

Matai Moana Proposed Development MFE Fast Track Referral Urban Design Assessment



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Prepared for

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Taranaki Whānui ki te Upoko: Port Nicholson Block
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1 Introduction

1.1 Overview

This report is prepared by McIndoe Urban Ltd (MUL) on behalf of The Wellington Company (TWC), Taranaki Whānui Limited and Port Nicholson Block Settlement Trust(PNBST). The report provides an urban design assessment of the proposal for comprehensive development of land at Watts Peninsula accessed off Main Road and Nevay Road and including the former Mt Crawford Prison (the Site).

Known as Matai Moana, the proposed comprehensive development (the Proposal) is for medium density housing across a range of typologies and includes commercial (retail) and community-related activities. The Proposal also incorporates a cable car connecting to Shelly Bay and provides a significant open space and street network that manages access, car parking, recreational space and stormwater in an integrated manner.

The application is made under the Covid 19 Recovery Fast-Track Consenting process and this report has been written to assist the assessment of that application. The report has been tailored to relate to the relevant matters in the Wellington City Council Proposed District Plan (PDP).

Assessment is informed by context analysis as set out in the Masterplan Design Report (jointly prepared by MUL, AAL and Wa).

Vignette images from the architectural and landscape drawings prepared by Athfield Architects Ltd (AAL) and Wraight and Associates (Wa) respectively are included to illustrate selected points of assessment.

This assessment is based on the drawings package submitted with the application.



Figure 1.1: The Site in context

Site and Zoning

The Site comprises 15.4 hectares of land located on the upper slopes of Watts Peninsula towards the northern end of Te Motu Kairangi (Miramar Peninsula). The Site is zoned Open Space B under the Operative District Plan (ODP) and Natural Open Space under the Proposed District Plan (PDP). The Site is trisected by Main Road and Nevay Road providing a public interface to much of the Site.

The Site has a highly varied topography with two distinct ridges – a western ridge and an eastern ridge, both running approximately north-south. The land falls away steeply on the seaward sides of Main Road and Nevay Road. A natural gully runs between the two ridges but has been engineered at the northern 'head' by the prison platform. The presence of the existing prison on the Site is notable at the nexus of the two public roads.

Part of the site is subject to a Significant Natural Area (SNA) overlay and under the PDP the Coastal Environment extends over part of the Site, generally defined by Main Road and Nevay Road. The land cover can generally be described as exotic with some regenerating species and significant stands of mature pine trees occur to the western slopes.



Figure 1.2: Site and topography

1.2 Approach to Assessment

The Proposal is for a comprehensive residential, commercial and community development with associated streets and open space networks within an open space zone. It is to be assessed as full Discretionary and accordingly a wide range of urban design matters can be considered. The current open space zone provisions are of little relevance and do not offer a useful assessment framework. We have therefore adopted the following approach:

Planning Framework

National Policy Statement on Urban Development 2020 (NPSUD) - The applicability of the NPSUD to the Proposal is described in the planning assessment by Scope Planning and, for brevity, is not repeated here.

National Medium Density Design Guide (NMDDG)

The NMDDG is a non-statutory document that does not prescribe mandatory requirements. The guide refers to and is superseded by compliance with any relevant District Plan provisions and is considered to have little weight. The guide addresses common urban design topics related to medium density housing (contextual fit, frontages, side boundary neighbour effects, building form, landscape, livability) that are also covered in the

WCC PDP Deign Guide Residential and Centres Guide. The NMDDG addresses neighbourhood scale matters not specifically covered in the council guides and these have been utilised in the assessment.

Wellington City Council Proposed District Plan

The Proposed District Plan provides the key parameters for assessment:

- Relevant Objectives and Policies have been identified and are tabulated with associated assessment at Section 3 of this report (Assessment).
- Design Guides - Centres & Mixed Use and the Design Guide Residential provide useful and relevant assessment matters for the Proposal. Both guides adopt the same approach and cover similar topics. We have adopted the Centres & Mixed Use guide as the most appropriate framework, within which residential matters are also addressed.

Urban design good practice

The assessment has been undertaken within the context of urban design best practice. This includes site and context-specific analysis and application of universally recognized qualities of urban design.

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2 Context & Proposal

2.1 Context Overview

Wider context services and facilities

The Site is located towards the end of Te Motu Kairangi within the upper Watts Peninsula area. This location enables new connections into adjoining reserves. With the inclusion of a cable car, links to Shelly Bay will ensure the Proposal establishes a new destination serving the wider peninsula. The analysis identifies a range of services and facilities that are accessible to and provided within the proposed Matai Moana development.

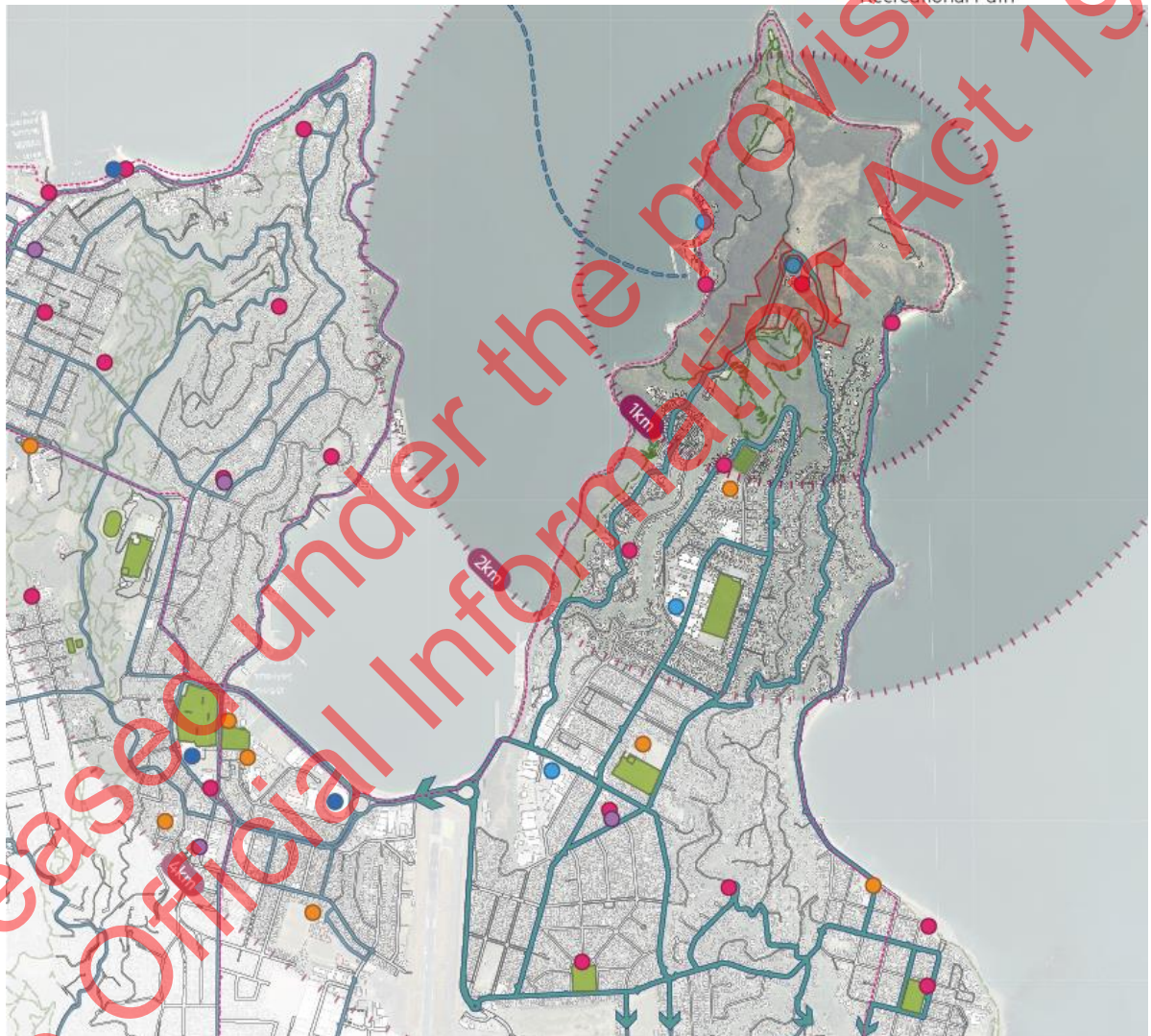
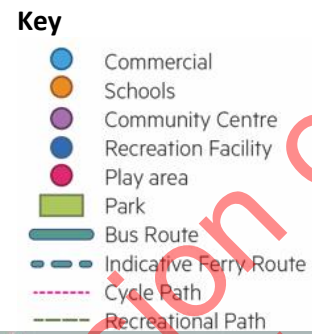


