

Design Brief

For Overseas Passenger Terminal Redevelopment

Prepared by the

Technical Advisory Group

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Purpose

This brief provides design objectives and assessment criteria for the redevelopment of the Overseas Passenger Terminal (OPT).

Relevant Information

The design shall comply with (and will be assessed against) the requirements of the following documents. All of these documents should be read in their entirety:

(i) Wellington Waterfront Framework (April 2001)

- The Waterfront Framework is the primary reference for all design work on the waterfront. Its key objectives and principles are identified in this brief (extracts appear in italics). However, the entire document should be read and applied.

(ii) 'Overseas Passenger Terminal Heritage Values' assessment by Chris Cochran, Conservation Architect (17 March 2004)

- Heritage objectives shall be balanced against the need for improved public space amenity and the requirement for adaptive reuse.

(iii) Wellington Waterfront design strategies

- Lighting Strategy
- Furniture Strategy

The OPT redevelopment shall also complement and be coordinated with Waitangi Park and the Herd Street Post Office redevelopment. Relevant information includes the resource consents issued for work in these areas. The developer will work with Wellington Waterfront Ltd to achieve an effective interface with neighbouring open spaces.

Waterfront Framework Principles

While the entire Framework, and all its values, objectives and principles are to be considered, two principles are particularly relevant to this redevelopment:

The Overseas Passenger Terminal will be retained and developed. (p37)

Buildings will support the open spaces, both in their design and in their associated uses and activities. (p20)

Design Issues

1 DESIGN QUALITY AND VISUAL INTEREST

WATERFRONT FRAMEWORK

Principle: Any new development will be of a high quality. (p.18)

Objective: The waterfront is locally and internationally recognized for its design. (p.21)

A degree of richness of detail in the building facades or other elements that form the walls of spaces is also critical. (p.31)

DESIGN ISSUES & OBJECTIVES

- a. The OPT redevelopment shall exhibit exemplary design which draws favourable attention from local, national and international audiences.
- b. The visual prominence and significance of the OPT is such that a high-quality development is essential. Sensitivity to context, design creativity, compositional integrity and coherence are all crucial.
- c. The design shall exhibit enough visual complexity to attract and sustain attention. However, this complexity shall be part of a unified overall composition. While repetition and emphatic horizontality are part of the terminal's maritime/industrial character, the building's great length calls for strong vertical divisions along the main elevations. These long elevations could accept more emphatic subdivision, e.g. by differentiating some bays of the existing structure.
- d. Further modeling of the long facades (e.g. with either additive or subtractive elements) might be considered as part of the redevelopment. Such modifications must contribute to a coherent overall composition, and must maintain the formal townscape and architectural qualities of the OPT as identified by the heritage assessment.

2 RELATIONSHIP OF BUILDINGS TO OPEN SPACES

2.1 General Context

WATERFRONT FRAMEWORK

Buildings and their activities should be focused outwards to address their surroundings and generally contribute to the activities and life on the waterfront. (p.30)

Any buildings to the east of the Herd Street building should be...configured to take into account the view that could exist down Cambridge/Kent Terrace, should the existing New World building be removed. (p.39)

DESIGN ISSUES & OBJECTIVES

- a. Consideration shall be given to the appearance of the additions and/or modifications to the OPT in potential views along Kent/Cambridge Terraces.
- b. The design concept and the coherence of the composition shall be evident from both near and distant viewpoints.
- c. The OPT redevelopment shall be considered in relation to the Herd Street building together with any ancillary buildings and spaces.

2.2 Relationship between OPT and Waterfront Promenade

WATERFRONT FRAMEWORK

[The promenade] provides a sequence of changing, rich and interesting experiences. It should be a shared pathway, designed to accommodate a range of non-motorised uses including strolling, cycling, roller-skating, scooters, pushchairs and wheelchairs. (p.13)

Buildings that face onto the promenade should have public uses along those edges so they open up and provide activities that can engage people. (p.29)

Sheltered spaces are important so that people can use the waterfront in a variety of weather conditions...The detailed design of spaces should take into account the prevailing winds and when a given public open space is likely to be used most. (p.30)

The promenade should link into both the park and any buildings, and the configuration through to Oriental Bay must be improved. (p.38)

