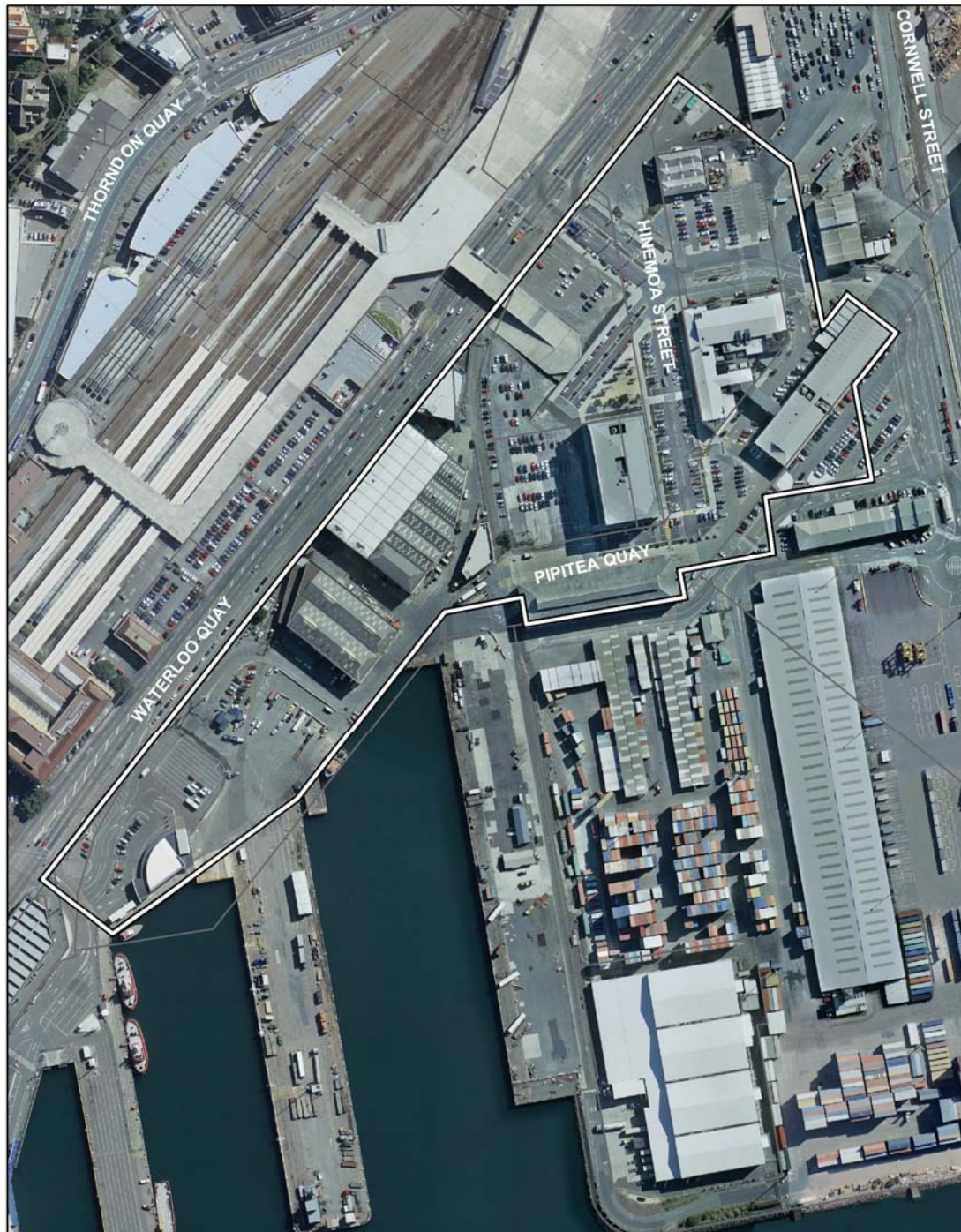


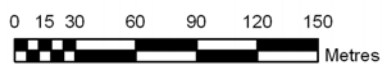
APPENDIX 02

Port Redevelopment Precinct



**Legend**

 Port Redevelopment Precinct



Map amended as a result of the hearing of submissions



# Port Redevelopment Precinct Master Plan:

## **Vision Statement**

*The Masterplan vision is to create a vibrant new precinct that contributes to Wellington's ambitions to be an innovative and artistic city.*