Figure 2.1: Wider context of services and facilities

Figure 2.1 describes the range of local centres, parks, schools and other amenities that are considered to be within the wider 'local neighbourhood'. Access to these will be via cable car, bus, private vehicle and bicycle. Ebike access is becoming increasingly relevant, and the proposal will provide charging and maintenance services within the local centre.

A new local centre is proposed for Matai Moana and is described later in this assessment. It will provide a range of convenience retail, shared workspace, creche and community facilities to support the new local community and encourage sustainable patterns, reducing the need for private vehicle trips. cable car connections to the Shelly Bay commercial area and ferry services to Wellington's CBD are integral to the proposal.

Miramar North School, a kindergarten, football and tennis clubs and commercial areas (alongside Miramar Park) are all located within 2km of the Site. Miramar Local Centre with full-service supermarket, cinema and Miramar Central School are just beyond a 2km journey. However, these facilities are well-positioned on key routes between Matai Moana and the city. It is also worth noting the proximity of the Site to quality coastal areas and notable bays that will offer very high levels of outdoor amenity for future residents.

Overall, the Proposal will be well-served by new and existing services, facilities and other local amenities that contribute to sustainable neighbourhood outcomes.

Previous development on the Site

The Site was partly occupied by Mt Crawford Prison, the majority of which is proposed to be demolished except for the eastern wing. The single storey prison buildings were internally focused and presented poorly to the street with perimeter security walls. Evidence of residential development can also be seen in the aerial photograph from 1969. These houses have now been demolished. The balance of the surrounding Site is open space while further south the site's eastern ridge connects with existing housing along Nevay Road and Main Road.

Whilst the Site is large (15.4 ha), it is comprised of highly irregular geometries with a complex topography that constrains development outcomes. The prison site is the largest single flat area. When combined with other areas of previous development, it offers potential for intensive development.

Existing built form context

Existing residential development extends along the western and eastern ridges (Main Road / Nevay Road) to the boundary of the site. This provides a clear sense of occupation of the peninsula and will offer a built connection with Matai Moana. However, existing housing is of a conventional and somewhat unremarkable character (Figure 2.3) and offers little relevant precedent / reference for the future development on the Site.

A wide range visual connections occur from different vantage points around the Site. Figure 2.4 indicates views southeast towards Seatoun and – together with significant vistas to the west and east – the visual context for the Site provides strong relationships to the wider city.



Figure 2.2: Aerial photo, 1969





Figure 2.3: Local housing



Figure 2.4: View to the south east showing adjacent residential development

Heritage buildings

Heritage matters are addressed in the Cultural Impact Assessment by Raukura Consultants. That report notes: “the Māori perspective on prisons over the last two centuries has not been positive”. The Report questions the value of this structure: “The idea that this development will take this site and following mana whenua principles and values will provide a culturally positive result is one to be celebrated by all.” (Raukura Consultants, page 7).

From an urban design perspective, the prison presents an exterior that is that is visually monotonous, mundane and in many places forbidding. Therefore, only limited parts of the existing buildings are considered appropriate for retention and repurposing within any future development.



Figure 2.5: The Mt Crawford/Wellington Prison with reservoir and communications tower beyond

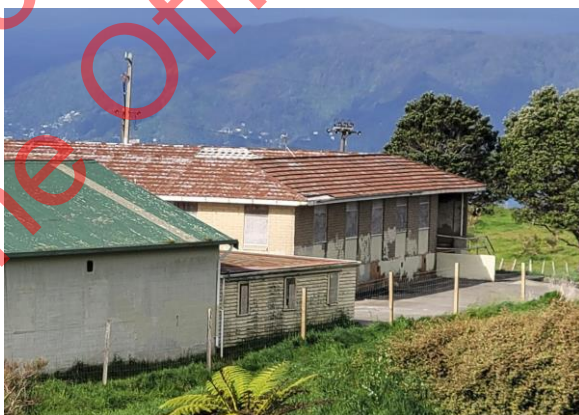


Figure 2.6: Prison administration buildings

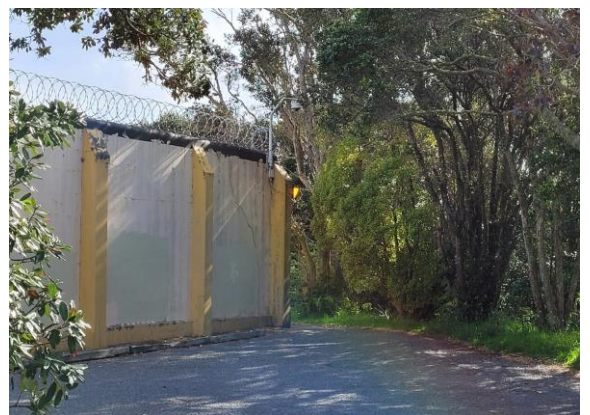


Figure 2.7: Prison wall

Landscape and PDP Coastal Environment

Watts Peninsula is intended to become a major new reserve at the northern end of Te Motu Kairangi (Figure 2.9). This will provide a significant new asset for Wellington and suggests any future development on the Site must provide a gateway into the reserve featuring quality pedestrian and cycle connections, information and other supporting facilities.

A full landscape assessment is provided in documentation by Hudson Associates and in the landscape sections of the Masterplan Design Report by Wraight and Associates. Of note is the PDP Coastal Environmental designation that extends up to Main Road / Nevay Road and includes land within the Site.



Figure 2.8: Coastal Environment



Figure 2.9: Future reserve to the north of the Site (LINZ)

Access

A full assessment of access and movement conditions is provided in the traffic report by Stantec. Key features include:

- Dual connections along Nevay Road and Main Road.
- Proposed cable car connection to Shelly Bay and ferry services.
- Bus services and stops located to serve the proposed development.
- Walking and cycling access to a network of paths that serves the development and facilitates connection into adjoining reserves.
- New streets within the development designed as shared spaces to encourage a balance of modes and create high quality pedestrian environments.
- Car parking generally contained away from street edges and located in undercroft and basement structures.

