

Part 6

RESZ – Residential zone

APP42 – Design guide and rules for Wakefield Quay

These design guides and rules for Wakefield Quay are currently a placeholder. The relevance of the design guide and rules will be considered through the engagement Phases to determine whether it requires updating, replacing or deletion.

1. Overview

Wakefield Quay is recognised as an area of special amenity value, and the Council, therefore, considers that any changes to the existing environment should continue these amenities.

2. Introduction

a. Guideline purpose

The purpose of this guide is to define the characteristics of the area, establish appropriate controls, and require that new projects comply.

b. Subject area

The area subject to these guidelines is the area defined on the Nelson Plan Maps. It is generally described as follows:

- i. that area comprising those sections fronting Wakefield Quay, commencing at No. 1 on the east side of Poynters Crescent, continuing to No. 395 on the east side of Richardson Street, inclusive of the sea edge and adjacent water; and
- ii. the area immediately behind and above the subject area is not considered to be under pressure for change.

c. Reason for guidelines and rules

- i. Wakefield Quay and the Port Hills have been occupied over time by low density private houses. This rate and scale of development, together with the climate and geographical features of the area, have combined to create an enviable environment and lifestyle for residents and visitors.
- ii. The trend of development of Wakefield Quay has changed to include multi-unit residential projects. It is also considered that:
 - A. the resident and transient population will continue to increase; and
 - B. the desirability of Wakefield Quay is such that the pressure for change to higher density occupation will continue and increase; and
 - C. the attractiveness of the area near the Marine Rescue Centre will fuel interest in the subject area, and pedestrian use of the sea edge will increase as a result; and
 - D. the attractiveness of Wakefield Quay is such that any detraction caused by vehicle traffic density will not dampen the demand for change, or the desire to reside in and use the area; and
 - E. the higher density residential occupation will increase demand for vehicle access and off street parking with a resulting impact upon road vehicle and cycle movements.

- iii. In the absence of design guidance and rules it cannot be assumed that the amenity value of the area will be retained.
- iv. These design guidelines together with appropriate rules intend to allow for developments which will be compatible with this area and reflect its existing characteristics.

3. Aims

- a. To maintain those established features of the area which contribute to its amenity value, such as residential building scale, intimacy, architecture, vegetation, outlook, and pedestrian use, while allowing for future higher density residential development together with any compatible uses.
- b. To accommodate uses which will not impact adversely on residential occupancy of the precinct, while recognising that the occupancy of the subject area is residential, and to ensure that change does not create significant adverse impact on privacy and daylight amenity or otherwise compromise existing residential use.
- c. To maintain and enhance the largely unobstructed and special relationship with the sea edge and harbour and develop or enhance interaction between the houses, road, and sea shore.
- d. To discourage development which will materially reduce amenity value, dominate the precinct, significantly alter the residential scale and character of the existing built environment, or depreciate the enjoyment and availability of the sea edge and harbour environment.
- e. To recognise that continuance and enhancement of those characteristics that are contributing to the established amenity value of the area, is important not only to residents' enjoyment of the precinct, but also to that of all who visit, pass through, utilise or view it.
- f. To maintain and enhance the existing pattern of terracing and layering of structures on elevated sites, surrounded and separated by vegetation.
- g. To ensure that replacement or additional vegetation is of such extent, density, scale and richness, that it will maintain and enhance the existing environment, and ensure that the permanency and extent of vegetation along the upper part of the cliff is not materially reduced.
- h. To enhance and maintain all aspects of human participation in, and use of, the area.
- i. To maintain and enhance the visual amenity and character of the area as seen from the Harbour or by pedestrians on Wakefield Quay.
- j. To recognise the significant traffic volume on Wakefield Quay and limited availability of on street parking, and to ensure that any developments adequately address any adverse effects of extra traffic and parking generated by the development.