*A primary aim is to assist in creating a new gateway to the City. It is anticipated that the new precinct will also be a leading example of how successful development can occur in conjunction with an environmentally sensitive design approach.*

*Site rejuvenation is to be achieved by opening up the site to public use and pedestrians. A unique public and pedestrian friendly environment is sought by incorporating references to the maritime setting and by extensive planting. A mixture of activities and high quality design and materials are to be used to ensure sustainable and diverse development.*

## **Introduction**

The masterplan is influenced by investigations into the site history, location and current site conditions.

The current **site area** is the result of progressive reclamations that have extended into the harbour from the original coastline that bounded Lambton Quay and Thorndon Quay. Subsequent to initial reclamation the land and wharves have continuously been part of the operational port - providing a place for arrival and departure, exchange and commerce. This commercial and social activity links the port to the City.

The existing **site area** composition consists of the primary street, Hinemoa St, orientated parallel to the wharves. This alignment is in opposition to the orientation of Waterloo Quay. The **site area** is located adjacent to the primary northern approach into Wellington City and at the end of the existing Wellington waterfront esplanade

## **Design intent**

The design intent of the masterplan is encapsulated within the following design principles. The principles underlie the approach to development of the Port Redevelopment and Precinct. These principles have been agreed between the Wellington City Council and CentrePort as landowner. They recognise that the area is in the process of transition, and is moving towards a development concept that is made up of integrated open spaces, buildings, and infrastructure. They also recognise that activities will evolve over time, and that commercial realities mean that early stages of development will not achieve all principles at once, but that is important not to foreclose future opportunities for greater density in use of building spaces and public spaces.

### **1. Existing Buildings**

The **site area** history and wharf geometry is articulated by two historic brick buildings – Shed 35 and Maritime House. These buildings are to be retained and reused. New public spaces –the Promenade and Shed 35 Park – are to be created alongside these buildings. Adjacent new buildings should relate to the existing buildings in terms of scale, cladding materials, building openings, proportion and colour.

### **2. View corridors**

Visibility into the **site area** is essential for value and permeability. Three primary directions of view shafts are considered: views into and beyond the site when approaching from the city and Kaiwharawhara, and views

into the site from the orthogonal city grid. The orientation of streets and public spaces are designed in order to preserve these view shafts.

### 3. Linkages

Both vehicle and pedestrian linkages from the city to the **site area** are considered. Vehicle circulation is controlled via three key intersections. It is intended to bring pedestrians into the centre of the **site area** as early as possible from the city (southern) end of the precinct. This is achieved with the extension of the existing waterfront esplanade along the water's edge and with the new promenade along the northern edge of Shed 35 out to Waterloo Quay. The pedestrian walkway along Waterloo Quay will be protected by colonnades provided by new buildings along this edge. The masterplan seeks to implement the following:

- Clear strong pedestrian connections to the CBD, the stadium and railway land, and the Kumutoto area
- Controlled vehicle access to and from Waterloo Quay
- An interconnected vehicle circulation network
- Safe and attractive pedestrian ways
- Pedestrian access to the waterfront (subject to operational port requirements)

### 4. Precincts

Based on the existing activities within and around the **site area**, there is potential to create specific precincts and communities within the overall masterplan. For example Maritime House and Shed 35, adjacent to the water's edge, may become venues for dining and entertainment.

### 5. Public Transport

The **site area** is ideally positioned close to existing public transport routes and this will aid in reducing the demand for commuter traffic to and from the **site area**. Building on this concept in the long term, there is future potential for the existing wharves to become terminals for water taxis and ferries with pedestrian links through to the neighbouring railway station and bus interchange.

