

15A Urban Design Code

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15A. Urban Design Code

15A.1 Introduction

15A.1.1 What is Urban Design?

The New Zealand Urban Design Protocol released by the Ministry for the Environment (MfE) in March 2005 defines urban design as *"the design of the buildings, places, spaces and networks that make up our towns and cities, and the way people use them."*

By using urban design as a multidisciplinary interface, with architects, engineers, landscape architects, planners, economists and surveyors working together with property developers, public agencies and community groups, good quality outcomes for our towns and cities will be achieved.

15A.1.2 The Importance of Urban Design

The MfE released a report in 2005 entitled "The Value of Urban Design". After examining and studying international research about the range of benefits and costs associated with urban design, the report concluded that:

- "Good urban design can sometimes cost more upfront, but it also offers significant benefits to the community.
- Conversely, poor design, or 'business as usual' is likely to have significant adverse environmental, social and even economic effects.
- Urban design that delivers improved quality of life is valued by the community.
- Urban design can result in health benefits for example, through facilitating physical exercise.
- Urban design can help to make towns and cities safer and more secure."

Urban design is also an important method to achieve many higher order, Resource Management Act-based objectives and policies, including Section 6.3, Urban Growth Strategy of the District Plan and the Urban Containment, Urban Structure and Urban Design policies of the Auckland Regional Policy Statement 1999.

15A.1.3 Intention of the Code

The intention of the Code is to play a role in achieving a high quality built environment in North Shore City with the proper balance between development, conservation and environmental sustainability. The Code provides principle-based urban design assessment criteria, which guide the assessment of resource consent applications against the urban design objectives and policies embodied in the District Plan.

15A.1.4 Structure of the Code

The assessment criteria in the Code primarily relate to the location of development, that is, the zone within which the development site is located as follows:

1. Business 1 and Business 9 on Hinemoa Street (between Rugby and Brassey Roads only)
2. Business 2 and 3 and Business 9D Wynyard Street, Devonport.
3. Business 4.

Specific additional criteria apply where development:

- is located in Business Policy Overlay B1 and adjacent to scheduled heritage buildings, and/or
- involves specific building types, as follows:
 4. Malls, supermarkets and large format stores in Business 1,2 and 3 zones

5. Mixed use buildings
6. Service stations and drive through activities.

General urban design principles apply to all development in all relevant business zones and all development types.

15A.1.5 Application of the Code

The Code applies to new buildings, and to those alterations and additions requiring consent as a Limited Discretionary activity, and as a Discretionary Activity in Business Policy Overlay B1.

New Buildings versus Alterations and Additions

All relevant assessment criteria contained within the Code will be used by the Council in the assessment of resource consent applications for new buildings, when such consent is required by the District Plan.

For alterations and additions to existing buildings, only those assessment criteria relevant to that alteration or addition should be considered. For example, alterations to the rear façade of a building will not require consideration of assessment criteria relating to matters such as parking, landscaping or streetscape as the criteria apply to front facades.

Integrated Response

Applicants will have to demonstrate that the assessment criteria of the Code have been acknowledged, interpreted and met. New buildings should have their own design integrity that incorporates and responds to the assessment criteria in a coherent way.

Where a design outcome contained within the assessment criteria cannot be achieved, applicants will need to demonstrate and justify an alternative solution as part of the application for resource consent.

Illustrations

The illustrations in the Code are intended to support the text by explaining urban design principles. They are indicative only and are not intended to represent actual design solutions.

Updating the Code

At present the Urban Design Code only applies to the Business 1-4 zones and land zoned Business 9 in Business Policy Overlay B1. However, it is proposed that by way of Changes to the District Plan, assessment criteria for additional zones or development types may be added to the Code.

15A.2 Development Locations

15A.2.1 Local Business Centres: All Business 1 Zones and the Business 9 zoned land subject to the Business Policy Overlay B1

Local business centres, (zoned Business 1) are distributed throughout the residential areas of the City. These centres are typically small in scale, comprising one to four premises, primarily occupied by retail or service activities, (i.e. medical centre, dentist, office) servicing the local community, or by service stations, catering to passing traffic. Existing development within these small business centres is almost entirely single level, but as redevelopment occurs, it can be expected that a more intensive form of development may result where this is appropriate.

The Business 9 zone on Hinemoa Street, Birkenhead (between Brassey and Rugby Roads) is an unusual business centre as although zoned Business 9, it contains a mix of both small retail and service activities, and a heritage commercial building, scheduled as a Category A Building in the District Plan. Wynyard Street in Devonport reflects its industrial past, and contains light industrial, service, commercial and residential activities.