2.2 Proposal

The proposal is fully described in the Mata Moana Masterplan Design Report. In a nutshell, the proposal includes:

- **Residential:** a mix of apartments, townhouses and detached dwellings. These include a mix of tenure and unit size to support a diverse demographic and encourage equitable

community outcomes. A very high amenity environment exists with outlook towards the east, west and south as well as towards adjacent public reserves and trails.

- **Servicing:** carparking is unobtrusive, located away from public street edges or integrated into shared spaces. Loading occurs behind or beneath buildings.
- **Local centre:** New commercial and community facilities are located at the centre (heart) of the development adjacent to and activating a new public plaza.
- **Public realm:** Open spaces, streets and paths are provided and distributed around the development. A range of open space types are described in the Masterplan Design Report.
- **Public transport:** Existing connections provided in the bus loop around Nevay Road and Main Road. A proposed extension of public transport will occur via a new cable car to Shelly Bay and from there to the proposed Shelly Bay ferry services into the CBD.

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3 Assessment

3.1 Proposed District Plan – Part 2 District Wide Matters

High-level PDP direction relevant to urban design is identified in the following tabular assessment. Key matters include Strategic Direction on Capital City, Economy and Prosperity, Natural Environment and Resilience. A focus on urban form, subdivision and significance to Māori is also addressed.

PDP Provision	Assessment
TĀONE KĀWANA - CAPITAL CITY	
<p>CC-03 <i>Development is consistent with and supports the achievement of the following strategic city objectives:</i></p> <ol style="list-style-type: none"> <i>1. Compact: Wellington builds on its existing urban form with quality development in the right locations;</i> <i>2. Resilient: Wellington's natural and built environments are healthy and robust, and we build physical and social resilience through good design;</i> <i>3. Vibrant and Prosperous: Wellington builds on its reputation as an economic hub and creative centre of excellence by welcoming and supporting innovation and investing strategically to maintain a thriving economy;</i> <i>4. Inclusive and Connected: Wellington recognises and fosters its identity by supporting social cohesion and cultural diversity, has world-class movement systems and attractive and accessible public spaces and streets;</i> <i>5. Greener: Wellington is environmentally sustainable and its natural environment is protected, enhanced and integrated into the urban environment; and</i> <i>6. Partnership with mana whenua: Wellington recognises the unique role of mana whenua within the city and advances a relationship based on active partnership.</i> 	<ul style="list-style-type: none"> • (1) Previously developed areas at Matai Moana (Mt Crawford Prison and nearby housing) will be used for the proposed development (Fig 2.2). • (1) The proposed development will be well-connected into the PDP Mixed Use Zone facilities at Shelly Bay by cable car, including ferry connections to Wellington's CBD. • (1) The location offers very high amenity outcomes with excellent outlook/views and access to Motu Kairangi Reserve, coastal areas, and recreational trails. • (1) Masterplanning best practice has been applied to ensure robust development. A connected network of streets is proposed along with a sequence of attractive open spaces. The natural gully system is retained. Topography informs building position / orientation and streets are positively addressed by development. • (2) Social resilience is built into the development through provision of a range of residential typologies and unit sizes that support a broad demographic. Local convenience retail / café and access to Shelly Bay facilities will ensure well-functioning environments. • (3) Wellington's prosperity will be supported through the creation of new destinations offering city-wide appeal. Quality housing is created in close proximity to Shelly Bay's new commercial activities and the Weta Workshop digital hub in Miramar. • (4) The masterplan provides a comprehensively designed and coordinated environment setting the framework for a socially cohesive place. A new cable car will be created linking to Shelly Bay and integrating with bus and ferry systems. A network of new streets and open spaces connect with the wider Motu Kairangi reserves. • (5) Natural hilltops and gullies are retained. Development on more exposed seaward slopes is restrained using smaller housing typologies separated to ensure a strong presence of green

		<p>space between groups of dwellings. Proposed streets, paths and open spaces are designed to connect with natural systems.</p> <ul style="list-style-type: none"> • (6) Mana whenua have been involved as project partners from the outset. Two interactive workshops were held to establish vision, principles and to test emerging masterplanning ideas. 3D block modelling techniques were deployed to ensure concepts were understood.
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TE OHAOHA, MŌHIOTANGA ME TE TAURIKURA Ā-TĀONE: CITY ECONOMY, KNOWLEDGE AND PROSPERITY

CEKP-O5	<p><i>Strategically important assets including those that support Māori culture, tourism, trade, education, research, and health and cultural wellbeing are provided for in appropriate locations.</i></p>	<ul style="list-style-type: none"> • The Proposal establishes new business and cultural activities at heart of the development. These include creche, community space (common facility with flexibility to utilise as a wharehau including use for tangihanga), workspaces, greenhouse (urban farming), convenience retail e.g. superette and bicycle servicing / rental. • Shelly Bay provides a range of commercial and cultural facilities that will be easily accessed via cable car from the Proposal. Improved access to a greater range of relevant facilities including local housing opportunities will support health and cultural wellbeing. • The nexus of Main Road and Nevay Road is a main point of access to Maupuia Reserve and future Watts Peninsula Reserve. The proposed nexus will be an arrival space, integrated with cable car arrival that orientates visitors and provides a launching point for recreational activity.
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TE TAIAO MĀORI NATURAL ENVIRONMENT

NE-O3	<p><i>The City retains an extensive open space network across the City that:</i></p> <ol style="list-style-type: none"> <i>1. Is easily accessible;</i> <i>2. Connects the urban and natural environment;</i> <i>3. Supports ecological, cultural, and landscape values; and</i> <i>4. Meets the needs of anticipated future growth.</i> 	<ul style="list-style-type: none"> • The Proposal fundamentally restructures the top of Watts Peninsula creating a new network of open spaces, streets and paths that connect with Maupuia Reserve and Scorching Bay Reserve (Figure 2.3). This will dramatically enhance accessibility to the local natural environment. • Cultural values – refer to Cultural Impact Assessment (Raukura Consultants) • Landscape values (refer to landscape documents) • Ecological values (refer to report by RMA Ecology) • The provision of new open spaces and improved access to existing reserves supports the proposed level of development.
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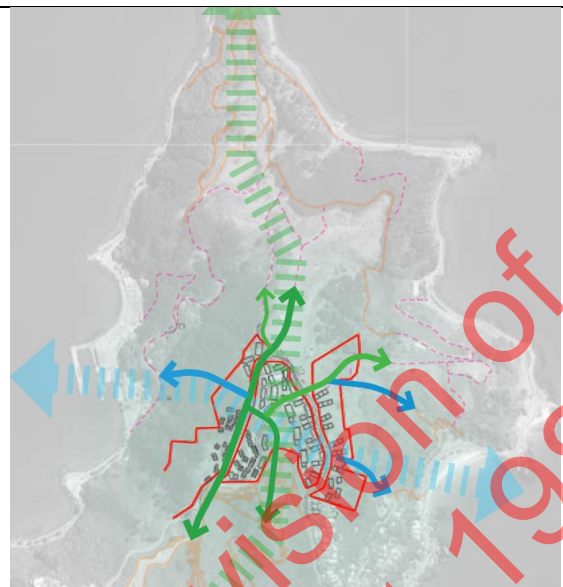
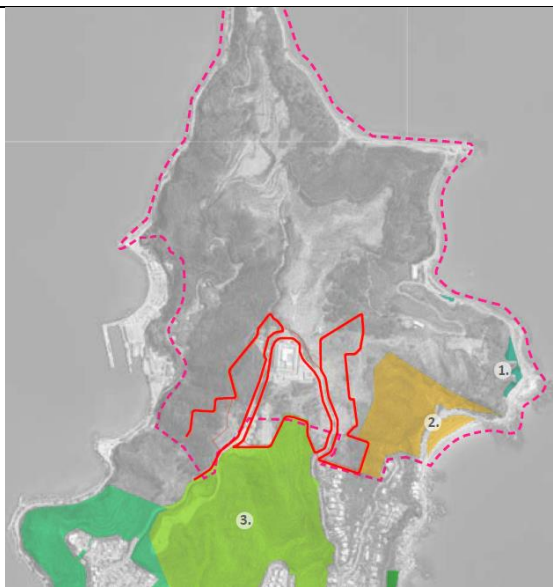