### 6. Mixed Use and diversity

Mixed use within the development will be encouraged to ensure that the development is vibrant and safe at all hours of the day and night. The masterplan anticipates a mixed-use scenario, with publicly accessible activities incorporated into the ground floor of all buildings. These activities could include showrooms, restaurants, cafes or boutique retail. The masterplan seeks to implement the following:

- An overall mix of opportunities for work, accommodation, retail/commerce, recreational and/or entertainment space
- Large and small tenancies, buildings and spaces to support a diversity of uses
- Mixed uses within individual buildings, with ground floor uses being different from the upper floors wherever possible

### 7. Ground Floor Treatment

The ground floor should contain active uses and relate to the surrounding spaces. The masterplan seeks to implement the following:

- The design and use of buildings should be orientated outwards
- The front entry of buildings should enter off the primary public space (including streets) that surrounds the building
- Carparking to be located within the core of the building wherever possible, and not take up ground floor frontage
- Service and loading bays should not dominate any frontages
- A number of separate smaller ground floor tenancies should be allowed for with separate entries opening to the exterior

- Shelter and lighting should be provided at the building edge and to enhance the main entry to the building
- Allow for the spilling out of activities from buildings into public spaces
- Ground floor heights to exceed 5m wherever practicable

#### 8. **Public space network**

Streets have been orientated to provide high visibility into the site and the harbour beyond. Planting responds to the different hierarchies of the streets, and provides a green setting and human scale to this public domain. A network of open spaces has been strategically located to ensure alternative spaces for shade, sun, and shelter from wind. The masterplan seeks to implement the following:

- A clear and permeable hierarchy of internal streets that act as the primary corridors of movement and accessibility within the site;
- High quality interconnected public spaces for pedestrians to easily move through where vehicles will not dominate
- Visual connections and vistas to link from one space to another
- Integrate high quality furniture, lighting and planting to provide for orientation, way finding and safety
- Flexibility of uses and differences between spaces to provide a diversity of experience including spaces to be destination in their own right
- Sustainable urban drainage principles integrated into the design of the open space.

#### 9. **Environmental infrastructure**

An important motivation in the design of streets and public spaces is the on-site storage, use and recycling of water. The consideration of water is integral to the regeneration of the reclaimed harbour edge site. All stormwater runoff is treated through vegetative swale drains before any excess water is discharged into the harbour.

#### 10. **Landscape Character**

The current **site area** - comprising of buildings, wharves and cranes; road graphics and barriers; railway lines, containers and heavy machinery - exhibits an industrial maritime aesthetic. A particular **site area** identity will be developed for the **site area** by reinforcing this aesthetic when designing street furniture and landscape elements. A connection to the current Wellington waterfront street furniture is anticipated at the extension of the boardwalk.

#### 11. **Site Specificity and Building Design**

A site-specific response is essential to the success of both individual buildings and the development. Building orientation and configuration, including the location of 'front doors', lobbies, pedestrian shelter and services, must be considered in relation to site surroundings. Site analysis should include assessment of view aspects, noise issues, heat gain, prevailing wind exposure, visual prominence, view shafts, street hierarchy and public space proximity.

New buildings are to be of a contemporary and environmentally sensitive design. Building designs shall incorporate different forms and articulated facades to create a stimulating built environment and landscape. The masterplan seeks to implement the following:

- High quality architecture, urban design and landscape architecture
- Appropriate scaled buildings that support the public spaces and define the edges of these spaces

- High quality materials to be used, acknowledging the maritime location
- The building should be designed to achieve a high standard of sustainability.