It is important that future development within local business centres utilise good standards of design to ensure that the character and amenity of the streetscape and of the surrounding residential area are maintained, and that a safe and convenient environment is created for both pedestrians and vehicles.

The following assessment criteria apply to all Business 1 zone sites. Certain of the assessment criteria also apply to those sites zoned Business 9 on Hinemoa Street, Birkenhead, (between Rugby and Brassey Road only) and Wynyard Street in Devonport.

For all sites subject to the Business Policy Overlay B1, all assessment criteria are subject to the objectives and policies introduced by the Overlay (see 15.4.10).

Building Design and Site Layout

- a) Buildings should utilise good quality design to contribute positively to the streetscape and to ensure that the development does not detract from the amenities of surrounding residential areas.
- b) Buildings and development, (including site layout, design and scale) should be appropriate to the character and qualities of their surrounds.
- c) The design of new development should be sympathetic to that of any adjoining business premises (where these buildings are themselves of design merit), having regard to matters such as materials, colours, window placements, and architectural detailing.
- d) Buildings should be designed to accommodate business activities at ground level, particularly those activities that will engage with and activate the street.
- e) Where residential uses are proposed, they should be located above ground level to maintain opportunities for ground level business activities, and to facilitate appropriate privacy and noise mitigation.
- f) The principal entries of all buildings/tenancies should face the street, be clearly identifiable, conveniently located and be accessed at grade from street level.
- g) A variety of building forms and site layouts are appropriate within these small centres having regard to existing patterns of development, the nature of proposed activities, topographic constraints and good design outcomes. Appropriate outcomes in order of preference are:
 - i) Buildings to the street edge, with retail and office frontages at street level and footpaths overhung by verandahs
 - ii) Buildings orientated to the side boundary with retail/office frontages and verandahs and generous pedestrian paths,
 - iii) In certain circumstances, buildings separated from the road by a slip lane containing a single row of angle parking, with commercial frontages, verandahs and generous pedestrian footpaths (that connect with adjacent development) fronting this slip lane may be appropriate. These circumstances may include partial redevelopment of an existing centre already relying on a slip road, and sites on arterial roads. In the main however, this option is not preferred and development should seek to follow the first two options described.

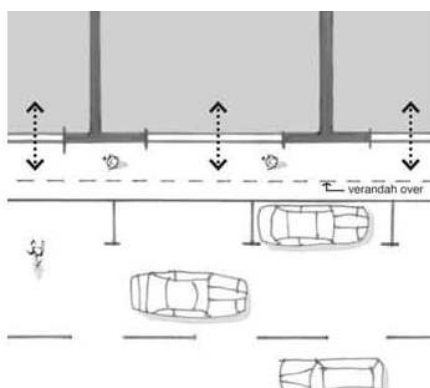


Figure (i) - Illustration note: Buildings to street edge, with retail and office frontages, overhung by verandahs. Preferred solution: To be achieved wherever practicable

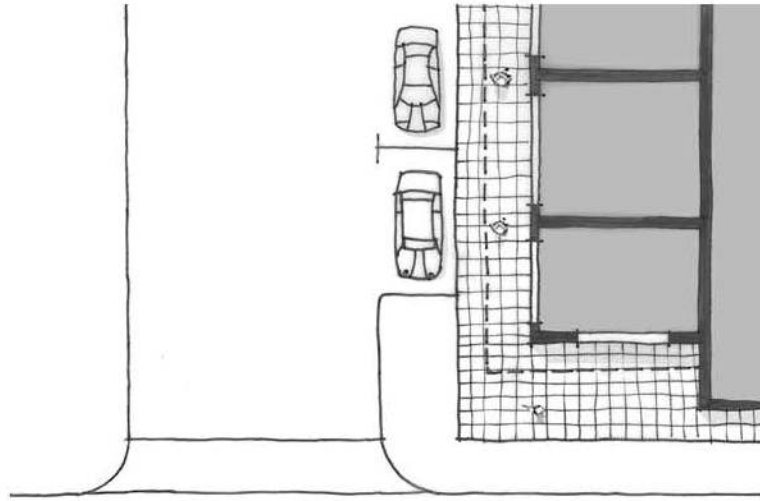


Figure (ii) - Illustration note: Buildings orientated to the side boundary with retail/ office frontages, verandahs and generous pedestrian paths

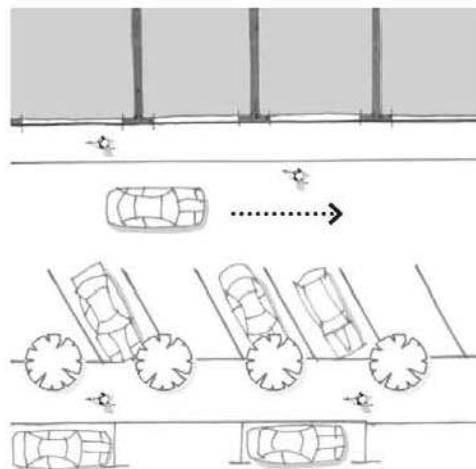


Figure (iii) - Illustration note: Buildings separated from the road by a slip lane, with an associated single row of angle parking, commercial frontages with verandahs and generous pedestrian paths facing the slip lane.

