



# Wellington Airport Terminal Precinct Urban Design Principles & Vision



# Contents

## › 01

### Introduction

Contents	3	Introduction	5
		Designation Context	6
		Site Context	7
		The Terminal Precinct	8
		The Urban Design Principles	9

## › 02

### Engagement

Community Engagement	11
Feedback Summary	12
WIAL Cultural Engagement	13

## › 03

### The Urban Design Principles

Urban Structure	15
Density + Mix	17
Urban Grain	19
Height and Massing	21
Passenger/Public Realm	23
Streetscape and Landscape	25
Facade and Interface	27
Energy / Resource / Land	29
Details and Materials	31

# Introduction

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# 1.1 Introduction

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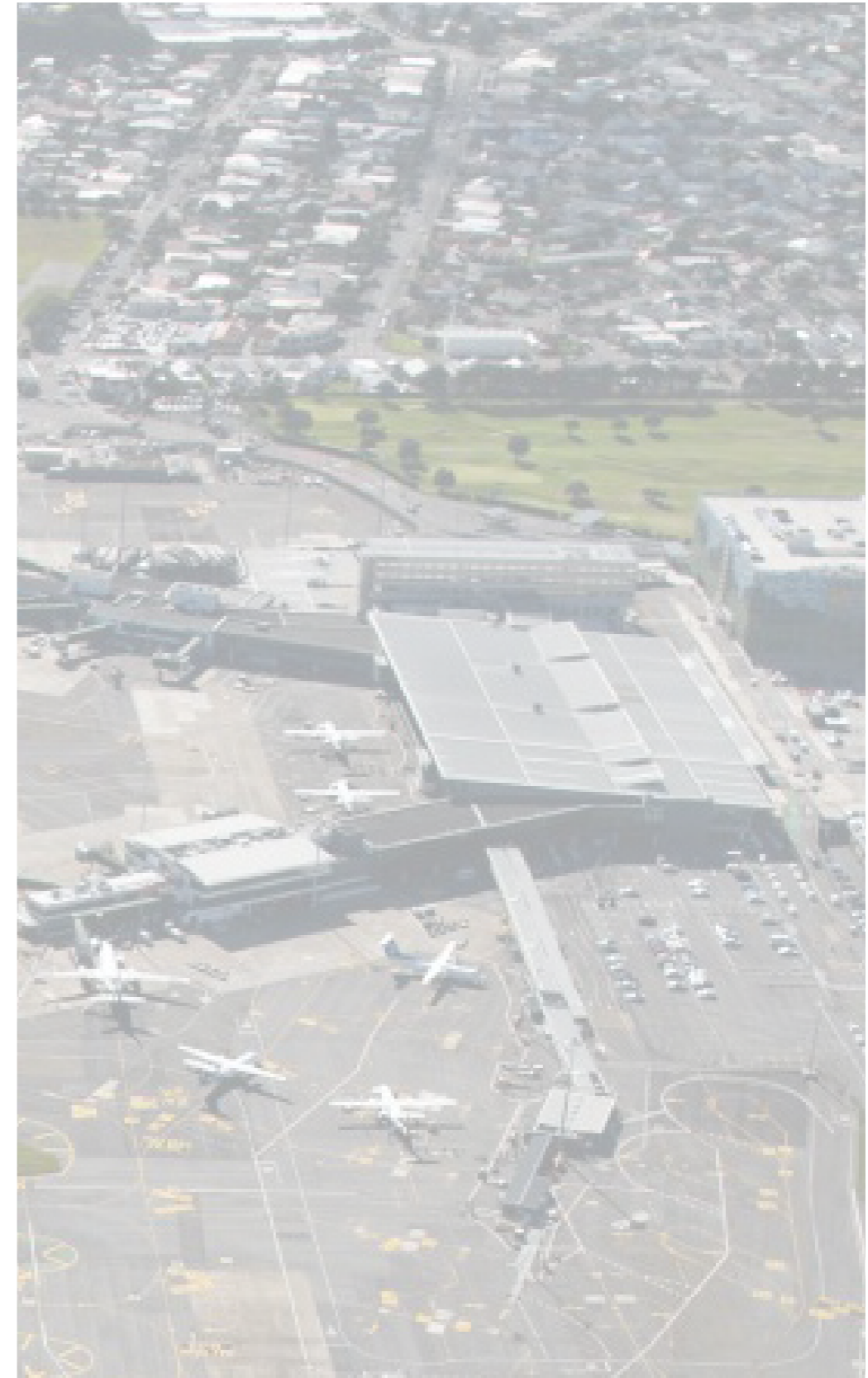
## › **Scene Setting**

Wellington Airport is an integral part of the urban structure of Wellington City, located on Te Motu Kairangi/The Miramar Peninsular, providing domestic and international air transport services for the capital city. The Airport operates within a relatively compact land area which is connected to the city with arterial roading and pedestrian routes. The Airport geography is bounded by coastal areas, suburban neighbourhoods and commercial activities.

The Airport embraces its sense of place within the city reflecting exhibition, events, culture, local identity, entertainment and the seat of government. The site has a dynamic geological history with strong meaning for mana whenua, with opportunities to celebrate these pūrākau/stories.

## › **Objective**

This document supports the Airport's Main Site Area Designation confirmed within the Wellington City District Plan. The purpose of these principles and associated guidelines are to support quality design and incorporate needs of future development within the Wellington Airport Terminal Precinct. This document is subject to requirements set out in a suite of Operational and Policy Documents, including for example, the WIAL Masterplan 2040 Vision, ICAO, CAA rules and guidelines, and the Main Site Area designation itself.



## The Urban Design Principles & Vision

Wellington Airport's Main Site Area (MSA) is designated in the Wellington City District Plan for Airport Purposes. The MSA is split into 5 separate airport precinct development areas, more specifically the:

1. Terminal Precinct
2. Broadway Area
3. South Coast
4. West Side
5. Airside

The Main Site Area Airport Purposes designation includes a 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 Site Context



## AIRPORT PRECINCT DEVELOPMENT AREAS & DESIGNATIONS

### MAIN SITE AREA DESIGNATION:

- 01 Terminal Precinct
- 02 Broadway Area
- 03 South Coast Area
- 04 West Side
- 05 Airside

### OTHER DESIGNATIONS:

- 06 Rongotai Ridge
- 07 Miramar South Area
- 08 East Side Area

### KEY

- WIAL precinct (as per WCDP)
- Golf Course
- Mixed Use, Industrial, Wastewater Treatment Plant
- 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.

### MIXED USE

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

- 01 Terminal Precinct
- Security Boundary

- Main vehicle transport routes
- Direction

# 1.4 The Urban Design Principles

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Main Site Area Airport Purposes Designation - Condition 15 - stipulates the requirement for a document describing the following nine 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. Passenger/Public Realm

## 6. Streetscape & Landscape

## 7. Facade & Interface

## 8. Energy / Resource / Land

## 9. Details & Materials

**Engagement**

**20**



# 2.1 Community Workshop

In the preparation of the Urban Design Principles and Vision, the local community was invited to a community workshop where the Urban Design Principles were discussed. Feedback was collected which helped develop the key objectives and guidelines for each principle as presented in this document.

