heritage structures.

Area 4: South Bay

South Bay has a less formal water edge than North Bay and includes a village green that allows greater open space and recreational activity between development and the foreshore.

South Bay has a more open geometry with stronger natural expression and less contained feel compared to North Bay. The beach area contributes to this condition. Much of the bay is closely defined by the escarpment with a larger flatter area to the north towards Shelly Bay Wharf.

Views through and over development at the base of the escarpment onto the bush clad hills beyond are important to maintain the sense of drama and connection between land and sea.

Key features and landmarks:

- A green open space neighbourhood park that creates public invitation and generosity along the foreshore;
- A natural and informal beach with pedestrian, tree-lined access along the top of the beach and bank;
- Low key, individual houses along the bay at the base of the escarpment with views between;
- More intensive development overlooking and set back from the park;
- Community and cafe functions that activate the park and water's edge;
- A high level of public amenity and foreshore access with continuous promenade; and,
- Public access, seating, planting, recreational features.

Access

Connecting and underpinning the four(4) Character Areas is the Shelly Bay–Massey Road access and the site’s pedestrian network. Main site access into the Shelly Bay Precinct will continue to be provided via the Peninsula’s coastal road, which has been re-aligned to more closely follow the historical coastline. The road’s relocation inland provides a greater depth of coastal edge land. As a result, the development’s primary open green space, the Village Green, will be directly connected to the Precinct’s waterfront edge allowing uninterrupted access between park and foreshore. Framed by the development’s new buildings to the east, the realigned road is designed to accommodate on street parking and to cater for an expected increase in vehicular movement to and from the site. Pedestrian access is provided on both sides of the road with the dominant pedestrian space configured on the foreshore side of the road in the form of a foreshore promenade. The promenade connects to a series of tributary paths that offer alternative routes within the Precinct’s foreshore public domain.

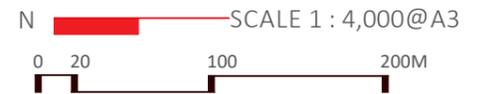
Connecting to Shelly Bay Road’s primary circulation are the site’s shared lanes. In an alignment that is perpendicular to the foreshore, the laneways provide access to the site’s residential development and framed views of the vegetated escarpment beyond, drawing a visual connection between foreshore and escarpment.

Legend

- Road
- Carpark Formal
- Carpark Formal - Building
- Carpark Informal



fig. 2.2



Vegetation

The proposed development is supported by a site-wide vegetation strategy. In broad terms the strategy defines new planting and management of existing planting (retention of significant trees and staged removal of exotic weed species).

Along the Massey Road and Shelly Bay Road promenade, the existing Pohutukawa (*Metrosideros excelsa*) street trees are planned to be retained where practicable, and augmented with additional Pohutukawa trees at regular intervals to enhance the landscape character prevalent on site and the wider Miramar Peninsula character. Additional clusters of Tī Kōuka (*Cordyline australis*) trees on the village green recall a historical landscape character prior to European settlement and provide landmarks within the development. Supplementing tree planting an understory of low height wellington coastal species is proposed to articulate garden spaces within the public domain, populate the site's rain gardens (storm water treatment planting) and enrich the Precinct's two rocky headland parks, North and South Points. Rain gardens, designed to accept and filter storm water run off, will articulate the development's primary movement corridors (Shelly Bay Road and foreshore promenade spaces)

Within the development's parking mews Kowhai (*Sophora microphylla*) and Chinese Elm (*Ulmus parvifolia*) are proposed for the eastern side, affording good solar access and visual interest in the form of seasonal change over the course of a year.

In addition to new planting and retention of the site's existing foreshore trees, a vegetation management strategy has been developed for the site's escarpment (Refer fig.2.3 & fig. 2.4).

Within the development's lots, out to the eastern boundaries, a Vegetation Mangagement Zone (VMZ) is to be established for the steep escarpment landscape. Within the VMZ the staged removal of exotic species including pine (*Pinus radiata*) and Macrocarpa (*Cupressus macrocarpa*) species will be undertaken and clearings will be planted with species indigenous to Wellington's coastal ecologies. With the staged removal of exotic species from the eastern escarpment, regenerating native bush is anticipated to emerge behind the staggered building layout, softening the 27m height of the eastern apartments (NB A1-7 & SB A1-4) and reinforcing the 'bush-clad' hill nature of the site. Faster-growing emergent species along the toe slope, gullies and spurs (Manuka (*Leptospermum scoparium*) and the like will be punctuated by the slower growing successional species (such as Mahoe (*Melicytus ramiflorus*), Whauwhaupaku (*Pseudopanax arboreus*) and Ngaio (*Myoporum laetum*).

Legend

-  Existing Trees to be Removed
-  Existing Trees to be Removed - Location to be confirmed by survey
-  Existing Trees to be Retained - Location to be confirmed by survey
-  Existing Trees to be Retained



fig. 2.3

Legend

-  Existing Trees to be Retained - Location to be confirmed by survey
-  Existing Pohutukawa Street Trees
-  New Pohutukawa Street Trees
-  New Tī Kōuka Park Trees
-  New Kowhai or Chinese Elm Mews Trees
-  Escarpment Vegetation Management Zone



fig. 2.4



Built Form

The Master Plan comprises a range of development building types. New buildings, retained and relocated existing buildings are configured to respond to the site's Character Areas and complement the site's unique character. In general terms, existing buildings (whether relocated or retained in situ) will maintain a simple aesthetic (light coloured façades and red feature roofs and doorways), new development is proposed to be of a more varied and contemporary in form by comparison.

New Buildings: Apartments

Multilevel apartment buildings with integrated car parking within the North Bay and South Bay precincts. These buildings set at the base of the hill and behind lower scale townhouses and detached houses. Building footprints are dimensioned to assist and encourage most apartments to have a vertical emphasis and articulation. A guideline for mid to dark coloured materials is intended to result in these buildings receding into the hillside behind.

New Buildings: Townhouses

Multilevel townhouse buildings with integrated car parking are located within the North Bay and South Bay precincts. A vertical emphasis and articulation affords differentiation between adjacent dwellings and individual identity. Entrance and public realm interface provide for active street frontages.

New Buildings: Detached Houses

Individual standalone houses are set along the main road. A vertical emphasis and articulation affords differentiation between adjacent houses. The dwelling lots will be accessed from the Shelly Bay Road providing activation of the public domain.

New Buildings: Aged Care Facility

The aged care facility includes multilevel apartment buildings with integrated communal facilities and car parking. These buildings set adjacent to Massey Road, at the base of the hill and on the elevated site that previously accommodated the Hospital. Avoiding a monolithic scale they have restricted footprints and are to have a vertical emphasis and articulation. The building's dark coloured materials is intended to result in these buildings receding into the hillside behind.

New Buildings: Special Buildings

A small number of new special buildings are located in the Shelly Bay Wharf precinct.

These are:

- Mixed Use building
- Boutique Hotel Annexe – located adjacent to the relocated Building 07
- Carstacker buildings
- Wharf Pavilion
- Slipway Building – located above the northern end of the Slipway

Each of these buildings is the subject of individual guidelines within the Shelly Bay Design Guide. They are composed in a campus like formation at the heart of the Precinct's adjacent Shelly Bay Wharf and in proximity to the site's historic character building, Shed 8 and Slipway Building. Whilst each building is proposed to be distinctive, their detailing draws on and complements that of the existing character buildings being retained.