- h) At ground floor level, blank facades facing the street and on the primary building frontage are not appropriate. As a guide, in these locations:
 - i) Display windows should occupy at least 80% of the total width of the building façade facing the street, and other public places.
 - ii) Featureless facades facing the street should not exceed 4 metres by 2.5 metres, being a façade without windows, doors, columns, recesses, niches or other detailing.

- i) The upper level of a building should be designed to maximise outlook onto streets and open spaces, through the use of windows, doors and balconies.

Materials

The use of durable, high quality and easily maintained materials on the exterior of buildings is encouraged.

Pedestrian Shelter

Continuous pedestrian shelter should be provided over footpaths on all street frontages. Regard should be had to the width of cover provided and height above street level, and wherever practical should be compatible in design to verandahs on adjoining buildings.

Service Stations

The criteria of Section 15A.4.3, Service Stations and Drive-through Activities apply.

Malls, Supermarkets and Large Stores

The criteria of Section 15A.4.1, Malls, Supermarkets and Large Stores apply.

Mechanical Plant and Equipment

Mechanical plant and equipment, including that located on top of a building should be screened from view from the street or surrounding sites.

Acoustic Amenity

- a) Where a development incorporates residential units and the provisions of Rule 10.5 apply, where practical the development should be designed to enable the acoustic standard to be met without the need for mechanical ventilation.
- b) Development should be designed to mitigate the adverse effects of noise on neighbouring activities having regard to such matters as site layout, separation distances, screening and sound dampening.

Glare/Lighting

The development should be designed to ensure that the use of outdoor lighting, lit architectural features and reflective surfaces does not adversely impact on the streetscape or surrounding amenities. The Council may require a report from a suitably qualified lighting expert to confirm that the luminance will not result in an adverse effect on the environment.

Landscaping

- a) Landscaping should be used to screen parking, loading, storage and rubbish areas visible from the street or from non business zoned sites.
- b) Trees should be used to break up and soften the appearance of large car parking areas and continuous building facades.
- c) Refer also to Rule 15.6.2.8, Landscaping.

Car Parking, Access and Pedestrians

- a) Vehicle access to the site should be located so as to result in minimal disturbance to safe and convenient pedestrian and vehicular movement on the street.
- b) Car parking and service areas should be located so that they will integrate into that environment without visually dominating the streetscape or the appearance of the development as viewed from adjoining residential or recreation zoned sites. When located at the rear of a building, they should be screened from adjoining residential zoned sites by fencing and/ or landscaping.
- c) The internal circulation of parking and service areas should be designed for the safe and efficient movement of vehicles on and off the site, through an easily comprehended layout, the provision of adequate sightlines and appropriate surface markings and signs.
- d) Outdoor parking, servicing and access areas should be constructed of all weather materials with appropriate drainage in accordance with the on-site stormwater

management requirements under Rules 8.4.7 and 8.4.8 (Section 8 of District Plan).

- e) A safe and convenient pedestrian environment with a good standard of amenity should be created within the site which:
 - i) Provides direct and well defined routes,
 - ii) Links car parking areas to building access points,
 - iii) Incorporates pedestrian linkages to adjacent sites, streets and public open spaces, (where appropriate), and
 - iv) Meets the needs of people with mobility impairments.

Service Lanes/ Rear Lanes

In general, where a site adjoins or contains on its rear or side boundary a service lane or access way, (whether in private or public ownership), that service lane/access way should not be considered a "street" for the purpose of the above assessment criteria.

However, where a service lane or access way also serves a significant pedestrian role, the provision of pedestrian amenity should be appropriately addressed.

Mixed Use Buildings

The provisions of Section 15A.4.2 of the Design Code apply.

Adaptive Re-use and Flexible Design

The provisions of Section 15A.5.4 of the Design Code apply.

Energy Efficient and Water Sensitive Design

The provisions of Section 15A.5.5 of the Design Code apply.

Utility Services, Drainage, Water, Wastewater, Electricity, Roads

The General Assessment Criteria of Rule 9.7.1.1(5) of the District Plan apply.