The Community workshop was held on 2<sup>nd</sup> November 2022 at the Spruce Goose, Lyall Bay.

Workshop attendees:  
WIAL representatives, Warren and Mahoney (WaM) representatives and members from the following community groups:

- Destination KRL (Kilbirnie, Rongotai & Lyall Bay Business Association)
- Guardians of the Bay
- Strathmore Park Residents Association
- Predator Free Miramar
- Rimu Architects
- Scots College
- Wellington City Council
- Wellington Indian Association

WaM facilitated the workshop by reading each principle, facilitating discussion and time keeping.

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 was used to inform the Key Objectives and Guidelines that are identified in this document.

## 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. Passenger/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. Passenger/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. Passenger/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 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 of how Māori perspectives and cultural values can be recognised and provided for. WIAL is committed to ongoing and enduring engagement and partnership to achieve this.





# The Urban Design Principles

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# 3.1

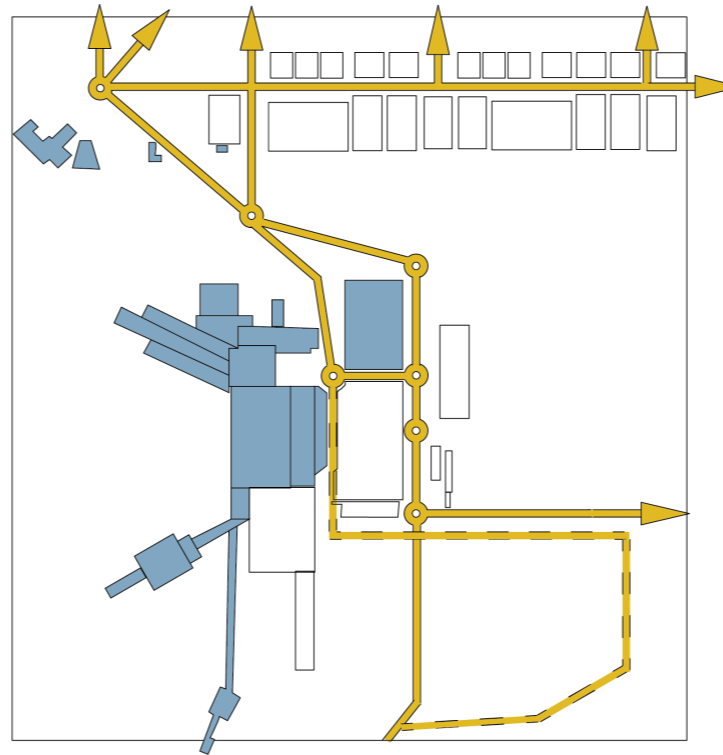
Urban Design Guiding Principle

## Urban Structure

The **Urban Structure** guiding principle refers to an identifiable, unified airport Terminal Precinct with considered connections to adjoining precincts, including cohesive transition of building bulk and massing. The urban structure lays the foundation for a safe, operational Terminal Precinct that supports pedestrian and vehicle activity, supporting the functionality of an airport.

### The Vision

The vision for the Terminal Precinct **Urban Structure** is to create well defined connections within the precinct, and to allow a cohesive development of airport infrastructure. The vision is to provide identity and legibility of building form that defines edges, creating an intuitive, clear urban structure that allows safe and efficient people and vehicle movements to and from the terminal.



### Key Objectives

#### Connections

- › Create clear, convenient and safe connections for vehicle transport modes and pedestrians within the Terminal Precinct.
- › Provide clear, intuitive wayfinding with well-defined and legible pedestrian routes between vehicle areas and Terminal buildings.
- › Where practical, separate pedestrian movements from vehicle movements.
- › Consider future adaptation to the urban structure to accommodate changes to transport modes and operations.

#### Cultural Heritage

- › Acknowledge local iwi culture and narrative of place, to guide urban structure principles.
- › Mana Whenua narratives are considered in the design process and outcome.

#### Human Centered

- › Prioritise a human-centered experience, with legible hierarchy for safe pedestrian movements, vehicle zones, and operational activities.
- › Balance the needs of pedestrians, cyclists and public transport users to safely navigate within the terminal precinct.
- › Ensure considered planning of both public and operational vehicle routes throughout the Terminal Precinct.

# 3.1

Urban Design Guiding Principle

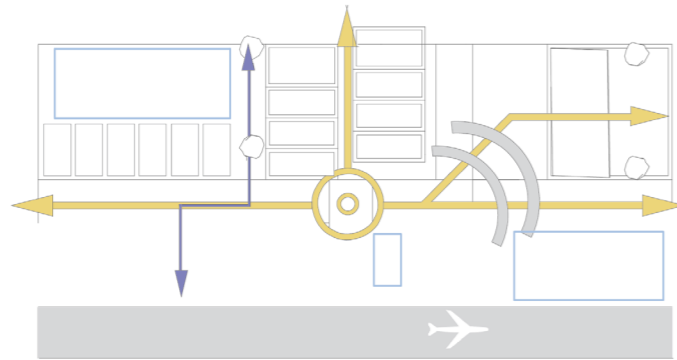
## Urban Structure

### Guidelines

**G1.**

#### Connections

- › Ensure the design of the main entrance(s) to the Terminal Precinct provides a sense of arrival and a gateway moment, signaling the arrival to Wellington International Airport from adjoining city areas.

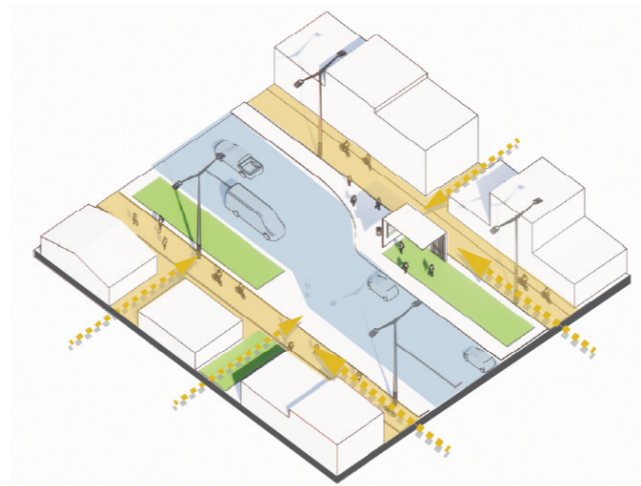


- › Building entries shall be articulated and clearly visible to support wayfinding.
- › Provide clearly identifiable and controlled public access routes, with protection from environmental conditions.
- › Create enhanced amenity for publicly accessible links within the Terminal Precinct, with connections to roads and walkways, beyond the Terminal Precinct.

