

# WIAL Urban Design Guiding Principles



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# Introduction



# 1.1 Introduction

## › Objective

### The Urban Design Principles & Vision

The airport site is designated in the Wellington City District Plan. The Airport Purposes designation includes condition 15 which stipulates:

*“Not less than six months prior to the first outline plan for any building, infrastructure or publicly accessible open space being submitted for the Terminal Precinct pursuant to section 176A of the RMA, the Requiring Authority shall prepare a draft document describing the Urban Design Principles (the Principles) to guide the development of buildings, infrastructure and publicly accessible open space areas within the Terminal Precinct. The document shall ensure that when developing new buildings or publicly accessed areas within the Terminal Precinct appropriate regard is had to urban design form and function to enhance aesthetics, land use and resilience to create community and place. The Principles shall also:*

*(a) articulate a Vision focused on achieving a level of design excellence where relevant that reflects the Terminal Precinct’s role as part of a regionally significant infrastructure;*

*(b) include, but not be limited to reference to the following matters, where relevant:*

- (i) Urban Structure;*
- (ii) Density and Mix;*
- (iii) Urban Grain;*
- (iv) Height and Massing;*
- (v) Public Spaces;*
- (vi) Façade and interface;*
- (vii) Energy/resource/land efficiency;*
- (viii) Lighting;*
- (ix) Details and materials.*

*In preparing the Principles and associated Vision, the Requiring Authority shall consult the community. This consultation shall take the form of a workshop or Charrette to enable members of the community to contribute ideas and concepts to the Principles and Vision and shall be hosted at a suitably accessible location within the community. The Requiring Authority shall also consult with the Council and a final draft shall be submitted to the Council for comment. In finalising the Principles and associated Vision, the Requiring Authority shall take into account any feedback received from the community and the Council. Upon finalisation of the Principles and Vision, the Requiring Authority shall ensure that any future development of buildings, infrastructure or publicly accessible open space within the Terminal Precinct is guided by the Principles and Vision.”*

In compliance with Condition 15, the Requiring Authority (WIAL) consulted the surrounding community to prepare the Urban Design Principles and Vision. This consultation involved a community workshop where the Urban Design Principles were discussed, and feedback was collected. The feedback received from the community was taken into account in finalising the Urban Design Principles, which are presented in this document. The Principles and Vision document ensures that appropriate urban design form and function are considered when developing new buildings or publicly accessed areas within the Terminal Precinct.



# 1.2 Designation Context



## AIRPORT PRECINCT DEVELOPMENT AREAS

- 01** Terminal Area
- 02** Broadway Area
- 03** South Coast Area
- 04** Rongotai Ridge
- 05** West Side
- 06** Air side
- 07** Miramar South Site\*
- 08** East Side Area

## KEY

- WIAL precinct (as per WCDP)
- Golf Course Recreation Precinct
- Light commercial / Industrial
- Park + recreation
- Residential zones
- Transport corridor

### AIRPORT NEIGHBOURS

Residential areas and small suburban centre zones are located towards the north and east of the Airport main terminal zone. The Main transport corridor connects the city to the main Airport entrance.

### LIGHT COMMERCIAL + RETAIL

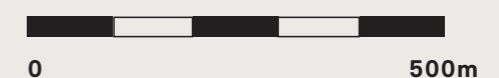
Small commercial and retail hubs are dispersed around Wellington Airport offering a select range of services. The commercial and retail developments primarily cater to the surrounding community. These hubs have a potential to be developed with more connection to Wellington Airport to cater to wider range of people and services.

### PARK + RECREATION

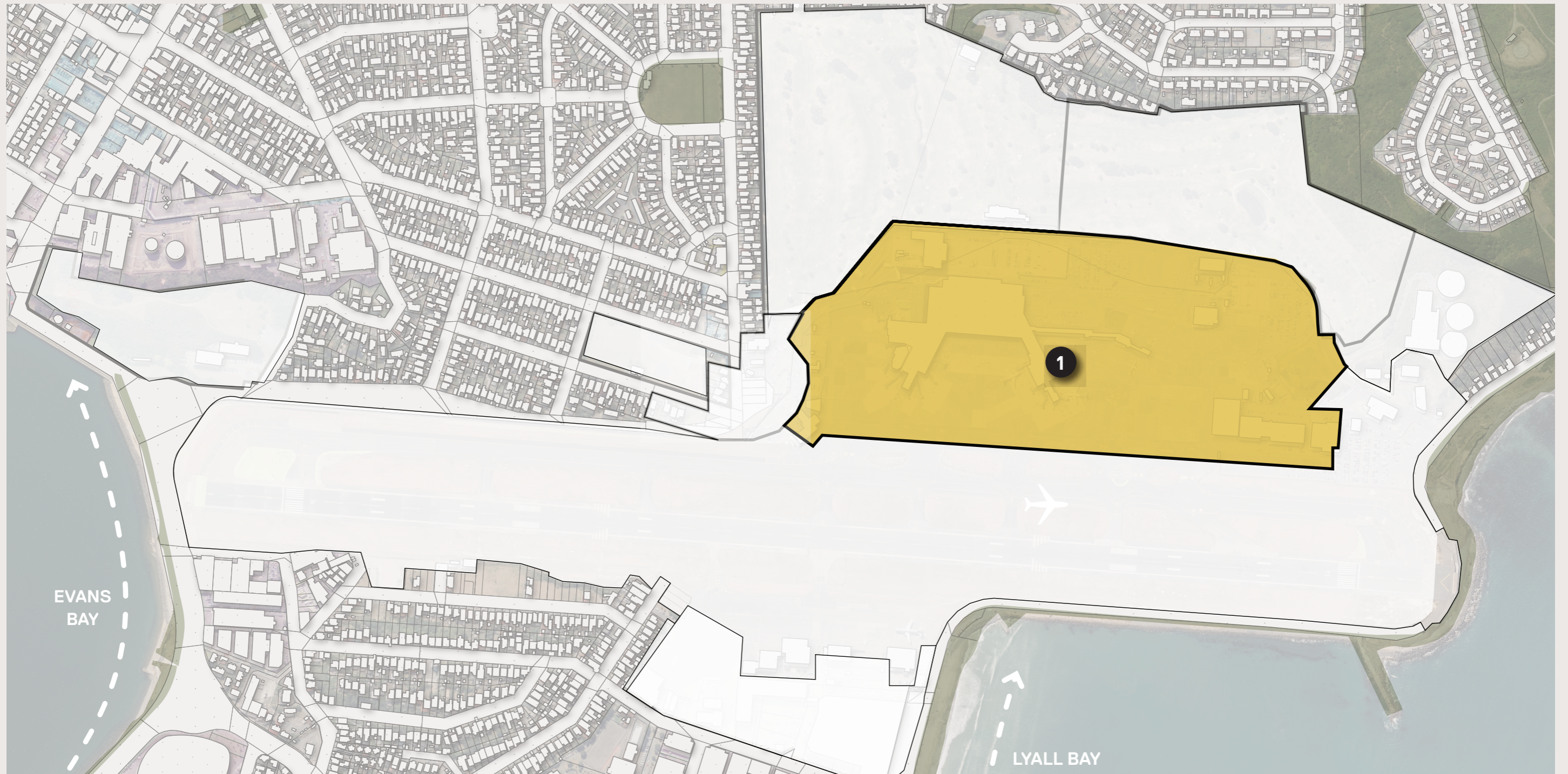
Public amenities of Lyall and Evans Bay, the surrounding hills and parks offer vibrant and diverse activities in close proximity to Wellington Airport which is a unique quality.



### SCALE BAR



# 1.3 The Terminal Precinct



## Designation Area

- ① Terminal Precinct (MSA)

# 1.4 Obstacle Limitation Surfaces - Wellington Airport

## OBSTACLE LIMITATION SURFACE

The Obstacle limitation surface (OLS) imposes additional height restrictions in the vicinity of the airport in addition to the designation provisions. The OLS is in place to protect the airspace for the safe take off and landing of aircraft.

## RUNWAY STRIP

Rectangular Area extending 60m beyond the ends of the runway and 140m on either side of the extended centreline.

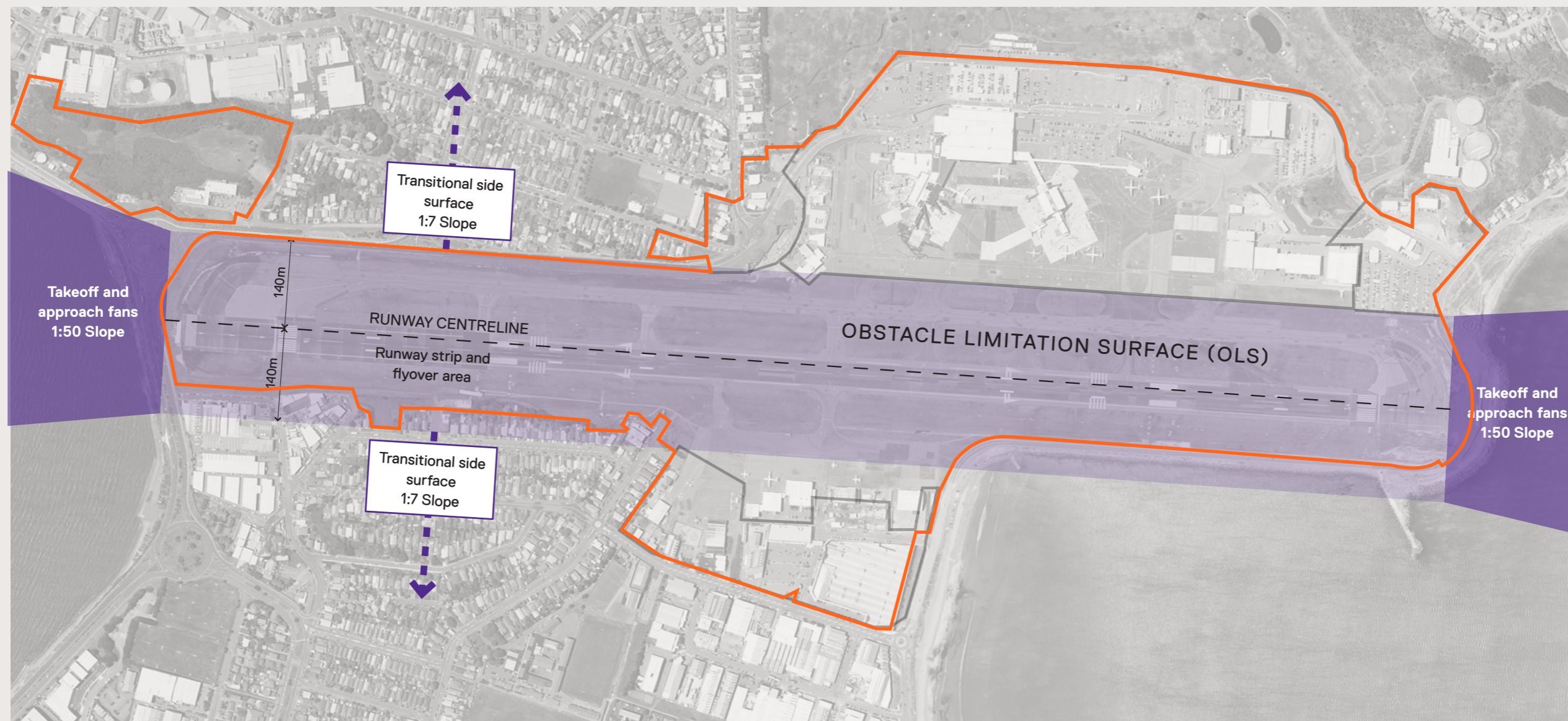
The height is defined by the lowest level of the formed runway strip. West of the runway the ground slopes down significantly. Existing residential buildings along Bridge St are situated below the level of the runway.