DESIGN ISSUES & OBJECTIVES

- a. The OPT wharf is part of the Waterfront Promenade (refer to Waterfront Framework diagram p.14). Like all parts of the Promenade it is both a shared pathway and a flat public recreational open space, where pedestrians have priority over vehicles.
- b. By its nature, a wharf is a single uninterrupted flat surface. This simple horizontal plane is part of the OPT's character, along with the existing vertical relationships between the water, the wharf and the building. These characteristics shall be retained in the redevelopment.
- c. The building shall increase the degree of shelter available to pedestrians. The two sides of the wharf are different in terms of aspect, shelter and waterfront character. The redevelopment shall take these differences into account, and shall take advantage of the opportunity for sheltered outdoor spaces under different weather conditions.
- d. The building currently contains few active edges and provides limited points of entry from the promenade. The development shall explore the potential for greater public interaction with ground-floor uses.
- e. The OPT redevelopment shall strengthen links between the Waterfront Promenade and Waitangi Park and between the Promenade and Oriental Bay.
- f. The northern end of the wharf presently has little visual or physical connection to the marina boardwalk. The OPT redevelopment provides an opportunity to improve public access to the water.

3 HERITAGE CONSERVATION

WATERFRONT FRAMEWORK

Principle: Heritage and the history of the waterfront are important parts of the identity of the waterfront. (17)

Principle: Heritage buildings are an important aspect of the history of the waterfront and should be restored and reused. (p.17)

Significant heritage buildings are protected on the waterfront. (p.21)

Traces of maritime history include the remaining waterfront buildings, artifacts and wharf structures, and also evidence of usage and industrial/maritime wear and tear. (p.24)

Key Feature: Retain and develop Overseas Passenger Terminal. (p.26)

DESIGN ISSUES & OBJECTIVES

- a. The OPT is part of the waterfront's mercantile and maritime history. The building is identified as a heritage building in the Waterfront Framework (see p.24), and it is described in the WCC Heritage Building Inventory as having "very high" townscape value.
- b. The wharf and associated maritime artifacts (fender system, bollards, rail lines, etc.) record the waterfront's history and form part of the area's character. The value of these historic traces resides partly in the authenticity of these elements, including signs of wear and tear. The re-development shall retain as many of these features and qualities as possible.
- c. The OPT is one of Wellington's most conspicuous and most widely recognised buildings. It is an integral part of the central city's townscape character, and it features in many defining images of the capital. The redevelopment shall acknowledge that the OPT is one of a handful of landmark buildings which help to identify Wellington to visitors and residents alike.
- d. The 'Overseas Passenger Terminal Heritage Values' assessment establishes the heritage value of various elements and features of the building and gives guidance on their treatment. The redevelopment shall take into account the heritage value assessment and be in general accordance with the recommendations in that assessment.
- e. The architectural character of the building should be respected in its retention and redevelopment. (refer to *Section 1: Design Quality and Visual Interest*).
- f. Although adaptive re-use may be clearly evident, the building should remain recognisable, and its overall appearance should retain a sense of continuity with the present. While retention of high value elements is preferred, consideration can be given to new elements which maintain the nautical character and architectural identity of the building.

4 ACTIVITY

WATERFRONT FRAMEWORK

There should be opportunities for buildings to open out onto the promenade and provide different levels of activity along its length. (p.14)

The buildings that face onto the public spaces should help define these spaces, provide for natural surveillance and allow for activities that engage people using these spaces. (p.14)

Principle: The waterfront will meet the needs of a diverse range of people. (p.18)

Principle: Recreational, cultural and civic uses are particularly appropriate for the waterfront, complementary to similar uses in other parts of the city. (p.18)

Principle: There will be an allowance for some commercial development on the waterfront. (p.18)

Principle: Ground floors of buildings will be predominantly accessible to the public. (p.19)

Principle: Natural surveillance achieved through good design is preferred to electronic or formal methods of surveillance. (p.21)

Objective: The waterfront is, and is perceived to be, safe at all times. (p.21)

The detailed design of spaces within the waterfront should take into account the need to allow for [the servicing of ships and other vessels] and other, as yet unforeseen, activities. (p.29)

[Buildings] that are responsive to changes in use will ensure continued activity and vitality on the waterfront. (p.30)

Continued maritime port activity is an important contributor to diversity of use, as well as maintaining the waterfront identity. (p.30)