**G2.**

#### Planning

- › Any new development should consider the needs of the Terminal operations and airside transport, for safe circulation throughout the Terminal Precinct. This is to enhance navigation, transport efficiency and safe accessibility for pedestrians, vehicles and airport operations.



- › Terminal precinct gateway thresholds shall indicate hierarchy of public arrival movements and routes through the precinct.
- › Consider creating new pedestrian access routes through building groupings for enhanced legibility and amenity.
- › Differentiate clearly between public movement and operational movement zones.

**G3.**

#### Human Centered

- › Prioritise pedestrian safety and employ use of vehicle slowing mechanisms.
- › At interfaces between pedestrian and vehicle movements, ensure clear differentiation in surface treatments and use of vehicle slowing mechanisms.



## 3.2

Urban Design Guiding Principle

# Density + Mix

*The density and mix of various building scales can promote pedestrian activity and create a lively Airport Terminal environment.*

## The Vision

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

## Key Objectives

### Mixed Uses

› Support Wellington Airport's growing level of activity through high quality design and a mix of uses. A wide range of airport related commercial activity is essential to meeting the increasing volume of passengers, greeters and farewellers through the airport.

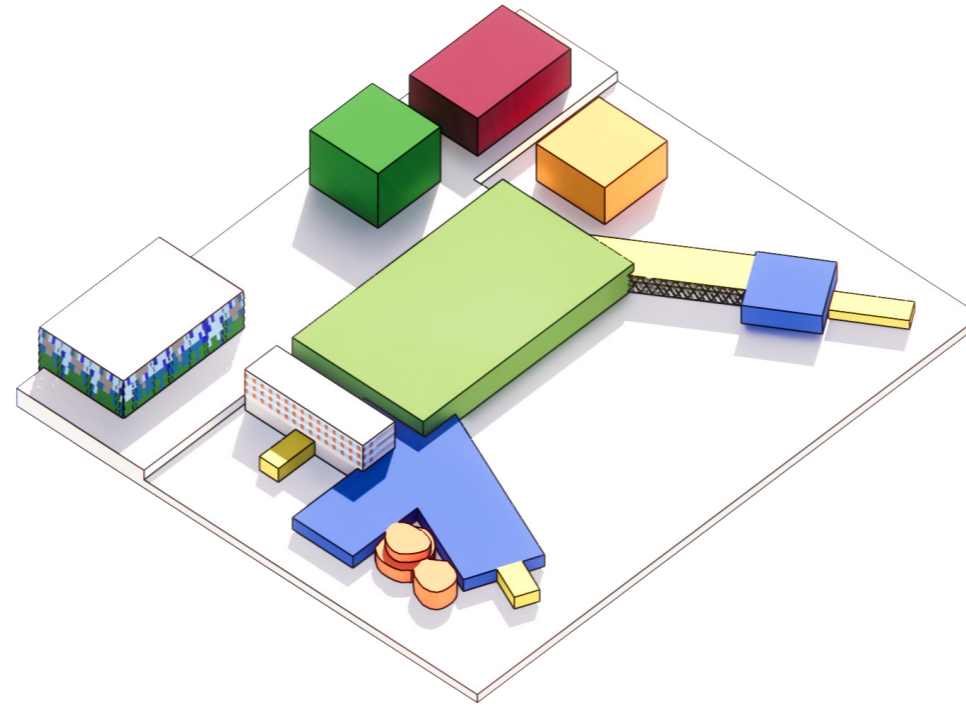
### Cultural Heritage

› Incorporate local history, culture, and traditions into design and planning within the Terminal Precinct. Work with Mana Whenua to consider design narratives. This can include using local materials, incorporating traditional architectural styles to create spaces that reflect Mana Whenua and the unique character of the area.

### Sense of Place

› The Terminal Precinct promotes a sense of place for Wellington Airport.

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



### Adaptability

› Buildings and spaces are designed to facilitate multiple airport related uses and changes in airport related use over time.

### Local

› The Terminal Precinct will integrate small local businesses alongside larger national commercial, hospitality and retail offerings to service the airport users.



# 3.2

Urban Design Guiding Principle

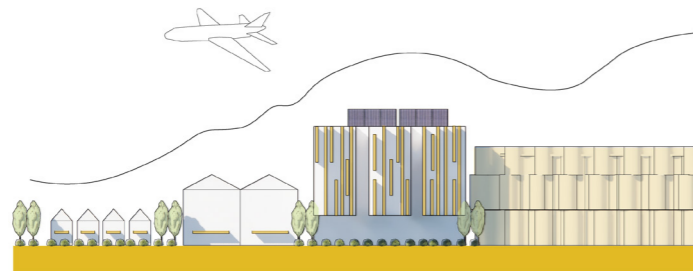
## Density + Mix

### Guidelines

G1.

#### Precinct Frontage

- › Encourage active visual engagement between people in internal and external spaces around the Terminal Precinct. This can include the use of transparent circulation cores and active edges along upper floor plates to animate spaces with activity.
- › Explore reflecting sense of place in building frontages that welcome passengers visiting Wellington.



G2.

#### Sense of Place

- › Reflect the local sense of place and introduce sound design precedents for the future by referencing the history of the site's development and use, referencing parts of the collective identity of Te Motu Kairangi, Rongotai and Lyall Bay, and incorporating elements of the underlying landscape patterns.

G3.

#### Mixed Uses

- › Incorporate a mix of airport related commercial, transport and infrastructure to provide resilience and future adaptability.



G4.

#### Adaptability

- › Design new buildings with flexible floor planning, resilient and adaptable construction with access to infrastructure and utilities. In addition, take into consideration the potential for future expansion or reconfiguration of the building, allowing it to adapt to changing circumstances.