Figure 3.1: Reserves and recreational paths (Wa)

TE WHAKAUKATANGA, TE MANAWAROA ME TE ĀHUARANGI HURIHURI SUSTAINABILITY, RESILIENCE AND CLIMATE CHANGE

SRCC-O1	<p><i>The City's built environment supports:</i></p> <ol style="list-style-type: none"> 1. A net reduction in the City's carbon emissions by 2050; 2. More energy efficient buildings; 3. An increase in the use of renewable energy sources; and 4. Healthy functioning of native ecosystems and natural processes. 	<ul style="list-style-type: none"> • Proposed housing is designed in line with Council's general direction for higher density environments that make efficient use of land. • Existing roading infrastructure is utilised along with derelict brownfield sites. • Public transport (bus) services exist along Main Road and Nevay Road and will continue to serve the development. A new cable car will be established connecting with Shelly Bay and ferry services to the CBD. • Minimising local vehicle movements is important and will be supported by walkable amenities (convenience retail, community facilities and flexible workspace). • Buildings have been designed to optimize passive solar gain with private and shared open spaces orientated north, west or east for sun. All dwellings facing north-south are double aspect ensuring no south-facing only dwellings occur. Any single aspect apartment buildings are aligned to face east-west ensuring either morning or afternoon sun reaches the unit. • Energy efficiency measures will be further assessed at fast-track stage 2. • Waste minimisation strategy will be addressed at subsequent application stage. • Native ecosystems will be enhanced – see ecology report by RMA Ecology.
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URBAN FORM AND DEVELOPMENT

UFD-O3	<p>Medium to high density and assisted housing developments are located in areas that are:</p>
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<p>1. <i>Connected to the transport network and served by multi-modal transport options; or</i></p>	<ul style="list-style-type: none"> • The proposal includes a range of medium density housing typologies including semi-detached, terraces and apartments. These will be served by an existing bus route and a new cable car (with connection to the proposed Shelly Bay ferry service).
<p>2. <i>Within or near a Centre Zone or other area with many employment opportunities; and</i></p>	<ul style="list-style-type: none"> • Existing road connections will link the development to the south, connecting with adjoining residential areas and Miramar Local Centre. • New local services and facilities to serve the residential population will be provided at the 'heart' of the development, including creche, community space / wharehau, workspaces, greenhouse (urban farming), convenience retail (e.g. superette) and bicycle servicing / rental.
<p>3. <i>Served by public open space and other social infrastructure.</i></p>	<ul style="list-style-type: none"> • In addition, the proposal will be well-connected into the commercial / retail facilities at Shelly Bay via cable car. • The wider Miramar neighbourhood includes Weta Workshop, a major employer and Miramar Local Centre • The proposal occupies/develops some 5.5 ha of the 15.4 ha site and is set within the wider peninsula reserve of some 72 ha. Housing development will therefore be well-served by open space and recreational opportunities. • Open spaces within the proposal include a range of shared and publicly accessible spaces (Figure 2.4). These are fully described in the landscape sections of the Masterplan Design Report. • A range of social infrastructure will be immediately accessible to future residents, both on site and via cable car at Shelly Bay. A new community garden is proposed with associated storage and glass house farming to replace the current garden. A flexible community hall will be provided alongside facilities to support recreational activities (bicycle maintenance, bike rental, information point, café).

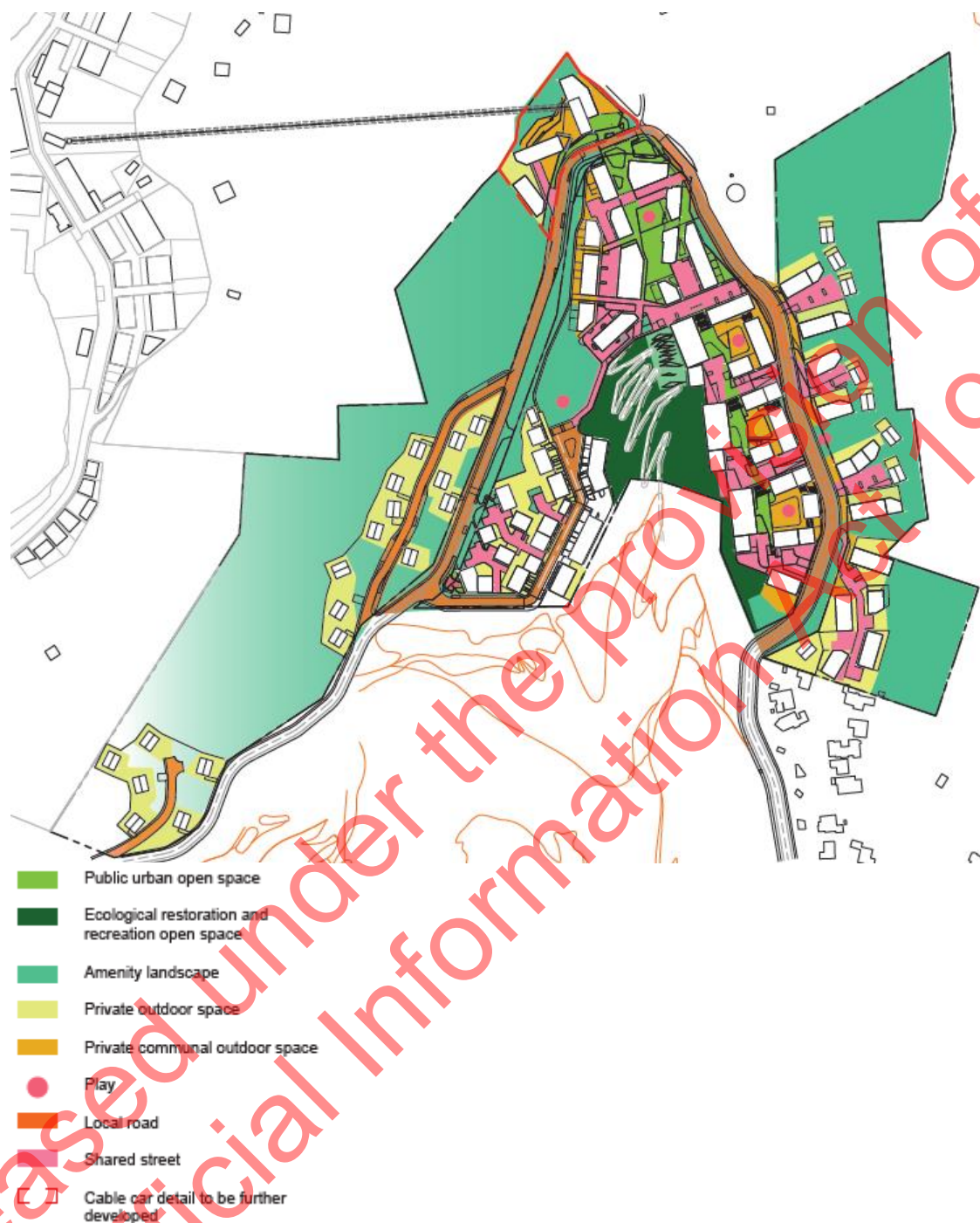


Figure 3.2: Proposed open space network (Wa)

UFD-
O6

A variety of housing types, sizes and tenures, including, assisted housing, residential care, and papakainga options, are available across the City to meet the community's diverse social, cultural, and economic housing needs.