4. Area assessment

This assessment aims to identify the principal values, features, and uses which characterise this area, and which have been considered in the formation of these Design guidelines and rules.

a. Location and landform

- i. The position of residential occupancy on the sea edge, the elevated land, outstanding views, the north-westerly aspect, the compactness and shelter of the harbour defined by

the Boulder Bank, and the narrowness of Wakefield Quay road, combine to make this area singularly attractive, intimate and relatively unique.

b. Topography

- i. The fore front sea cliffs and hills are of modest height, varying in natural angle from gentle to steep, and rising almost immediately from their Wakefield Quay road boundaries.

c. Landscape

- i. Existing vegetation is generous, varying from individual trees to massed areas of green. The plant types generally have dense and dark green foliage, scaled from significant shrubbery to large tree forms. Viewed from road level, the scene is one of dense vegetation, often obscuring part or whole buildings.
- ii. The landform is indented, so that land-sea bays are created and the whole is not seen from any one point, other than from the sea.
- iii. The sea edge is clearly defined by the chain railing and the sea wall dropping vertically to high and low tides. From the Boathouse to Richardson Street, the sea edge is visually unobstructed, with the exception of the Boatshed Cafe.

d. Climate

- i. Wakefield Quay generally enjoys a north-westerly aspect, and is sheltered from easterly and southerly weather. The Boulder Bank and Haulashore Island provide further protection from the open sea. Because of orientation and topography sites lose early morning sun, but generally the Quay enjoys a warm microclimate within the already mild Nelson climate.

e. Views

- i. Because of the natural land contours, almost every site has seaward views of the harbour and Tasman Bay beyond. Intimacy is created by the small scale harbour and Boulder Bank, and the encircling Mount Arthur Range.

f. Built environment

- i. Existing buildings are predominantly single and double storey dwellings, and their dimensions are such that their scale and bulk are of modest proportions. Photographs dating back to c1870 confirm that there has been no significant change to this environment other than the increase in the number of sites built upon. The seaward side of this sector of Wakefield Quay road has not changed significantly with the exception of the Seafood Research Building (former Power House c1920) and the Yacht Club.
- ii. Occupancy is predominantly single owner-occupied dwellings.
- iii. The Quay level houses are often two storied, many with garages underneath, and these houses sit comfortably against sharply rising land immediately behind them. Some of the houses have vertical proportions, resulting from their narrow section width and small building platforms.
- iv. Dominant elements of the houses are sloping roofs, verandahs, gables, attractive proportioning of fenestration to solid wall, and light colours. It is noted that although glazing has been commonly increased to enclose verandahs and encompass views, there is an absence of “all glass” facades and black reflective glass.

- v. House details - eaves, verandahs, fascias, window joinery, and sun shades - are predominantly of wood, thus providing reveals and mouldings creating light and shade which in turn provides sculptural form. There is a general absence of flat featureless facades.
- vi. The foregoing elements are major contributors to the overall attractiveness of the architecture.
- vii. The old maritime buildings such as the Boat Shed Cafe, and the Boathouse, reflect the simple and traditional New Zealand waterfront building forms. The Yacht Club continues this style. These buildings are important to the sea front character of the area.

g. Built heritage

- i. The housing stock is mainly of the period c1870-1930 and the built development has, until now, been gradual. Some of the houses were built or occupied by maritime personalities and therefore have an historical association with the Port activity. The majority of houses at Quay level have been modified. Although the houses generally retain their original shape and scale, the changes have in some cases obliterated the original design. Significant changes include weatherboard to stucco sheathing, window alterations, and extensions at ground and roof levels. There are two impressive villas, Nos. 383 and 385, on the Quay road and others behind and above. The buildings at Quay level are diverse in styles and vary from c1870s cottages, to c1900s villas, and bungalows and contemporary dwellings.
- ii. The houses at road level make a significant contribution to the seafront character, and retention of some of these houses is encouraged.
- iii. It is considered that because this is an area in transition, heritage values will be a changing element and that Design guidelines should reflect the features and qualities of this heritage together with planting and landform elements.
- iv. Group A historic heritage buildings in the area are: Boat Shed Cafe, Boat House and two villas, numbers 383 and 385, together with several Group B buildings. The chain fence is a Group A historic heritage Item.

h. Tangata whenua

- i. It is known that Maori settlement occurred along Wakefield Quay, but that there is no evidence of significant heritage issues to be considered. Matters or objects of historical importance arising from European occupation such as the Rocks Road chain fence, are protected in the Nelson Plan.

i. Area activities and uses

- i. Existing uses and predominant activities appear to have changed little over time and are listed as:
 - A. Single residential occupancy.
 - B. Maritime – shipping.
 - C. Recreational - sail and power boat, pedestrian promenading.
- ii. In recent times, guesthouse and cafe use has increased.