Business 9 zoned land on Hinemoa Street, between Rugby and Brassey Roads only

All of the above criteria apply with the exception of assessment criteria g, h and i of **Building Design**, and the single assessment criteria of **Pedestrian Shelter**.

15A.2.2 Suburban and Takapuna Sub-regional Centres: Business 2 and 3 Zones

Existing town centres are located at Takapuna, Albany Centre, Devonport, Belmont, Hauraki, Browns Bay, Mairangi Bay, Northcote, Highbury, Glenfield, Sunnynook, Torbay, Albany Village and Milford. They comprise a mix of retail, office, and community services, with some centres now also including a significant quantity of apartment development. Land has been zoned for future town centres at Greville Road and Unsworth Drive. The Devonport centre is also subject to Business Policy Overlay B1.

Town centres are the focal point of the local community they serve, with opportunities for employment, shopping, recreation and community services and public transport linkages. They are often an integral component of an area's local identity.

It is essential that town centres provide a high quality and safe environment if they are to remain viable and vital. Well-designed public spaces and buildings, which are comfortable, safe, attractive, accessible and durable, are key elements that can improve the vibrancy, vitality and economic performance of a town centre.

The Council has completed Centre Plans for most of the major town centres in the North Shore. These Centre Plans are the guiding documents for new development to help achieve the desired future structure and character of town centres.



Illustration notes:

- *Direct and clear pedestrian connection through block and car park to other side of block*
- *Footpath paving carried through accessway to emphasise pedestrian zone*
- *Development built up to street boundaries*
- *Substantial glazing and openings along street frontage (retail areas)*
- *Higher stud height at ground and first floors to:*
 - *future-proof these floors for variety of commercial uses*
 - *provide vertical visual counterpoint to a generally horizontal development*
- *Continuous verandahs along shop frontages*

Relevant assessment criteria

The assessment criteria that follow apply to all sites located within the Business 2 and 3 zones with the exception of:

- a) Development that fronts the streets listed in the table below. The reasons for the exceptions are included in this table.

Table 15A.1

Town Centre	Exempted streets	Reason for exemption
Browns Bay	Bayview Road	Topography
	Glen Road (between Inverness and Anzac Streets)	Residential interface
Devonport	East side of Bartley Terrace	
Glenfield	Downing Street	Topography Existing servicing function

Town Centre	Exempted streets	Reason for exemption
Highbury/ Birkenhead	Highbury Bypass	Topography - large level difference between bypass and adjacent Business zoned site
	Hammond Place	Servicing function
Mairangi Bay	Penzance Road	Topography
	Ramsgate Terrace	Residential interface and topography
Takapuna	Killarney Street	Servicing function
	Northern side of Anzac Street (between Auburn Street and The Terrace)	Adjacent residential interface
	Collins Street	Adjacent residential interface

For development visible from the streets listed in the Table, assessment is limited to the following:

Buildings should utilise high quality design and architecture to contribute positively to the streetscape and identity of the town centre, including the centre's appearance from surrounding streets, neighbourhoods, reserves and public places.

- b) Malls, supermarkets and large stores are exempted from certain assessment criteria of the Urban Design Code. Refer to Section 15A.4.1.

15A.2.2.1 Building Form and Appearance

Principle

Good design achieves an appropriate built form for the site, the building's context and purpose, in terms of building alignment, proportions, building type and the articulation of building elements.

Explanation

Appropriate built form and appearance defines the public domain, contributes to the character of streets and parks, including their views and vistas, and provides internal amenity and outlook.

A building may comply with the bulk and location controls of the District Plan, but will not necessarily 'fit' its context. It is neither essential nor even desirable, however, to completely replicate the appearance of adjacent buildings. Design solutions based on sound urban design principles which recognise and make reference to the underlying elements that create the character of an area (such as the building widths; the proportion and scale of windows and doors; the pattern of building types) are encouraged. In areas undergoing transition, the desired future character of an area will be determined by the District Plan and other supporting planning documents.

The key building form and appearance emphasis should be on the components that affect the streetscape and other public places. This consists of how a building is sited and designed to face or address a street; roof form; articulation and detailing; materials; consideration of views of the building from far and near; compatibility with surrounding buildings; and car parking arrangements. The arrangement of openings in walls is visually important to the quality of the streetscape, especially the placement and proportions of windows and doors.

