

12.4 Urban Structure

Principles

- To integrate with and complement the key elements of Wellington's urban structure.

Criteria

- Respond to the city grids, axes and movements.
- Complement the scale and character of the local built environment.
- Retain the typological significance and character of key streets.
- Preserve and enhance open space networks.
- Reinforce / complement the density and grain of the built form.
- Retain / reinforce the critical zones and elements that currently define the urban structure.
- Optimise opportunity for repair / improvement of urban structure.

Opportunities

- Acknowledge the city grid by exact alignment or positive deviation in alignments of movements and structures.
- Improve legibility of the city structure and axes in the sequence, direction and elevation of movements.
- Consider how the grid is experienced by vehicular and pedestrian users and the spaces that are left.
- Complement the transitions in the surrounding urban grain and retain a scale relationships.
- Enhance appreciation and accessibility to the institutional clusters.
- Provide opportunity for the city to consolidate or grow to the scale and density that best suits it's long term aspirations.
- To enhance the open space networks linking the National War Memorial to the basin to the Government House / School precincts to the town belt.

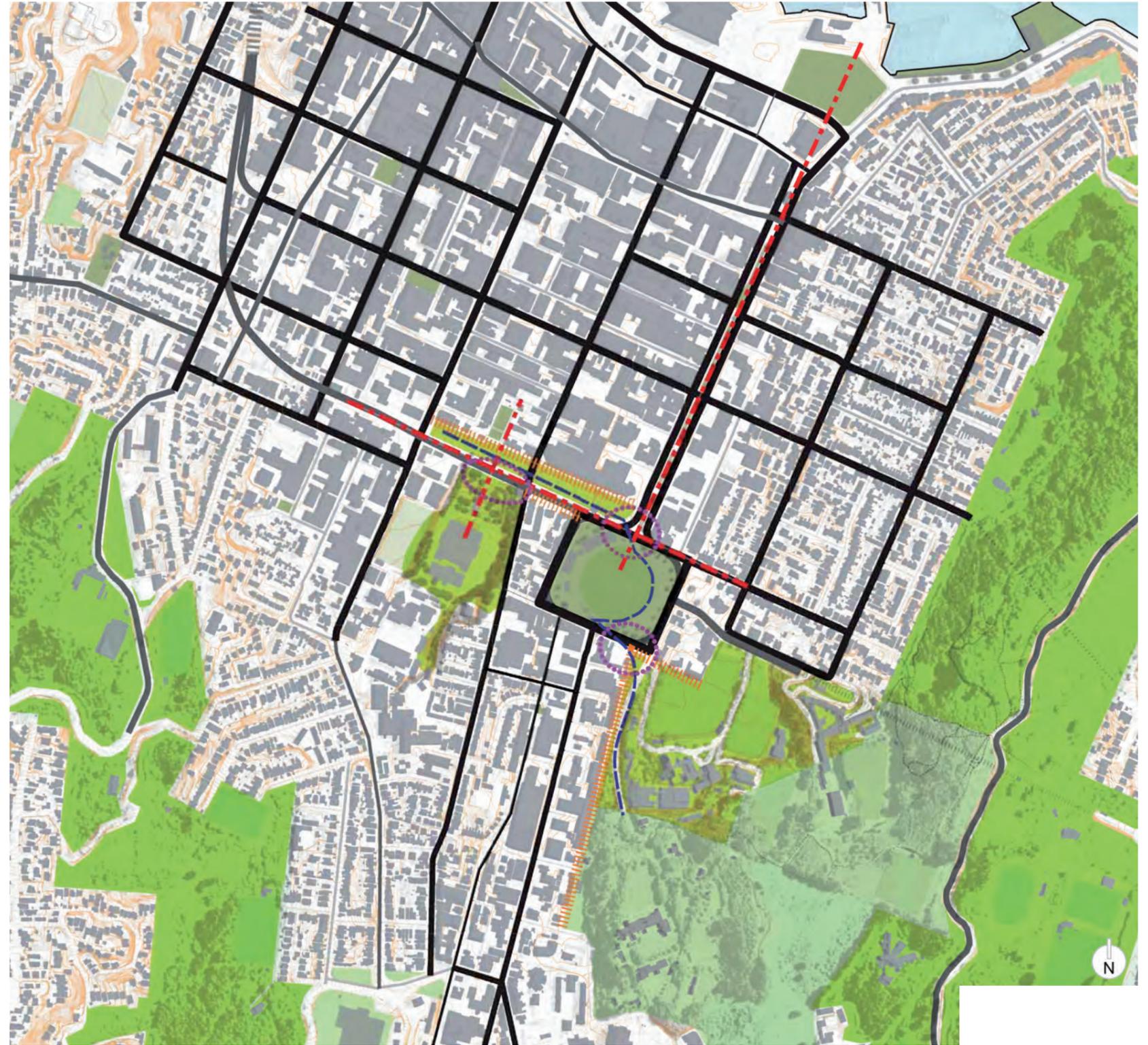


Figure 12.18: Urban structure

12.4.1 Landforms, Grids and Axis

Analysis

- The predominant orders of the city are defined by a combination of topography, historic water edges and historical street and property grid.
- These elements combine to create significant urban grid axes. These urban axes are predominately on the cities primary North / South City grid and currently exist between: the basin and the sea, Newtown and the City, and in relation to the National War Memorial.
- The Basin is situated in a zone of transition between grids, grid axes and landforms.

Opportunities

- Acknowledge the city grid by exact alignment or positive deviation in alignments of movements and structures.
- Improve legibility of the city structure and axes in the sequence, direction and elevation of movements.
- Consider how the grid is experienced and the spaces that are left.
- Acknowledge and appreciate the primary North / South City grid by its crossing / framing.
- Acknowledge and experience the grid's axial alignments of the Memorial.

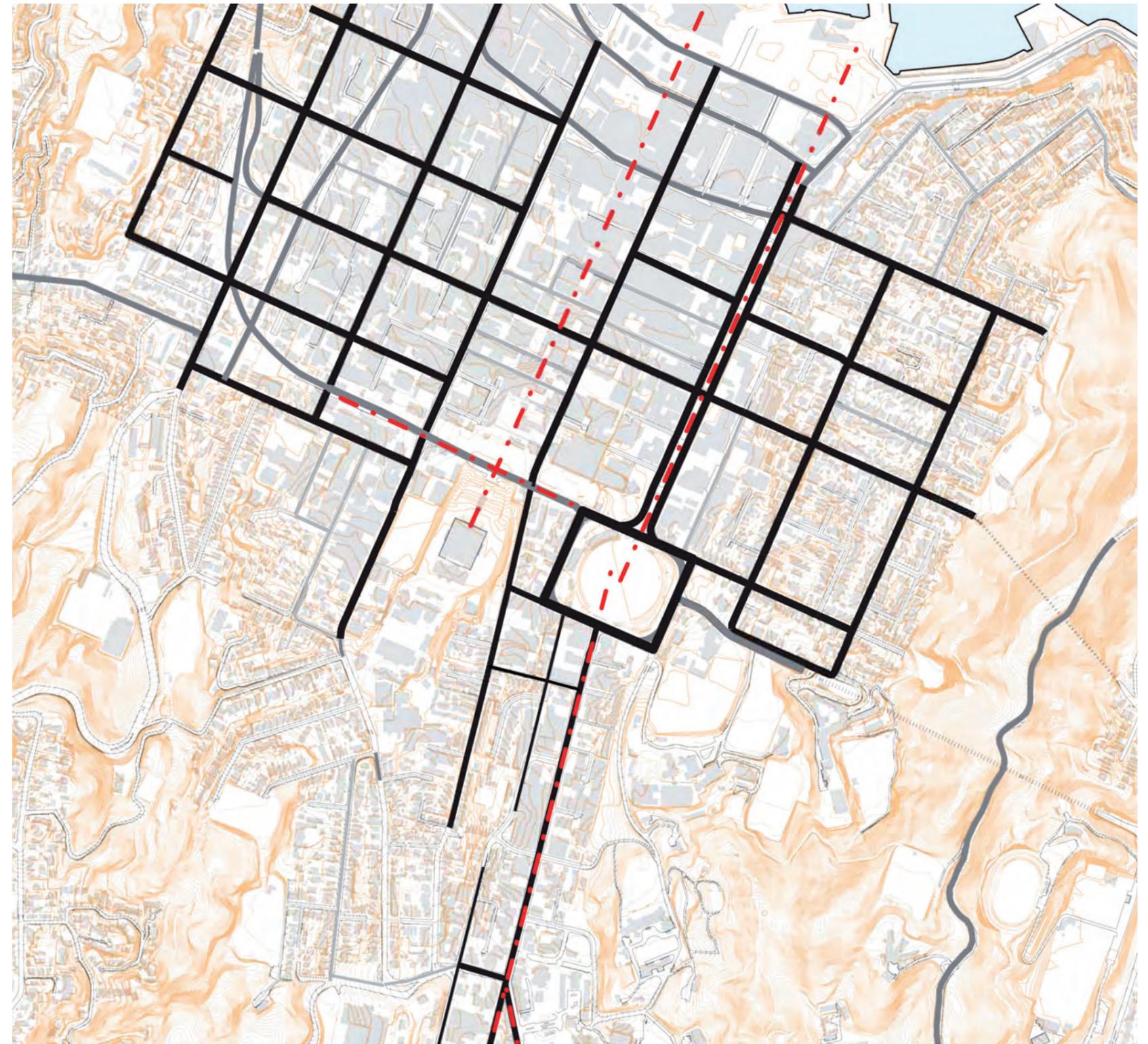
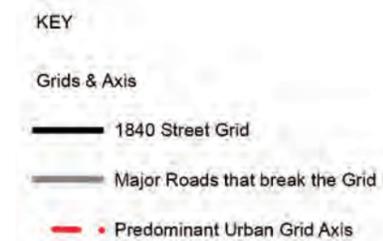