- iii. The greatest change to occur is the increase in vehicle traffic volume, using the Quay State Highway as a principal access to the Port and City Centre, to levels which are in conflict with the residential and pedestrian activities.

j. Amenity values

- i. The built architecture, land form, sea edge, and harbour maritime activity, have combined to create a place of outstanding amenity value together with an enviable lifestyle for the residents. The purpose of APP42 – Design guide and rules for Wakefield Quay is to influence the direction of design for new development in a manner which has regard to the continuance and enhancement of those features which contribute to the existing character of the precinct, by the use of design guidance together with rules.

5. Rules

a. Compliance with Medium density residential zone rules

- i. In addition to complying with Standards APP42-5.a. to APP42-5.k. below, in order to be a restricted discretionary activity, a development must also comply with the Medium density residential zone rules set out in MRZ-R7. See APP42-5.f. Plot ratio below.

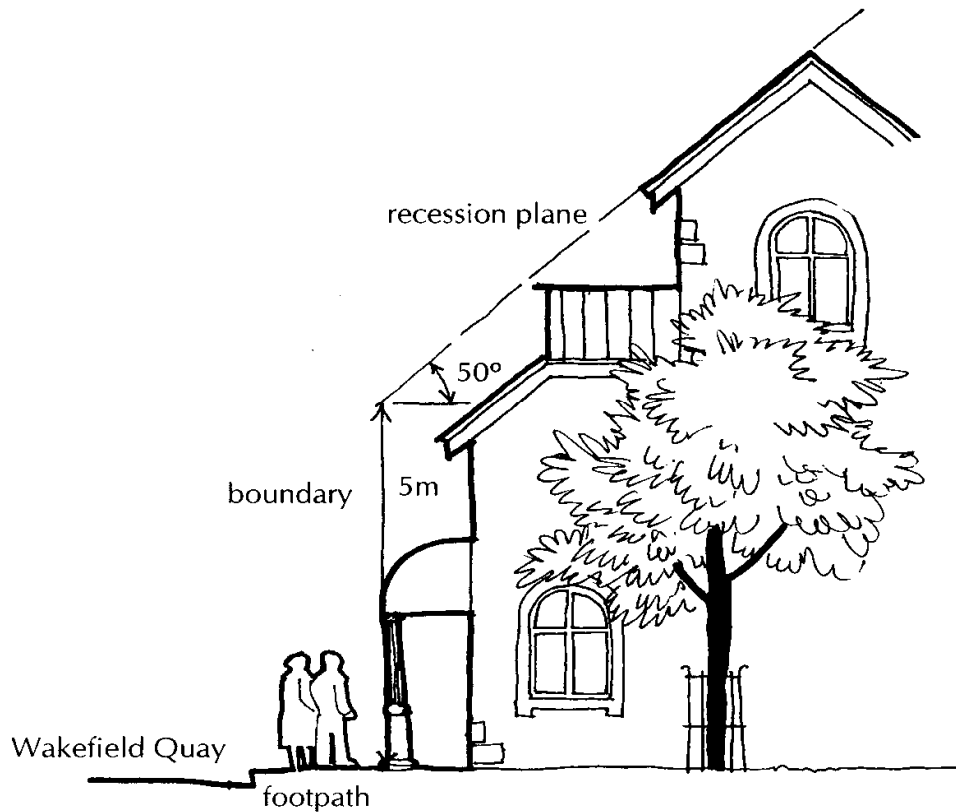
b. Building height

- i. No part of a building may penetrate the building height line in APP42 – Figure 2: Elevation of Wakefield Quay, except for:
 - A. antennas (which must comply with EIT-R34), and
 - B. gable roof ends, where the roof ridge is generally at right angles to Wakefield Quay, which may penetrate the building height line by up to 1.5 metres. The end area of the penetration, when viewed in elevation must not exceed 2.5m².
- ii. The maximum building height for each site has been determined by considering:
 - A. the height of cliff at that point;
 - B. possible obstruction of views of Haulashore Island and the Bay for the neighbours immediately above; and
 - C. proportion and scale of the proposed building in relation to the precinct).

c. Recession plane

To ensure buildings are terraced and do not dominate the existing streetscape or neighbours, new buildings must fit within a recession plane originating from the Wakefield Quay road boundary at footpath level, taken vertically 5 metres and then at 50° (see below illustration).