## TAKEOFF AND APPROACH FANS

The fan rises from the ends of the runway and flyover area on a 1:50 slope.

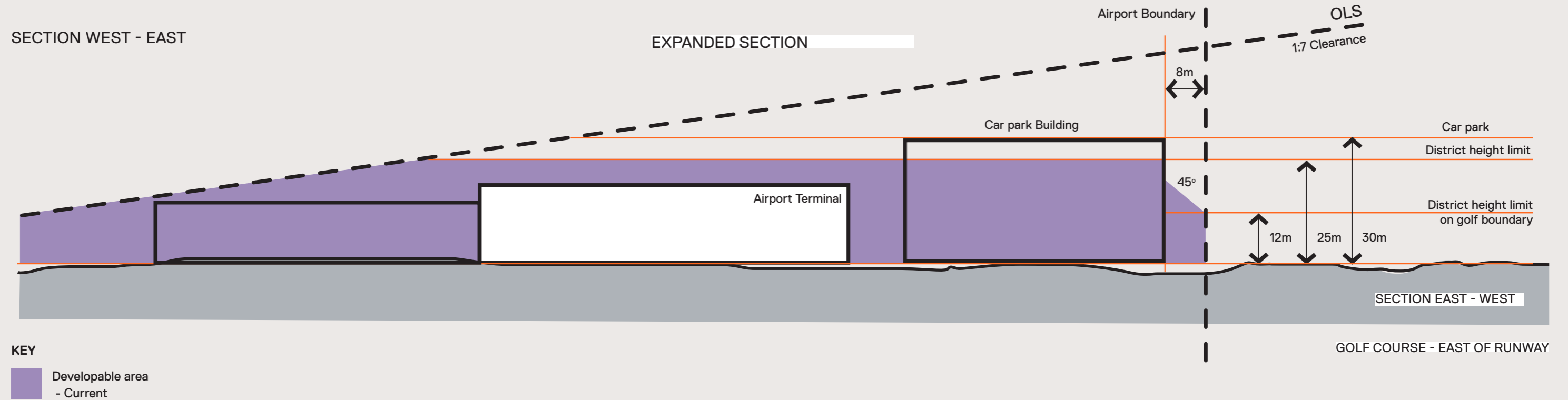
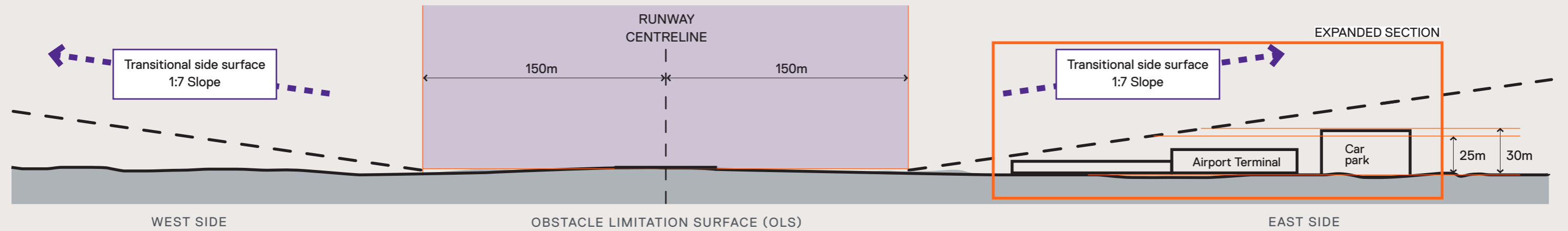
## TRANSITIONAL SIDE SURFACE

The transitional surface rises at a gradient of 1 in 7 from the edge of the runway strip and flyover area.





# 1.4 Obstacle Limitation Surfaces - Wellington Airport



# 1.5 The Urban Design Principles

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Condition 15 stipulates the requirement for a document describing the following 9 Urban Design Principles in relation to guiding the future development of buildings, infrastructure and open space within the Terminal Precinct.

## 1. Urban Structure

## 2. Density + Mix

## 3. Urban Grain

## 4. Height & Massing

## 5. Public Realm

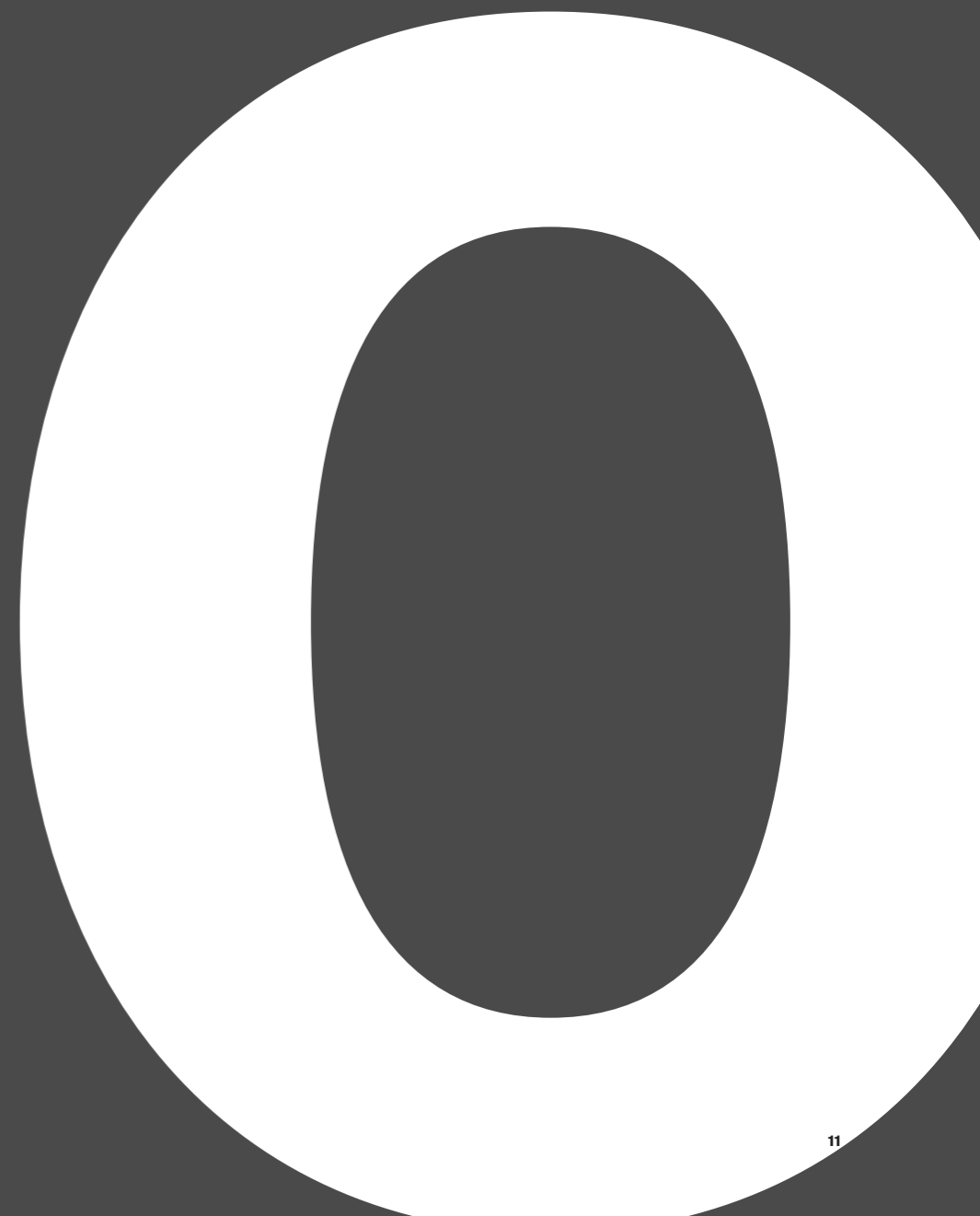
## 6. Streetscape & Landscape

## 7. Facade & Interface

## 8. Energy / Resource / Land

## 9. Details & Materials

# Engagement



# 2.1 Community Workshop

As required by Condition 15 of the WIAL Main Site Area designation, the surrounding community was consulted in preparation of the Urban Design Principles and Vision. This took the form of a community workshop where the Urban Design Principles were discussed and feedback was collected which helped develop the key objectives and guidelines for each principle as presented in this document.

The Community workshop was held 12:30pm - 2pm at Spruce Goose, Lyall Bay. The workshop concluded at the scheduled time, with some of the attendees staying for further comments and discussion.

Workshop attendees:

**WIAL:** Richard Dalby, Nick Petkov, Chris Vidal, Jo Lester, Phil Rennie and Nannette Dempsey

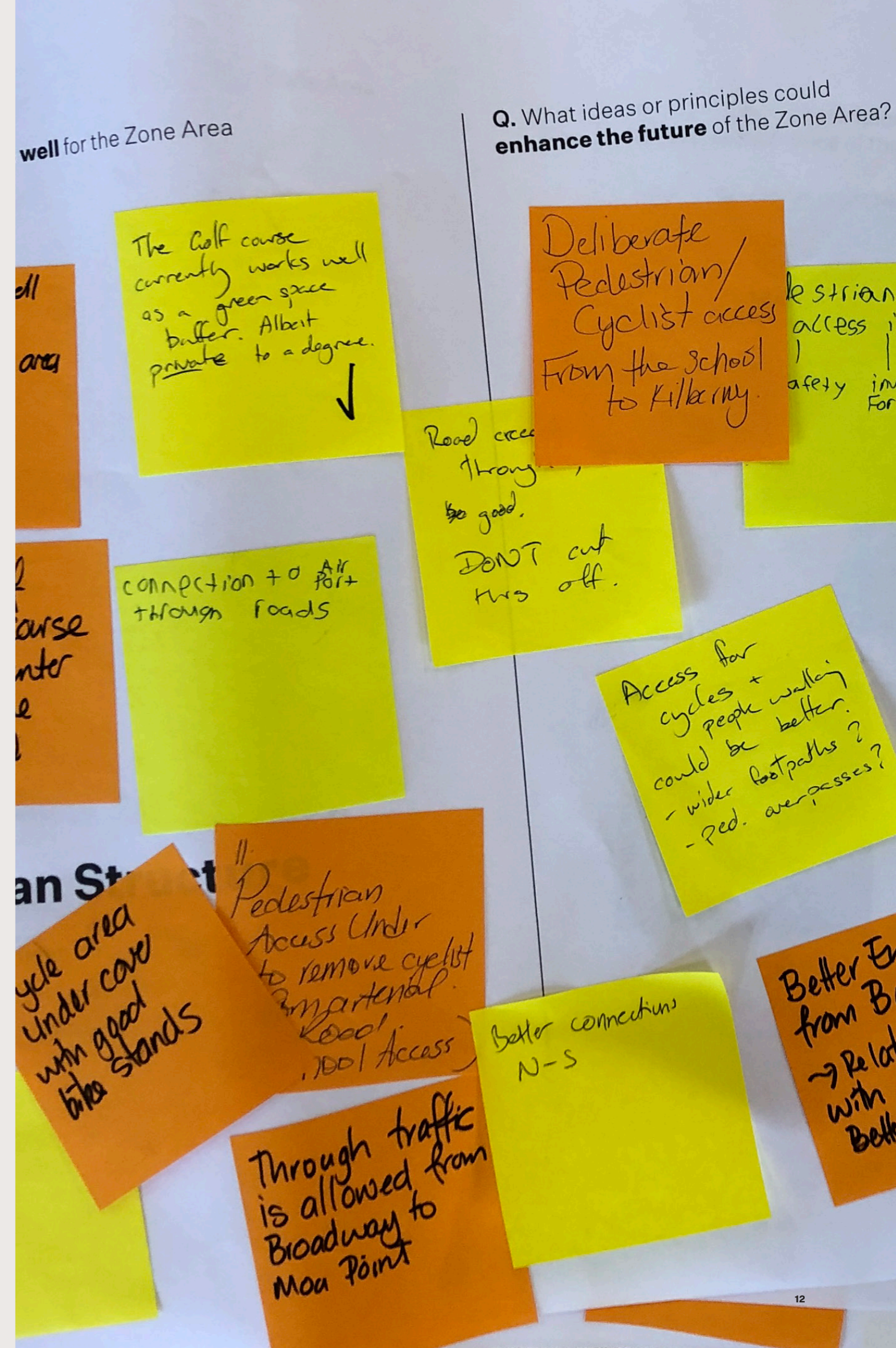
**WaM:** Ralph Roberts, Simon Hardy, David McGowan and Emily Dalley

**Community:**

- Kilbirnie Business Network
- Guardians of the Bay
- Strathmore Park Residents Association
- Predator Free Miramar
- Rimu Architects
- Scots College
- Wellington City Council
- Wellington Indian Association

Simon Hardy (Warren and Mahoney) facilitated the workshop by reading each principle, facilitating discussion and time keeping. Ralph, David and Emily joined a table of 3-5 people to facilitate discussion.

The community attendees engaged in questions with a high level of practicality, reflection, innovation, openness and clarity.



# 2.2 Consolidated Feedback Summary

Following the Community Workshop, feedback was collected that covered a wide range of themes and topics. We consolidated this feedback which were used to curate the Key Objectives and Guidelines that are identified in this document. For a comprehensive record of the feedback received, refer to the Community Workshop Feedback Document in the appendices.

## Q1. What works well for the Zone Area currently?

1. Urban Structure	Location/Proximity to connections is good	Golf course as green buffer	Efficient connections by car	Broadway & Moa Point connection
2. Density + Mix	Shops in Terminal	Diversity of Architecture	Hospitality in the Terminal	Hotel at the Terminal
3. Urban Grain	Large airport building accommodates high capacity of people	Vehicular circulation	Kilbirnie sculpture walkway connection	
4. Height & Massing	Heights reflect/ respond to the gentle rolling landscape	Low height of main terminal building	Views from the Terminal to Lyall Bay	
5. Public Realm	Green golf course and escarpment	Internal art/event exhibitions	The main terminal	Green space of Golf Course provides visual relief
6. Streetscape & Landscape	n/a			
7. Facade & Interface	The Rock building	The Car park facade when viewed from far away	Car park facade reflecting the surrounding landscape	
8. Energy / Resource / Land	Efficient land use for airport space	Supporting electric plane innovation		
9. Details & Materials	Massive LED screens	Views to Lyall Bay	Timber construction in new wing	Car park facade materiality representing landscape

## Q2. What ideas or principles could enhance the future of the Zone Area?

1. Urban Structure	Reducing car dependency	Better connections North - South	Public transport accessibility	Entrance at Broadway de-congested
2. Density + Mix	Time efficiency to catch flight is priority when growing	local/ small businesses rather than commercial	Destination rather than transition	
3. Urban Grain	Complements the features of the natural landscape	Urban Grain not currently considered – left over space	Improved efficiencies around Broadway entry to Terminal	
4. Height & Massing	Reflecting the diversity of the surrounding landscape	Gradual height variation to the edges	“family of buildings approach”	Materiality and Detail can mitigate height
5. Public Realm	Concerned about loss of vegetation by Zone 3	Gateway to the wider Te Motu Kairangi eco-gateway	Sculpture/ art loop	First and last impression
6. Streetscape & Landscape	Provide (Shelter, Interest, ‘softening’ of built environment)	Access to sunlight - Views out by covered	First and Last Impressions	Provide space for visitors to the Airport
7. Facade & Interface	Bring to first level – to human scale	Facade speaks to local context	Design that celebrates architecture	Facades that represent Te Ao Māori
8. Energy / Resource / Land	Focus on renewable energy	Don’t rely on carbon offsets	Adaptive features to reflect changing climatic conditions	Opportunity to generate energy
9. Details & Materials	Give Māori storytelling greater priority	Continue timber as consistent language	Embedding Kaupapa into design	Tell the Region’s story

## Q3. What long term goals might be considered for the Zone Area?

1. Urban Structure	Make all transport options available/ easy	More human centric	Represent Te Ao Māori	Reduced car travel dependency
2. Density + Mix	Making airport a unique destination	Sense of place	Embedded Mātauranga	Civic space for the public
3. Urban Grain	Transition/ Gradual scale change	Celebrate and “hero” the Te Ao Māori	Relationship with coastal environment	Regular bus connections
4. Height & Massing	Matching suburban theme, no tall buildings blocking view	Consideration for tsunamis and earthquake destination	Integrate with surrounding communities	
5. Public Realm	Airport to promote local Eastern destinations	Destination. eg. Airport as Zealandia	A connected walkway from Tarekena Bay, over the hill	A local capital Airport
6. Streetscape & Landscape	Arrival defined by dense planting. Scattered in precinct	Walking to get an uber is like a NYC subway. Make safe and enjoyable	Integrate local flora and fauna	
7. Facade & Interface	Living building Airport	Buildings reaching the ground – humans to experience the design	Break facades up with smaller sections	Celebrate sustainable facade design
8. Energy / Resource / Land	Use of renewable energies to support zones 1+2+3	Reductions in flights	Rainwater harvesting	Visibly celebrate sustainability
9. Details & Materials	Houses not impacted by high density	Experience details at a human scale	Collaboration with local (Culture, nature, produce, talent, events)	

## 2.3 WIAL Cultural Engagement

### Vision Statement

WIAL recognises the long-standing relationships of mana whenua iwi to the land, sea and (ecological) habitats of the Te Upoko o te Ika Wellington Region, of which the airport resides and is the first point of entry for many visitors to the region. In acknowledging mana whenua we recognise the need to form enduring partnerships to ensure and maintain their connection to the cultural landscape, values, principles, and to see these reflected and integrated into their aspirations for place making.

### Kaupapa

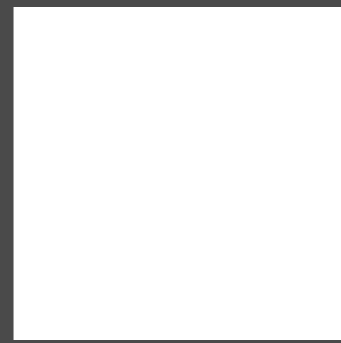
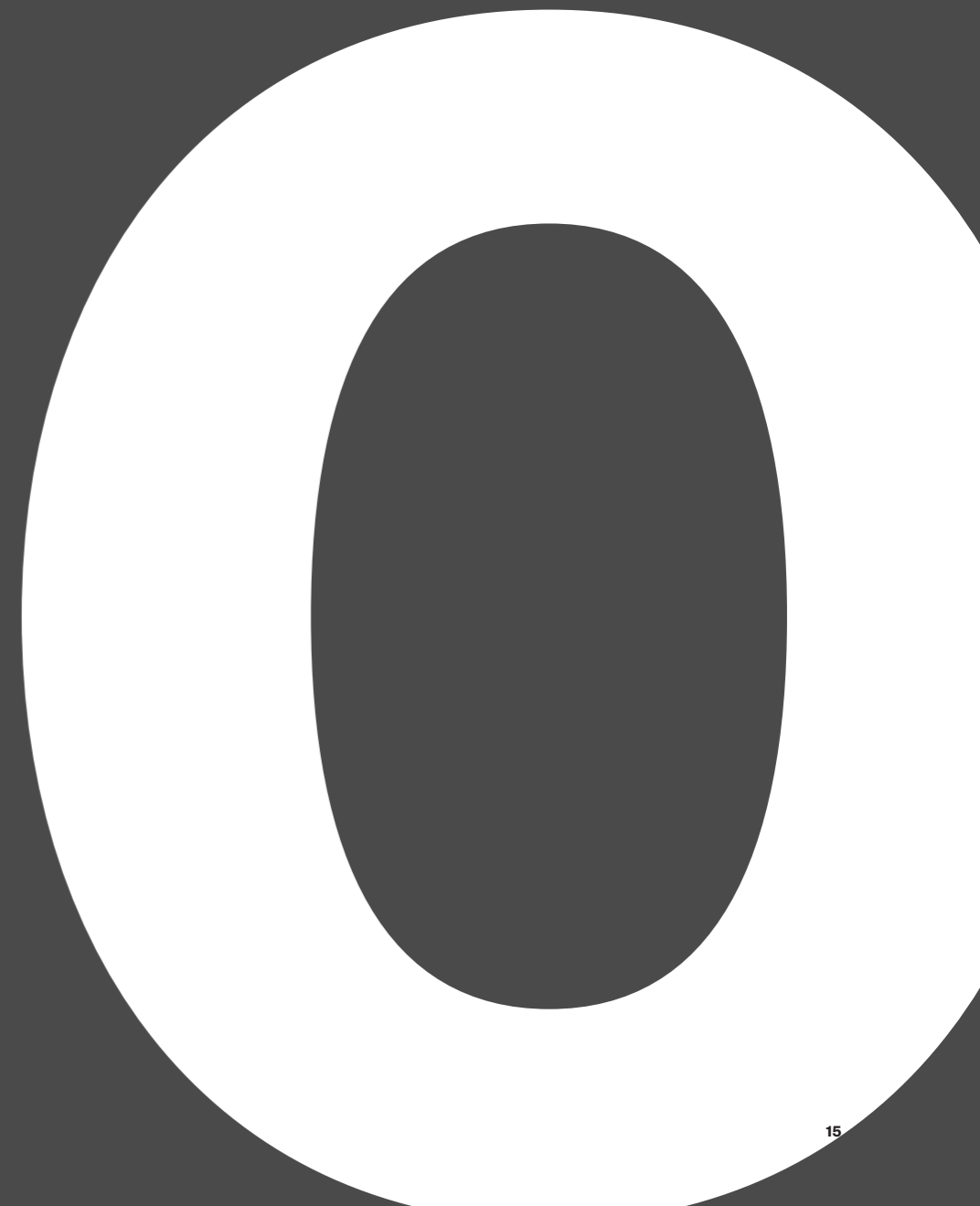
The purpose of this plan is to assist Wellington International Airport and its partners in engaging and reflecting Mana Whenua values and aspirations for place-making projects at the Airport. The framework is to be based on the Mana Whenua values and narratives developed with Wellington Airport in a co-design process with Mana Whenua.