## 12. Building Form and Façade Treatment

The overall composition of the building must be considered in its entirety and articulated in a co-ordinated way. The masterplan seeks to implement the following:

- A strong active urban edge should be created along Waterloo Quay, through building massing, active ground floor uses and well-designed, open building facades
- Any building bulk is broken down in scale through varied form and articulation
- The façade is to have a richness of detail where it is to be experienced at close range
- Articulation of facades in terms of screening and shading devices is encouraged to add interest and assist with wind mitigation
- Signs are to integrate with the features and composition of facades
- Integrate the top of the building, including plant and services as an explicit and coherent part of its overall composition

## 13. Sustainable Development

The development that will occur in the area over the next decade or two will establish the patterns, places and buildings which are likely to remain, in general terms, for the rest of the 21<sup>st</sup> Century. Sustainable development principles need to be integrated as far as practicable into the area as it changes from port to CBD purposes. The masterplan seeks to implement the following:

- Layout needs to allow for connection to further future development opportunities to the east, west and north, as well as to the south.
- Energy efficiency and conservation is to be integrated into building design.
- Buildings and open spaces should minimise demand for potable water, and conserve, collect and reuse water where practicable.
- Urban stormwater should be stored, naturally treated and reused within the area as far as practicable prior to discharge.
- Public space should facilitate easy public transport, pedestrian and cycle access to and within the area.
- Open spaces should provide opportunities for natural biodiversity, and for sun, shelter and shade for people at different times of the day throughout the area.
- Waste minimisation principles should be applied to the development process
- As far as practicable, eco-sourced materials should be used.

## 14. Safety

The safety of public places including how any building interacts with he surrounding space. The masterplan seeks to implement the following:

- Safe movement through all public spaces.
- Informal surveillance and sightlines from buildings onto public space.
- Clear layout of streets and paths and clear orientation through the site.
- A mix of activities providing informal surveillance during the day and night.
- A clear sense of ownership of the spaces.

- Quality public environments designed with safety in mind.

## Urban Design and Buildings

### 1.0 Relationship to Waterloo Quay

The masterplan seeks to address Waterloo Quay in a manner that reinforces the Quay's role as an urban street. This will be achieved in part by:

- providing a strong built edge to Waterloo Quay by ensuring that new buildings are sited at the road frontage
- ensuring that buildings present a primary façade to the Quays as this will be the public face of the building for the majority of the city.
- providing multiple tenancies at ground floor, with as many tenancy's as possible maintain frontages to Waterloo Quay to achieve an active edge

### 2.0 Primary Frontages

The primary frontage of each new building will be the principle pedestrian entrance to the building. As indicated on the masterplan the primary frontages for each building will be off the key streets within the Precinct, principally The Boulevard and Hinemoa Street

### 3.0 Design Excellence

The redevelopment of this part of the port area provides an opportunity to achieve new buildings and urban design of the highest quality. The Masterplan provides overall direction to the future urban structure of this area, however the placement and design of individual buildings and the spaces around them will also be critical to achieving a high quality and successful new city precinct. All new buildings will be designed to achieve high quality design, but buildings that extend above 27 metres in height must display design excellence.

The Port Redevelopment Precinct may also be suitable for one or more landmark buildings that celebrate this important northern gateway into the City and its waterfront location. Additional building height would increase the visibility and prominence of a building across a much wider area, particularly as viewed from the harbour. Any such proposal should be carefully considered, and should display a level of design excellence that corresponds appropriately to its visibility relative to other Central Area buildings. The use of a design competition process may be one method of achieving the required level of design.

## Public space structure

Outlined below is a list of the public spaces contained within the Harbour Quays development and a description of the materials and details to be used in these public spaces.

### Streets

#### 1.0 The Boulevard

The Boulevard runs parallel to Waterloo Quay and penetrates through the centre of the site. It is therefore both the primary vehicle access route across the site, and the primary link for the network of public spaces within the **site area**.

Boulevard 1 (adjacent to Maritime House) has a paved pedestrian plaza with a two-way asphalt carriageway, bio-retention planting and trees in the parking lane and a paved footpath.