APP42 – Figure 1: Recession plane illustration



d. Daylight admission

Buildings must comply with the daylight admission provisions of APP41 – Daylight Admission.

e. Note

On the road boundary the recession plane in APP42-5.c. applies in the Wakefield Quay precinct. The recession plane in APP41-4.a.ii., does not apply in the precinct.

f. Plot ratio

- i. Buildings shall not exceed a plot ratio of 0.8.
- ii. Plot ratio is the sum of all floor areas contained within all the buildings (including accessory buildings) which have been or are intended to be erected on the site, divided by the net area of the site on which they stand or are proposed to be erected.
- iii. Floor area is the gross floor area of each level of the building but excludes:
 - A. garages, car parking, common entry foyer and common service areas such as plant rooms, lift shafts, stairs or storage space with a floor level 1 metre or less above the crown of the road. Any of these areas which are above that level are to be included in the floor area; and
 - B. decks or balconies so long as:
 - I. if the deck or balcony is roofed over in whole or in part, it is by a roof or another open deck or balcony; and

- II. the deck or balcony is not enclosed.
- iv. Where two or more sites are amalgamated the combined net area of the sites shall be used.

g. Explanation and reasons

- i. The purpose of Standard APP42-5.f. is to limit the “visual bulk” of any building to a degree commensurate with the aims of APP42 – Design guide and rules for Wakefield Quay, in the context of the Wakefield Quay precinct.
- ii. The exclusion of roofed over balconies and decks from the plot ratio calculation is to encourage the inclusion of a building element which could add to the detailing of the building. However, the covering can only be another open deck or balcony on an upper level, or a separate roof. The deck or balcony cannot be covered by an overhang of the building proper, as that would work against the terracing sought in APP42-5.d., and the detailing in APP42-6.h.

h. Vegetation

The green band of vegetation behind the existing houses from the building height line up to the eastern boundary of the precinct shall be maintained.

i. Parking and access

- i. Parking requirements are as for the Medium density residential zone (see Standard MRZ-S11, APP23 – Standards and terms for parking and loading, Standard MRZ-S12 and APP22– Vehicle access and crossing standards) except:
 - A. where there are three or more residential units in a development, the following matters will be considered as a restricted discretionary activity – the number, location, and width of vehicle crossings, and the direction of access and egress to and from the crossing(s). Applications will be considered without notification, or obtaining the written consent of affected persons); and
 - B. parking for visitors (including service vehicles) shall be provided on the basis of one space per 4 residential units, rounded up to the next whole number. A single residential unit on a site is excluded from this requirement for visitor parking. The visitor parking shall be accessible at all times and cannot be locked off or made inaccessible.
- ii. On-site turning shall be provided.
- iii. Garaging in the front yard shall be discreet, and colour and design shall match the building. No more than one level of parking is permitted to be visible from street frontage.

j. Note

On-street parking is limited and access is difficult. Developers shall provide all their parking demands on site and particular attention shall be paid to safe access and egress from the site. This will include checking sight lines for drivers.

k. Front yard

- i. Building coverage of the area within 4 metres of the road boundary shall not exceed 50%.
- ii. A minimum of 50% of the front yard area not built on shall be landscaped. This area shall not include required sight lines for exiting vehicles.