- A variety of housing types and sizes are provided. These range from single lots for detached housing to semi-detached, terrace / row housing forms and apartment buildings offering both single and dual-aspect units.
- Unit sizes range from 1 and 2 bed apartments to 3 or 4 bed townhouses. The mix also includes larger detached family dwellings.
- The development will be mixed tenure configured to be 'tenure blind' as follows:

		<ul style="list-style-type: none"> ○ 60% homeownership with a mix of product types including progressive homeownership and market affordable. ○ 30% build to rent – market/affordable (likely to be 80% below market). ○ 10% social in a mixed arrangement with a focus on place management and suitability of location. ● Te Ao Māori Papakainga housing has been discussed with mana whenua from the outset. Specific housing clusters of 10-20 units will be identified as Papakainga.
UFD-07 (OPERATIVE)	<p><i>Development supports the creation of a livable, well-functioning urban environment that enables all people and communities to provide for their social, economic, environmental, and cultural wellbeing, and for their health and safety now and into the future.</i></p> <p><i>Development will achieve this by:</i></p> <ol style="list-style-type: none"> 1. <i>Being accessible and well-designed;</i> 2. <i>Supporting sustainable travel choices, including active and micro mobility modes;</i> 3. <i>Being serviced by the necessary infrastructure appropriate to the intensity, scale and function of the development and urban environment;</i> 	<ul style="list-style-type: none"> ● The proposed masterplan establishes a highly interconnected street, lane and path structure within the built part of the neighbourhood. This system addresses complex level changes and ensures new residential communities are connected. ● Paths connect with natural open space and reserve areas ensuring residents and visitors can interact easily with their environment. ● Internal street systems are designed using 'shared surface' approaches that enhance amenity for pedestrians and cyclists, reducing vehicle dominance effects. ● The proposed development will be well-connected into Shelly Bay via cable car and from there to other parts of the city by electric ferry. ● An existing bus route runs along Main Road and Nevay Road, which provide primary access to the development. Well-located bus stops are provided that create seamless interchange with the cable car. ● Refer to the services infrastructure report by Envelope Engineering. ● Consideration of infrastructure extends to provision of public transport (bus and cable car) necessary to support a new community of circa 1,800 people including employment activities. ● Local centre facilities are also provided to a level supportable by the new local residential catchment, which includes areas of existing housing along the peninsula.

4. *Being socially inclusive;*

A socially inclusive development has been achieved through a combination of:

- Connections to the existing Maupuia Reserve and a main entrance to the future Watts Peninsula Reserve.
- Provision of an inviting, high quality public realm including artisanal commercial activities.
- Diversity of housing type, size and tenure (see UFD-06).
- Two modes of public transport (bus and cable car) with connections to ferry services.

Refer to assessment by RMA Ecology.

5. *Being ecologically sensitive;*

6. *Respecting of the City's historic heritage;*

- Refer to Cultural Values Report by Raukura Consultants, December 2022.
- The proposal retains, modifies and re-purposes the eastern wing of Mt Crawford Prison. The wing will be split into two sections that will be punctuated by the proposed public square. The intention is to reduce the significance of the prison building and reconcile it with the new Matai Moana plan. Future uses could include creche, community space, workspaces, glasshouse (urban farming), and bicycle servicing / rental.

7. *Providing for community well-being; and*

Community well-being is promoted by the proposal through:

- Positive response to mana whenua values including recognition of hilltops.
- Creation of papakāinga housing opportunities.
- Provision of an attractive, connected open space network linking into wider reserve areas.
- A range of housing types, sizes and tenure models providing different price points.
- Walkable local services and facilities.
- Ecological repair and interaction between developed areas and natural landscapes.
- Given the nature of the Site and its Open Space zoning, the proposal will create an 'absolute urban edge'. Therefore, the surrounding context will not 'evolve and intensify'.
- A comprehensively planned and integrated development has been proposed. This anticipates the full extent of an intensified housing and mixed-use outcome.
- Robust and typical housing types are proposed that enable adaptation.
- Ground floor levels within the central mixed-use 'heart' include generous heights to allow for a variety of activities.

8. *Adapting over time and being responsive to an evolving, more intensive surrounding context*

NGĀ WĀHI TAPU KI TE MĀORI : SITES AND AREAS OF SIGNIFICANCE TO MĀORI

SASM-P4	<p>Construction of buildings and structures within sites and areas of significance <i>Provide for the construction of buildings and structures within sites and areas of significance to Māori where it can be demonstrated that the spiritual and cultural values of the site will be protected and maintained, having regard to:</i></p> <ol style="list-style-type: none"> <i>1. The cultural and spiritual values of the site or area;</i> <i>2. Consultation undertaken with mana whenua;</i> <i>3. The extent to which the building or structure respects the tikanga of the site or area of significance;</i> <i>4. The extent to which the values of mana whenua incorporated into the proposal;</i> <i>5. Whether alternative methods, locations or designs are available that would reduce the impact on the identified site or area of significance;</i> <i>6. Any positive effects of the development for mana whenua or opportunities to enhance the cultural values of the site;</i> <i>7. The extent to which mana whenua retain access and use of the site or area;</i> <i>8. The extent to which the building or structure is set back from the boundary with the site or area of significance;</i> <i>9. Where adjacent to marae complex, the extent to which the new building or structure has been designed or oriented to prevent windows or balconies from looking directly into or over marae;</i> <i>10. Whether landscaping or screening are proposed to reduce overlooking or provide screening from the site or area of significance;</i> <i>11. The positioning and orientation of the building or structure relative to the site or area of significance; and</i> <i>12. The extent to which the exterior treatment and materials of the new building or structure are compatible with the site or area of significance.</i> 	<p>This is addressed in detail in the cultural impact assessment.</p> <p>From an urban design perspective, the following strategies and approaches describe the design response to these matters:</p> <ul style="list-style-type: none"> • Design work has been undertaken in a collaborative co-design process with mana whenua who have provided advice on the cultural and spiritual values of the site and area. • In particular the height of buildings on the uppermost terrace are suppressed to retain the primacy of the top of the maunga and views from that point, particularly to the west towards Matairangi (Mt Victoria) and to the southeast to Fort Dorset. • The legacy and impact of Mt Crawford prison has been drastically reduced with the majority of prison buildings demolished. The alignment of the prison has been subjugated to the new masterplan geometry. The retained eastern wing is broken into two structures and punctuated by a new community square. • A community focus with amenities, workspace and mara kai has been designed to ensure communities can function locally fostering social interaction. • A network of new public open spaces is provided that provides connections into the surrounding reserves. This strengthens open space relationships and ensures mana whenua retain access to and use of the site. • Native revegetation and restoration of natural areas is proposed – see ecology report by RMA Ecology.
SUBDIVISION		
SUB-O1	<p>Efficient pattern of development Subdivision achieves an efficient development pattern that:</p> <ol style="list-style-type: none"> 1. Maintains or enhances Wellington's compact urban form; 	<ul style="list-style-type: none"> • The proposed plan utilises and re-purposes brownfield land / derelict prison sites within the city boundary. This consolidation of previously urbanised areas enhances Wellington's compact