Other sections of The Boulevard consist of a paved footpath; a parking lane with a row of street trees; an asphalt single lane carriageway; median of bio-retention swale with bridge crossings and a second row of street trees; an asphalt single lane carriageway; a parking lane with a 3<sup>rd</sup> row of street trees; and a paved footpath.

The camber of the road is to be set to fall into the bio-retention swales along the median.

Footpaths will be punctuated by textured modulated pavers or painted markings at critical pedestrian crossing points.

## **2.0 Hinemoa St**

Hinemoa St was completed as part of the Statistics Building development, using materials similar to those described for The Boulevard. Hinemoa St can be viewed as an example of the materials and details to be used throughout the rest of the Harbour Quays development.

## **3.0 The Promenade**

The Promenade connects the central Shed 35 Park to Waterloo Quay, and will be the main pedestrian link between the site and Wellington City.

The asphalt carriageway is to be a two-way, low-speed zone, achieved by the inset of granite rumble strips across its surface. A row of bio-retention swales and street trees distinguish the footpath from the roadway along both road edges.

The extended pedestrian zone along Shed 35 is intended to be a wide, continuous width, pedestrian promenade paved with a mix of modular paving, slab paving and asphalt.

## **4.0 Service Lanes**

Lanes 1, 3, 4, 7 and 8 are primarily service lanes. The typical design for these lanes will consist of an asphalt-paving roadway with a concrete curb up to a modular paving footpath. These are intended to be mixed pedestrian and vehicle spaces.

## **5.0 Pedestrian & Service Lane**

Lane 2 is primarily a pedestrian way and will be paved using modular pavers. It is intended that this lane will provide key visual and physical linkage between Waterloo Quay and the waterfront. The lane also facilitates access for service vehicles to the adjacent building.

## **6.0 Boardwalk**

The Boardwalk is an extension of the existing Wellington waterfront esplanade. It will therefore be composed of a mixture of asphalt paving and inlaid timber to reference the design of the existing esplanade.

## **7.0 Swales**

Where swales are incorporated within streets they will be detailed as follows: The swales will have a perimeter concrete car-barrier nib and timber pedestrian bridges at intervals. The nib and bridge will be of a similar detail to that was used in Hinemoa St, The Boulevard and The Promenade.

## 8.0

### **Furniture**

A special suite of furniture has been developed for use throughout the site. The Wellington Waterfront suite will be used along the The Boardwalk and into the Ferry, Waterfront and Maritime Plazas.

### **Plazas**

## 1.0

### **Ferry Plaza**

Ferry Plaza provides physical and visual links from the Railway station into and beyond the site to the harbour. The plaza will be paved with modular slab, pavers and asphalt with bollards provided to separate pedestrian and vehicle traffic when required.

Development around Ferry Plaza shall provide active frontages to the plaza.

## 2.0

### **Waterfront Plaza**

Waterfront Plaza provides a space adjacent to the water's edge where people may pause. The plaza floor will be comprised of a mix of modular slab and asphalt paving.

Development around Waterfront Plaza shall will provide active frontages to the plaza.

## 3.0

### **Maritime Plaza**

Maritime Plaza, adjacent to The Promenade walkway and The Boardwalk, will be constructed of a mixture of asphalt paving and inlaid timber.

Development around Maritime Plaza shall will provide active frontages to the plaza.

### **Parks**

## 1.0

### **Shed 35 Park**

Shed 35 Park together with the adjacent historic brick building, Shed 35, provide a focal point for the development.

Shed 35 Park will may contain a combined water feature / water collection reservoir, for the on-site storm water received from the collector swales. The ground surface of the park will be a mixture of soft and hard landscaping; this will include a sunken grassed area with paved edges that can be used as seating.

Development around Shed 35 Park shall will provide active frontages to the park.

## 2.0

### **Park One**

Park One was completed as part of the Area A site works, and can be viewed as an example of the materials and details to be used in the proposed plazas and parks.