6. Design guidelines

a. Activities

- i. Note that in accordance with the Plan any activity which is not a residential activity (except a home occupation) is a discretionary activity, and requires a resource consent application.
- ii. These guidelines acknowledge the variety of activity in the precinct. Activities which complement the existing environment and enhance the residential quality of the precinct such as small cafes and guesthouses will add to the general streetscape if designed appropriately.
- iii. Activities unrelated to the precinct attracting high car counts or which significantly encourage pedestrians to cross the busy road shall be discouraged e.g. fast food, general retail shops.

b. Heritage buildings

- i. The listed heritage buildings are important elements in the precinct. Any work on Group A and B buildings must comply with the requirements of the Plan (see HH – Historic heritage).
- ii. New buildings which are to be located beside “Group A” buildings should be developed in a scale and context related to the heritage building and should enhance rather than embarrass it. This does not mean a new building should replicate the heritage building.

c. The sea edge

- i. The existing Boat Shed Cafe and Boat House have great heritage value (Group A buildings) and shall be retained.
- ii. Additions to existing buildings are not permitted, unless they are minor (see HH – Historic heritage) and do not obstruct the view from the road or from the houses along Wakefield Quay. They shall be designed to be sympathetic to the existing building.
- iii. Replacement of an existing building because of fire or natural disaster will be allowed, but the new structure shall be within the existing building envelope and be designed to complement the existing architecture.
- iv. The existing chain fence and sea wall have significant visual and historical value and shall be retained.
- v. Development of seating and steps down to the water, landscaping and general development of “people spaces” is to be encouraged. However, the design shall be sympathetic to the sea wall and chain fence with matching materials. The general line of the sea wall must not be interrupted, particularly when viewed from the sea. The view from the road or from houses along Wakefield Quay shall not be obstructed.

d. Vegetation and landscape

- i. Vegetation at street level or near the front of the site is important to link in with the existing planting and to soften walls and garaging. The use of evergreen trees is encouraged.
- ii. Permanent planting on terrace areas is encouraged to break up and soften walls and garaging.

e. Scale and pattern

- i. New development must be sympathetic to the scale and pattern of existing buildings in the area as described under “Area assessment”. The horizontal banding that commonly arises from repetitive storeys, is an element not reflective of the houses that are dominant in the character of the existing precinct. Breaking up of the facades of larger structures, the use of visible roof planes, the proportioning of solid wall to glass, and permanent planting, are elements which should be introduced to reflect the existing scale and pattern, to subdue repetitive horizontal banding of facades, and to achieve an effect of a variety of buildings linked together.
- ii. New building facades must be interrupted, varied or modulated in the horizontal plane (i.e. front elevation) at not more than 10 metre centres, to prevent single horizontal building forms. New facades shall relate to the scale and variety of the existing architecture, which comprises single dwellings on individual land titles with frontages of narrow to moderate widths.

f. Roof line

Pitched roofs, both gable and hipped, are a highly visible and predominant characteristic of the precinct, and designers of new developments are encouraged to relate new roof forms to the existing.

g. Windows

- i. The high proportion of solid wall to window openings and the separation of windows, are important features of the existing buildings, and new designs should have regard for this characteristic.
- ii. Large expanses of glass, black bands or dark tinted or reflective glass, or glass walls are not appropriate. Designers shall break up large areas of window with mullions, doors and similar features. Terrace balustrades may also serve to give solidness to the elevation.
- iii. Detailing around windows is an important element when linking new buildings into the existing streetscape. Windows shall be recessed to provide a shadow line and avoid flat facades.
- iv. Care shall be taken with the location and orientation of windows to avoid significant impact on the privacy of neighbours.

h. Detailing

The buildings shall introduce a level of detailing to the elevations to provide interest to pedestrians and complement the existing buildings.

i. Outdoor living

- i. Every new dwelling or apartment should have an outdoor living court adjacent to living rooms in the form of a terrace, balcony or landscaped area of a minimum 12m². The minimum dimension for the outdoor area should be 2.4 metres. (The object of this guideline is to continue the residential activity and character of the precinct, presently manifested in verandahs and outdoor living terraces. The minimum dimensions allow space for a group of people to sit around a table).

- ii. Care shall be taken with the location and orientation of outdoor living areas to avoid significant impact on the privacy of neighbours. Screens shall be used where appropriate to ensure a reasonable level of privacy.