Legend

Open Space

- Public Open Space
- Private Open Space

Building

- Existing building / with public access
- Relocated buildings / with public access
- New building with public access
- New building / private

Legend

Built Form

- Apartments
- Townhouses
- Detached Houses
- Aged Care Facility
- Special Buildings
- Historic Building Character Asset



fig. 2.5

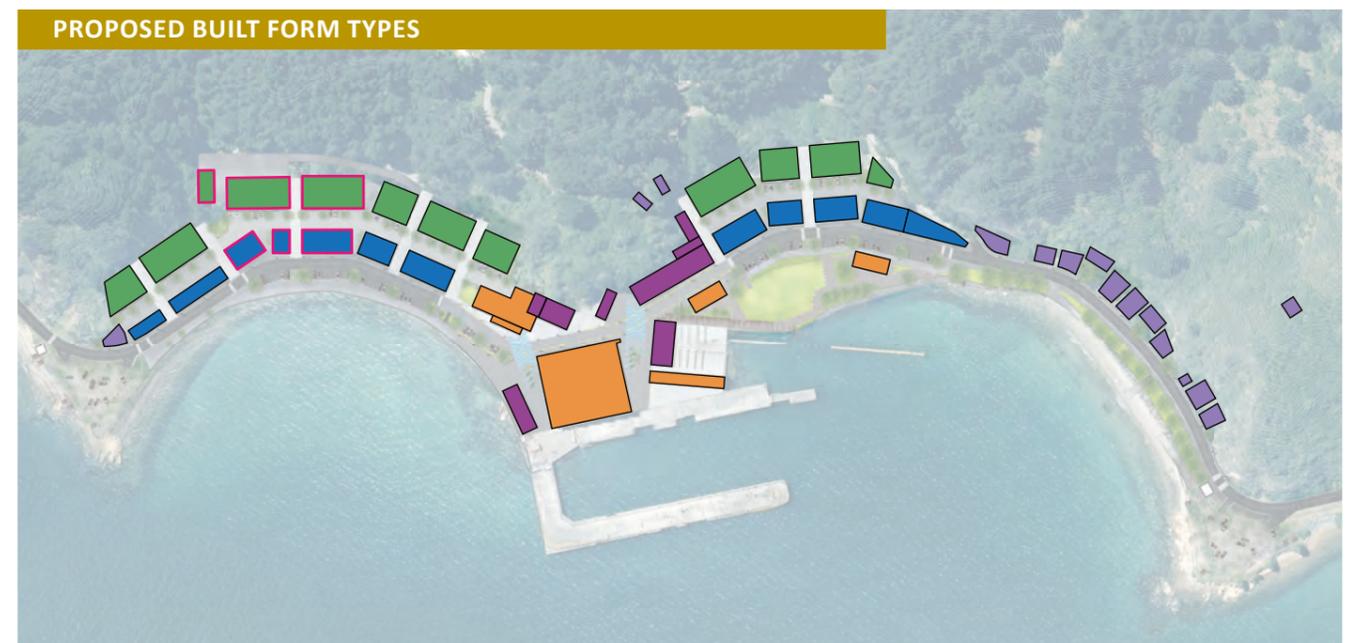


fig. 2.6



Landscape Assessment

The proposed redevelopment of Shelly Bay, transforms the site from its current campus-like layout of buildings within an ambiguously defined landscape (that is largely private land) of flat lawn and paved areas into a cohesive and legible formation of urban form that defines and consolidates the site's primary public spaces at the water's edge. The landscape in which the site's existing buildings sit is a highly modified landscape of flat lawn (of exotic grass species) and expanses of asphalt parking and roadway (some of which is kerbed). The flat, developed land is framed by Shelly Bay road to the west (along the foreshore) and a steeply graded vegetated escarpment to the east. Within the District Plan the subject site comprises two zone areas Open Space B and Shelly Bay Business Precinct Area. Referring to figure 1.2 and 1.3 of this report pg 4, the site's existing collection of buildings is largely contained within the area zoned Shelly Bay Business Precinct Area. The Officers' Mess appears to partially sit within the Open Space B zone area. The majority of the site's existing buildings sit either partially or wholly within the Matakai-Kai-poinga Landscape Feature (MKPLF) Precinct. There are a number of buildings that are not within the MKPLF Precinct including Shed 8, the Shipwrights Building, Studio 2 - HQ Studios, the Squash Court - Pixel Paint building, the Officer's Mess Laundry building, Base HQ & Officer's Accommodation (a two storey residence with small sleep out and garage and a small shed), and the existing gatehouse building at South Point. The portion of the site zoned Open Space B comprises the steeply graded eastern escarpment which supports exotic pine plantation within its northern and central zone, transitioning into a more native bush clad appearance towards the southern end of South Bay (albeit with evidence of weed species present such as gorse in its lower margins). The escarpment provides a green, though not necessarily completely natural (in the sense of a natural coastal ecology) backdrop to the site's existing development. Wellington Harbour to the west and its contributing surrounding hills, provide the site's other important landscape feature.

At a broadscale the site's landscape character is one of developed flat land framed by Wellington Harbour to the west and green escarpment to the east. At a local level, the landscape character is one that varies from the more natural setting of South and North Points' rocky headlands to one of built form (of varying degrees of disrepair and architectural merit) sporadically laid out within a highly modified flattened landscape. Discontinuous rows of mature, though wind pruned, Pohutukawas follow site's main access road, Shelly Bay Road, forming recognisable landscape structure within the largely amorphous landscape of flat lawn and asphalt. Visual and physical access, at the local level, to the site's most prominent landscape features, the Harbour and green escarpment is varied and restricted. The coastal edge is a narrow band of land to the west of Shelly Bay Road, there is little in the way of sizable public space on the coast side of the road in either North or South Bay. The central portion of the waterfront associated with Shed 8 and the Shipwrights Building is fenced off and inaccessible to the public.

Legend

- (A) Shelter / Artwork
- (B) North Point Park
- (C) Parking Mews
- (D) North Bay Promenade
- (E) Shared Lane
- (F) Shelly Bay Wharf Shared Space
- (G) Shelly Bay Wharf
- (H) Slipway Adaptive Re-use
- (I) Village Green
- (J) South Bay Promenade
- (K) South Bay Beach
- (L) Shelter / Artwork
- (M) South Point Park



fig. 2.7

The proposed development of Shelly Bay is one that carefully balances the retention and refurbishment of the site's important character elements within a framework of useable consolidated public space and bounded by private mixed-use development. Public space is concentrated at the Harbour's edge in the form of open green space, the Village Green, and widened harbour promenades framing North and South Bay and circumnavigating Shed 8, the slipway and Shipwrights Building. In addition to Shed 8, the slipway and Shipwrights Building, several other historic character buildings are planned to be retained for adaptive reuse. The Officers' Quarters and Mess Building is planned to be refurbished and relocated at the development's heart where the North and South Bay meet. The Submariners Building (currently the Chocolate Fish Café) is planned to be relocated to the southern end of the new Village Green and one of the following buildings, Barack Warden Store, the Library or part of the Whirl Wind Design/Theacrobatics Design Ltd building will be refurbished and relocated to the northern end of the Village Green. In contrast to the majority of the site's proposed new development, these buildings of notable character, are located in prominent waterside locations where their contribution to the site's overall character will have the most impact. Two new buildings are proposed in the vicinity of Shed 8 and the Shipwrights Building, SBW_B6 and SBW_B9 respectively (refer Shelly Bay Masterplan - pg 17). As with the proposed adaptive reuse of Shed 8 and the Shipwrights Building, the two new buildings are planned to have ground floor commercial functions that will support the activation of the new waterfront public domain surrounding them. As noted in this report's description of the proposal, new built form is mostly confined to the eastern side of the realigned Shelly Bay Road. This confinement to the eastern portion of the site and the 'stepped height' nature of the built form, provides for a public domain that is optimised at the foreshore and enjoys valuable solar access.