	<p>2. Is compatible with the nature, scale and intensity anticipated for the underlying zone and local context;</p> <p>3. Enables appropriate future development and use of resulting land or buildings; and</p> <p>4. Is supported by development infrastructure and additional infrastructure for existing and anticipated future activities.</p>	<p>form and offsets the need for growth at more peripheral locations.</p> <ul style="list-style-type: none"> Whilst the proposal is inconsistent with the underlying Open Space zone, the site was previously partially developed. Proposed buildings have been carefully positioned and controlled to mitigate effects on the landscape and visual setting of the coastal environment (see LVA report by Hudson Associates). The Proposal establishes a new 'absolute edge' to the city on the peninsula. Beyond this, further growth is impossible given the adjoining reserves. The unique location calls for the site's potential to be optimized. This includes achieving the best possible relationship between the development and the reserves. Infrastructure – refer to UFD-07 (3).
SUB-P3	<p>Sustainable design Provide for subdivision design and layout that makes efficient use of renewable energy and other natural and physical resources, and delivers well-connected, resilient communities including development patterns that:</p> <ol style="list-style-type: none"> 1. Maximise solar gain; 2. Incorporate effective water sensitive design; 3. Achieve hydraulic neutrality; 4. Provide for safe vehicle access; 5. Support walking, cycling and public transport opportunities and enhance neighbourhood and network connectivity and safety; and 6. Are adaptive to the effects of climate change. 	<ul style="list-style-type: none"> Sustainable design matters have been previously assessed focusing on masterplan design and connections. In particular: Social cohesion is promoted through new local centre facilities; mixed housing types and tenures; papakainga clusters; and public open spaces. Buildings and spaces are located and orientated to optimise solar gain. Stormwater management includes integrated design of surface and building run-off into the green space network. The central gully is re-established as a native landscape that manages water. Vehicle access utilises an existing, upgraded public street system with new vehicle connections to service the development. New streets will be designed as low speed, shared surface environments overlooked by adjacent housing. Active travel modes and PT are supported by the proposed plan. An existing bus route has stops that connect seamlessly with a new cable car service to Shelly Bay. In turn, this connects with a proposed electric ferry service to the central city. A network of pedestrian paths and shared streets provides a highly walkable, accessible development with connections into existing reserve trails. Hydraulic neutrality – refer to report by Envelope Engineering.
SUB-P17	<p>Subdivision of land within ridgeline and hilltops Provide for subdivision of land containing ridgelines and hilltops where:</p>	<ul style="list-style-type: none"> Visual simulations prepared by Wa indicate the visibility of the development relative to ridge lines and hilltops along the Watts Peninsula. Effects on visual amenity and landscape have been assessed by Hudson Associates (see

<ol style="list-style-type: none"> 1. The integrity of the ridgeline is protected; and 2. The subdivision is designed to minimise the adverse effects of future use and development on the visual amenity and landscape values. 	<p>separate report) and found to be less than minor. The Proposal respects natural hilltops and maintains a predominantly landscaped backdrop to the coastal setting.</p>
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3.2 Proposed District Plan - Design Guide Centres & Mixed Use

The Proposal is for a mixed-use development including residential and local centre activities and is to be assessed as a Discretionary activity. The PDP design guides for residential and local centre activities therefore provide a useful and relevant set of assessment matters. These cover a broad range of issues appropriate to the Proposal. To avoid duplication, the table below focuses on the Centres guide. Comment is directed towards topics that are relevant to residential activity.

Guideline Outcomes	Assessment
RESPONDING TO THE NATURAL ENVIRONMENT	
<i>Whakapapa of place</i>	<ul style="list-style-type: none"> • An assessment of the site and context has been provided in the Masterplan Design Report. This includes key landscape features, planting and topographical conditions and consideration of the Site in its wider neighbourhood and city context. • The importance of the maunga to mana whenua has been identified through co-design with Taranaki Whānui. In response, the development limits proposed building heights to ensure the pre-eminence of the maunga is retained. • Native revegetation is proposed to enhance biodiversity of gullies and slopes (refer to report by RMA Ecology). • The heritage value of the former prison has been identified with the east wing retained and repurposed as a community facility.
<i>Vegetation and planting</i>	<ul style="list-style-type: none"> • A new planted landscape has been developed by Wa to support the proposed development. Refer to the landscape sections of the Design Report. • Existing planting is retained wherever possible. In particular, mature trees are retained on the western slopes to ensure continuity of tree cover. However, removal of exotic species in the medium-long term and revegetation with native species is anticipated. • New native planting will be proposed to help mitigate stormwater run-off – refer to landscape sections of the Masterplan Design Report.
<i>Urban ecology</i>	<ul style="list-style-type: none"> • See assessment above. • Refer to landscape design and planting proposals described by Wa and RMA Ecology.
<i>Carbon reduction</i>	<ul style="list-style-type: none"> • See previous assessment (SRCC-01) • All buildings have been oriented for sun, ensuring that dwellings face north, west or east. Single aspect south-facing dwellings are avoided. All private open space areas are also oriented for sun. • Most proposed dwellings are double-aspect types that allow for cross-ventilation and natural cooling. Some apartment buildings provide single aspect units that have been designed with greater width to allow for larger wall areas and openable windows.



Guideline Outcomes	Assessment
<p><i>Designing with topography</i></p>	<ul style="list-style-type: none"> The Site's steep and varying topography has been carefully mapped. This allows a detailed design response to the visual exposure of west and east-facing slopes. Building platforms have been positioned to follow topography with stepped solutions that avoid creating new artificial horizontal datums. The design process involved 3D wooden block modelling in co-design workshops with iwi partners. Block modelling was followed by detailed testing using SketchUp. <div data-bbox="651 510 1150 999">  </div> <p><i>Figure 3.3: Block modelling and Sketchup</i></p> <ul style="list-style-type: none"> To mitigate impacts, dwellings located along slopes are to be low-density detached houses that nestle into the hillside surrounded by existing and emerging native vegetation. <div data-bbox="651 1216 1150 1520">  </div> <p><i>Figure 3.4: Housing on steep slopes</i></p> <ul style="list-style-type: none"> Any retaining structures will be incorporated into buildings or designed as low terraced landscaped forms. Stormwater strategies have been designed as integrated solutions (see Envelope Engineering and Wa reporting).
<p><i>Designing with water</i></p>	<ul style="list-style-type: none"> Stormwater management strategies are described by Envelope Engineering and should be read in conjunction with landscape design sections of the Masterplan Design Report.
<p>EFFETCIVE PUBLIC PRIVATE INTERFACE</p>	
<p><i>Ground floor interface and frontage</i></p>	<ul style="list-style-type: none"> All proposed buildings have been positioned and oriented to face towards adjacent streets or associated communal spaces. The following images provide examples of this approach.