## 3.3

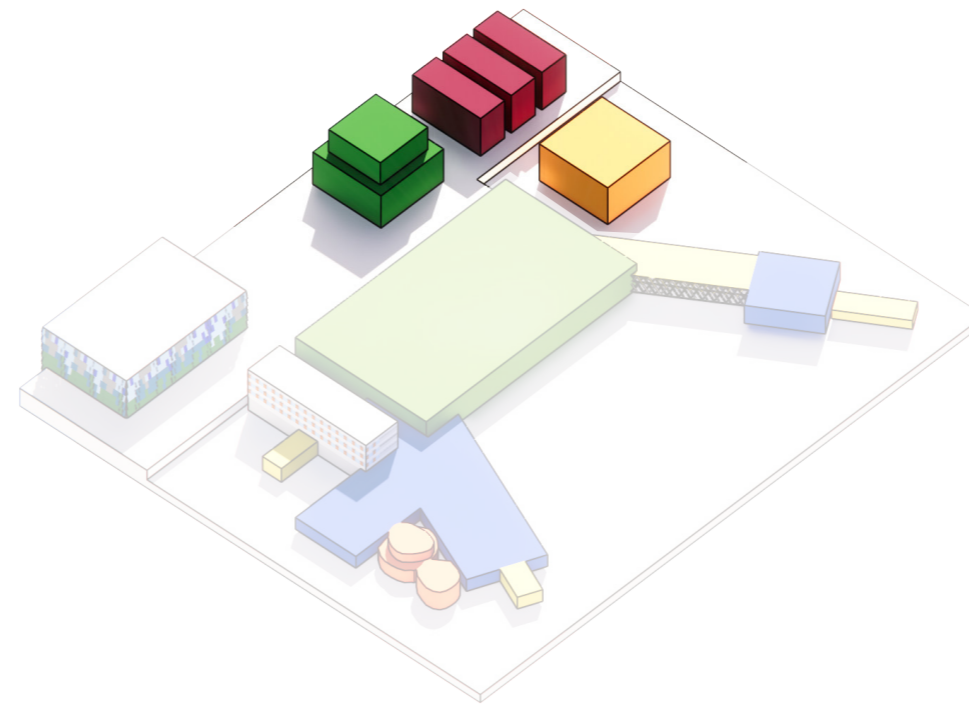
### Urban Design Guiding Principle

# Urban Grain

Urban grain refers to the characteristics of the layout and design of an Airport Precinct, 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 an 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, with the focus on safe and efficient movement of people.

### 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

› 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 built form is easily accessible and connected.
- › Making efficient use of existing infrastructure, facilities, and transport links.
- › Supporting and incorporating quality outcomes for streets, paths and passenger/public open spaces.
- › Future-proofing the adaptability, functionality, and capacity of infrastructure.

### Arrangement

- › Passenger/Public accessible spaces are carefully designed and appropriately located to provide amenity, shelter, and are safe and legible spaces which are enduring and easily maintained.
- › Arrange new developments clearly and legibly, so safe and comfortable for users at all times.



# 3.3

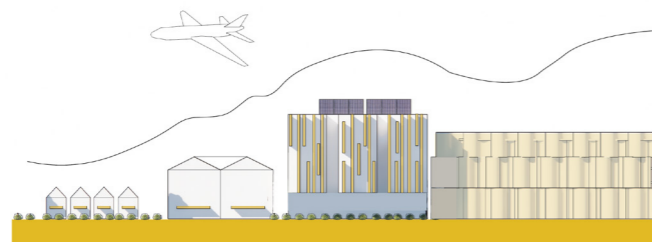
Urban Design Guiding Principle

## Urban Grain

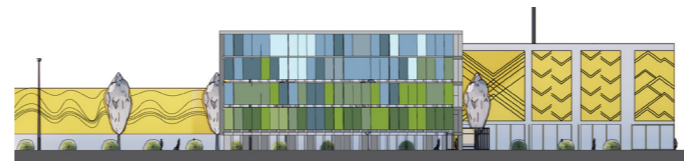
### Guidelines

- 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 for new developments within the Terminal Precinct to improve sunlight and daylight into the surrounding open space.
  - › Consider the mass and scale of adjacent buildings in the design of new developments.

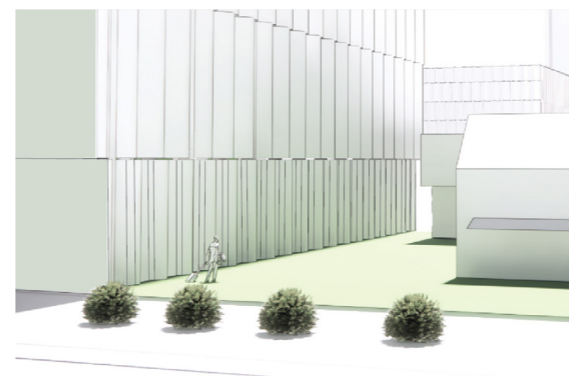
- G2. Architectural Coherence**
- › Create a consistent visual language throughout a new development. This can be achieved through the use of similar materials, colours, and architectural styles.



- G3. Identity**
- › Create and enhance the identity through quality design, that reflects the local people, culture and sense of place. This can be expressed through the use of local materials, local stories or collaborative design.



- G4. Built Form**
- › The gradual transition of scale is essential when integrating any new development in the Terminal Precinct with the surrounding urban context. Consider architectural transition of height, mass and bulk to built form edges: represent scale and typology of built form.





## 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 Urban Environment. It is an important aspect of urban design, helping to create a sense of order and visual appeal in the built environment.*

## The Vision

The vision for the **Height and Massing** in the Terminal Precinct 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 within the surrounding landscape and built environment.

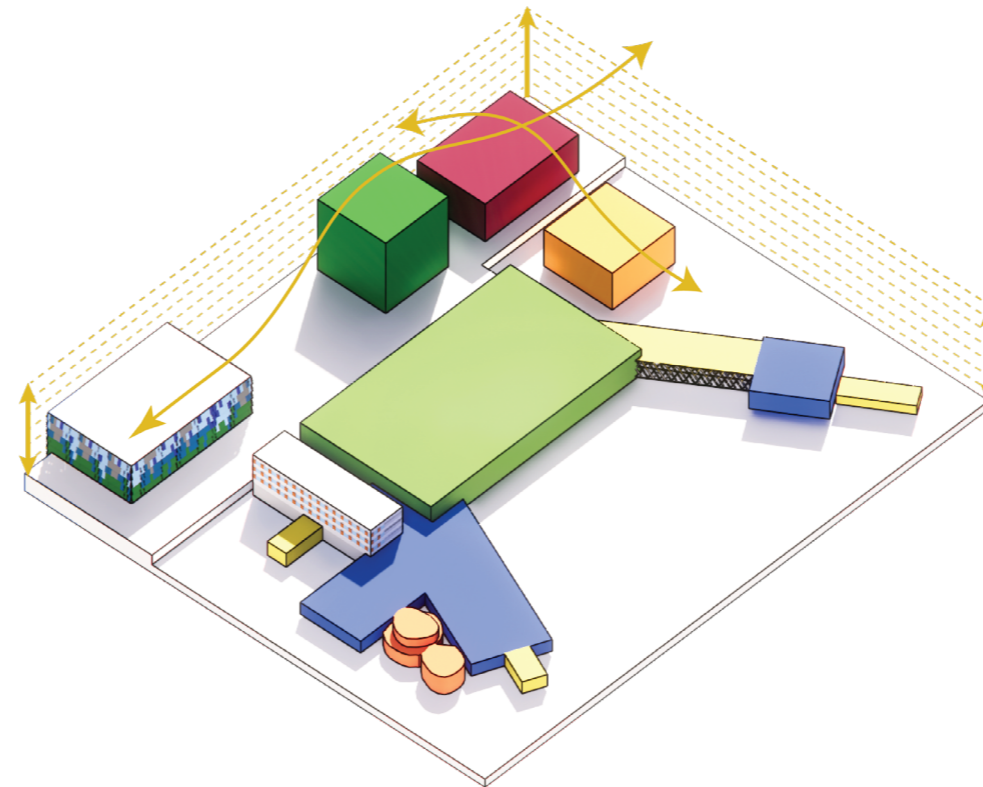
## Key Objectives

### Surrounding Context

- › Building heights for new developments should integrate into their surroundings and adopt a gradual height variation to the edges of the Terminal Precinct.
- › A visual viewpoint study from a variety of locations surrounding the Terminal Precinct should assess any new developments impact of height and mass to inform neighbouring adjacencies.

