

MATAI MOANA DEVELOPMENT, MOTU KAIRANGI, LANDSCAPE MEMORANDUM

Wright + Associates have been engaged by The Wellington Company/ Taranaki Whanui to provide landscape architectural advice and design with regard to the proposed village development, Matai Moana.

Located at the confluence of Nevay and Main Road (at the Old Mount Crawford Prison) on the upper ridge-line of Motu Kairangi (Miramar Peninsula) the proposed village is sited north of the existing Karaka Bays residential properties on Nevay Rd.

The 13ha site encompasses the old prison site, an undulating gully directly south of the prison, the sloped western flanks of a vegetated escarpment that connects down to Shelly Bay and a sloped eastern flank on the upper escarpment of Scorching Bay. The undulating site affords multiple aspects and views across Evans Bay, Te Whanganui A Tara (Wellington Harbour) and the Harbour's eastern channel connection to Cook Straight.

The existing site derives its landscape character from the broader Harbour environs as well as the local peninsula landscape including:

- nearby residential settlements;
- steeply sloped pine covered escarpments connecting to Scorching and Shelly Bays (east and west respectively);
- neighbouring farmland to the north; and
- the steeply sloped vegetated gully running south of the prison connecting to Maupuia Reserve.

The site's boundary resembles a butterfly like form the two wings of which form the western and eastern flanks of the site. Main Rd and Nevay Rd frame the site's central core or butterfly's thorax which comprises the Prison grounds at the head (north) and the steep gully to the south.

When viewed from the western edge of Evan's Bay the site's northern tip is largely screened from view by the existing pine plantation that covers the upper slopes of the peninsula's western flank. The southern end of the site is more readily visible, the land in this location falls away to the south and is largely bare of mature tree coverage – featuring relatively low level shrubs and open grassland. When viewed from sea level north of the peninsula's northernmost tip the site is concealed by the higher elevations of the peninsula's northern extremity. The site's eastern flank is generally more visible given the more exposed nature of the peninsula's eastern slopes. Similarly, portions of the site's lower southern slopes and gully are visible when viewed from locations in Miramar to the south.

In general terms, the site presents as an undulating composition of vegetated and grassed land culminating in the built form of the prison which is largely devoid of vegetation. The central core of land circumnavigated by Main Rd and Nevay Rd rises above the roads on steeply banked edges concealing a steeply sloped central gully that falls away to the south. East and west of the existing roads, the land falls steeply away to Scorching Bay and Shelly Bay respectively.

Across the site's extents, vegetation is variable, the western slopes are dominated by a monoculture of pine, the central gully is largely defined by a mix of exotic and native shrub cover with a scattering of mature trees (Pohutukawa, pine and macrocarpa) along its western flank whilst the eastern edge of the site (east of Nevay Rd) is characterized by open grasslands and tracts of broom and gorse. As illustrated on diagram describing the existing vegetation mixes on site small pockets of regenerating native bush are evident within the site's southern reaches.

THE PROPOSAL

In developing the proposed site layout a number of critical factors have been closely considered including:

- sites of cultural significance (with particular reference to historical connections important to Te Ātiawa.
- sustainability (ecological/ social/ cultural/ economic) in line with Taranaki Whanui's four pillars
- physical conditions: topography, geology and hydrology (landform) and climate
- condition of the site's existing vegetation/ potential for restoration
- existing access and proximity to Motu Kairangi existing residential and village centres
- envisaged demographic for the proposed community
- impact on views to and from the site
- connection to existing reserves and open spaces

Cognisant of nearby sites of significance (as identified by Te Ātiawa), Significant Natural Areas (SNAs) and the site's prominent hilltop location, the positioning, orientation and typology of proposed buildings have been carefully composed to sit within an ecologically focused landscape setting that harnesses the site's undulating topography. Buildings are strategically located and sized to sit below the Maunga's sites of significance including the highpoints on which a water reservoir and communication tower are located. The proposed landscape, threaded between and around the new dwellings, affords a balance of public urban open space, amenity landscape, private open space and ecological restoration areas.

PROPOSED DEVELOPMENT PRECINCTS



Figure 1.0 Development Precincts relating to landscape descriptions below.