Figure 12.19: Landform, grids and axis

12.4.2 Urban Grain

Analysis

- The Basin is positioned at a transition between a number of social and community precincts (Refer to *Figure 12.20*). In conjunction with this land use, scale and grain shifts from fine to coarse with institutional / educational clusters in open landscapes between.

Opportunities

- Complement the transitions in urban grain, retain built form and space scale relationships with surroundings.
- Consider the horizon line created from the current urban grain; if breaking through, handle with elegance and lightness. Consider the undercrofts.
- Complement the adjacent texture and scale of detail.
- Enhance appreciation and accessibility to the institutional / educational clusters.



Figure 12.20: Urban grain



12.4.3 Precincts

Analysis

- The Basin sits within a built environment of varying actual and designated building heights.

Opportunities

- Respond to the scale of existing or likely building on each side.
- Provide opportunity for the city to consolidate or grow to the scale and density that best suits its long term aspirations.

KEY

Precincts as defined by District Plan	Building heights as defined by District Plan
Central Area	43.8m +
Inner Residential	43.8m (10 storeys)
Institution/Education	27m (6 storeys)
Suburban Centre	18.6m (4 storeys)
	14.4m (3 storeys)
	10.2m (2 storeys)
	0m
Building height as defined by "Adelaide Rd - Planning for the future" WCC.	
	Proposed 12m permitted / 18m discretionary
	Proposed 18m permitted / 24m discretionary