Certainly, the proposed density and height of the new development exceeds that which currently exists on site, however, the bulk, density, height and layout of new built form has been carefully considered to complement the site's existing character and landscape structure whilst supporting and framing the new public domain. The high quality, high amenity built form follows the site's curvilinear bay forms with radial shared laneways striking perpendicular slices through the development from foreshore to escarpment, visually connecting the site's prominent landscape features. At the intersection of the two bays, there is a gap in the development giving visual prominence to the escarpment's existing central promontory. The stepped-height development, lower town houses at the 'front' (foreshore) taller apartments at the 'back' (against the escarpment), responds to the site's topography and optimises a sense of openness and space within the development's foreshore public domain. As described in the 'Shelly Bay Design Guide – pg 36 G11' front entrances for each townhouse will be on the main road thereby contributing to the an active street edge. At the heart of the development, Shelly Bay Wharf, the proposed mix of commercial and hospitality offerings will activate the site's core public wharf space.

In unison with the site's proposed development, a complementary landscape management strategy is proposed for the site's Open Space B land. Comprising mostly escarpment, this land is proposed to be largely unaltered by the development, however, it is noted that a number of **buildings** sit partially or wholly within the Open Space B (OSB) zone of land they are:

- NB_H1 (partially in OSB)
- NB_A2 (partially in OSB)
- NB_A7 (very slight encroachment into OSB) may potentially be adjusted to avoid encroachment
- SBW_B2 (very slight encroachment into OSB) may potentially be adjusted to avoid encroachment
- SBW_B3 (very slight encroachment into OSB) may potentially be adjusted to avoid encroachment
- SBW_B4 (partially in OSB)
- SBW_B5 (partially in OSB)
- SBW_H1 (wholly within OSB)
- SBW_H2 (wholly within OSB)
- SB_A1 (partially in OSB)
- SB_A2 (partially in OSB)
- SB_A3 (partially in OSB)
- SB_A4 (partially in OSB)
- SB_TH5 (partially in OSB)
- SB_H11 (mostly in OSB)
- SB_H1 (mostly in OSB)
- SB_H2 (partially in OSB)
- SB_H3 (partially in OSB)
- SB_H5 (partially in OSB)
- SB_H6 to H9 (wholly in OSB)

In total there is approximately 2,202m² of building envelope area and approximately 144m² of private open space encroachment within the Open Space B, a total of 2,346m² of encroachment in total. Currently, the escarpment land is mostly inaccessible due to its steep grade. Whilst the 1885 Military access-way could potentially provide pedestrian/ mountain bike access from Shelly Bay to Main Road at the top of the escarpment, it is currently closed to the public. This access is planned to be retained. The escarpment contributes to the landscape character of Shelly Bay and as such it's retention and enhancement has been a key consideration in the development of both the Masterplan and Design Guide. The escarpment is an almost vertical landscape that is part covered in exotic mature pine forest, part cleared pine forest land, part bush clad and part eroded cliff face. As detailed in the Shelly Bay Masterplan (diagram Building Type Plan pg 17), building encroachment within the Open Space B land on the lots noted above is restricted to the building platforms as shown, beyond which the vegetated escarpment will be required to be managed in accordance with Escarpment Vegetation Management Zone Strategy. This strategy outlines anticipated slope modification and retaining in relation to building construction and a staged rehabilitation/revegetation of the escarpment, within the Open Space B zone (up to the site's eastern HAASHA boundary) whereby existing exotics will be selectively removed to allow existing dormant native species to emerge and to accommodate new native planting.

Referring to open space diagrams Existing and Proposed Open Space Fig 2.8 & 2.9. As described in figure 2.8 Existing Open Space, the site comprises a mix of privately held landholdings (PNBST) and WCC Landholdings land (each of these land holdings are zoned part Open Space B and part Shelly Bay Business Precinct Area). Currently portions of the PNBST land, although privately owned is unfenced and can be easily accessed by members of the public, this is particularly true of the land associated with the Chocolate Fish Cafe which harnesses the area of asphalt and grass west of the cafe for outdoor dining. Conversely, areas of the publicly held (WCC Landholdings) are not accessible to the public, Shelly Bay Wharf and the land associated with Shed 8, Shipwrights Building and the Slipway is currently fenced off.

In total, excluding building footprints, the existing site comprises:

- Approx. 28,591m² of WCC Landholdings (4,573m² of which is currently fenced and not accessible to the public, approximately 24,018m² forms public open space)
- Approx. 76,663m² of PNBST privately owned land

In comparison, the proposed redevelopment, excluding building footprints, comprises:

- Approx. 32,950m² of Public Open Space
- Approx. 6,455m² of Communal Open Space
- Approx. 49,738m² of Open Space B Area (privately owned- within HAASHA Boundary, entire Open Space B Area privately owned 61,392m²)
- Approx. 570m² of Private Outdoor Space.

The proposal affords an approximate gain of 8,932m² public domain (Development's Public Open Space less existing unfenced WCC land), and this is primarily consolidated on the site's flat coastal edge land.

When considered in isolation, the 2,147m² encroachment of development within the Open Space B land's 61,392m² could be viewed as an adverse effect (an approximate loss of 3.4% of Open Space B area). However, when the Shelly Bay proposal is considered in its entirety the adverse effect is considered to mitigated by the following key benefits:

- New public open space is consolidated at the harbour foreshore where it is most accessible and useable (replacing currently private land and fenced off wharf areas). This consolidated area of public domain provides a higher degree of access to the water's edge both physically and visually,
- The proposal affords an additional 8,932m² of public domain space consolidated within the flat land adjacent the foreshore, which is considered to offset the loss of 2,147m² (3.4%) of the inaccessible Open Space B Area. On balance, the net gain of public space approx 6,785m² at the coastal edge is considered to offset the loss physically inaccessible land on the escarpment.
- The proposed Escarpment Vegetation Management Zone Strategy offers ecological reparation of the site's prominent landscape feature thereby increasing coastal edge biodiversity and maintaining the site's important 'green' escarpment landscape character.

Legend

Open Space

- WCC Landholdings
- Private PNBST (Shelly Bay Limited) Landholdings
- ▨ Shelly Bay Business Precinct Area
- Existing Buildings
- Legal Road Reserve
- Open Space B Boundary
- HAASHA Boundary