Responding to the site's undulating topography, the proposed development comprises five precincts [refer figure 1.1 above] that harness the site's flatter zones (ie avoiding the site's most steeply sloped areas):

- Matai Moana Central (mixed use, medium density – terrace housing and apartments)
 - > A series of terraced development sites that frames the eastern edge of the Central Gully & ecological restoration zone.
 - > Clustered development harnessing principles of Papa Kainga community living.
 - > Urban public open space (plazas and green open space concentrated in the precinct's northern zone connecting to new cable car terminus and commercial and community spaces).
 - > Orchard terrace connected to potential café and greenhouse developments.
 - > A series of interconnected private courtyards/ rooftop gardens designed to afford communal outdoor spaces for the occupants of adjacent dwellings.

- > North-south public access spine provided on the east side of Gully apartments - a series of connected roof-top garden terraces with covered parking below.
- > Link lane pedestrian connections on east and west sides of the gully.
- > Visual connections to central gully (ecological restoration zone).
- > Pedestrian links to the 'Grassy Knoll' and Central Gully.
- > Shared parking lanes designed for low speed multimodal use.
- > Storm water filtration gardens punctuate eastern and southern edges of shared parking lanes.
- > Compositions of mass planting, feature trees and open lawns define private communal courtyard spaces.
- > Mass planting and feature trees punctuate shared lanes and pedestrian links.
- Matai Moana North (cable car/ medium density – terrace housing and apartments)
 - > Cable Car terminus
 - > Terraced community garden space
 - > Views to Shelly Bay (west), Whanganui A Tara (north) and Cook Strait/ Miramar(south)
- Matai Moana East (medium density terrace housing)
 - > Scale, form and arrangement of buildings designed to be visually sympathetic and complementary to the existing residential developments of Karaka Bays along Nevay Road.
 - > Northern sector: Couplets of row housing threaded along site contours oriented toward Cook Strait. Private Outdoor Space afforded to the north of each dwelling (min 4mx4m).
 - > Southern sector: Terrace houses positioned to harness flatter topography and views eastward - . Private Outdoor Space afforded to the east or west of each dwelling (min 4mx4m).
 - > Single residence proposed in south west corner commensurate with existing residential development on Nevay Rd.
 - > Shared parking lanes are integrated between building envelopes connect to Nevay Rd, punctuated by mass planting and feature trees.
 - > Storm water filtration gardens frame southern edges of shared parking lanes.

- > Amenity landscape, comprising regenerating native bush, defines the more steeply sloped eastern edge and is drawn through the development along the southern edge of each row-housing couplet.
- Matai Moana South (medium density – terrace housing and apartments)
 - > Pocket parks proposed at the southern entry and southeast corner of the precinct.
 - > Southern edge of Main Ridge Rd provides access to Maupia Reserves existing tracks and bike paths.
 - > Main Ridge Road affords access to shared parking lanes for west-side development, two-way traffic and pedestrian paths both sides.
 - > Shared parking lanes designed for low-speed multimodal use define access to west side areas. Pedestrian access to Main Road is provided from the two most southern parking lanes.
 - > Generously sized private open spaces are provided for each terrace unit.
 - > Apartments overlook Central Gully to the east (car parking set down below dwellings on gully side)
 - > Bays for parallel parking, street trees, mass planting and storm-water filtration gardens punctuate the street and lane edges.
- Matai Moana West (low density – standalone residences)
 - > Dwellings threaded along the contours with western aspect, nestled into native bush setting.
 - > Low speed two-way access roads with footpaths both sides, access to off-street parking and integrated kerbside parallel parking where topography permits.
 - > Buildings designed to step down site contours with off-street parking provided close to the proposed low speed access road.
 - > Stepped access provided from access road/ parking bays to front doors.
 - > Native eco-sourced planting to replace removed vegetation.

Each precinct is characterized by the interplay of building typology and proposed landscape interventions with the concentration of more public/ urban spaces planned for the northern portion of the site in connection with the proposed cable car link to Shelly Bay. Interspersed

ACCESS

A new cable car linking Matai Moana with the Shelly Bay Taikura development to the west is proposed (indicative location shown on Fig 1.0 above). Connecting to the North Bay precinct in Shelly Bay, the cable car will afford quick and easy access to the proposed commercial heart of Shelly Bay as well as a direct connection to Shelly Bay's ferry service connection to Central Wellington. For servicing and safety the cable car route is required to be cleared of tall vegetation, existing trees are proposed to be removed within a 20m zone on either side of the line, new low level native planting is proposed within the cleared corridor.