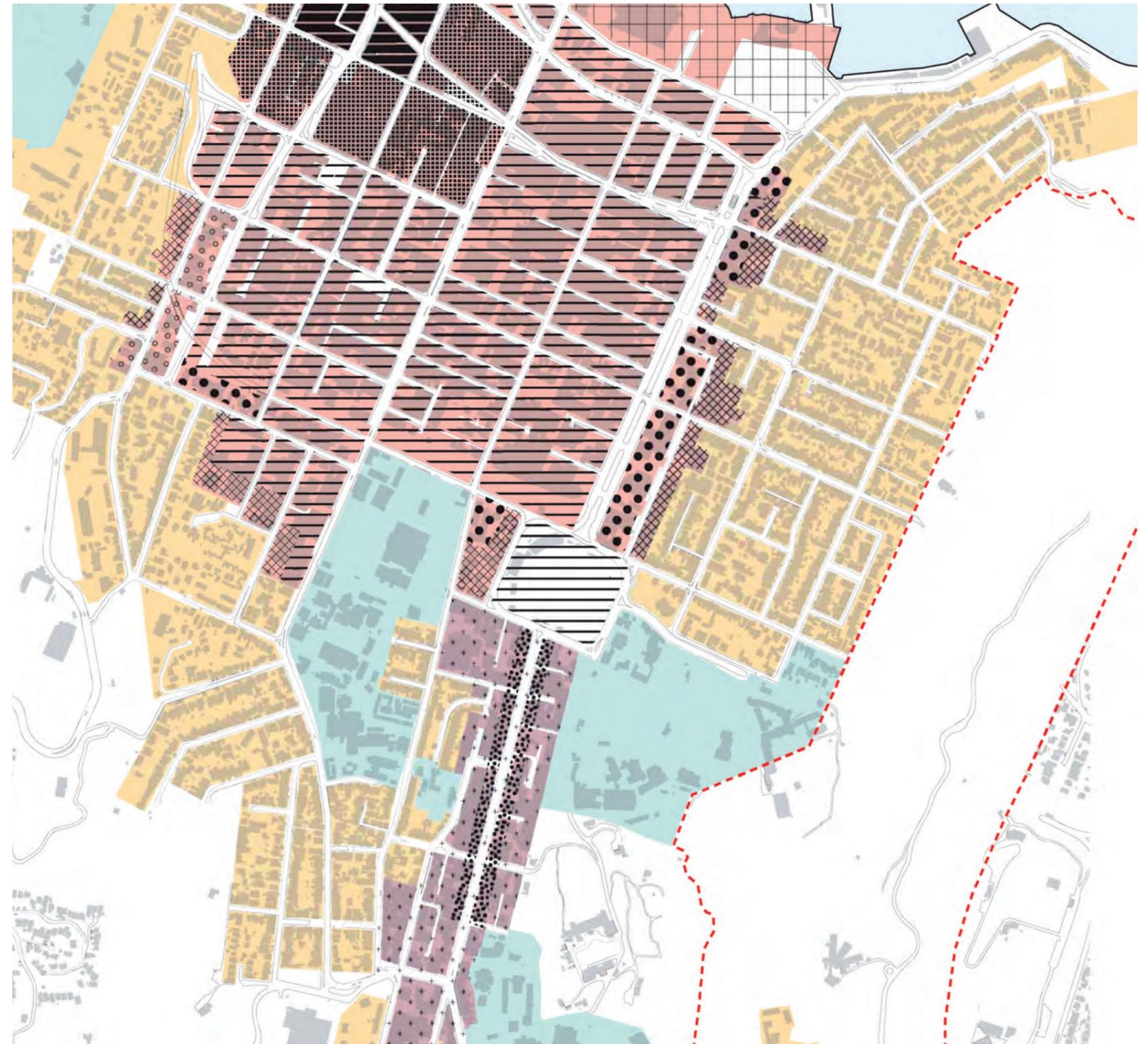


Figure 12.21: Building height restrictions

12.4.4 Urban Grain

Analysis

- The Basin is a pivotal component within the network of open spaces traversing the city.

Opportunities

- To enhance the open space networks linking the National War Memorial to the Basin to the Government House / School precincts to the town belt.
- Enhance the open space connections from the Basin to Kent / Cambridge to Waitangi to the Waterfront.



Figure 12.22: Open space network

KEY

Open Space

- Open Space Linkages
- Pedestrian Linkages
- Cultural Open Space Junctions
- Critical Open Space Interfaces
- Town Belt
- Walkways

12.5 Quality of Space

Principles

- To provide a range of high quality and accessible public spaces.
- To reinforce the diverse sequence of spaces within the city.

Criteria

- Provide high quality additions to the open space network.
- Allow additional open space to be integrated with existing open space networks.
- Minimise quantity of undesirable residual space.
- Preserve / enhance the quality of public domain.
- Optimise the quality of grade separation and convergence zones.
- Preserve and enhance quality of spaces on adjacent privately owned sites.
- Provide for active and safe environments.

Opportunities

- Integrate Memorial Park into Basin project.
- Use road project as catalyst to initiate better laneway spaces through Wellington.
- Integrate a range of small parks and plazas along the Adelaide Road / Kent and Cambridge Terrace North - South route.
- Road project to be catalyst for development on private land.
- Use proposed structures to articulate positive spaces.
- Use proposals to link town belts.



Figure 12.23: Views of spaces in and around the Basin

12.5.1 Typology

Analysis

- Kent and Cambridge Terrace is a major street space in Wellington, currently under performing in it's potential as a pedestrian street.
- Buckle St is a wide corridor under-utilised as a public space. Current east-west cross links between Basin and National War Memorial are poor.
- The National War Memorial is a revered ceremonial space that is too small for current needs. Large parts of the park are inaccessible due to steep slopes. Potential to expand the usable nature of the park will only occur to the north.
- The Basin is a pivotal enclosed space in Wellington. It suffers from poor connectivity with other quality spaces in Wellington.
- The Basin Reserve and Waitangi park are linked by Kent and Cambridge Terrace, although any direct connection is blocked by the New World supermarket.

Open Space Typologies

- Street
- Memorial
- Park
- Sports Grounds
- National Memorial vegetation



Figure 12.24: Urban typology

12.5.2 Open Space Quality

Analysis

- The Town Belt is dominant open space in Wellington.
- Town Belt doesn't link east to west.
- There are a lot of 'missing teeth' in terms of build form along the edges of Kent and Cambridge Terrace. These occur along both sides of Kent and Cambridge Terrace, within the Vivian Street to Basin Reserve block, and then on the Eastern side for the next block.

Opportunity

- The opportunity to fill in the 'missing teeth' open space with viable built or landscape solutions and improve the active edges of Kent and Cambridge Terrace should be explored with each option.