Figure 3.5: Residential frontages within the site




Figure 3.6: Frontages addressing Nevay Road

- Residential buildings are configured with main entrance and living/kitchen/dining spaces oriented towards the street to ensure these activities overlook the public domain (G24).
- Commercial / community buildings are similarly configured so that they activate and enhance the pedestrian amenity and vibrancy of streets and other public spaces. For example, the proposed superette and café face onto the public spine, piazza and adjoining Main Road / Nevay Road nexus. The community / commercial facilities in the repurposed prison wing provide an active frontage onto the new square (image below).



Figure 3.7: Commercial activating the main plaza

- Level changes occur to some buildings where the ground floor is set above the adjacent street by approximately 600mm. This improves the quality of the adjoining dwellings where these are

Guideline Outcomes	Assessment
	<p>close to the public domain. In these instances, the front interface / boundary fence is kept low to ensure that positive relationships occur and the street or communal space is well-surveilled.</p> <ul style="list-style-type: none"> The single-storey heritage structure (prison wing) has been integrated into the proposal (G28) and re-purposed into commercial / community facilities, including glass house / urban farming activities. The fabric of the former prison wing is proposed to be 'opened up' to engage with the adjoining open space (Fig 3.7) and to facilitate connections to Nevay Road.  <p>Figure 3.8: Repurposed prison wing</p>
<i>Passive Surveillance</i>	<ul style="list-style-type: none"> This matter has been addressed above. In addition, we confirm that the layout of internal activities supports visual connections between the street and the building interior. Blank façades along street / communal edges have been avoided.
<i>Massing and scale</i>	<ul style="list-style-type: none"> The majority of proposed buildings are residential. As such, these deploy person-sized modules (individual units, windows, entrances, balconies, patios, etc.) that ensure the development supports G32 (sense of human scale at occupied edges). The relationship between new building form and adjacent open space has been carefully managed to ensure sunlight reaches private, communal and public open spaces. Testing of shading effects has been undertaken in winter and summer. At mid-winter, some shading occurs within the open spaces of the mixed apartment / terrace courtyard blocks west of Nevay Road. However, sunlight improves at the equinox and mid-summer, resulting in acceptable sunlight access conditions overall.
<i>Entrances</i>	<ul style="list-style-type: none"> Entrances to all buildings (either individual private front doors or shared entries) have been designed to support the relevant guidelines (G35-G40). Residential terrace dwellings front streets. This includes direct pathways and sightlines between the dwelling entries and the street edge. Likewise, apartment buildings utilise shared cores with communal entrances that face accessways or public streets. All buildings present safe and highly legible entrances that avoid any potential for concealment. Accessways / streets are

Guideline Outcomes	Assessment
	<p>designed to have multiple access points and high levels of passive surveillance. This helps to ensure CPTED is achieved.</p> <ul style="list-style-type: none"> Commercial and community spaces are provided with independent entrances that avoid any confusion / overlap with residential entrances.
<i>Façades</i>	<ul style="list-style-type: none"> All proposed buildings will be designed to a high level of architectural resolution by Athfield Architects Limited. AAL are one of NZ's leading practices with a reputation for award-winning residential and commercial development. Whilst this Stage One Referral application does not describe detailed designs for each building, it is anticipated that a very high level of design quality will be achieved. Indicative design proposals are shown in the 3D illustrative images prepared by AAL (Masterplan Design Report). These show highly modulated forms with well-articulated facades and expressive roof lines. Material and detail will be considered at the subsequent Stage Two application. As anticipated by guideline G44, any buildings that will be visible 'in the round' (i.e. where rear and side facades are on view) will be designed to ensure attractive, quality outcomes are achieved on all publicly visible facades.
<i>Roofscape</i>	<ul style="list-style-type: none"> The Proposal fully acknowledges the role roofscapes play in mitigating bulk/mass and creating positive visual effects within sensitive settings. The roofscapes of proposed buildings will be visible in local and longer-range views. These have been considered and tested using 3D computer modelling. As noted above (Facades), subsequent design stages will further resolve roofscape matters. At this initial referral stage, the design intention is evident in images depicting variegated and interesting rooflines.
<i>Alignment</i>	<ul style="list-style-type: none"> The proposed plan sets up a new development geometry with alignments that recognize: <ul style="list-style-type: none"> wider contextual and cultural issues; optimized dwelling orientation for sun; and frontage alignment with existing streets. As sought by the guideline (G48), buildings articulate corners and provide a townscape solution that integrates built form with street and open space alignments. This can be seen in an extract from the proposed plan below. <div data-bbox="651 1630 1069 2007" data-label="Image"> </div> <p><i>Figure 3.10: Building forms align with streets</i></p>


Guideline Outcomes	Assessment
<p>WELL-FUNCTIONING SITES</p> <p><i>Connections for people</i></p>	<ul style="list-style-type: none"> • Few publicly accessible links currently exist across the Site and neither Main Road nor Nevay Road provide continuous footpaths. • A new network of publicly accessible pedestrian and cycle routes is provided by the proposed plan. These routes are set out in the Masterplan Design Report and service the new Matai Moana development. • New connections provide access into existing and planned reserves and will dramatically increase public accessibility to the wider peninsula. • Predictable pedestrian / cycle routes to dwellings and parking destinations are overlooked by adjacent residential or commercial / community frontages.  <p><i>Figure 3.11: Buildings front key routes</i></p>
<p><i>Carparking and service vehicles</i></p>	<ul style="list-style-type: none"> • Proposed car parking and servicing is described in the Design Report. Figure 3.12 (below) illustrates how parking is generally contained in covered structures and located away from the Nevay Road / Main Road edges as sought by G54, G55. • For courtyard blocks C1-C3 (below) main entrances to buildings will present clear and legible frontages to adjacent streets due to separation from underground parking. Elsewhere (e.g. areas A2, A3) parking is generally provided for away from the public street edge. • Large at grade parking areas are avoided and where parking occurs along shared streets these are interspersed with planting as sought by G57.



Figure 3.12: Structured car parking

Guideline Outcomes	Assessment
<i>Lighting</i>	<ul style="list-style-type: none"> • We suggest that a lighting strategy is prepared as part of any subsequent application. However, at the stage of the application the following points are noted: • New public streets and spaces will be lit as required per Council standards and publicly accessible pedestrian and cycle paths will be provided with an appropriate level of lighting to ensure CPTED outcomes. This might include low-level bollard lighting or wall-mounted lights and feature lighting. Private accessways will also require lighting to ensure safety for residents and visitors. • Over-lighting and glare for the peninsula against the Wellington night sky will be matters to consider at subsequent stages.
<i>Carbon reduction - site</i>	<ul style="list-style-type: none"> • Sustainable travel modes have been provided through the continuation of the existing bus route and connection into a new cable car that links to Shelly Bay and ferry services. • Electric car and cycle charging will easily be incorporated into private individual, collective and public parking areas. Bike storage will be at convenient and secure points throughout the development. • The position of bus stops and cable car facilities have been located adjacent to the main plaza entry and proximate to the access point into the future Watts Peninsula Reserve.
<i>Open and communal space</i>	<ul style="list-style-type: none"> • The development proposes a range of open space types • (Masterplan Design Report). These include: <ul style="list-style-type: none"> ○ Public urban open space ○ Recreational / ecological spaces ○ Amenity landscapes ○ Private outdoor spaces ○ Private communal outdoor spaces ○ Play areas • New public open spaces create a 'spine' connecting the main plaza in the north to the housing along Nevay Road (eastern ridge). The plaza is positioned at the 'heart' of the development alongside commercial and community activities. It offers a high-amenity social space serving residents, visitors and workers. • Each new communal courtyard space has been carefully positioned and defined to serve a cluster of residential buildings. These spaces will be secured but connected visually to the public street system. Spaces will be well-surveilled, sheltered and oriented to receive sun (note reduced sunlight at mid-winter but good sunlight at the equinoxes and in summer). • A recreational gully area is proposed that will feature ecological repair, stormwater management and off-road trails. • The balance of the sloping sites to the east and west will be designated as 'amenity landscape'. This will retain a planted visual outcome for the peninsula and allow trails to connect with adjacent reserves.
<i>Managing waste and recycling</i>	<ul style="list-style-type: none"> • Design and location of bulk waste storage areas and any associated screening will be considered at subsequent application stages. It is anticipated that these can be accommodated within basement parking areas or to the rear of buildings in suitably screened locations.