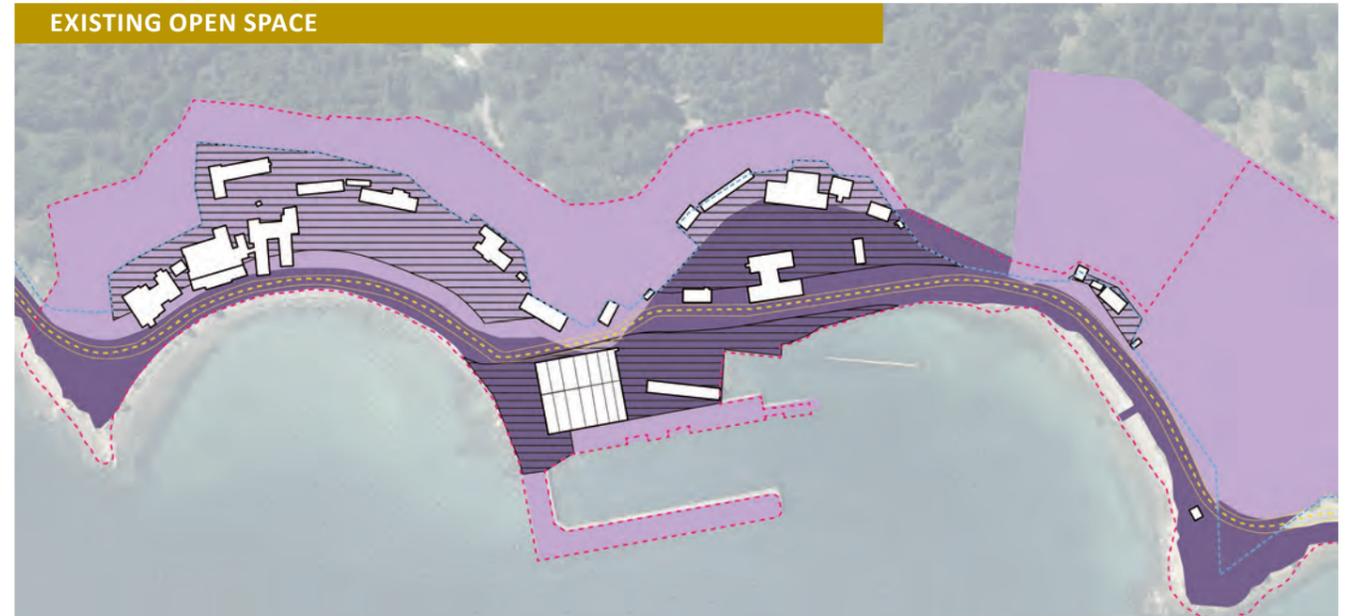


fig. 2.8

Legend

Open Space

- Public Open Space
- Communal Open Space
- Open Space B Zoned Land (Privately owned)
- Private Outdoor Space
- Building Footprints
- Proposed Road Outline
- Open Space B Boundary
- HAASHA Boundary



fig. 2.9



Methodology - Identification of Key Viewpoints

Shelly Bay is a character precinct sitting within the Watts Peninsula. The peninsula, which forms the northern end of the Miramar Peninsula, is characterised by steeply graded vegetated slopes rising from a narrow band of flat land at the coastal edge. The narrow coastal edge, which varies in width, accommodates a two-way road that circumnavigates the peninsula. The coastal edge has a variable character, shifting from natural rocky headland, to pebble and sandy beaches to constructed sea wall edges and wharves.

These flat zones contain the precinct’s existing development of ex-air force/ naval and working wharf buildings.

Given the Bay’s location within the broader Evans bay context, it is visible, with varying degrees of clarity, from a number of locations around Evans Bay and from the surrounding hills (Matairangi-Mount Victoria and Mount Crawford). These views vary significantly in orientation, aspect and viewing distance. The following views are selected due to the potential visibility of the development:

- Views taken along the Evans Bay Parade and Cobham Drive that circumnavigate the Evans Bay coastline. The extent of the low-elevation views of the site from the coastline vary with landform and marina activity. Broader encompassing views of the site and wider harbour landscape are possible.
- Elevated views captured from the hillside of Mount Victoria and Grafton Road are representative of site’s view from the residential population of Roseneath and Haitaitai and a significant public viewpoint.
- Immediate views from the eastern aspect approaching the site at both low-level and elevated positions from the Miramar Peninsula.

To assess the anticipated visual effects of the development site, a series of photographic views have been taken of the site at key locations. Visualisations of the proposed development have been prepared with a technical explanation of the site location and methodology employed provided in the supporting document, Shelly Bay Appendix A – Visual Assessment.

Based upon the NZILA Best Practice Guide for Landscape Assessment, the following six point scale is adopted to assess the magnitude of and importance of the level of conditions, change or effects in the proposed development¹:

Wellington City Council ¹ - Landscape Assessment Scale Terminology	
CATEGORY	DESCRIPTION
Extreme	The Proposal is completely at odds with the surrounding area and dominates the scene to an extreme degree. The Proposal causes extreme adverse effects that cannot be avoided, remedied or mitigated. There is a total loss of existing character and a complete change to the landscape or outlook.
Very High	The Proposal becomes the dominant feature of the scene to which other elements become subordinate and it significantly affects and changes its character. The Proposal causes extensive adverse effects that cannot be avoided, remedied or mitigated.
High	The Proposal forms a significant and immediately apparent part of the scene that affects and changes its overall character. The Project may cause a noticeable change and serious adverse impact on the environment but could potentially be mitigated or remedied
Moderate	The Proposal may form a visible and recognisable new element within the overall scene and may be readily noticed by the viewer. There would be a partial change to the existing character or distinct features of the landscape and a small reduction in perceived amenity. The Proposal may cause an adverse impact but could potentially be mitigated or remedied.
Low	The Proposal constitutes only a minor component of the wider view. Awareness of the Proposal would not have a marked effect on the overall quality of the scene or create any significant adverse effects. There is a slight loss to the existing character, features or landscape quality.
Very Low	The Proposal has discernible effects but too small to adversely affect other persons. There would be no change to the existing character or distinct features or quality of the landscape.
Negligible	The Proposal would have no effect on the receiving environment. The proposal is barely discernible and there is no change to the existing character, features of landscape quality.