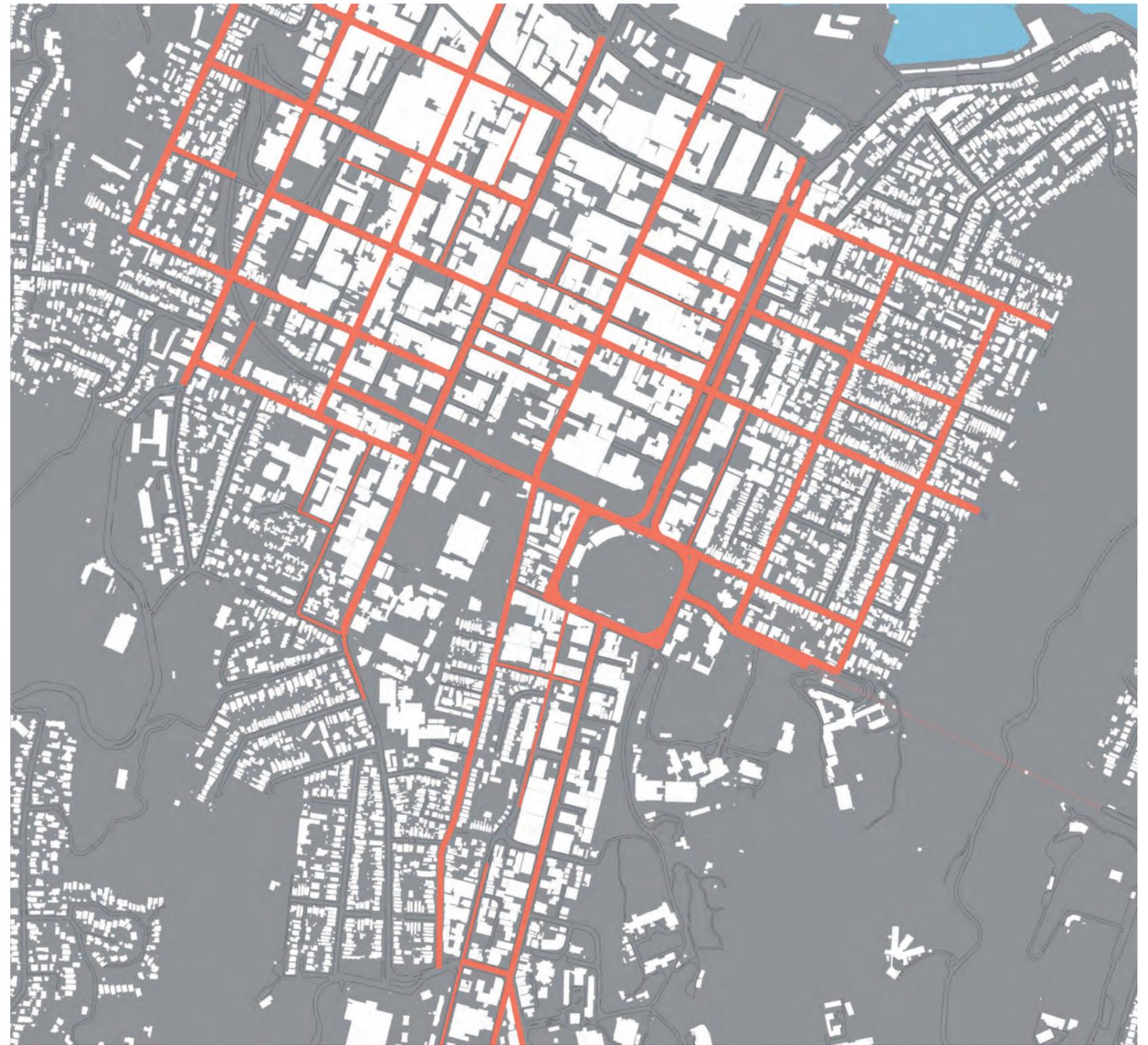


Figure 12.25: Open space quality

12.6 Connectivity: Open Space Connections

Principles

- To maximise inter-connectivity between all parts of Wellington.
- To maximise multi-modal transport options.
- To maximise visual connectivity.

Criteria

- Create high quality and high amenity PT, pedestrian and cycle links.
 - » South (East) to North (West).
 - » West to East.
 - » To and from the Basin.
 - » To and from neighbouring properties particularly public, community places.
- Create spaces and connections for procession.
- Create high quality drop-off transit zones.
- Optimise visual connections to key sites.
 - » South (East) to North (West).
 - » West to East.
 - » To and from the Basin.
 - » To and from neighbouring Opportunities.
- The Basin is in a pivotal position physical and visual open space the city.
- Enhance the pedestrian boulevard Cambridge and Adelaide Rd - and connections through the Basin.
- Manage and celebrate the key destination clusters.
- Improve the key conflict points, improving connectivity for both pedestrian and vehicular movement.