DESIGN ISSUES & OBJECTIVES

- a. The OPT redevelopment shall contribute to a diverse range of people and activities on the waterfront. This objective can be achieved in two ways: by including a variety of uses within the OPT site, and/or by supporting a particular cluster of activities at Chaffers Marina which complements different functional and thematic emphases elsewhere on the Waterfront.
- b. The ground floor of the building shall open out onto the Promenade, and shall contain predominantly public or semi-public uses which contribute visual interest and activity to adjacent public spaces. Public access in this sense includes activities which may be privately owned and managed but which are intended for and attract public use.
- c. The building as a whole shall enhance personal safety (both real and perceived) by incorporating a number of active tenancies and uses within the ground floor and first floors. Upper floors shall provide opportunities for occupants to overlook the promenade. Multiple small occupancies make a greater contribution to passive surveillance than a few large tenancies.
- d. Opportunities for fishing and other existing uses of the wharf shall be maintained or enhanced.
- e. While re-use of the OPT shall respond to present demands and opportunities, the redevelopment shall retain flexibility for changes in use. Adaptable plans are encouraged, particularly at ground level.
- f. Ships and maritime activity are key components of waterfront identity. For example, when large vessels berth at the OPT, they become a prominent feature in the Kent/Cambridge Terrace view shaft. Shipping also increases the diversity of people and uses on the waterfront. The OPT wharf shall continue to provide berths for a wide range of vessels and should maintain the potential to dock medium-size ocean-going ships. If, over time, deterioration in the capacity of the wharf structure prevents ships of this size docking, the redevelopment shall not preclude future strengthening and other modifications necessary to continue to accommodate such vessels.
- g. Wharves are unobstructed open spaces which accommodate a wide range of uses, including the berthing and servicing of ships. In keeping with this tradition, the open space around the OPT shall have a simple layout which permits diverse activities.

5 BULK AND FORM OF ADDITIONS

WATERFRONT FRAMEWORK

[City to water connections include] panoramic views from the promenade and water's edge out to the harbour...[and] views from the harbour and hills back to the city over the waterfront area. Framed views are also important to increase the sense of drama and to reinforce distance and scale. (p.13)

[Buildings] should be of a size and shape that relate to the spaces around them, the neighbouring buildings and the water. (p.14)

The panoramic views from the various open spaces should be enhanced where possible. (p.25)

Buildings on the waterfront should be in "scale" with their surroundings. Scale may mean buildings are the same height, but it may also mean they are different heights and sizes. However, there will be strong proportional relationships between them. Two types of comparison

are particularly relevant. The first is the size of a building in relation to its surroundings...The second is the size of parts of a building, particularly in relation to the size of a person. (p.30)

DESIGN ISSUES & OBJECTIVES

- a. The Waterfront Framework requires all waterfront buildings to be in scale with their surroundings and with people. As applied to the OPT, this characteristic scale includes the attenuated horizontality and linear composition of the existing wharf.
- b. If the external appearance of the OPT is modified, alterations shall not compromise the building's existing architectural identity or its townscape significance as a landmark structure at the harbour edge. Characteristic features, such as the pattern of structural bays and openings, shall remain clearly recognizable. These features shall be dominant visual elements within the redevelopment. In appearance, the alterations shall be fully integrated with the existing building. In particular, the modifications shall have a similar scale and a strong proportional relationship to existing architectural features.
- c. External modifications shall contribute to coherent usable spaces both inside and outside the building. Alterations shall not cause the building to dominate surrounding open spaces.
- d. Additions to the height, width and length of the OPT will have an impact on ground or near ground-level views across the inner harbour, e.g. from parts of Oriental Parade towards the Central City. Depending on height and bulk, additions might also have a material effect on views in the reverse direction; from Lambton Harbour towards Mt Victoria and Point Jerningham. The design shall minimise negative impacts of redevelopment on vistas to and from the inner harbour, the central city and the surrounding hills. From some locations, particularly those close-by, the development could contribute positively to framed views of the water, the city and Mt. Victoria.
- e. The roof of the OPT features prominently in views from elevated ground and from the upper floors of multi-storey buildings. Roof elements provide some of the building's most characteristic features. These include the spire, the clerestory windows and the sequence of raised and lowered sections. Consideration should be given to retaining the existing roof, either whole or in part. If this cannot be achieved, the roof shall be treated as the building's "fifth elevation". It shall be articulated three-dimensionally, and shall be thoroughly integrated into the overall architectural concept.