1. Scale and definitions as provided by WCC and Angela McArthur.

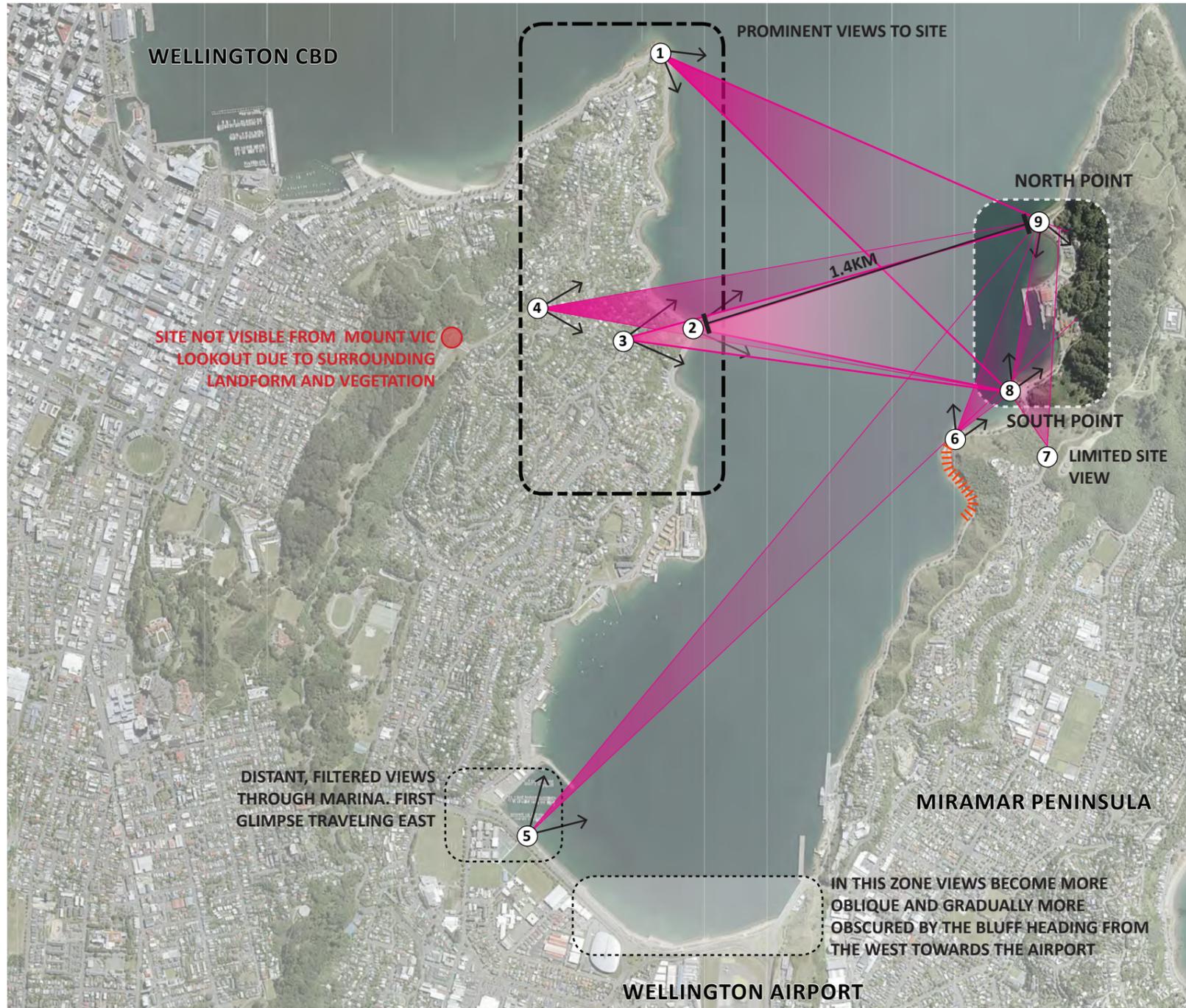


fig. 3.1



Legend

- ① **View 1** First view of Shelly Bay heading east beyond Point Jerningham (looking south-east)

CLOSEST VIEWS OF SHELLY BAY FROM WEST SIDE OF EVANS BAY

- ② **View 2** Looking east from Weka Bay- Snapper Point
note: View 2 is the closest view from the western side of Evans Bay to the North and South Bays of Shelly Bay
- ③ **View 3** Looking east from Grafton Road
- ④ **View 4** Looking east from Centennial Lookout, Mount Victoria

BROADSCALE VIEWS SOUTH OF THE SITE

- ⑤ **View 5** Looking north-east from Cobham Drive
note: View 5 is obscured with the Evans Bay Marina
- ⑥ **View 6** Looking north from Shelly Bay Road

COASTAL VIEWS

- ⑦ **View 7** Looking north from Main Road, Maupuia towards Shelly Bay.
note: View 7 of Shelly Bay is limited to Shed 8, Slipway and Finger Pier
- ⑧ **View 8** Looking north from South Point of Shelly Bay
- ⑨ **View 9** Looking south from North Point of Shelly Bay

◀ Cone of site visibility from selected views

↔ Cone of visibility (60° view)

||||| Shelly Bay Road bluff obscures views of Shelly Bay

In formulating this assessment we have determined nine (9) key viewpoints. These viewpoints have been selected as they provide clear views of the site sitting within its coastal and public open space context. Six (6) of the views, no. 1-6, are taken from the public domain of the broader Evans Bay context. Three (3) views, no.7-9, are taken in closer proximity to the development or from within the development itself.

Authors of this report consider the selected views present exemplar views of the site at both the broad scale and local scales. For each of the nine views, we provide a photograph of the site as it currently exists and a correlating visual simulation which superimpose the development within the existing views photograph.

Within this assessment, we provide nine visual simulations of the proposal from a series of locations within the Evans Bay, Miramar Peninsula and Haitaitai - Roseneath area. Each view is shown alongside existing views for comparison.

For the visual assessment we have used a methodology appropriate to the urban coastal site in coordination with the 'Best Practice Guide, Visual simulation BPG10.2' published by New Zealand Institute of Landscape Architects 2010.

All photography was taken by Oliver Pool and Daniel Roberts on 25th February, 2019 between 10:15 am to 12:00noon (morning to midday light), on a digital SLR camera using a 35mm lens that achieves a 52.5mm focal length. A tripod was used at a height of 1.5m above ground level.

The steps undertaken to prepare the visual simulations were:

1. A topographic site survey undertaken by Calibre Consulting in January 2016 using the NZGD 2000 Wellington Circuit datum. The wider surrounding context topography was derived from the Wellington City Council 1m contours 2017. The contour DTM was created from 2006 LiDAR, 2009, 2011 & 2017 photogrammetry masspoints and breaklines.
2. Site photographs taken have been identified on site by GPS co-ordinates alongside fixed landscape elements recognisable in aerial photography taken from the Wellington City Councils' GIS service Map. They are accurate to 1-1.5m.
3. Creation of a 3D wireframe digital terrain model of the site and its surroundings in the Rhino software based on the topographical survey.
 - Creation of a 3D wireframe digital model of the proposal including: Landscape design as shown on the Landscape Masterplan;
 - Tree planting at predicted size 10 years after planting;
 - Creation on a 3D wireframe digital terrain model of the site and its surroundings in the Rhino software based on the topographical survey;
 - Superimposing of the 3D wireframe model over the photograph, utilising the known survey reference points and terrain features in order to register the two together; and
 - Placement of photography-based representations to create a fully rendered photo composite of the proposal.

In order to achieve scale readings of the proposal on site the visualisations should be read in A3 format from a distance of 350mm. A3 drawings of the visualised proposal are found in the Landscape Drawings for Resource Consent.



fig. 3.2. Undertaking site photography from selected views with GPS location



fig. 3.3. Original site photo from site visit



fig. 3.4 Working three-dimensional model base superimposed over site photo

Photographic Views 1 and 2 are taken from similar locations along the eastern coastline of Evans Bay at an approximate distance between 1.5 - 1.8 kilometres. The site is prominently visible from these north end bays, intervening landforms of the coastal bays and spurs afford negligible visual screening towards the Site.

VIEWPOINT 1: From Point Jerningham refer Appendix A Site Views - View 1

Existing

View 1 is a slightly oblique view of the Shelly Bay site. The view comprises a dominant harbour foreground and background comprising a densely vegetated escarpment with sky above. The escarpments dark exotic vegetation to the north (left hand side of the image) gives way to lighter green native bush and grassed areas to the south (right hand side of the image). The ridgeline is a dominant feature cut against the sky backdrop, it comprises the uneven outline of treetops growing on the escarpment, zones of grass land/low lying vegetation interspersed with un-vegetated (bare) escarpment faces and a scattering of ridge top built elements, reservoirs, Maupuia residential development to the south (right-hand side of image). In the centre of the image the subject site's existing development is evident and concentrated toward the north end of the site in North Bay. Lower portions of the escarpment indicate areas of erosion and landslip in varying degrees of re-vegetation. Just above Shed 8, an area of felled pines is just visible, logs and disturbed ground are vaguely discernible. In this view it is not possible to clearly identify any of the site's existing foreshore vegetation (eg mature Pohutukawa planted along the coastal edge and road).

From this viewpoint Shed 8 is clearly visible and the most visually dominant of the site's built forms. Referring to drawing fig.2.4.1 Existing Site Buildings and Structures Drawing in the Shelly Bay Masterplan, north of Shed 8, a cluster of buildings including the Old Hospital, Blackmore & Best Gallery and Whirlwind Designs & Theacrobatic Design. There is minimal built development existing in South Bay, the diminutive gatehouse at South Point is visible as is a two storey dwelling approximately half way between Shelly Bay Wharf and South Point.

Proposed

In the proposed View 1, the harbour, escarpment, ridgeline and sky remain dominant elements. Both the harbour and ridgeline remain unchanged, however the view of the lower elevations of the escarpment is altered by the proposed developments built form. Approximately 25% of the central lower portion of the escarpment presents a 'thickened' band of built development. Development is concentrated within the northern two-thirds of the site. The density of development in terms of height and building mass reduces at the south end of South Bay. A single dwelling is visible approximately half way up the escarpment at the site's southern end.