### Process

When developing within the precinct WIAL will engage with Mana Whenua to gain a fuller understanding about how Maori perspectives and cultural values can be recognised and provided for. WIAL is committed to ongoing and enduring engagement and partnership to achieve this and is pursuing MOUs with mana whenua iwi to formalise this.



# The Urban Design Principles



## 3.1

### Urban Design Guiding Principle

# Urban Structure

*Urban Structure refers to an identifiable, unified precinct with enhanced connections to surrounding neighborhoods and networks. The urban structure lays the framework for a safe and inclusive environment that supports a high level of pedestrian and vehicle activity and delivers a dynamic multi-layered urban precinct.*

## The Vision

The vision for the terminal precinct **Urban Structure**, places importance on well defined connections within the precinct, acknowledging the context of adjacent suburbs and developing airport infrastructure. Additionally providing identity and legibility for major gateways entrances and connecting built infrastructure with public transport, vehicles, bicycles and pedestrians.

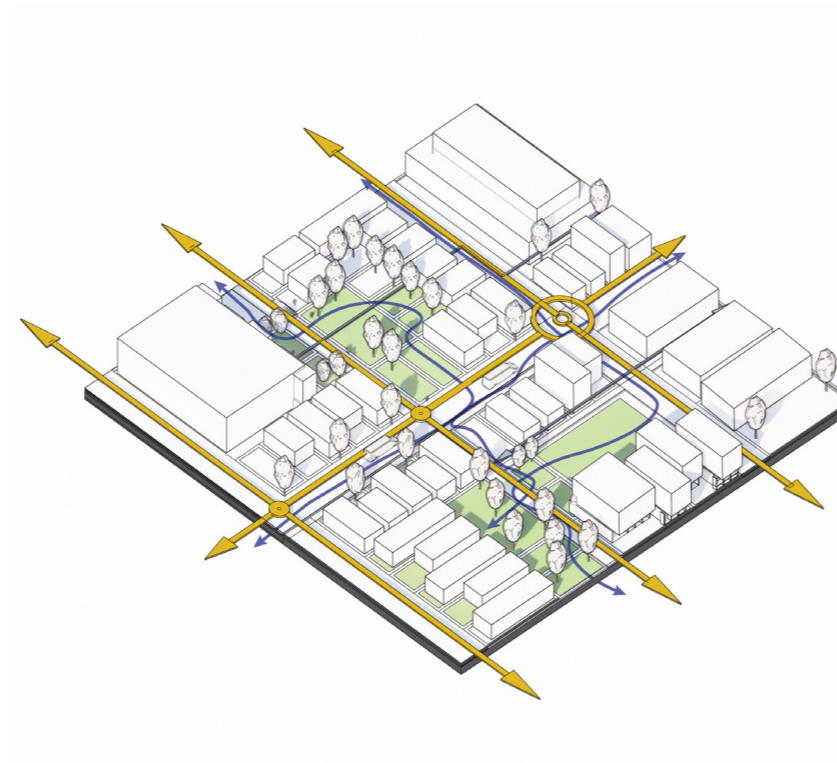
## Key Objectives

### Connections

- › Clear, convenient and safe connections for site movement into and across the Terminal Precinct are enhanced by any new development.
- › Clear intuitive wayfinding is essential with improved formal and informal pedestrian routes.
- › A safe, accessible and sustainable network of all transport modes to the Terminal Precinct.
- › Clear, legible and efficient circulation for arrivals and departures.

### Cultural Heritage

- › Mana Whenua cultural heritage is respectfully acknowledged.



### Planning

- › New developments shall incorporate adaptability to meet future demands for transport infrastructure (increased electric cars / buses).

### Human Centered

- › Vehicle access and car parking shall consider a human centered experience within the streetscape, spaces and surrounding buildings.
- › Balance the needs of pedestrians, cyclists, public transport users and motorists effectively and minimise the impacts of car parking through a design-led and place specific approach.



# 3.1

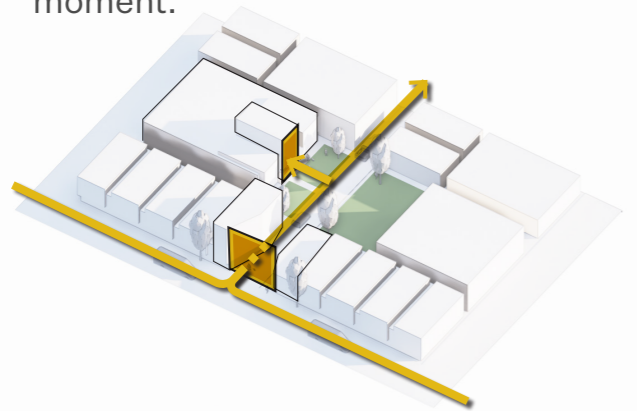
Urban Design Guiding Principle

## Urban Structure

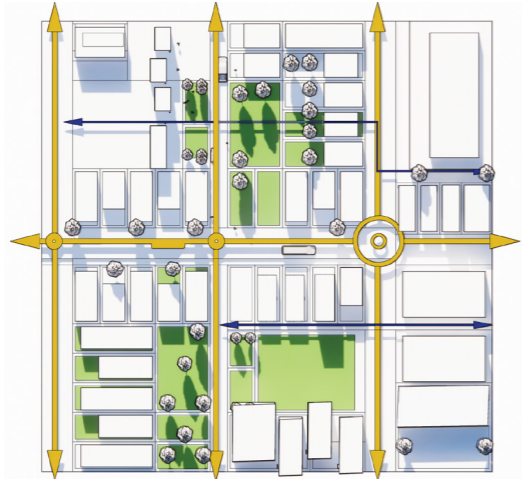
### Guidelines

#### G1. Connections

- › Ensure the design of all main entrances, provide a sense of arrival and a gateway moment.

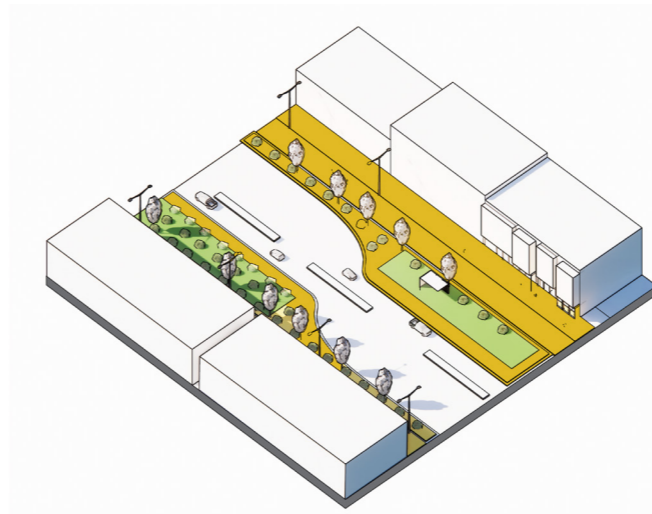


- › Consider creating new publicly accessible links through the site as part of the site redevelopment and connect to surrounding roads, streets and paths.



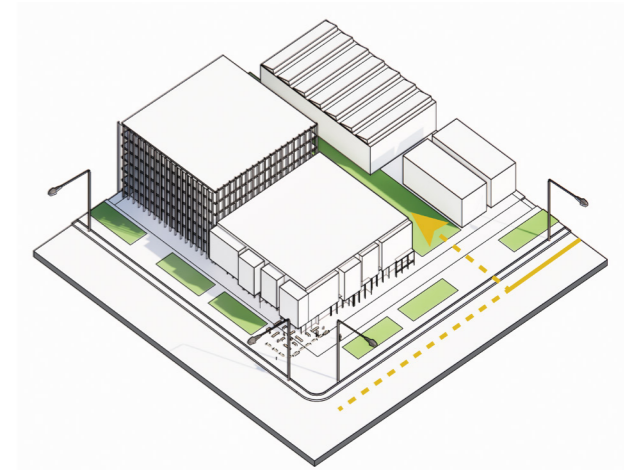
#### G2. Planning

- › Any new development should consider alignment to existing roads and pathways, helping to create a cohesive and connected circulation network within the urban environment, this can improve navigation, transport efficiency and accessibility for both pedestrians and vehicles.



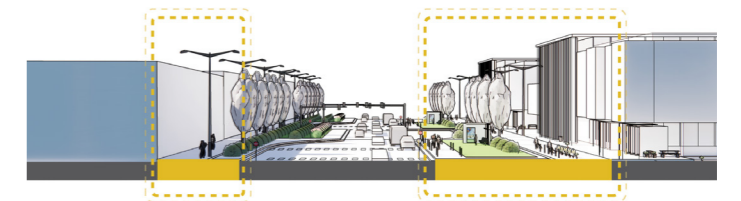
- › Enhance road and pathway connections to adjoining neighbourhood centres.

- › Consider creating new pedestrian access routes through large blocks where this would enhance walking.



#### G3. Human Centered

- › The impact of vehicle circulation on pedestrian use should be minimised with the use of design measures to: control vehicle speeds, improve pedestrian amenity and allow pedestrians to have precedence at vehicle entrances.
- › Consider shared surfaces to enhance the pedestrian experience of arriving to the terminal.



## 3.2

Urban Design Guiding Principle

# Density + Mix

*The Density and Mix of buildings and spaces can promote pedestrian activity and create a lively Airport Terminal community.*

## The Vision

The vision for the **Density and Mix** of the terminal precinct is based on a dynamic mix of uses and users which reflect the vibrancy of Wellington's identity and encourage publicly active edges along buildings and the spaces in between.

## Key Objectives

### Mixed Uses

› Wellington's population is growing and diversifying, any new development needs to support this growth through high quality design and a mix of uses. Consideration of a wide range of airport related commercial activity is essential.

### Cultural Heritage

› Incorporate local history, culture, and traditions into the design and planning of new development. This could include using local materials, incorporating traditional architectural styles, or creating public spaces that reflect the unique character of the area.