### Building Form

- › The integration of new developments within the surrounding context is important. Adopt strategies that consider appropriate massing, floor-to-ceiling heights and facade setbacks to compliment the surrounding areas adjacent to the Terminal Precinct.



- › Any new development that includes large buildings should consider adopting variations in colour and texture on the facades to create visual interest, recessing and projecting facade elements to avoid long flat monotonous facades and setbacks to up upper levels to break up the bulk and mass of the terminal buildings.

# 3.4

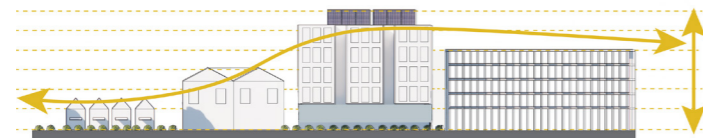
Urban Design Guiding Principle

## Height + Massing

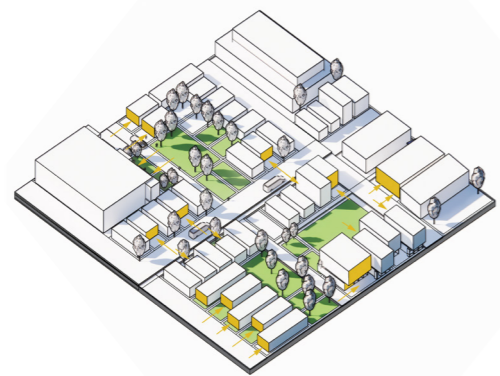
### Guidelines

#### G1. Building Height

- › Where possible, new buildings are appropriately scaled and placed to respect the privacy, amenity and outlook of adjacent sites along Broadway, and in the Rongotai area to the west of the Airport Site.

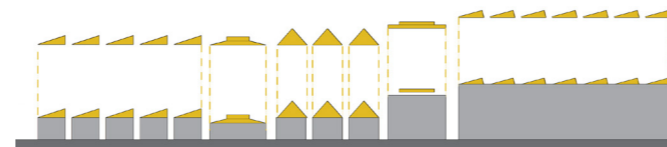


- › Where new buildings exceed the height of neighbouring buildings, ensure they enhance the skyline and surrounding urban environment, through consideration of the architectural composition.



#### G2. Built Form

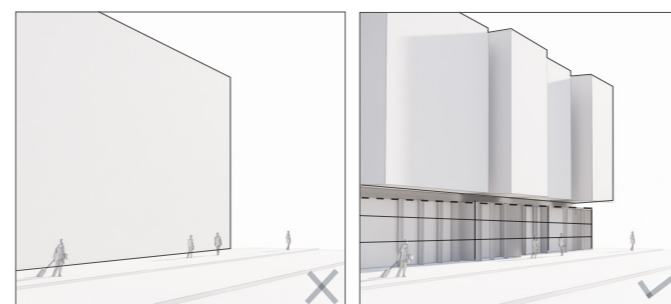
- › Ensure new development complements the local context within the Terminal Precinct. Where there are determining features of local context, identify and positively contribute through:
  - Architectural composition and roof form
  - Proportions of forms and openings
  - Visual rhythm of frontage widths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



#### G3.

#### Facade Articulation

- › Use facade articulation and architectural detail to minimise areas of blank wall and to break up any excessive bulk of a building, especially in pedestrian areas.



# 3.5

Urban Design Guiding Principle

## Passenger/Public Realm

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

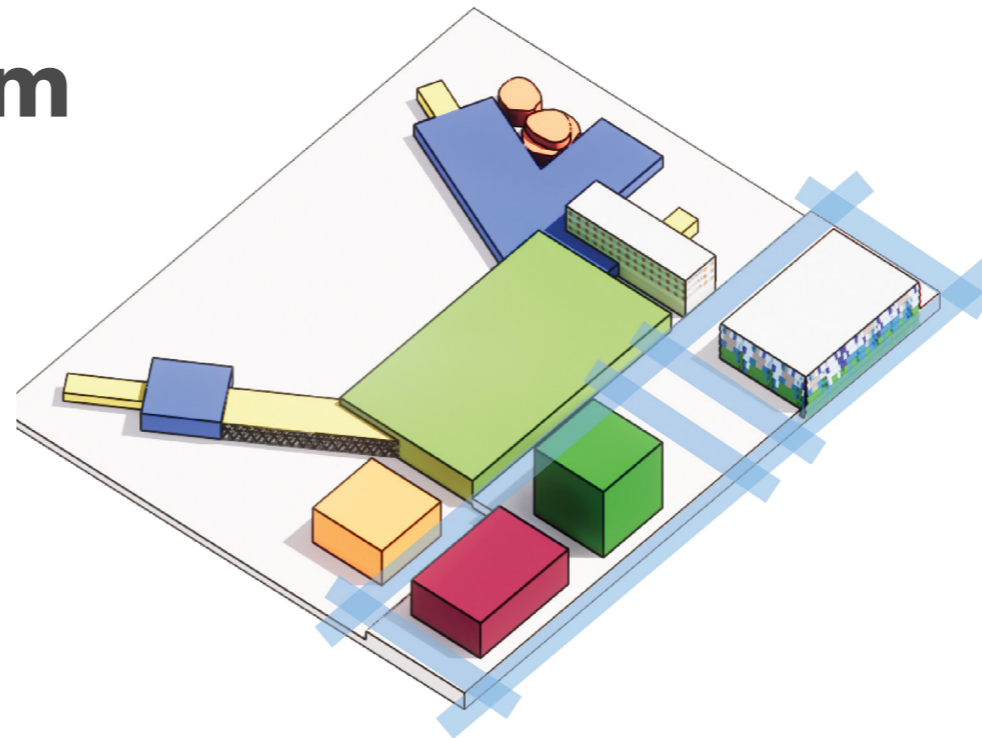
### The Vision

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

### Key Objectives

#### User's safety

- › Underpin high quality passenger/public realm design with an understanding of pedestrian circulation flow to create a successfully vibrant, diverse, safe and active public realm.
- › Airport security requirements need to be met, which are set out by International Civil Aviation Organization (ICAO) and the New Zealand Civil Aviation Authority.
- › The safety, amenity and experience of users is paramount to any new development.
- › All users must feel comfortable transiting through the Passenger/Public Realm.
- › Lighting design to all passenger/public realm areas should enhance the visual amenity, interest and safety of pedestrians.
- › New developments should integrate Crime Prevention through Environmental Design (CPTED) strategies to promote a safe streetscape for all users. Refer to the Ministry of Justice *National Guidelines for*



*Crime Prevention through Environmental Design in New Zealand.*

#### Cultural Heritage

- › Identify sites and stories of cultural significance within the Passenger/Public Realm that recognise the histories of Mana Whenua and celebrate Te Ao Māori.