Guideline Outcomes	Assessment
<i>Servicing</i>	<ul style="list-style-type: none"> As above, the details of servicing, plant locations, loading bays and ventilation will be addressed at subsequent application stages. Given the comprehensive nature of the development it is sufficient to note that these matters can be readily incorporated into the proposal.
HIGH QUALITY BUILDINGS	
<i>Built form context</i>	<ul style="list-style-type: none"> As noted earlier the existing built context offers little or no relevant precedent for the proposed plan. Establishing an appropriate new built character for Matai Moana is the critical issue. As a result, the built form response to the Site focuses on creating coherence and identity of place through townscape/response to landform, open space systems, building design and land use patterns. Townscape/landform: Local topography and the visual experience of the peninsula in long-distance views have been considered in the Proposal. Buildings step down the contours avoiding creation of large artificial datums. Building heights are carefully adjusted to ensure that bulk/dominance in views is reduced and landscape forms retain a strong presence (refer to landscape and visual assessments by Hudson Associates). Open space systems: The identity of the area is strongly influenced by the presence of existing and future reserves. Therefore, it is appropriate that the Proposal provides new streets and paths that connect with these city-wide open space assets. Matai Moana will be recognized as a gateway for these spaces opening up this part of Wellington to public access. Land use patterns: Matai Moana will not be a dormitory suburban extension but a new fully fledged neighbourhood with its own local centre. The area will be well-connected into the nearby Shelly Bay development connecting moana and maunga. As such, a strong identity will emerge for the wider peninsula. This will incorporate new destinations and points of attraction. Building design: The design of individual buildings will be resolved in the stage two application. Athfield Architects can be relied upon to create quality buildings with high levels of architectural expression including modulation, façade articulation and carefully considered roof forms.
<i>Wind Effects on the Public</i>	<ul style="list-style-type: none"> Matai Moana is an exposed and often windy location. Mature trees provide a significant degree of shelter e.g., within the existing community garden. Consequently, a new landscape structure will play a vital role in mitigating wind effects. Subsequent application stages will address this issue in more detail.
<i>Architectural coherence</i>	<ul style="list-style-type: none"> As noted (Built form context), the eventual design and appearance of buildings will be addressed at the next application stage. The location and alignment of buildings provides spatial definition and coherence to streets and other spaces. Building height and massing (typologies) achieve comfortable relational

Guideline Outcomes	Assessment
	qualities among buildings and at the interface between buildings and open spaces.
<i>Materials</i>	<ul style="list-style-type: none"> Selection of materials for buildings, streets and open spaces will be addressed at the next stage of the application. We understand the intention is to create places that will last using quality, robust materials that can be easily maintained.
<i>Seismic bracing/strengthening</i>	<ul style="list-style-type: none"> Detailed engineering solutions, including seismic bracing, will be addressed at the next stage of the application.
<i>Adaptability</i>	<ul style="list-style-type: none"> As a general principle, the ground floor of mixed-use buildings incorporates additional height to ensure adaptability for commercial activity and to convey a more generous ground level interface. Servicing arrangements will be confined to the rear or basement of buildings in order to maintain ground-floor amenity and support a range of future uses. Further design and assessment of this guideline will be addressed at the next stage of the application.
<i>Compatibility of uses (Mixed Use)</i>	<ul style="list-style-type: none"> Several mixed-use buildings are provided around the main plaza. These include ground-level commercial / retail / café and community functions with residential apartments above. Separate, dedicated entrances will be provided.
<i>Accessibility</i>	<ul style="list-style-type: none"> Accessible connections are provided from the cable car and bus stops into the surrounding street network. These include routes through the main plaza. Ground-level lift access is provided to apartment building, including access to basement parking. An accessible path is provided through the proposed recreational gully (see landscape plans). Detail design of individual townhouses can include accessible units with hydraulic lift access.
<i>Carbon reduction - buildings</i>	<ul style="list-style-type: none"> Adaptive reuse of the eastern wing of the prison has been integrated into the proposal. This building will provide new commercial and community functions, which activate the plaza at the heart of the development. As previously noted, buildings have been designed and oriented for optimal sunlight access. The majority of dwellings are dual-aspect allowing for natural cross-ventilation. Choice of low-energy fittings, insulation and transport modes are matters that will be addressed at subsequent stages.
<i>Waste reduction</i>	<ul style="list-style-type: none"> The details of material selection, use of recycled materials and end-of-life-cycle processes will be considered at subsequent stages of the application.

4 Conclusions

1. The underlying Open Space zoning requires the Proposal to be assessed as a discretionary activity. Therefore, a broad range of urban design matters have been considered. These have been informed by urban design best practice, including site and context analysis, along with relevant PDP Objectives, Policies and Guidelines.
2. Assessment of the Proposal against the range of strategic matters relevant to urban design indicates a high level of support for Council direction. Through a co-design process, the Proposal promotes mana whenua values including the significance of the peninsula and maunga to Māori. Sustainable design is strongly supported through public transport, active modes, local centre facilities, integrated stormwater solutions and layouts that optimize sun.
3. The Proposal has also been assessed against the Design Guide Centres & Mixed Use, which also addresses key residential design matters. Whilst some topics are more logically addressed at stage two of this application (building design, facades, materials, public realm design, lighting, planting strategies and species), the overall findings indicate close alignment between the Proposal and relevant guidelines. Of note are the co-design process with Taranaki Whānui that ensured whakapapa of place; sensitive scale relationships between buildings and site; positive frontage alignments and configuration of buildings relative to streets and spaces; and the network of streets, paths and open spaces. These attributes combine to support a 'well-functioning site'.
4. A sizable portion of the Site is brownfield land that is currently occupied by a vacant prison complex and previously contained housing. Retention and re-purposing of part of the heritage prison facility has been achieved, whilst recognising the sensitivity of this former facility to mana whenua. Further central outcomes for Māori are the creation of a new flexible community space – which also serves wharenui functions – and māra kai that support a range of papakianga clusters.
5. Diversity and a wider demographic profile are achieved through a mix of housing typologies of varying bed sizes, which are delivered across a number of tenure models. Housing will be of high environmental quality for all residents.
6. A self-sustaining neighbourhood is proposed. This is based around a new local centre, which offers commercial and community activities with seamless connections to the nearby Shelly Bay development. Existing and proposed public transport services are noted. These include a new cable car connection to the Shelly Bay electric ferry service.
7. The proposed development establishes a new public destination that will act as a gateway to the Motu Kairangi reserves.
8. For the reasons described above, the Proposal as a whole can be supported from an urban design perspective.