The proposed development is an amalgam of existing and new buildings, existing and proposed vegetation and existing and new infrastructure. The proposed façade and roof treatments for all buildings has been carefully considered. Existing retained buildings (Shed 8, the Submariners Building, the Officers Quarters & Mess and the Shipwrights Building) are proposed to be refurbished using a palette of lighter tone façades with red door and roof features characteristic of the site's existing building elements. The lighter tones and red highlights effect visual prominence of these buildings against the back drop of the more varied light and dark tones of the new buildings sitting at the base of the escarpment.

The proposed varied neutral mid to dark tones of new medium density buildings mean they visually recede into the escarpment's dark vegetated backdrop. Laneways between buildings provide narrow views to the escarpment beyond. The felled area of pines is concealed behind the development's taller and denser new buildings.

Assessment

The visual simulation demonstrates the Precinct's development will be visible from Point Jerningham, and alters the component elements featured in the view. The retained Shed 8, a character feature of the site, retains visual prominence at the centre of the view, however, the low lying forms of existing development is replaced by the taller and denser development proposed. The transition from the site's existing campus layout of low lying buildings to a denser, taller and more urban character is clear, however, it is equally clear that the harbour foreground and vegetated escarpment remain the dominant elements within the view. The containment of the site's development within the two bays, the grading of building heights (rising in height toward the escarpment) and their scale in relation to the escarpment present a view of development that is not disproportionate to its surrounding context. The varied articulation of building façades in terms of detailing, colour and materiality contribute high level of diversity and visual interest with the taller buildings receding into the escarpment's dark vegetation, further reducing the visual impact of the development when viewed from this location.

Given the diversity of building typologies and treatment, the use of visually recessive colours and the overall scale of the development in relation to its surrounding context, the visual effects are considered to be **low**.

VIEWPOINT 2: From Weka Bay - Kio Bay refer Appendix A Site Views - View 2

Existing

View 2 presents a direct and perpendicular view of the site. As per View 1, the view is dominated by harbour waters in the foreground and a background of densely vegetated escarpment, prominent ridgeline and sky above. The existing built form of Shelly Bay's ex-naval, air-force and wharf buildings are more visible from this location than from View 1. The cluster of buildings contribute to the view's backdrop, forming an edge at the base of the escarpment. The Precinct's distinct double bay formation is not clearly legible from this view given the elevation of the view, although it is possible to distinguish between the two bays by virtue of their comparative development. The concentration of built form in the North Bay sits in contrast to the greener less developed South Bay. In the centre of the view, just above Shelly Bay Wharf and its associated buildings, a cleared section of the escarpment is visible where pines have recently been removed. Shed 8 is the most visually dominant of the site's buildings. In this view, the escarpment's central promontory is a more discernible feature above Shed 8. At the site's extremity, North and South Points provide a transition between the Precinct's developed zone and the more natural character of the coastline beyond the site.

Proposed

In concurrence with Proposed View 1, the existing dominant features of the view, the harbour, the escarpment, the ridgeline and sky remain dominant in this view of the proposal. The closer proximity of the viewer to the site affords a clearer view of the proposed development and proposed landscape treatments. The proposed development clearly changes the components of the views backdrop. The scale and density of buildings is increased across both bays, although the density diminishes to the south affording more glimpses of the escarpment beyond. Less of the lower escarpment is visible. At the north end of the site (between North Point and Shelly Bay Wharf) the amorphous section of dark toned pine forest is replaced by the more visually varied proposed apartment buildings that are tucked into the escarpment's lower reaches. Above Shelly Bay Wharf, and the retained Shed 8 character building the distinctive central promontory of the escarpment remains a feature of the view albeit framed by two apartment buildings behind an on either side of Shed 8. Laneways provide narrow views back to the bluff. Within South Bay, the built development is less intensive and in this visualisation the new and existing trees filter direct views of the single dwellings beyond them.

Assessment

Similar to View 1, the visual simulation for View 2 demonstrates the Precinct's development is larger in scale and density than the existing development. The proposed mid to dark varied tone's of the development's taller buildings will contribute to them being visually recessive within the view.

Whilst the component elements of the view's background are moderately changed (the lower escarpment is populated with more built form), the dominant elements, the harbour, the escarpment, the ridgeline and the skyline remain unchanged. The containment of the site's development within the lower quarter of the escarpment, a horizontal datum in line with the coastal edge, does not overly dominate views to the escarpment above. The gap in development between North and South Bay gives visual prominence to the escarpments important promontory feature located in the centre of the site.

Given the diversity of building typologies, the use of visually recessive colours, the overall scale of the development in relation to its surrounding context, and the prominence given to important existing site features such as the central promontory and Shed 8, the visual effects are considered to be no more than **moderate**.

Photographic viewpoints 3 and 4 are taken from elevated locations (approximately 90 metres to 180 metres above sea level) overlooking Evans Bay easterly towards the site an approximate distance of 2.0 kilometres.

VIEWPOINT 3: From Grafton Road refer Appendix A Site Views - View 3

Existing

In View 3 the site remains the central focus of the view's backdrop. As opposed to Views 1 and 2, View 3 provides an oblique slightly aerial view of the site, from which the site's two distinctive bays are recognisable. The harbour in the foreground is less dominant than in previous views, whilst the sky is more dominant. The escarpment is slightly narrower, but still dark band within the view's midground, beyond which the distant Rimutuka's are visible. In this view the site's bay formations are discernible. This view is representative of what can be seen of the site from Roseneath and Haitaitai residential properties, at an elevation of approximately 90m, located on the east facing slopes of Mount Victoria where existing buildings, landform and vegetation on Mount Victoria's slopes do not impede views to Shelly Bay.

Existing buildings are legible and the Shelly Bay Wharf is more recognisable as an element.

Given the distance and elevation of the viewer from the subject site, the view captures a wider area of the site's surrounding context.

Proposed

When observing the site from an elevated position, the delineation between the lower foreshore buildings and taller escarpment fringe buildings is more defined and obvious. The proposed development changes the elements within the midground of the view, however, the dominant elements of the harbour, the escarpment and sky remain dominant and largely intact and unaffected by the development.

Assessment

The visual simulation for View 3 demonstrates the Precinct's development is larger in scale and density than the site's existing development, however the development's considered layering of building heights, ensures the tallest buildings are set against a backdrop of the site's dominant escarpment feature. In this elevated view, more of the escarpment is visible the buildings covering approximately 20% of the escarpments overall height. The site contains more built form, but its restriction in the most part to Shelly Bay's flat land and the proposed variable façade treatments, make the development less visually dominant than the surrounding landscape context within the view. The important central promontory is visible between the development's two bays. On balance, when considering the portion of the view altered by the development, the proposed colour and treatment of façades and the concentration of development within the northern portion of the site the visual effects are considered to be **low**.

VIEWPOINT 4: From the Centennial Lookout refer Appendix A Site Views - View 4

Existing

This view is taken from Centennial Lookout, one of Wellington's popular visitor destinations. In this view the site's wharf structures, the curvature of the bay formations and depth of Shelly Bay's flat land are more discernible. The harbour is visually dominant in the foreground, the dominance of the sky is reduced and the hills of Wellington's Eastern Bays and the Rimutakas beyond are visible in the distance. The site is more distant from the viewer than Views 1,2 or 3 and more of the surrounding context is visible. The existing development is dominated by the surrounding landscape – harbour and densely vegetated escarpment. Shed 8 is a prominent feature as is Shelly Bay's Finger Pier.

Proposed

Representative of views that can be captured from Mount Victoria's upper elevations, the visual simulation depicts a development that is largely dwarfed by it's surrounding landscape context. The curving alignment of the proposals built-form can clearly be seen following the alignment of each bay. The site's important character features, Shed 8, Shelly Bay finger pier, the central escarpment promontory and North and South Point remain visible and prominent features within the development. The buildings are larger in scale and higher in density than the site's existing development but are visually deferential to the dominant surrounding landscape context.