#### Community Pride

- › Consider opportunities in the passenger/public realm to curate stories from the surrounding Eastern suburbs community.

#### Civic

- › The Airport contributes to resilient infrastructure for Wellington City. Incorporate tsunami and earthquake resilience strategies in new buildings, spaces and passenger/public realm.

# 3.5

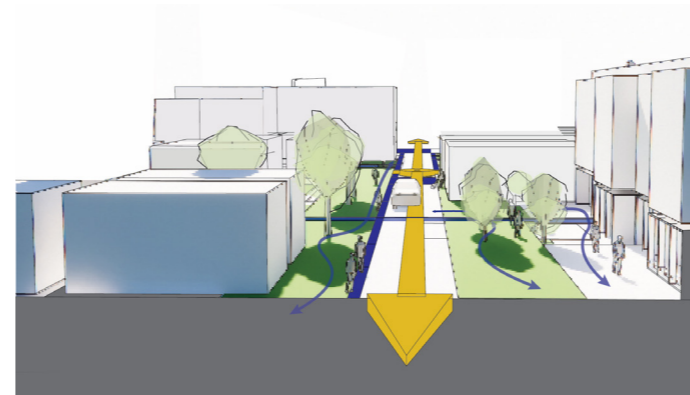
Urban Design Guiding Principle

## Passenger/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/routes of desire and accessible amenities are integrated to give priority to pedestrians.

- G2. Connectivity**
- › Provide multiple exit points from any publicly accessible open space.
  - › Minimise blind corners within the passenger/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.**

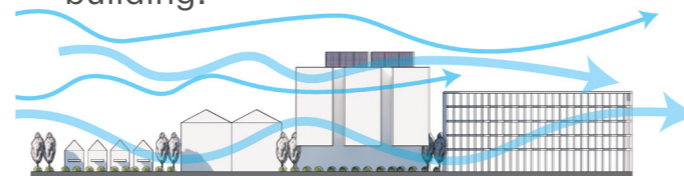
#### Passive Surveillance

- › Maintain visual connections where possible between interiors and the passenger/public realm to enable passive surveillance to occur.

**G4.**

#### Wind

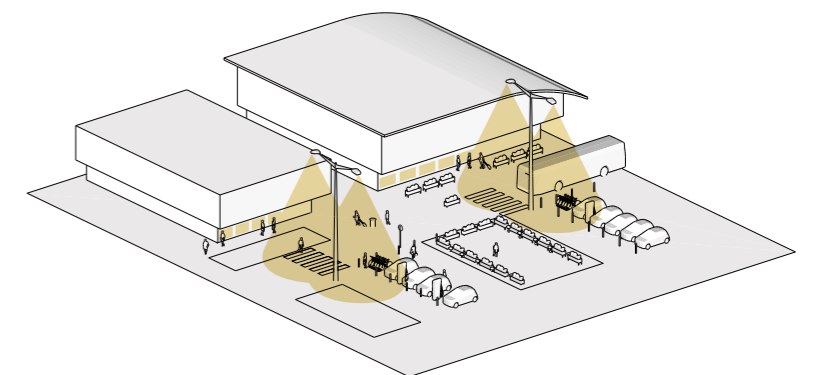
- › Provide appropriate solutions to mitigate any impacts from wind within and beyond the site that are functional and do not compromise the coherence and compositional integrity of the building.



**G5.**

#### Lighting

- › Lighting should provide night-time security and aesthetic enhancement. Consider the integration of night-time lighting into public artworks.
- › Consider Designation Conditions for illumination of outdoor areas within the Terminal Precinct.
- › Provide lighting for wayfinding to ensure personal safety and security. Areas where lighting would aid wayfinding and safety include but are not limited to: entrances, car parking areas, roads, pedestrian paths, loading docks, external service zones and public 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 environment that retains its sense of place for a range of operational uses.

## The Vision

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

## 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 airport community connection.
- › Pedestrian amenity supports safe, clear walking routes to and from the terminal building.

### 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, low height planting, frequent road crossings and intuitive wayfinding.

### Signage

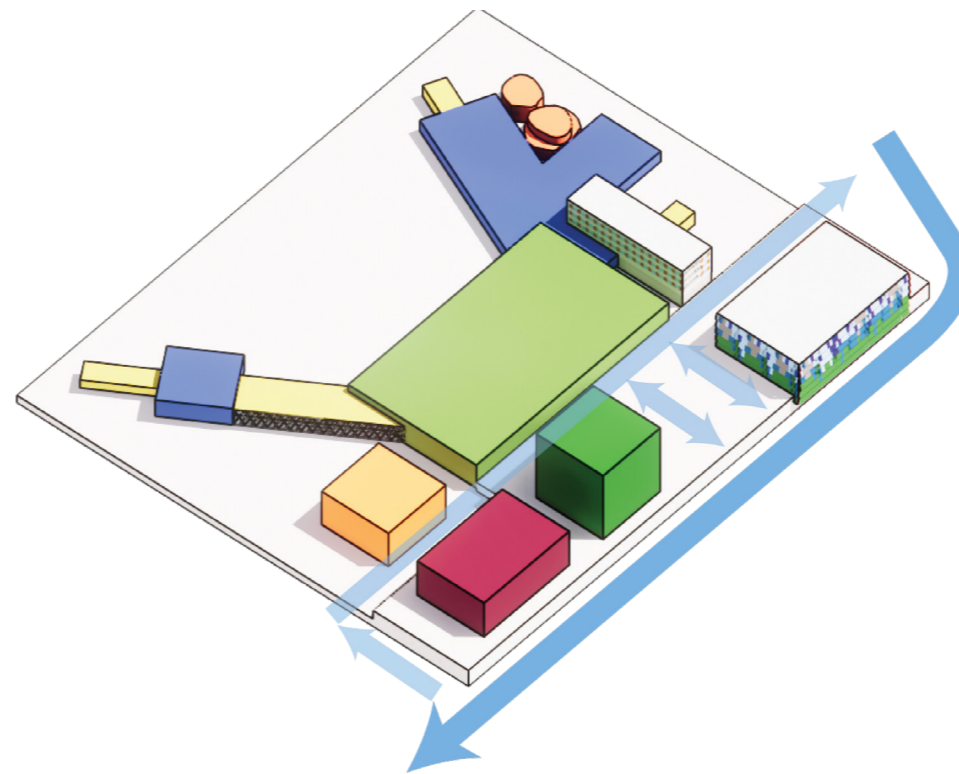
- › Signage empowers all users to navigate and experience the Terminal Precinct.

### 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 such as surrounding culturally relevant geology and visible natural forms, hills, sea and coastlines are considered.
- › The Streetscape and landscape celebrate the natural environment it sits within. The outcome speaks to the region and the country.
- › Local ecology is celebrated and acknowledged supporting low maintenance sustainable landscape outcomes.