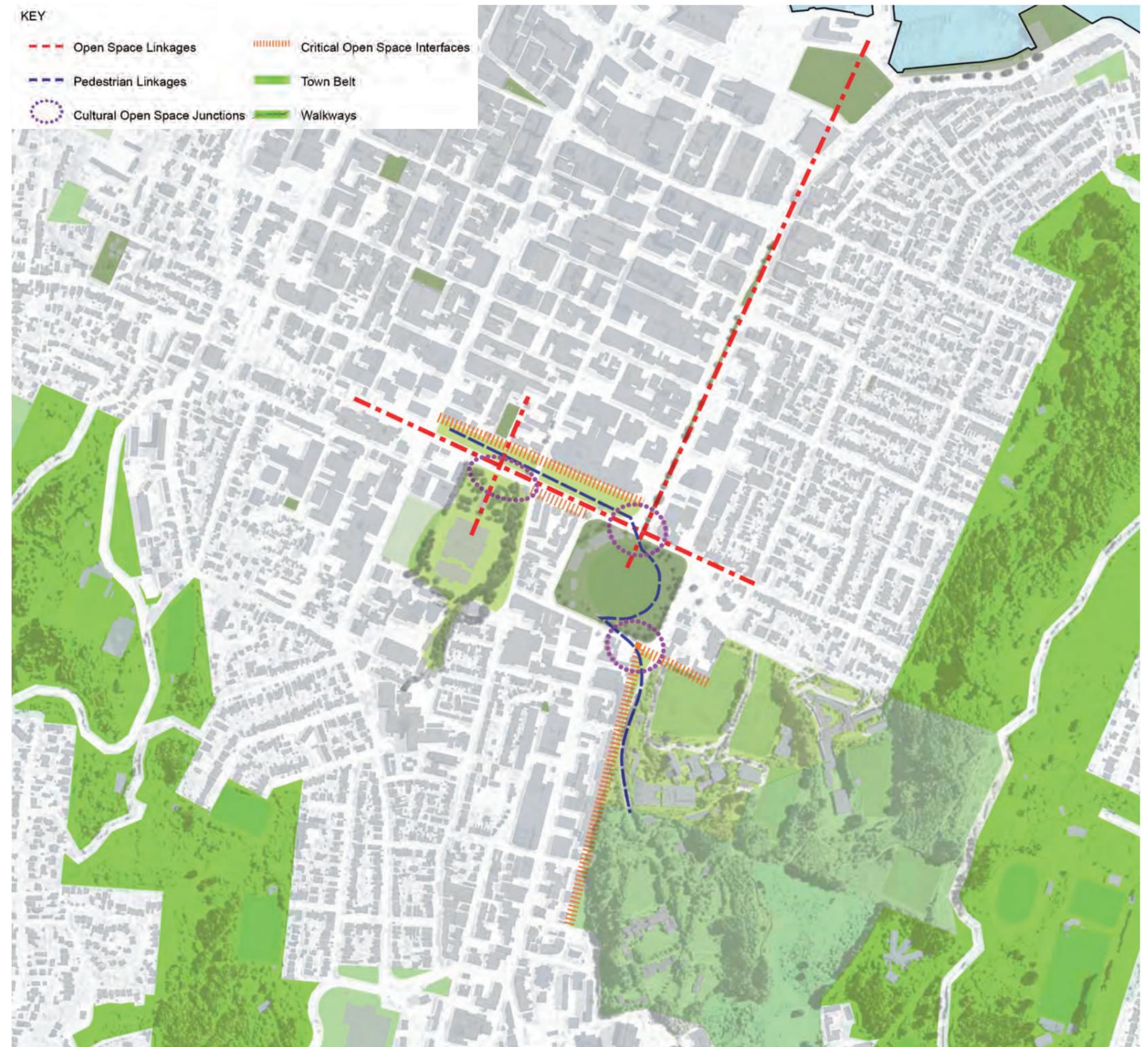


Figure 12.26: Open space connections

12.6.1 Ceremonial Connections

Analysis

- There are a number of citywide linkages which transverse the entire City.
- Separate hierarchies exist in both transportation perspectives and in a cultural linkage point of view. The Basin is in a pivotal position in relation to both of these systems.

Opportunities

- To better interrelate and overlay the processional / experiential linkages with the principle transportation arterial and city movements.
- For the transportation arterial to interrelate back and have greater engagement with the cultural and procession linkages.
- For the transportation arterial to engage through strengthened views, alignments, physical connections and axis amplification with the cultural institutions such as Government House and the National War Memorial.