6 SERVICING AND PARKING

WATERFRONT FRAMEWORK

Pedestrians have priority over vehicles on the waterfront. (p.25)

Principle: The entire waterfront is predominantly for people, not motor vehicles. Pedestrians and non-motorised transport will be able to use the waterfront safely. However, service vehicle access needs to be provided for. (p.19)

Principle: Ideally, surface parking should be progressively removed as development takes place. The parking requirements of Te Papa, Circa, Chaffers Marina and other waterfront venues need to be considered. (p.21)

Principle: Parking provided on the waterfront will be primarily for waterfront users. (p.21)

Any parking on the waterfront is to support people who visit, live and work on the waterfront.... There is a need for some parking to ensure that as wide a range and number of people as possible can get to and enjoy the waterfront. These parking areas should be as discreet as possible. (p.28)

As a general principle, vehicle traffic is restricted or excluded from moving on and around the waterfront. Access for service and emergency vehicles will be allowed in a controlled manner, but minimized, as will access for car parking. (p.28)

[Generally] pedestrians, cyclists, service and emergency vehicles will all share the same space, while still giving pedestrians priority. (p.28)

There is a need to provide spaces for the servicing of ships and other vessels. (p.29)

Parking and servicing spaces must be provided for the Herd Street building, the Overseas Passenger Terminal, the marina and the park. Pick-up and drop-off points are needed in this area...this is the only area of the waterfront where it might be possible to provide some parking close to the water to enhance access for disabled users. (p.38)

DESIGN ISSUES & OBJECTIVES

- a. Surface car parking shall be minimised, and shall cater only for building and wharf users. With the exception of service vehicles and a limited number of disabled persons' parking spaces, surface parking should be removed from the wharf.
- b. Parking shall be located below grade or concealed from view within the building. In the latter case, car parks shall not detract from active ground-level edges, the uninterrupted surface of the Waterfront Promenade or the external appearance of the building.
- c. Car parking, servicing and vehicle access shall have minimal impact on Waitangi Park and the Waterfront Promenade.
- d. Service areas shall be unobtrusive: delivery bays, refuse bins and other such elements shall be located discretely and concealed from public view.
- e. Vehicle access, including that required for servicing, must be provided to the OPT building and to adjacent berths for ships. Vehicles may be restricted to certain sections of the wharf (e.g. the southern end or eastern flank). However, no part of the wharf shall be dedicated exclusively to vehicle access.
- f. The OPT wharf provides an opportunity for pick-up and drop-off points near the water, catering specifically for people with mobility impairment.

7 COMPONENTS ELEMENTS AND MATERIALS

WATERFRONT FRAMEWORK

...trees, planting and hard landscape elements such as paving and street furniture, should reflect the fact that this is an urban waterfront, and an urban rather than natural landscape. (p.25)

Furniture should be consistent throughout the waterfront and used to enhance the identity of the area and the city as a whole. (p.30)

Lighting is an integral part of public space design. It gives an opportunity to create special night-time effects within the waterfront...Consideration should be given not only to the night-time lighting effect but also to the day-time appearance of lighting standards...lighting design should consider people observing the area from other vantage points around the harbour and surrounding hills. (p.30)

DESIGN ISSUES & OBJECTIVES

- a. Landscape materials and elements shall indicate that the site is part of an urban waterfront. They shall be consistent with those elements and materials used elsewhere on the Waterfront, particularly along the Waterfront Promenade.

- b. Building materials and components shall contribute to a coherent design concept. They shall be consistent with the building's existing architectural character including identified heritage values.
- c. New architectural and landscape elements shall reflect the fact that this site is part of an urban waterfront.
- d. Night illumination shall be part of the architectural and landscape design concept, and shall conform to the waterfront Lighting Strategy. External lighting shall contribute to the after-dark appearance of this prominent Wellington landmark.
- e. Illumination shall be handled responsibly, taking the issues of glare, light-spill, sky-glow and the use of non-renewable resources into account. In particular, people should be able to enjoy night views of the city and harbour without distraction from lights on the wharf itself. The daytime appearance of light fittings shall also be considered.

8 DEPARTURES FROM THIS BRIEF

This brief recognises that there may be many and varied design solutions for the re-use of the OPT. Innovative and imaginative design might create inspired solutions that are not predicted but which when examined might be shown to satisfy the requirements of the Waterfront Framework and the briefing objectives in an exemplary way. In this event, it must be convincingly demonstrated by the designer that the proposal achieves required qualities and satisfies the wider range of high level design objectives. Departure from the brief will however require exemplary design resolution of architecture and public environment design at both the conceptual and detailed design levels. In assessing any such deviations, in addition to the detailed requirements of this brief the following will be considered:

- the overall formal and planning elegance of the solution
- its overall architectural quality
- the quality and public relevance of the activities provided, and
- its relation to the context of landmark building and location

9 CONCEPT DESIGN DOCUMENTATION

Development proposals shall be described with enough detail to convey a clear response to the Design Issues & Objectives. At concept design stage, documentation shall include:

- 1:200 plans, sections and elevations
- perspective views of the OPT redevelopment in context (specific viewpoints may be requested by TAG)
- environmental analyses including preliminary assessments of wind and shading impacts
- outline specification for materials and finishes

END