# 3.6

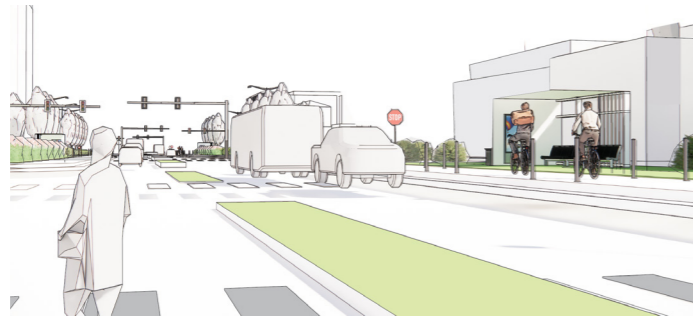
Urban Design Guiding Principle

## Streetscape + Landscape

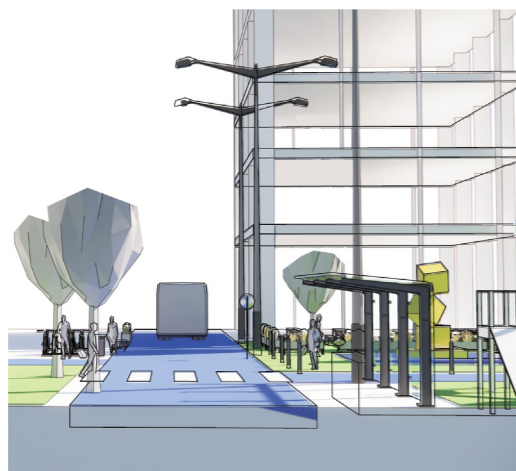
### Guidelines

#### G1. Pedestrian Experience

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



- › Where possible, separate public interface zones from service loading areas to avoid potential conflicts and improve pedestrian experience and airport operations.

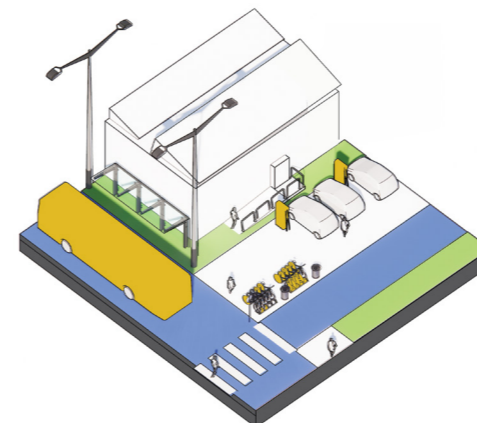


#### G2. Access

- › 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.

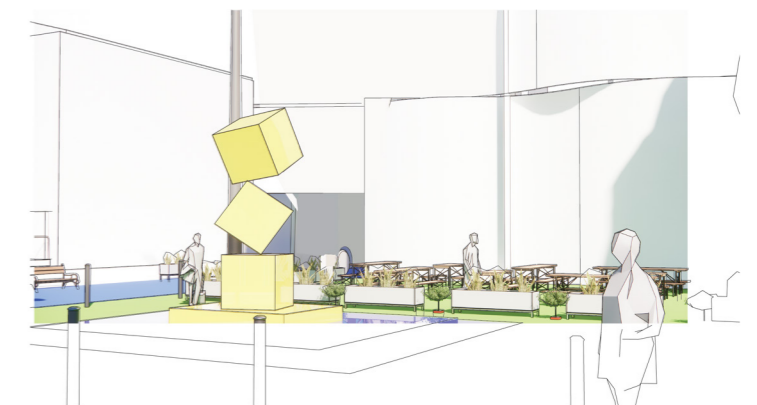
#### G3. Wayfinding Signage

- › Adopt best practice standards for signage legibility and colour contrast.
- › Signage to be consistent throughout the Terminal Precinct 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 Precinct 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 incorporate active building facades that are in scale with their surroundings.

## Key Objectives

### Active Edges

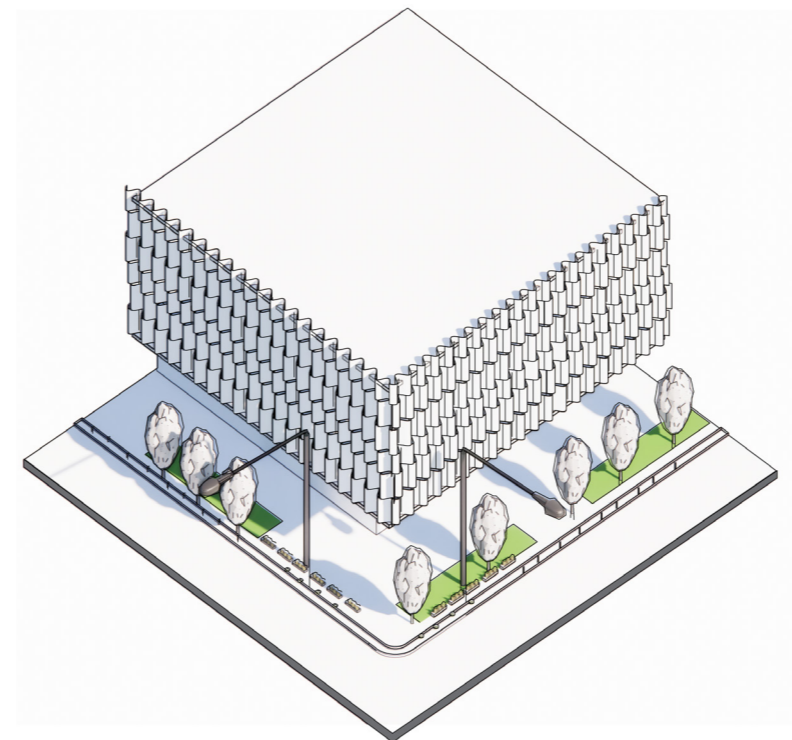
- › New developments positively contribute to the safety, amenity and visual qualities of the external circulation areas through passive surveillance, active frontage and other edge conditions that support pedestrian activity.

### 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 Terminal Precinct.



- › The façade and Interface respond to the natural environment, including whakapapa of place, site context, surrounding layout, mass and form.
- › 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.

### Enduring Outcomes

- › Utilise long lasting and low maintenance materials and systems to provide enduring facade and building envelope solutions.