7. Consent applications

a. Application of Nelson Plan

Refer to MRZ – Medium density residential zone of the Nelson Plan to establish what consent requirements apply in the MRZ – Medium density residential zone (and, more specifically, in the Wakefield Quay precinct). The Nelson Plan needs to be read as a whole; depending on the nature of the activity proposed, other rules in other chapters may also apply.

b. Consultation

Early consultation with the Nelson City Council Resource Consents Team is encouraged to resolve design issues prior to lodging a planning application.

c. Demolition or removal of buildings

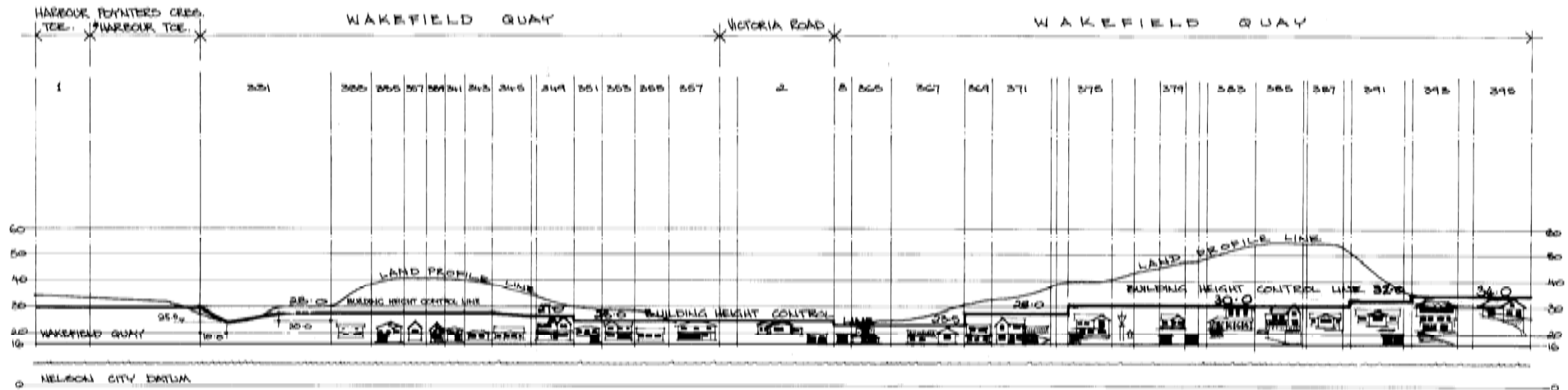
- i. The Nelson Plan should be consulted if demolition or removal of any listed heritage building in the precinct is contemplated.
- ii. There are several buildings which have a Group A or B heritage listing. These are shown on the Nelson Plan Maps, and in APP34 – Heritage items of the Plan. Any application for consent to demolish or remove these buildings must satisfy the criteria in the Plan. In addition, any demolition or removal application shall be accompanied by a resource consent application for the intended replacement building.

d. Supporting information required

The planning application for any building development must include:

- i. the street elevation of the building, extended to show several of the buildings on either side to illustrate the relationship of the design to, and its context within, Wakefield Quay, together with the top of the cliff behind and the building height line; and
- ii. a written analysis of the manner in which the proposed development responds to the design guide and how it relates and responds to the precinct.

APP42 – Figure 2: Elevation of Wakefield Quay



ELEVATION OF WAKEFIELD QUAY
 SHOWING BUILDING HEIGHT CONTROL LINE
 RELATED TO NELSON CITY DATUM

- THE LAND PROFILE LINE IS THE APPROXIMATE LEVEL OF THE IMMEDIATE CLIFFS VIEWED FROM THE HARBOUR SIDE OF WAKEFIELD QUAY ROAD.
- SECTION NUMBERS ARE STREET NUMBERS
- ELEVATIONS OF HOUSES ARE APPROX. HEIGHT ONLY

NELSON CITY COUNCIL
 DESIGN GUIDELINES FOR WAKEFIELD QUAY

FIGURE 2

Amended by Council Decision - 6 August 1998

NELSON CITY COUNCIL DESIGN GUIDELINES FOR WAKEFIELD QUAY