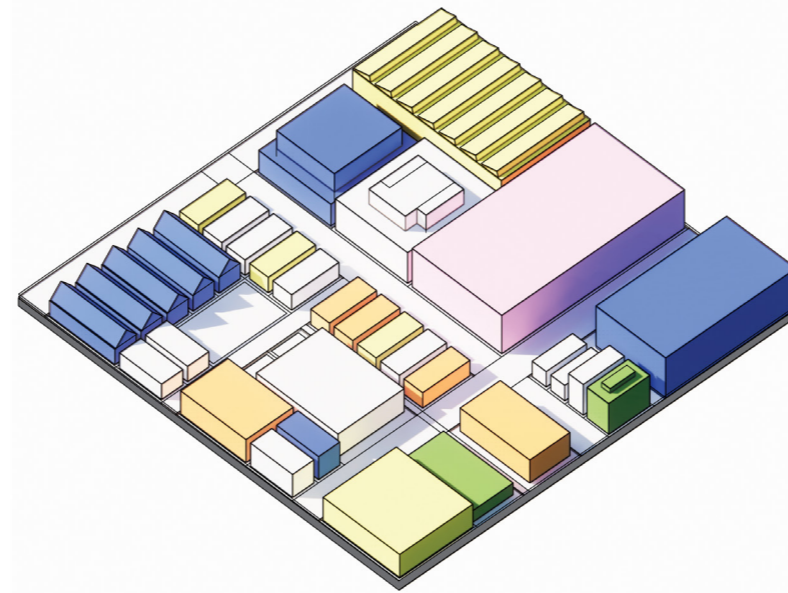
### Sense of Place

› The terminal precinct will promote a sense of place for Wellington Airport.

› The density and mix should contribute to the development of the precinct.

### Adaptability

› Any new buildings are designed to facilitate multiple uses and changes in use over time.



### Local

› The terminal precinct will integrate small local business's alongside larger national commercial, hospitality and retail offerings.

› Any new development should consider enhancing links to the surrounding businesses and areas.

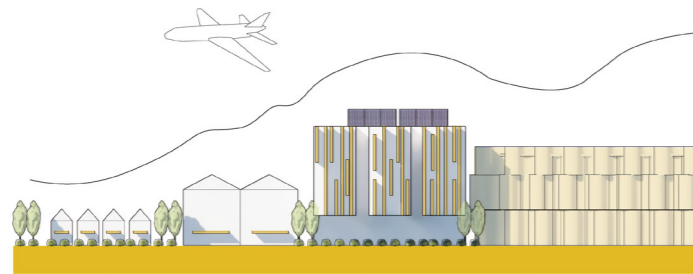
# 3.2

Urban Design Guiding Principle

## Density + Mix

### Guidelines

**G1. Street Frontage**  
› Design solutions that encourage active visual engagement between street-level and upper-level occupants should be integrated into new buildings. This can include the use of transparent circulation cores and active edges along upper floor plates to animate the building with activity.

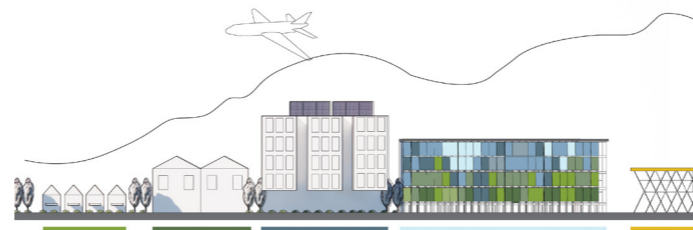


**G2. Cultural Heritage**  
› Identify sites of cultural significance that recognise the histories of Mana Whenua.

**G3. Sense of Place**  
› New development should reflect the local sense of place and introduce sound design precedents for the future. This can be achieved by expressing the intended use of the building, referencing the history of the site's development and use, or incorporating

elements of the underlying landscape patterns. In areas where there is little or no established pattern, the design of new buildings can help to establish new design standards for the future.

**G4. Mixed Uses**  
› New buildings in the terminal precinct should incorporate a mix of airport related commercial, transport and infrastructure. This will help to provide resilience and future adaptability.



**G5. Adaptability**  
› New buildings should be designed with flexible floor plans, sturdy and modular construction, and easy access to utilities. In addition, the design should take into consideration the potential for future expansion or reconfiguration of the building, allowing it to adapt to changing circumstances without requiring major renovations or demolition.

## 3.3

### Urban Design Guiding Principle

# Urban Grain

Urban grain refers to the characteristics of the layout and design of a city or town, including the size and arrangement of blocks and buildings. It describes the relationship between these elements and their impact on the overall feel and appearance of the urban environment.

## The Vision

The vision for the **Urban Grain** of the terminal precinct is based on a architecturally coherent precinct that reflects its unique sense of place, integration with its surrounding context and a human centered approach to design outcomes.

## Key Objectives

### Human Scale

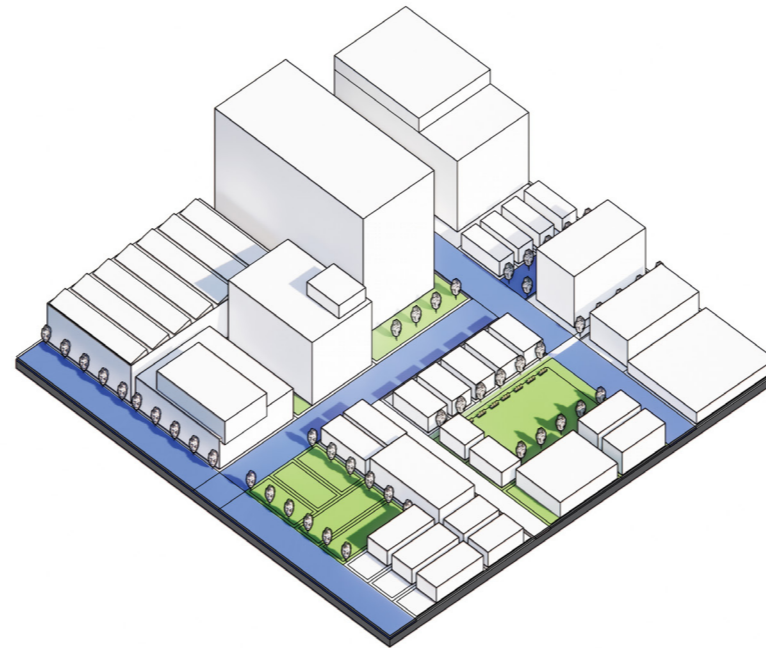
- › A diverse mix of scale and massing that encourages a human centered experience.

### Architectural Coherence

- › High quality architecture contributes to Wellington Airport's unique sense of place. Establish a coherent composition through integration with:
  - Materials and detailing
  - Building Setbacks
  - Building Form and volume
  - Architectural Facades

### Identity

- › Enhance the future urban identity, improve the quality of design, and ensure clear understanding by responding thoughtfully to the Terminal area. Taking into account the needs of both the terminal and air side transport, it is crucial to create easily navigable routes for efficient travel and strike a balance between accommodating high volumes of vehicular traffic while prioritising pedestrian safety and comfort. Some key factors to consider include:



- › Ensuring that the urban form is effective, easily accessible, and connected.
- › Making efficient use of existing infrastructure, facilities, and transport links.
- › Supporting and incorporating quality outcomes for streets, paths, green spaces, and public open spaces.
- › Future-proofing the adaptability, functionality, and capacity of relevant infrastructure.

### Arrangement

- › Open spaces are carefully designed and appropriately located to provide amenity and are accessible, safe and easily maintained.
- › Arrange new developments clearly and legibly, so safe and comfortable for users at all times.
- › Buildings are well designed, safe and provide good amenity for inhabitants, utilise materials and details that will endure over time.

# 3.3

Urban Design Guiding Principle

## Urban Grain

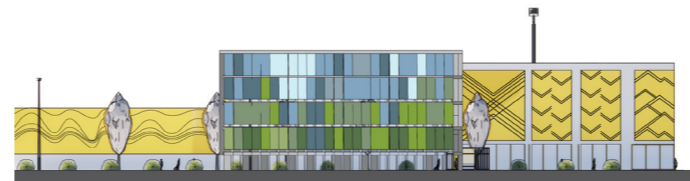
### Guidelines

- G1. Human Scale**
- › Give a sense of human scale at the publicly occupied edges of buildings by using appropriate materials, detailing and modulation.
  - › Provide an appropriate transition within new developments to improve sunlight and daylight into the surrounding open space.
  - › Consider the mass and scale of adjacent buildings in the design of new developments.

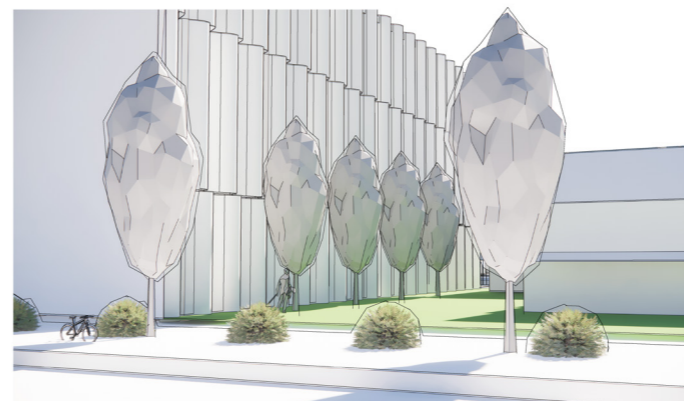
- G2. Architectural Coherence**
- › Create a consistent visual language throughout a new development. This can be achieved through the use of similar materials, colours, and architectural styles. Another important aspect is to ensure that the building's are properly scaled and proportioned in relation to one another.



- G3. Identity**
- › Create a unique architectural identity that reflects the local people, culture and place. This can be achieved through the use of local materials, expressed stories and quality design.



- G4. Built Form**
- › The gradual transition of scale is essential when blending new development in the terminal to the surrounding suburban communities. Consider a transition of height, mass and bulk along the site edges.



## 3.4

Urban Design Guiding Principle

# Height + Massing

*The urban design principle of height and massing refers to the way in which buildings are arranged and designed based on their height and size to create a sense of balance and harmony in the cityscape. It is an important aspect of urban design, helping to create a sense of order and visual appeal in the built environment.*

## The Vision

Overall, the vision for the **Height and Massing** in the terminal area should be focused on creating a built environment that is well integrated with its surroundings, that uses height and massing in a considered and thoughtful way and that positively contributes to the sense of place of the terminal and the surrounding communities.

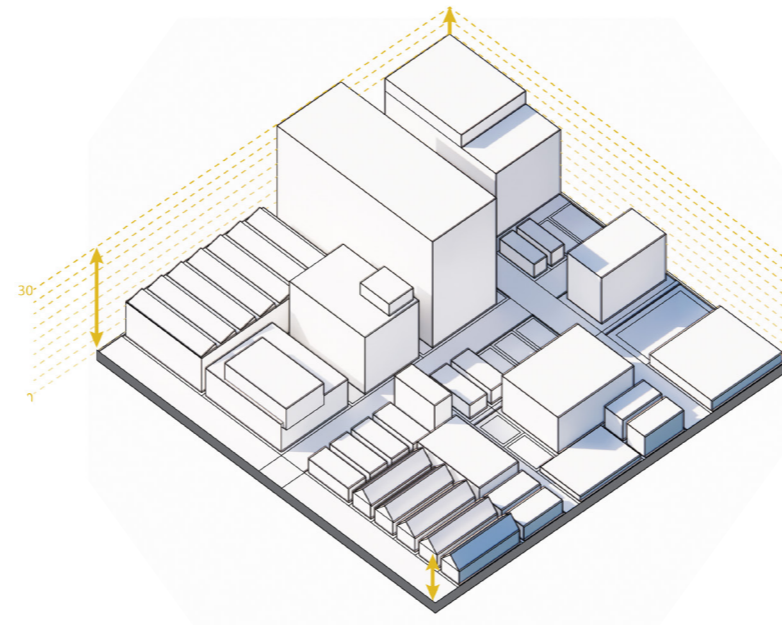
## Key Objectives

### Surrounding Context

- › Building heights for new developments should integrate into the surrounding areas and adopt a gradual height variation to the edges of the site.
- › A viewpoint study from a variety of locations surrounding the terminal precinct will be required to assess any new developments impact of height and mass.