# 3.7

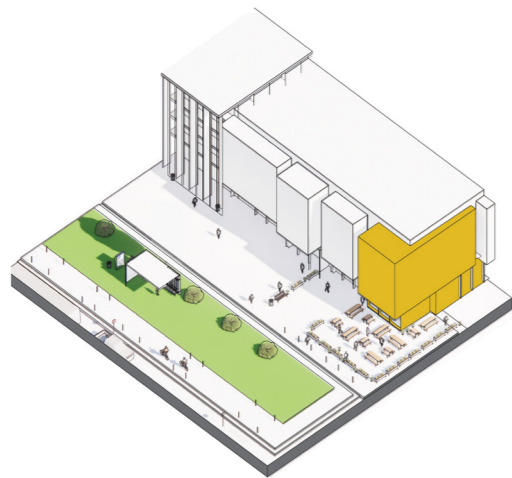
Urban Design Guiding Principle

## Facade + Interface

### Guidelines

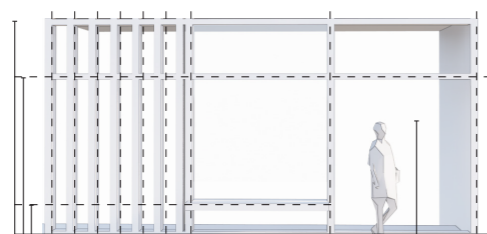
#### G1. Active Edges

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

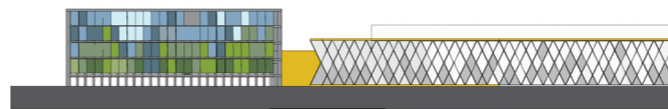


#### G2. Scale

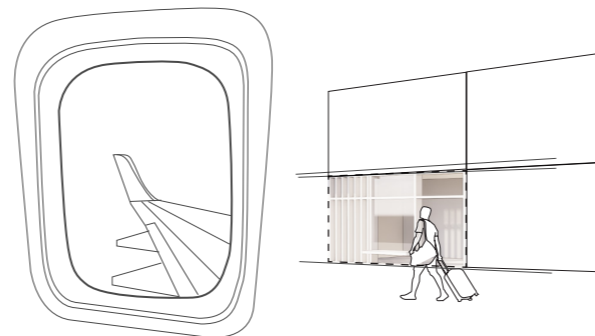
- › Where buildings are experienced at close range by the public, they should feature appropriately scaled texture, openings or other forms of façade articulation to ensure they contribute positively to the amenity and human scale of the passenger/public realm.



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



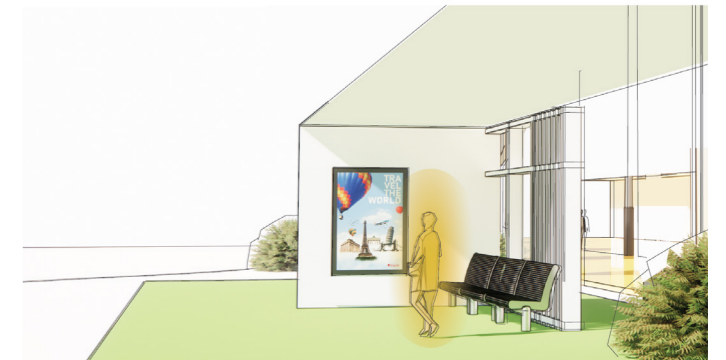
- › Consider the influence of the Terminal Precinct building facades on the first and last impressions of visitors arriving or departing by plane viewing the Terminal from the window seat.



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

#### G3. Pedestrian Experience

- › Carefully consider height and depths of canopies and building overhangs 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 urban environment 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 waiora/health and quality of water is maintained or enhanced by any new development.

### Carbon Reduction

› The development takes meaningful steps towards achieving carbon reduction targets.

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

› Integrate passive indoor environment strategies to any new development to reduce a building's dependence on high energy systems aligned to the airport vision.

# 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.



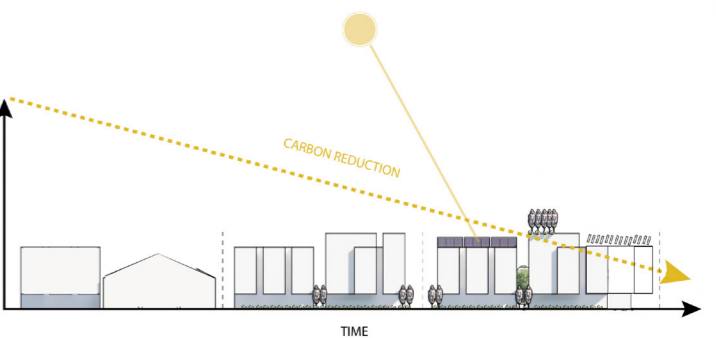
- G2. Waste**
- › Consider re-use of recycled materials for new developments and have an end of life strategy for recycling / reuse of building materials.

- G3. Water**
- › Water conservation methods and retention are recommended to be integrated into the landscape and building design.

- › 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 and Airport functions.



**G4.**



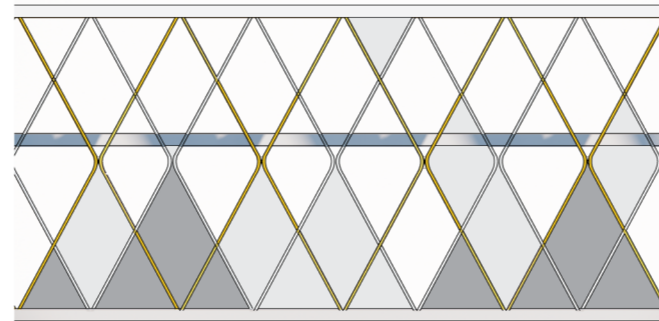
- Carbon Reduction**
- › Design for natural ventilation, sunlight access, and low energy fittings to reduce carbon. Where possible, new developments should:
    - Select low carbon and carbon banking materials.
    - Specify locally sourced/ manufactured materials (reducing travel/shipping distances).
    - 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 and an overall quality of composition.



## The Vision

The vision for the Detail and Materials in the Terminal area is to create an enduring built environment that is resilient, sustainable, low maintenance to suit the coastal and very high wind environment. To achieve this, any new developments should use robust and resilient materials, considering the life cycle of any new buildings materiality and detailing. Use of materials and details celebrates excellence and architectural meaning for the sense of place.

## 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.

- › 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. 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.

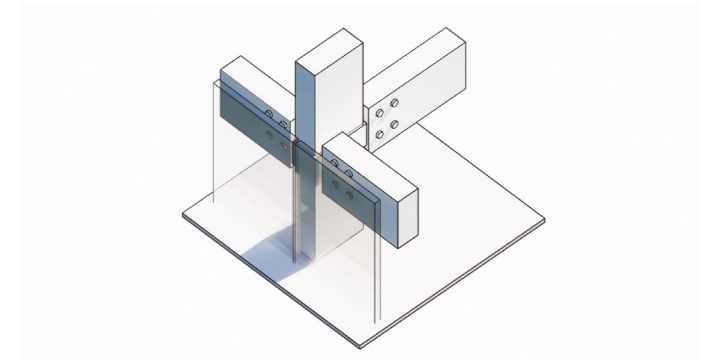
- G2. Cultural Heritage**
- › Take meaningful steps to acknowledge cultural heritage through the following strategies:
    - Incorporate Te Ao Māori co-design elements through cultural narrative, craft and materiality.
    - Use materiality to tell stories and express mātauranga.

- G3. Carbon**
- › Where feasible, 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.