In support of Taranaki Whanui's sustainability aspirations the development incorporates a highly connected and legible pedestrian network of footpaths and shared access ways. Each precinct is connected to new pedestrian footpaths on Nevay and Main Roads and precincts are internally linked by north-south and east-west running pedestrian only paths and shared parking lanes. New pathways connecting along the ridge line above Main Road and the Central Gully afford safe and relatively flat pedestrian and cycle access between the northern parts of the development and precincts to the south. Along the eastern edge of Matai Moana Central a stepped public pedestrian link is proposed affording connection to the village's commercial centre and Cable Car terminus in the north.

As noted above in the precinct descriptions, the proposed village development comprises a network of public streets, shared parking lanes and pedestrian links that afford access to and between the various precincts.

The site's primary arterial route harnesses the existing Nevay-Main Road connecting into the Peninsula's Miramar-Karaka Bays-Seatoun-Shelly Bay street network. Augmenting the existing two-way vehicle access a new footpaths and parallel parking bays afford a high level of functionality within the road reserve.

Secondary access roads provide access to the site's two pockets of single dwelling development on the western escarpment and the pocket of medium density development in the southern precinct. Elsewhere, shared access to dwellings is provided in the form of low-speed parking lanes and mews.

LANDSCAPE STRUCTURE

The proposed development precincts sit within a broader landscape structure that is reflective of the cultural and ecological values of Taranaki Whanui. The steeply sloped escarpments that frame the eastern and western flanks of the site are proposed to be largely free of development, continuing to contribute to the site's natural landscape amenity bolstered by new native planting along the eastern

edge of Nevay Rd between terrace housing developments and along the top of the western escarpment where existing vegetation is proposed to be removed.

At the heart of the development, the steeply sloped central gully connects to Maupia Reserve's Significant Natural Area. A new pedestrian path threaded through a landscape of restored native vegetation links Matai Moana Central to the Reserve. Affording both recreational and ecological amenity the central gully has the potential to further expand the boundaries of the Peninsula's Significant Natural Areas. At the head of the gully on it's eastern flank, a series of storm-water filtration gardens are proposed to both attenuate and treat stormwater flows from the development's central core.

Defining the landscape character of Matai Moana Central, a north-south running terraced pedestrian spine provides space for both access and occupation. Planted terraces and stairways are proposed to underpin the site's urban landscape character whilst affording opportunities for individualization and cultural expression.

VEGETATION

In general terms, new planting will be defined by native species sourced from Wellington's ecological district (excepting the proposed orchard terrace and productive gardens). Harnessing the site's ecological heritage, proposed planting selections will reflect the historical coastal forests and shrublands that once dominated this landscape's gullies and bluffs respectively.

Corresponding with the site's cultural heritage in relation to te mara (productive gardens) that once defined sites of significance across the peninsula and the existing community garden at the site's northern tip, new communal productive growing spaces are proposed within the development's village heart comprising terraced gardens and a centrally located plaza planted with fruit trees.

Whilst it's recognised the existing exotic pine plantings on the western slopes of Motu Kairangi do not provide a high level of ecological value in the form of bio-diversity, they afford benefit in the form of visual screening and shelter from prevailing winds. As such the development has been composed to minimize impact within pine planted areas. Overtime, it's anticipated the pine covered slopes will be incrementally revegetated with native bush but this will be done in measured stages over an extended timeframe of possible 20-40years.

Where existing vegetation is required to be removed to provide building platforms, a tree-fall buffer zone around new dwellings or a clear corridor for the cable car, new native coastal forest and shrubland species are proposed to anchor new dwellings into the peninsula's landscape character.



Figure 2.0 Proposed vegetation and changes to existing vegetation.

CONCLUSION

The proposed Matai Moana development comprises a significant transformation of Matai Kairangi's upper ridgeline adjacent the old prison site. This transformation has been carefully designed to:

- express the important and significant cultural relationship mana whenua have with this site
- afford a settlement pattern that is reflective of papa kainga principles encouraging a sense of community, social integration and demographic diversity
- condense development within strategically selected zones (in relation to solar access, topography and elevation) so as to maximise open space areas within the development area
- position and size new buildings so as to minimise visual discordance when viewed from the surrounding viewshed areas and afford
- support biodiversity restoration across the peninsula
- integrate water sensitive urban design to minimize impact on the site's existing hydrology

Whilst the proposed development represents a significant transformation from the existing environment it has been sensitively designed to afford quality residential offerings within a cohesive landscape setting that balances ecological restoration with urban functionality and recreation. In general terms new mass planted areas will comprise primarily eco-sourced native species augmented by non-native (exotic) productive planting such as fruit trees, vegetable gardens and lawn areas.

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