### Building Form

- › The integration of new developments within the surrounding context is important. Adopt strategies that consider appropriate massing, floor-to-ceiling heights and setback to blend into the surrounding areas.
- › Any new development that includes large buildings, should consider adopting changes in colour and texture on the facades to create visual interest, recessing and



projecting facade elements to avoid long flat monotonous facades and set backs to up upper levels to break up the bulk and mass of the terminal buildings.

# 3.4

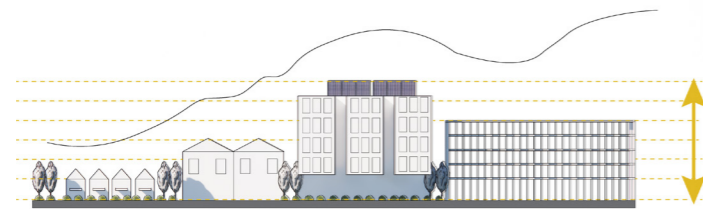
Urban Design Guiding Principle

## Height + Massing

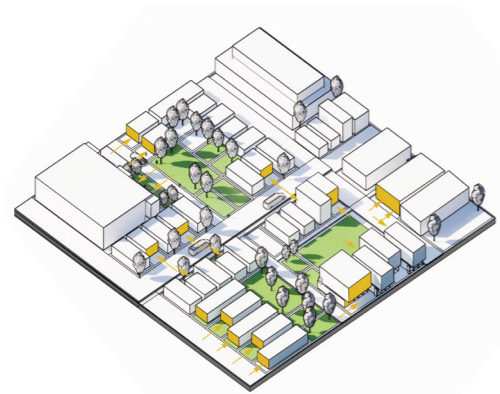
### Guidelines

#### G1. Building Height

- › New buildings are appropriately scaled and placed to respect the privacy, amenity and outlook of adjacent sites.

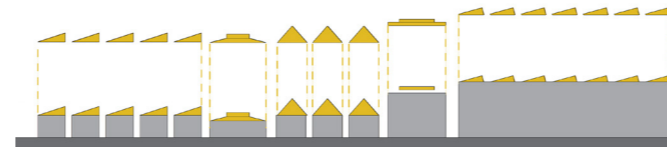


- › Where new developments exceed the height of neighbouring buildings ensure they enhance the skyline and surrounding townscape.



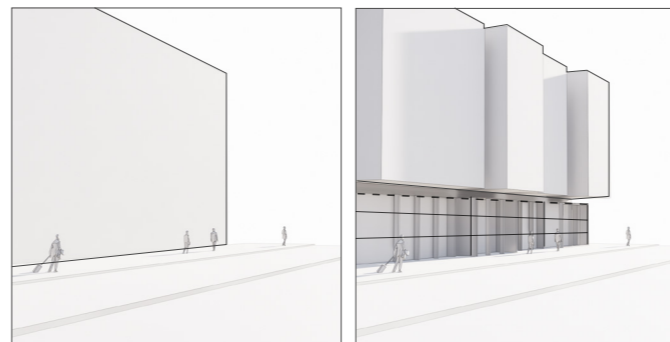
#### G2. Built Form

- › Ensure new development integrates with the local context. Where there are determining features of local context, identify and positively contribute to patterns of:
  - Architectural composition and roof form
  - Proportions of forms and openings
  - Visual rhythm of frontage widths and openings
  - Floor-to-floor heights
  - Materials, finishes and textures



#### G3. Facade Articulation

- › Use Facade articulation and architectural detail to keep areas of blank wall to a minimum and break up any excessive bulk of a building. Large areas of blank wall should be avoided, especially in pedestrian areas.



## 3.5

### Urban Design Guiding Principle

# Public Realm

*Public Realm is defined as any outdoor area which are accessible to the public. A high quality design of the Public Realm is vital to creating an environment where people want to visit, work and stay.*

## The Vision

The vision for the **Public Realm** will connect people to the Terminal and facilitate airport related commerce. Movement through the Public Realm should be easy, intuitive and accessible enjoyable routes for all.

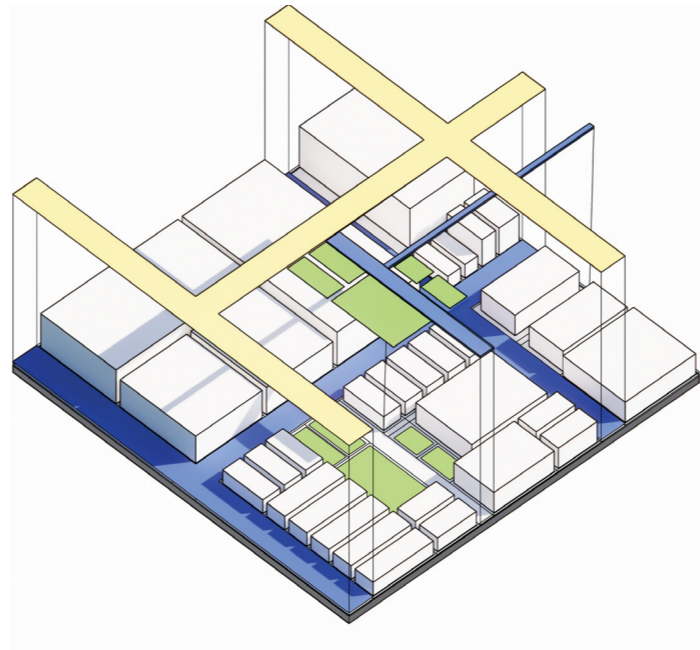
## Key Objectives

### Users safety

- › Underpin high quality public realm design with an understanding of pedestrian circulation flow to create a successfully vibrant, diverse and active public realm.
- › The safety, amenity and experience of users is paramount to any new development.
- › All users must feel comfortable engaging in public activity.
- › Lighting design to all public realm areas should enhance the visual amenity, interest and safety of pedestrians.
- › New developments should integrate good Crime Prevention through Environmental Design (CPTED) strategies to promote a safe streetscape for all users.

### Community Pride

- › Consider opportunities in the public realm to curate stories from the surrounding communities.



### Civic

- › Consider the role of the Airport as a piece of resilient community infrastructure. Embed tsunami and earthquake strategies throughout any new buildings, spaces and public realm.



# 3.5

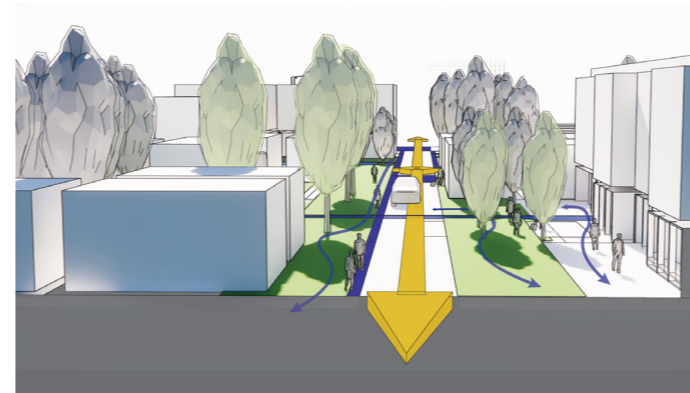
Urban Design Guiding Principle

## Public Realm

### Guidelines

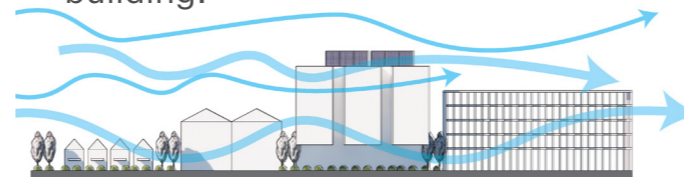
- G1. Users Safety**
- › A careful approach to balancing the functional terminal and air side vehicular requirements of the Airport with the safety, amenity and efficiency of pedestrians travelling to and from the terminal.
  - › Low vehicle speeds, footpaths, planting, material selection, pedestrian lines of desire, accessible amenities are integrated to give priority to pedestrians.

- G2. Connectivity**
- › Provide multiple exit points from any open space.
  - › Minimise blind corners within the public realm by developing sightlines, transparent material selection or developing alternative routes.
  - › Clear sightlines are created to spaces beyond, creating a visual connection and expansion across the precinct.



- G3. Passive Surveillance**
- › Maintain visual connections where possible between interiors and the public realm to enable passive surveillance to occur.

- G4. Wind**
- › Provide appropriate solutions to mitigate any impacts from wind within and beyond the site that are functional and do not compromise the coherence and compositional integrity of the building.



- G5. Lighting**
- › Lighting should provide night-time security and aesthetic enhancement. Consider the integration of night-time lighting into public artworks.
  - › Provide lighting at night for wayfinding to ensure personal safety and security. Areas where lighting would aid wayfinding and safety, include but are not limited to:
    - Entrances
    - Areas of group car parking
    - Roads, Streets and Paths
    - Communal outdoor spaces



## 3.6

Urban Design Guiding Principle

# Streetscape + Landscape

*Streetscape and landscape refer to the overall design of public spaces such as streets, open spaces, pathways, landscaping, micro climates, sun and shading. The elements must create a distinctive and inclusive place that retains its character for a range of public activities.*

## The Vision

The vision for the **Streetscape and Landscape** within the terminal should carefully balance the terminal and land side vehicular circulation requirements and the pedestrian experience. Frequent road crossings, clear sightlines, effective signage and intuitive wayfinding are all essential.

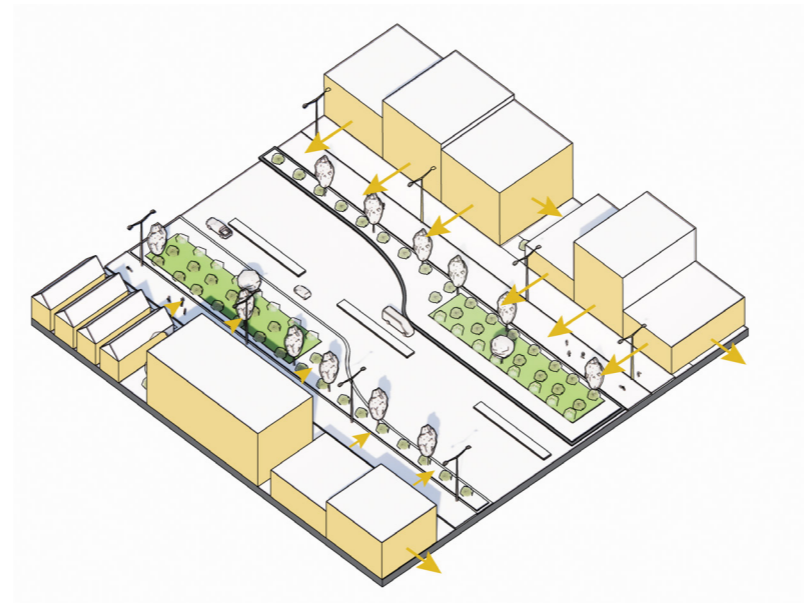
## Key Objectives

### Pedestrian Experience

- › Streets identified as public circulation routes are clearly defined by the front of buildings with active ground floors that intuitively encourage a sense of vibrancy, belonging and community connection.
- › Walking is supported and pedestrian amenity is improved.