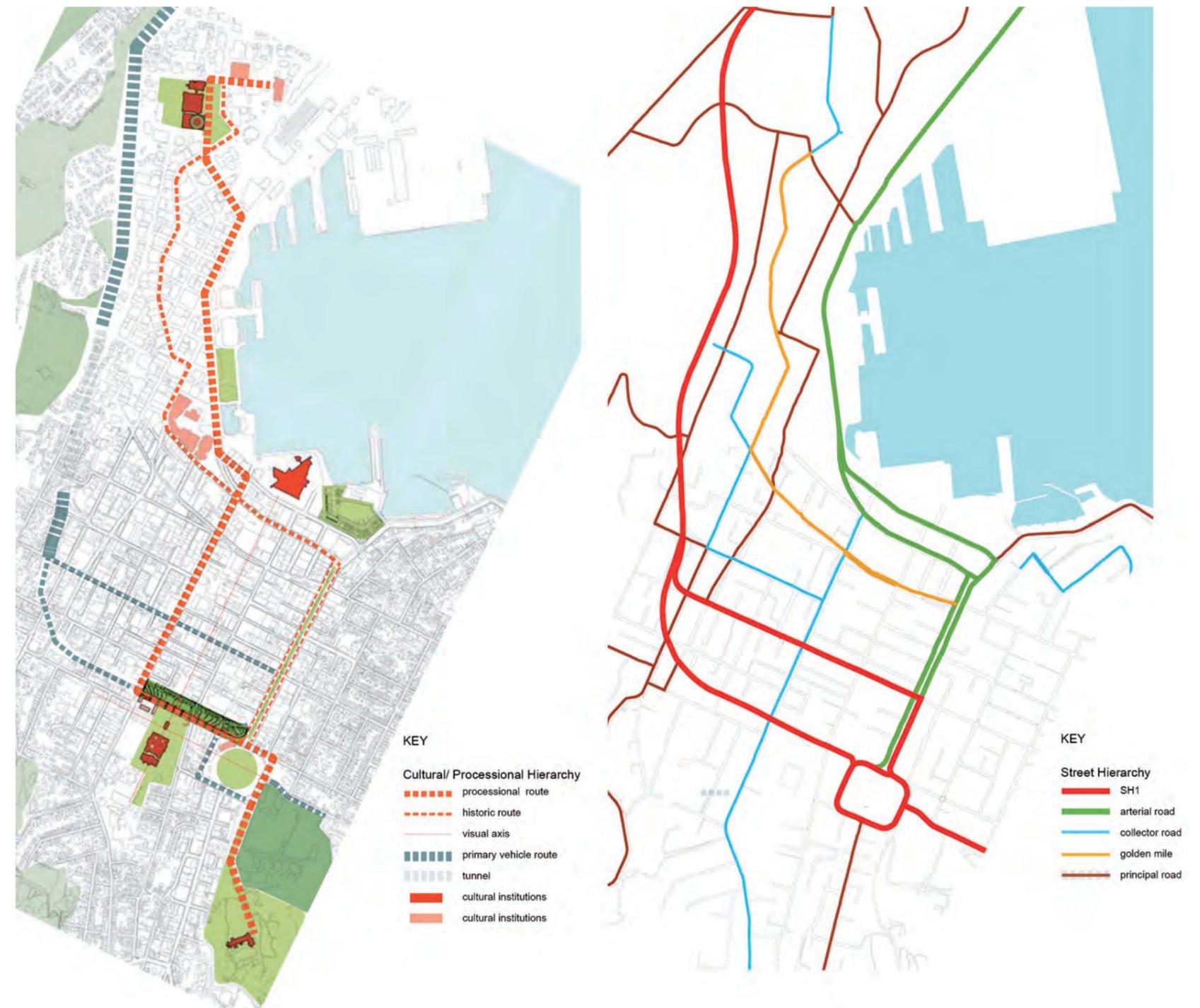


Figure 12.27: Ceremonial connections

12.6.2 Pedestrian Connections

Analysis

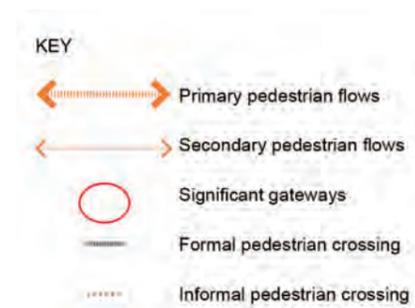
- The current pedestrian flows occur in a variety of drifts, lines and destination clusters.
- There are a number of key congestion points around the Basin that are critical to respond to in any new works.

Opportunity

- Enhance the pedestrian boulevard potential of Kent / Cambridge and Adelaide Rd - and their continuity and connections through the Basin.
- Manage and celebrate the key destination clusters including:
 - » The North and South entrances to the Basin Reserve;
 - » The National War Memorial;
 - » Entrance to Saint Marks Church School; and
 - » The Basin Reserve Wellington College and Government House.



Figure 12.28: Key pedestrian desire lines



12.6.3 Vehicular Connections

Analysis

- There are a number of conflict points between vehicular and pedestrian movements.
- The city is developing a range of 'fast' and 'slow' North / South links across the site.