Assessment

Given the scale of the development in relation to its surrounding landscape context and the retention of the site's important character features, the visual effects are considered to be **low**.

VIEWPOINT 5: From Cobham Drive refer Appendix A Site Views - View 5

Existing, Proposed and Assessment

This photographic viewpoint is taken on the popular 'Meridian Wind Walk', along Cobham Drive, overlooking Evans Bay in a north-easterly direction approximately 3 kilometres from the site. The photograph illustrates the site at its most visible along Cobham Drive. It is noted that when experiencing the site from this location, the site appears as a peripheral element amongst the viewing context of the wider Wellington Harbour landscape. The topography of the surrounding landforms dominate the viewing experience.

Photographic viewpoint 6 is taken on approach to the site from the south on Shelly Bay Road. Rounding the bluff at the northern end of Shark Bay, Shelly Bay's North Bay and a portion of South Bay are visible.

Assessment

Within this view, the site appears as a very small component within the overall context of the view. The long viewing distances, scale of surrounding landscape, and the intervening landforms make any adverse visual effects from the development **very low** along the southern coastline of Evans Bay.

VIEWPOINT 6: From Shelly Bay Road South refer Appendix A Site Views - View 6

Existing

Approaching the Site along Shelly Bay Road from the south, the harbour and a small patch of coastal edge planting (on the right of the image) provide a foreground setting to the view's central focus of Shelly Bay and Peninsula's vegetated escarpment. The escarpment's exotic pine forest and area of cleared pine forest are prominent visual features within the view. At this close proximity, the site's existing buildings are more prominent than in Views 1-5, and their existing run down condition is more evident. Shelly Bay's Finger Pier is visible in the mid ground as is South Bay's sea wall. Groupings of mature Pohutukawas are visible between the site's existing buildings.

Proposed

The development's proposed buildings reduce visual access to the escarpment's lower reaches, however, the upper and greater portion of the escarpment remains a dominant visual feature within the view. The site's existing groupings of mature Pohutukawas are largely retained thereby maintaining an important component of South Bay's landscape character. Taller buildings are tucked into the escarpment where their impact on the site's waterfront public domain is negligible.

Assessment

The Proposal does form visible and recognisable new elements within the overall scene, these new elements can be readily noticed by the viewer, and when considered in isolation could be perceived as a moderate effect. However, in consideration of the scale of the development in relation to the escarpment, the development's stepped height (tall buildings adjacent the escarpment), the proposed palette of materials, façade variation and diversity along with the retention of the site's existing character features such as the mature Pohutukawas, character buildings such as Shed 8 and the site's historical wharf structures, the visual effects are perceived to be mitigated to **low**.

VIEWPOINT 7: From Main Road, Maupuia refer Appendix A Site Views - View 7

Existing

Photographic View 7 was taken from Main Road that passes along the eastern vicinity of the site along the escarpment, just below the ridgeline of Maupuia / Mount Crawford. The site is visible to varying degrees along the roadway due to intervening topography and vegetation.

This view illustrates the broadest view of the site from Main Road, it demonstrates that from the road, views of the site are intermittently screened by the surrounding trees and landform. This view is taken from the road's adjacent verge, it is not readily accessible by motorists from the road. The view looks downwards on the site in a northerly direction from a height of approximately 100 metres above sea level. From this location, the entirety of the Central Wharf Point and the northernmost area of the North Bay is visible. From this perspective the site's buildings, wharf structures and the sealed roadway are suggestive of a semi urban character.

Proposed

The increased height of the proposed buildings could potentially be perceived by some people as adverse to the landscape quality of this view. With the selective removal of exotic vegetation along the north spur, the visual impact of the development will be moderately visible from this elevated position in the short to medium term. With the proposed revegetation post selective exotic removal, this adverse effect will be mitigated over time. This visual change is envisioned to have a positive landscape amenity effect on the character of the Site and wider Miramar Peninsula.

From this location, significant elements of the site's historic character are preserved with the retention of the Shed 8 and Shipwrights Building visible at Shelly Bay Wharf. The existing campus-like layout of the North Bay is altered, although the development's proposed town house and apartment buildings form a new continuous built edge following the site's coastline.

Assessment

Although the visualisation indicates an intensification of built form within Shelly Bay, it is clear the coastal edge is retained along with Shelly Bay Wharf's important character features (the Finger Pier, central wharf, Shed 8 and the Shipwrights Building). When considered in relation to the existing site (its existing development and rundown condition), the proposed development which provides for carefully designed and articulated buildings, a layout that corresponds to the site's landscape structure and scale, the retention of the site's key features and is supported by a staged revegetation strategy the potential moderate visual impact of the proposal can be perceived as mitigated to **low**.

Views 8 and 9 are taken on approach towards the Site along Shelly Bay Road from South Point and North Point respectively. The site is prominently visible from both headlands.

VIEWPOINT 8: From South Point refer Appendix A Site Views - View 8

Existing

Photographic View 8, taken from the South Point of the Site, illustrates the ex-naval base architectural vernacular with single and double storey buildings with a predominate material palette of white weatherboard and red rooves. Built form sits in contrast against the dominant background of the exotic pine forest of the eastern escarpment. As in View 6, mature Pohutukawa trees punctuate the coastal edge, partially screening some of the site's existing buildings.

North Bay is obscured from view behind Shed 8. Both Shed 8 and the Shipwrights buildings are prominent features within the view.

Proposed

The visualisation demonstrates the proposed layering of building height (low height at the coastal edge, taller buildings adjacent the escarpment). The coastal edge is retained and enhanced with additional tree planting, the removal of fence structures adjacent Shed 8 and the slipway and a widened pedestrian zone. The key character features Shed 8, the Shipwrights building and the slipway are retained and refurbished for re-use maintaining the sites important working wharf character.

Assessment

The visualisation illustrates the proposed alteration to built form within Shelly Bay this alteration forms visible and recognisable new elements within the view. It illustrates that new built form has been carefully considered to ensure the site's key existing features are retained and given prominence within an environment that is sympathetic and complementary to the site's existing character. Whilst the impact of higher density could be perceived as negative, the proposed combination of building frontage diversity, development that increases in height against the escarpment and a more accessible and useable coastal edge, the development is considered to have a positive effect on balance. The authors of the report therefore consider the effects to be **no more than moderate** and largely mitigated through design to present a low effect.

VIEWPOINT 9: From North Point refer Appendix A Site Views - View 9

Existing

Photographic View 9, taken from North Point, south toward Shelly Bay Wharf. In this view a large portion of North Bay is visible the vegetated escarpment forming a back drop to the Bay and Shelly Bay Wharf. From this perspective the escarpment's pine coverage gives way to native bush. A number of Maupuia's residences are visible atop the ridgeline

In this view the escarpment and roadway are dominant features, as are the Bay's existing seawalls which appear to be in varying degrees of disrepair.

Three existing Pohutukawa trees punctuates the view's midground.

Proposed

The increased scale and density of the proposed buildings modifies the visual character of this view. The most dramatic change occurs on the right hand side of the image, whereby the pine covered slopes of the eastern escarpment are obscured by the proposed new buildings. The southern reaches of the escarpment remain relatively visible. Buildings SBW_A1 and SBW_B4 frame the escarpment's central bluff and a single dwelling is prominently visible above and left of Shed 8.