### Access

- › Any new development must ensure the design for the streetscape and landscape is safe and easy to use for everyone.
- › Future proof the precinct for multi-modal transport options. Providing freedom of choice for the user.
- › Developments contribute to the vibrancy of the public streetscape to enhance and encourage users to use



multiple modes of transport.

- › The terminal has a busy network of roading that supports the terminal's many functions, it is important any new roading or path development incorporates well lit streets and walkways, frequent road crossings and intuitive wayfinding.

### Signage

- › Signage empowers all users to navigate and experience the precinct.

### Sense of Place

- › A sense of place is developed through consistency, integration and coherency of street objects and urban language.
- › Mana Whenua narratives are considered in the design process and outcome.
- › View shafts to living taonga and surrounding built forms are considered.
- › The Streetscape and landscape celebrate the natural environment it sits within. The outcome speaks to the region and the country.

# 3.6

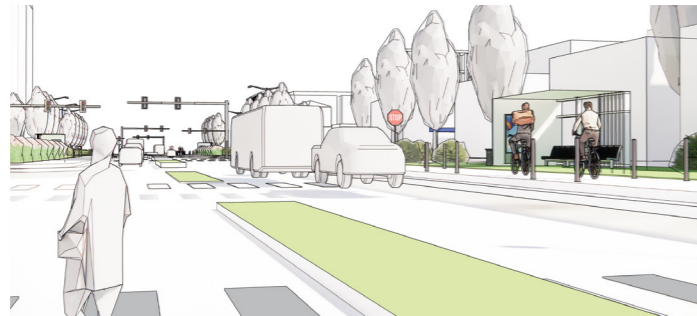
Urban Design Guiding Principle

## Streetscape + Landscape

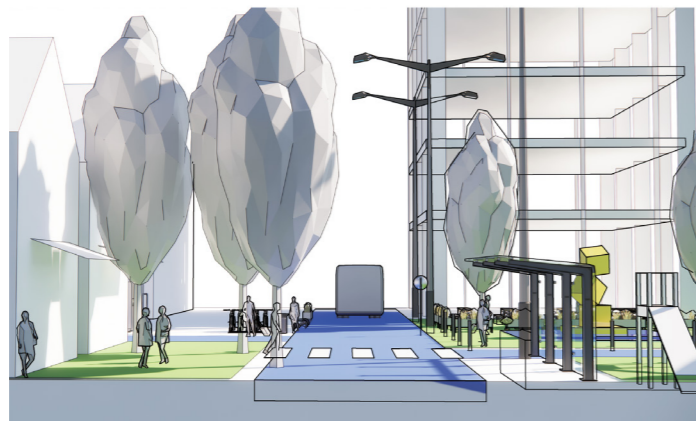
### Guidelines

#### G1. Pedestrian Experience

- › Frequent pedestrian road crossings, well lit pathways and accessible streets are all required to support safe pedestrian access throughout the terminal area.



- › Where possible locate service loading and drop-off points along the side of buildings and rear to avoid potential impact on the public interface.

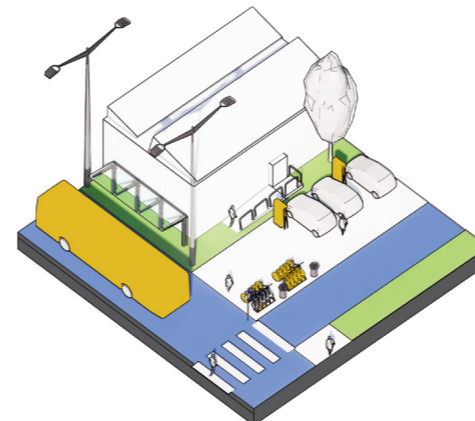


#### G2. Access

- › When assessing the parking requirements for a new development it is important to consider provision for all modes.
- › Integrate charging points for electric vehicles, e-scooters and e-bikes for the present demand and future demands.

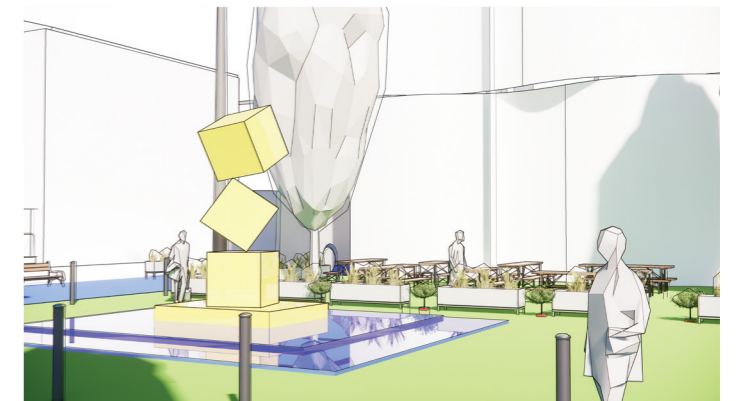
#### G3. Signage

- › Adopt best practice standards for signage legibility and colour contrast.
- › Signage to be consistent throughout airport terminal to support the development of place making.



#### G4. Sense of Place / Responding to Environment

- › Where possible, view shafts are established, preserved, and celebrated in areas of significance to the local community.
- › Integrate opportunities for public artwork, considering the opportunity to showcase people and place through storytelling.



## 3.7

### Urban Design Guiding Principle

# Facade + Interface

*Facade and interface refer to the relationship of building's appearance in context with the street and neighboring buildings. The architectural expression of facades can provide a variety of enduring materials, relief and colour.*

## The Vision

The vision for the **Facade and Interface** is to design a terminal area that is vibrant and engaging, reflecting the people, culture, and character of Wellington. In order to achieve this, any new development in the terminal precinct should prioritise active building facades that are in scale with their surroundings.

## Key Objectives

### Active Edges

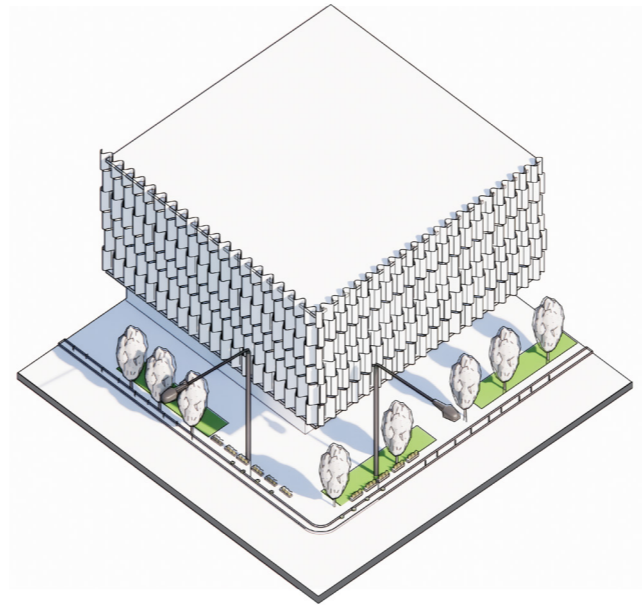
- › New developments positively contribute to the safety, amenity and visual qualities of the public realm through passive surveillance, active frontage and other edge conditions that support pedestrian activity.

### Scale

- › A sense of human scale is considered at the publicly occupied edges of buildings by using appropriate materials, detailing, floor-to-floor heights and modulation.

### Responding to Environment

- › Developments consider both the individual building's character and how it contributes to the collective precinct and suburban character.
- › The external appearance of the façade is composed coherently and, as a whole develops a sense of place within the Airport precinct.



- › The façade and Interface respond to the natural environment, including whakapapa of place, site context, surrounding urban form and the precinct's sense of place.
- › New development and built outcomes take meaningful steps towards a low carbon economy .

### Pedestrian Experience

- › Pedestrian experience is prioritised at public facing ground level interfaces.
- › Entrances are safe, intuitive and convenient for pedestrian access. Future proof facades to have footpath extended across the length of frontage.

# 3.7

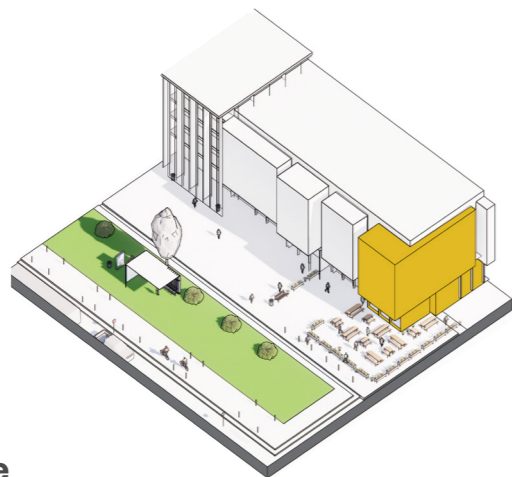
Urban Design Guiding Principle

## Facade + Interface

### Guidelines

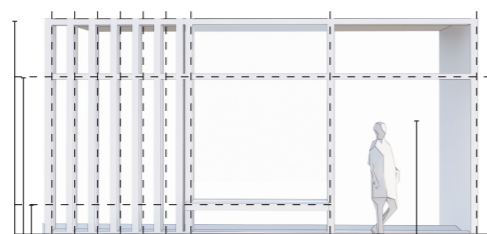
#### G1. Active Edges

- › The ground floor interface should incorporate active spaces along public interfacing edges, creating vibrancy and passive surveillance.

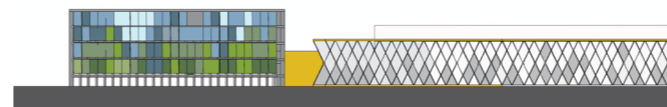


#### G2. Scale

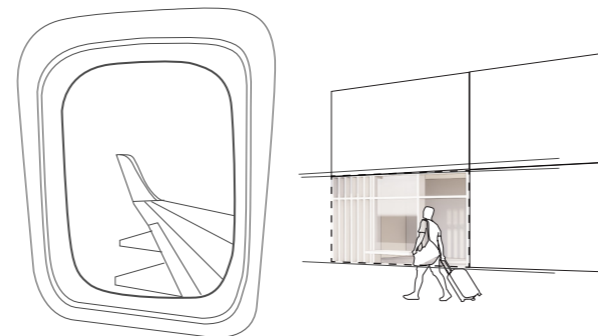
- › Where buildings are experienced at close range by the public, they should feature appropriately scaled texture, openings or other forms of façade articulation to ensure they contribute positively to the amenity and human scale of the public realm.