Opportunities

- Improve the key conflict points, improving connectivity for both pedestrian and vehicular movement.
- The experience of movement around the Basin is a unique and potentially high amenity journey within the network of movements around the city. Glimpses into the basin, and perception of 'the other side' are opportunities that should be explored.
- Organise and distribute vehicle and pedestrian movements within to suit design speed of the adjacent streets.

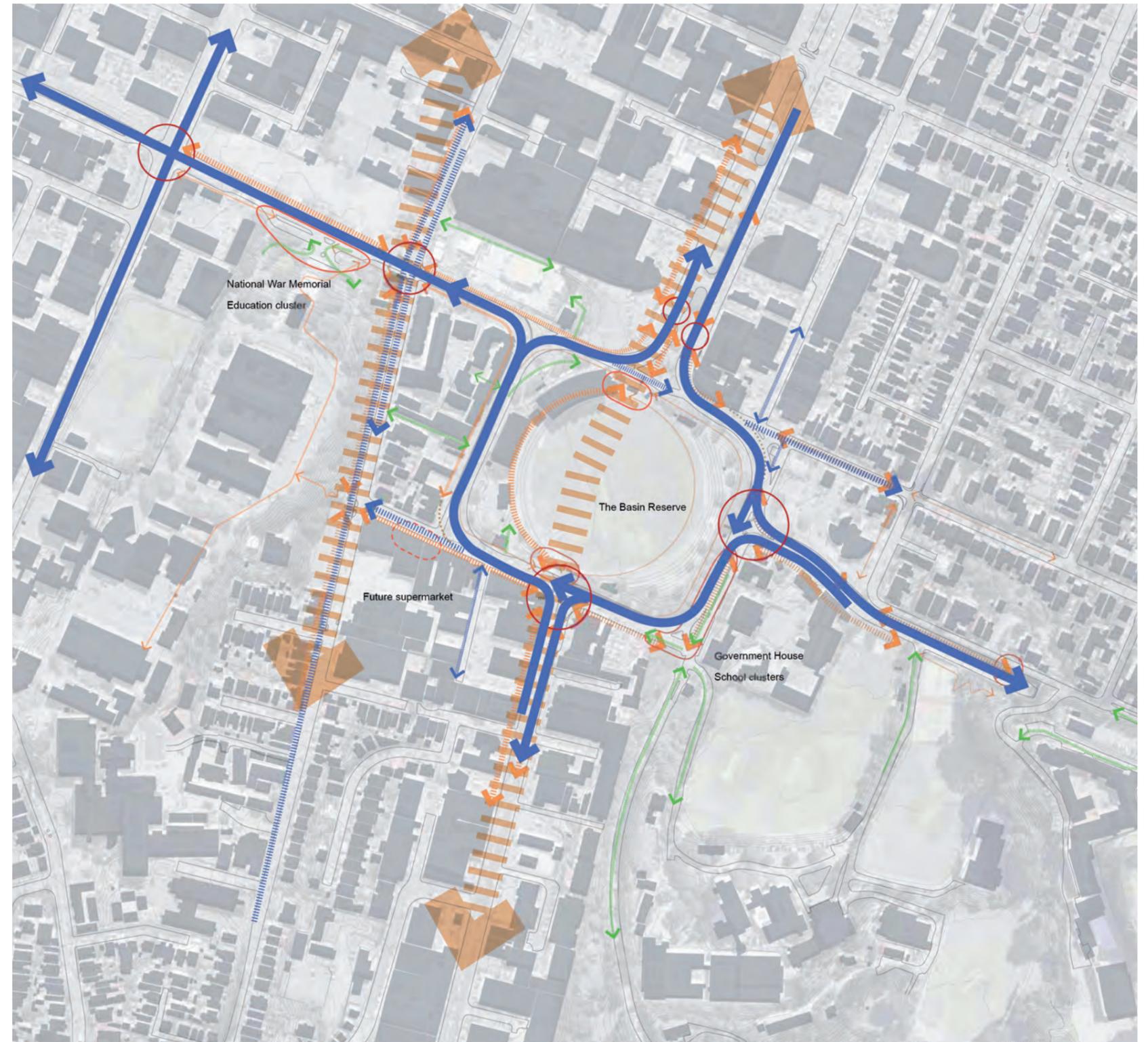
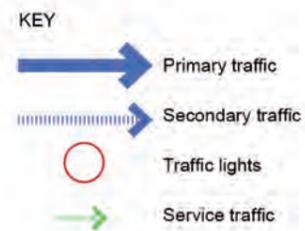


Figure 12.29: Key vehicular connections