Assessment

From this location the Development is obscuring views to the escarpment beyond, however the area that is most screened from view is the escarpment's pine covered slopes, the ecological value of which is currently low. Whilst the change in visual character could be perceived as an adverse effect, the proposal indicates new buildings will be designed to a high architectural standard affording a high degree of visual variety and diversity and thereby visual interest. The scale of the proposed buildings does not seem disproportionate to the scale of the adjacent escarpment or existing features proposed to be retained or relocated. On balance, the potentially negative effects of more visible buildings is negated by way of:

- a considered layout for new buildings that reinforces the site's existing landscape structure of curved bay framed by green escarpment;
- well considered architectural design and modulated street frontages;
- a more generous public domain that encourages engagement with coastal edge and promotes recreational pursuits; and
- a more active street edge.

It is therefore considered the effects are no more than **moderate** and are largely mitigated through design to have low adverse effect.

- Sympathetic material palette and recessed location of the taller built forms at the foothills of the escarpment to minimise visual impact. Unique design and identity of individual house and townhouses for visual appeal that supplements the unique site character, not replacing or replicating in a pastiche manner;
- The increased density and height of buildings are designed to step up against the escarpment hillside, reducing the overall visual effects overlooking the site;
- Ensuring that high quality architectural design and public realm space that draws upon and enhances the site's authentic character and activity;
- Retention and relocation of key buildings. Remedial / restoration work to preserve the core historic character of the built form and surrounding coastal landscape (wharf, finger-pier and slipway). Reuse of buildings and structures for publicly relevant activities. Retained robustness and informality of the former air force base in both the built form and public realm;
- Remedial work to sea wall and aging infrastructure on site;
- Retention of existing Pohutukawa street trees where feasible. Additional street trees and foreshore planting to augment the existing vegetation;
- Existing heritage elements are integrated and authentically displayed in the public realm;
- Enhanced public realm access and facilities with a more transparent delineation of the public and private realm;
- A generous public realm accessible to users of different abilities that strengthens the physical and visual connection to the unique coastal environment. A slow-speed environment is established with shared 'surfaces' to enhance pedestrian access and movement previously inaccessible to the public;
- Provision of increased car parking quantities and cycle facilities to alleviate expected demand due to increased residential population visitor numbers;
- Enhanced landscape and vegetation with visual and physical connections to the bush-clad hills. A strategic vegetation management plan to enhance the endemic coastal vegetation character. Strategic removal of the exotic pine and weed species present to further enhance the endemic site character;
- Development is largely contained within the two bays, strengthening the expression of the two bays and promontories and heightening the vegetated escarpment behind;
- Providing coastal ecology restoration by reducing impervious surfaces in the built environment and the reintroduction of ingenious native species to support coastal ecological function and biodiversity; and,
- Stormwater run-off to be treated via. ecological infrastructure

CONCLUSION

- The proposed redevelopment of Shelly Bay, represents a significant transformation from campus-like layout to consolidated public open space at foreshore framed by new built-form development tucked into the escarpment.
- The design, as articulated within the Shelly Bay Masterplan and Design Guide documents, has been carefully considered and configured to
 - Retain and enhance the site's character of coastal edge and maritime industry.
 - Retain and refurbish the site's important historic character structures (Shed 8, Shipwrights Building, slipway, Shelly Bay Wharf, the Officers Mess and Quarters and the Submariners Building and existing sea walls).
 - Retain and enhance the site's important landscape features (coastal edge, green escarpment and existing Pohutukawa street trees).
 - Provide consolidated public open space at the foreshore that is accessible and provides direct access to the coastal edge in the form of widened coastal edge promenade, the new Village Green and proposed landscape amenity planting at North and South Point.
 - Upgrade the site's existing pedestrian amenity at the coastal edge.
 - Integrate new built form in a way that is sympathetic to the site's existing character buildings and site topography – building alignment reinforces the double-bay form of Shelly Bay and the modulation of building height is appropriately scaled in relation to a transition between the lower 'foreshore' buildings and taller 'escarpment' buildings.
 - Secure opportunities to express the site's natural and cultural history particularly with respect to the site's significance to mana whenua, Taranaki Whanui.
 - Enhance and improve the site's ecological character, increase biodiversity using plants specific to Wellington's coastal ecology, manage staged removal of exotic weed species.
- As demonstrated by the visual assessments provided in this report, the proposal's overall effects on views from the site's surrounding context are minor, the development is in keeping with the scale of its context and the articulation of form and proposed façade treatments cause the development to visually recede into the escarpment backdrop.
- While 4% of the site's (mostly inaccessible) Open Space B land has been encroached by the proposed development's buildings or private open space, this is considered to be offset by the significant benefit of
 - an increase in area and quality of open space proposed along the foreshore
 - a more accessible coastal edge
 - the enhancement of the site's ecological character with new planting increasing the site's biodiversity and new bio-retention storm-water management improving the quality of storm water run off before it enters harbour waters (benefiting marine ecologies).

The proposed development represents the careful management of built form (both old and new) within a landscape setting that reflects and augments the site's coastal character, its surrounding context and cultural history.

Shelly Bay

Appendix A | Site Views



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DOCUMENT COMPILED BY
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ILLUSTRATIONS
All illustrations have been prepared by the consultant team unless otherwise stated.

DISCLAIMER
All images are provided as illustrative only to supplement the information set out by the guidelines.

The Shelly Bay Visual Assessment - Appendix A forms part of the global Shelly Bay Landscape & Visual Assessment, and should be read with the Shelly Bay Masterplan and Design Guide.

Revision	Date	Author	Checked By
-	30.04.2019	Wraight + Associates	TWC

Appendix A | Site Views

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SITE VISUALISATION - VIEW 1 EXISTING



View 1 Visualisation

Looking south-east towards Shelly Bay from Point Jerningham

Date: 25/02/2019 | Time: 10:57am | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm

SITE VISUALISATION - VIEW 1 PROPOSED



SITE VISUALISATION - VIEW 2 EXISTING



View 2 Visualisation

Looking east towards Shelly Bay from Weka Bay- Kio Bay

Date: 25/02/2019 | Time: 10:49am | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm

SITE VISUALISATION - VIEW 2 PROPOSED



SITE VISUALISATION - VIEW 3 EXISTING



View 3 Visualisation

Looking east towards Shelly Bay from 149 Grafton Road, Roseneath

Date: 25/02/2019 | Time: 10:32am | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm

SITE VISUALISATION - VIEW 3 PROPOSED



SITE VISUALISATION - VIEW 4 EXISTING



View 4 Visualisation

Looking east towards Shelly Bay from Centennial Lookout, Mount Victoria

Date: 25/02/2019 | Time: 10:15am | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm

SITE VISUALISATION - VIEW 4 PROPOSED



SITE VISUALISATION - VIEW 5 EXISTING



View 5 Visualisation

Looking north-east towards Shelly Bay from Cobham Drive

Date: 25/02/2019 | Time: 11:12am | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm

SITE VISUALISATION - VIEW 5 PROPOSED



SITE VISUALISATION - VIEW 6 EXISTING



View 6 Visualisation

Looking north towards Shelly Bay from Shelly Bay Road

Date: 25/02/2019 | Time: 11:45am | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm



SITE VISUALISATION - VIEW 7 EXISTING



View 7 Visualisation

Looking north down towards Shelly Bay from Main Road, Maupuia

Date: 25/02/2019 | Time: 11:28am | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm

SITE VISUALISATION - VIEW 7 PROPOSED



SITE VISUALISATION - VIEW 8 EXISTING



View 8 Visualisation

Looking north towards the north of Shelly Bay from the Southern Point, Shelly Bay

Date: 25/02/2019 | Time: 11:50am | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm





View 9 Visualisation

Looking south towards the south of Shelly Bay from the Northern Point, Shelly Bay
Date: 25/02/2019 | Time: 12:00pm | Camera: NIKON D300 | Focal Length: Achieves a focal length of 52.5mm