- › Facade and building areas consistently viewed from far away, for example on a plane or a neighbouring hill should be of a larger scale.



- › Consider the influence of the terminal areas building facades on the first and last impressions of visitors arriving or departing by plane viewing the terminal from the window seat.



- › Large, unbroken, flat expanses of wall should generally be avoided.

#### G3. Pedestrian Experience

- › Carefully consider height and depths of verandahs to provide environmental comfort to pedestrians, shelter, continuity with neighbouring forms, opportunities for integrated lighting and signage.



## 3.8

Urban Design Guiding Principle

# Energy / Resource / Land Efficiency

*Sustainability is globally relevant and will be embraced to celebrate the principles of long life, local cultures, working with nature and low energy targets to drive design outcomes.*

## The Vision

The vision for the **Energy, Resource and Land Efficiency** of the terminal precinct is to create a sustainable space that maximises the use of available land and minimises its impact on the environment. New developments will prioritise sustainable building strategies and site orientation, as well as reducing carbon emissions through the operation of buildings and minimising embodied carbon in construction. The goal is to create a development that is economically, socially, and environmentally sustainable for the long term.

## Key Objectives

### Land Efficiency

› Any new development is to consider compact and efficient building footprints and multi-use buildings and spaces.

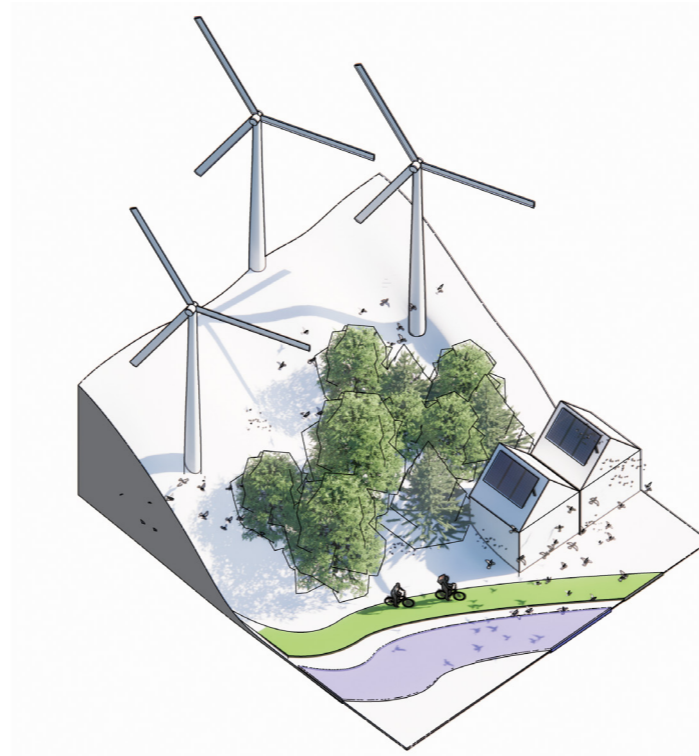
### Sustainability

› The development process and built outcome should take meaningful steps toward achieving carbon reduction, waste reduction and energy efficiency to support WIAL's commitment to achieving Net Zero emissions by 2030.

› Lowering energy requirements of the Airport.

### Waste Reduction

› Consider re-use of recycled materials for new developments.



› Consider the end of life processes for proposed materials and how they can be recycled/reused.

### Water

› The mauri (including the health and quality) of waiora (water) is maintained or enhanced by any new development.

### Carbon Reduction

› The development takes meaningful steps towards achieving carbon reduction.

› Consider the embodied carbon in any proposed materiality of new development and explore lower embodied carbon alternatives.

› Integrate passive cooling and heating strategies to any new development to reduce a building's dependence on mechanical cooling and heating.

# 3.8

Urban Design Guiding Principle

## Energy / Resource / Land Efficiency

### Guidelines

#### G1. Site Sustainability

- › New buildings and outdoor spaces are to incorporate adaptive features to reflect changing climatic conditions.
- › The natural features of the site are incorporated into passive heating, cooling and lighting strategies.



#### G2. Waste

- › Consider re-use of recycled materials for new developments and have an end of life strategy for recycling / reuse of building materials.

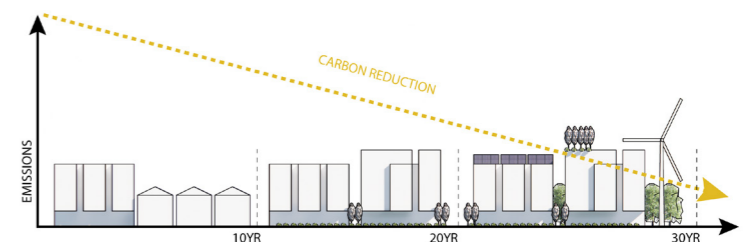
#### G3. Water

- › Water conservation methods and retention are recommended to be integrated into the landscape and building design.

- › Where possible, new development should improve the quality and reduce the quantity of stormwater runoff. This could be through:
  - Providing filtration and attenuation around car parks and other large impervious surfaces.
  - Capturing roof runoff in stormwater detention tanks for management.
  - Soakage/ground-water recharge
  - Implementing best practice water sensitive design that is appropriate for the site



#### G4.



#### Carbon Reduction

- › Where possible, design for natural ventilation, sunlight access, and low energy fittings to reduce carbon. Where possible, new developments should:
  - Select low carbon and carbon banking materials.
  - Specify locally sourced/ manufactured materials (reducing travel/shipping distances).
  - Utilise low energy fittings.
  - Install insulation over and above minimum requirements.
  - Orientate buildings to maximise solar access to improve energy efficiency.

## 3.9

### Urban Design Guiding Principle

# Detail + Materials

Details and materials refer to the close up appearance of objects and surfaces and the selection of materials in terms of detail, craftsmanship, texture, colour, durability, sustainability and treatment. It contributes to human comfort, safety and enjoyment of the public and private realm.

## The Vision

The vision for the Detail and Materials in the terminal area is to create a built environment that is resilient, sustainable, low maintenance and rich in cultural storytelling. To achieve this, the development would use robust and resilient materials, incorporate stories of people and culture and consider the life cycle of any new buildings materiality and detailing.

## Key Objectives

### Materials

- › Adopt low maintenance materiality that is durable and require little repairs or replacement. This means less maintenance and fewer materials used for repairs, reducing the building's environmental impact. Overall, using low maintenance materials is a smart choice for any new building.
- › Use articulation and architectural detail to keep areas of blank walls to a minimum and break up any excessive bulk of a building. Large areas of blank wall should be avoided, especially in pedestrian areas.
- › Visual interest is created through architectural features including façade depth, wall openings, entrance porches, balconies, roof lines and a variety of materials and colours, which also reduce excessive repetition of building forms.

1. Adopt materials and details that show care in design



and execution; consider the treatment of the base, middle and top in the overall building composition.

### Cultural Heritage

- › Consider opportunities for integrating local artists and Mana Whenua traditional uses of material and craft.
- › Take meaningful steps to acknowledge cultural heritage through the following strategies:
  - Integrate Te Ao Maori approaches to craft and materiality.
  - Use materiality to tell stories and express mātauranga.

### Carbon

- › Reduction of embodied carbon through the following strategies:
  - Specify durable, low-maintenance materials and consider future maintenance and repair costs.
  - Minimise consumption and waste e.g. specify standard sizes and use recycled elements or materials.
  - Specify materials that can be reused and recycled at the end of the building's life.
  - Favour locally sourced materials for their reduced transportation costs.
- › Refurbish, adapt and reuse existing buildings instead of demolishing them.
- › Consider energy consumption over the lifespan of the completed building. High embodied energy solutions such

as concrete and steel construction may be of benefit in the long term due to the thermal mass of the building reducing overall heating costs.

### Life Cycle

- › When designing a new building, it is important to consider the life cycle of a building material. The life cycle includes every stage of a material's existence, from extraction to disposal. This can help ensure that the building is sustainable and cost-effective.



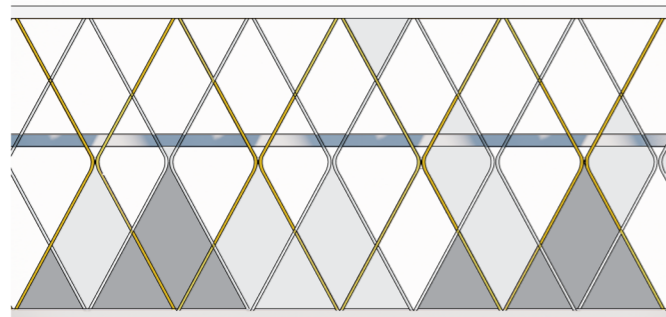
# 3.9

Urban Design Guiding Principle

## Details + Materials

### Guidelines

- G1. Materials**
- › Consider using physically robust, readily maintained materials and details in areas anticipated to have high wear, damage or vandalism. High quality finishes and good maintenance help establish an attractive image for a building or place.
  - › Consider the maintenance requirements for the development in the design so maintenance can be efficiently and safely carried out.
  - › Use glazing systems that maintain visual connections between public spaces and building interiors.



- G2. Cultural Heritage**
- › Take meaningful steps to acknowledge cultural heritage through the following strategies:
    - Integrate Te Ao Maori approaches to craft and materiality.
    - Use materiality to tell stories and express mātauranga.

- G3. Carbon**
- › Where possible new developments should:
    - Select low carbon and carbon banking materials
    - Specify locally sourced/ manufactured materials (reducing travel/ shipping distances).

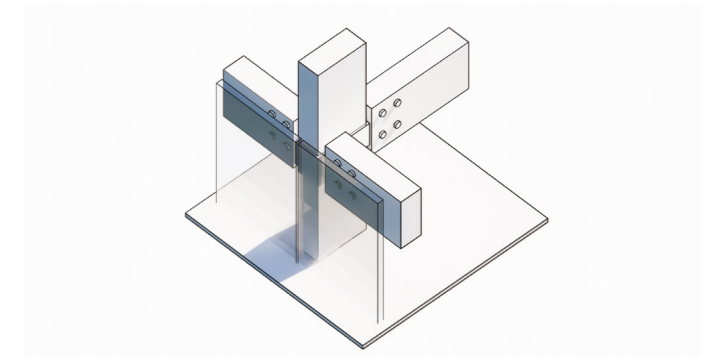
- G4. Life Cycle**
- › Where possible new developments should consider re-used and recycled materials, or materials with a high recycled content, should also be used where possible as these can significantly reduce the embodied energy in new development.

- › Consider the end of life processes for proposed materials and how they can be recycled/reused.



- G5. Visual Interest**
- › Ensure richness of detail is provided in public areas and other parts of buildings that are experienced by the public at close range and for extended periods of time.

- › Use three dimensional detail to give visual richness, depth and relief to facades.



- G6. Lighting**
- › Close-encounter frontage design tactics including integrated facade lighting that supplements general street lighting can support street-level atmospheres that are less intimidating and encourage passive surveillance.