Assessment Criteria

General Principles

- a) Buildings should utilise high quality design and architecture to contribute positively to the streetscape and identity of the town centre, including the centre's appearance from surrounding streets, neighbourhoods, reserves and public places.
- b) New development should provide an appropriate design response to the character and design of surrounding buildings (where these buildings are themselves of design merit). It should not replicate characteristics that do not contribute to the quality of the built environment. It is also appropriate to respond to the desired future character of an area as referenced by the District Plan, Town Centre Plans, the Albany Structure Plan and other supporting planning documents. Regard should be had to: materials, colour, window patterns, parapet/roof forms, and detailing and modulation of the façade.
- c) Buildings should be built to the edge of a street or public place to provide continuity and alignment to the street boundary, (and where applicable, to an adjoining public space) to a height appropriate to define and enclose the street or public space. Minor modulation and variance of frontage layout, such as recessed pedestrian entrances and windows are acceptable provided that the overall continuity of the frontage is not compromised.
- d) Where buildings are proposed to be set back from the street boundary, (for example to create a public space to achieve the bonus provisions in the Business 3 zone), the resultant spaces must be usable and attractive. Ambiguous external spaces with poor pedestrian amenity, (due to size, shading, orientation, exposure to wind and lack of security etc) should not be created. Refer also to section 15A.5.2, Public Open Space and Landscaping.
- e) Building facades which are exposed to public view should contribute to a visually rich and interesting built environment. Buildings should include some (but not necessarily all) of the following design features:
 - 'Punctuated' or articulated walls with visually recognisable patterns, decorative features, rhythm and texture to express the building's distinct elements and functions;
 - Use of balconies, recessed terraces, bay windows, sun shading devices and the like;
 - Variation in materials and finishes to balconies;
 - Horizontal and vertical rhythms created by the use of architectural elements such as parapets, horizontal string courses, blades and columns, (that create shadow lines) and the proportion and scale of windows and doors; and
 - Minor variations in setbacks to the building façade (to create modulation).
- f) Where site amalgamation occurs or existing larger sites enable the development of an extensive building on the street frontage, that frontage should be visually broken up to create interest, and where appropriate to reflect the typical pattern of narrow fronted buildings within the town centre. In this respect, buildings should incorporate detailed vertical modulation of the street façade to reduce the perceived length and bulk of the street front wall.

Ground Level

In addition to the following criteria, the detailed design of the ground level of a building will also depend on the location of the development within the centre and the nature of adjacent activities at street level. See Section 15A.2.2.2, Street-level Frontages.

- a) The design of the building should help to distinguish the ground floor from upper floors through higher stud heights, greater use of glazing and additional detailing of facades.
- b) Design at ground level should contribute to pedestrian vitality, interest and public safety. Blank walls and reflective or opaque glazing fronting the street and

significant pedestrian routes at ground floor level, which hide the presence of activity within buildings and reduce casual overlooking, are not appropriate.

- c) Entrances and foyers should be clearly identifiable from the street and, wherever possible, be at the same level as the street. Special design treatment of the verandah may assist in signalling the street entrance.
- d) Security gates or grilles over primary entrances should be of an open design rather than solid roller doors.
- e) Pedestrian and vehicle access should be designed so as not to necessitate gradient alterations to the adjoining public footpath.
- f) All street front elevations should contain at least one main pedestrian entrance.
- g) In general, ground level car parks should not separate buildings physically from surrounding street edges. However, in certain situations, car parking proximate to the road may be appropriate. These situations include:
 - i) The upgrade of buildings which are already set back from the road
 - ii) The operational needs of malls, supermarkets and large stores (refer to Section 15A.4.1).
- h) Car parking and service entrances should be located and designed to minimise their effect on building continuity. Wherever possible rear lanes and accessways should be utilised to avoid disruption of the primary street frontage.

Upper Levels

- a) Front elevations should be composed of a relatively regular pattern of well-proportioned windows to create rhythm. Uses that require small or irregular sized windows, such as toilets, should not normally be located on the front elevation.
- b) Architectural design should differentiate building levels, i.e. the ground level from middle and upper levels.
- c) Side or rear walls where they are visible from public places should be attractively designed.
- d) Large areas of blank walls on street and other facades visible from public places are not appropriate. Attractive, interesting facades should be created through the design and placement of windows, modulation, relief or surface detailing.

Rooftops

- a) Lift plant and other mechanical services located on the roof of a building should be integrated into the roof design. On larger buildings these may be contained within independent enclosures so that the mechanical services are not visually obtrusive from outside the site.
- b) Large expanses of roof should be designed to provide visual interest and a variation in building form when viewed from any public street or public open space area.
- c) Taller buildings should include a clearly defined and well designed upper termination of the building.

Street Corners

- a) Buildings located on major street junctions should utilise design features to emphasise and address the street corner.
- b) Where practical, the main building entrance should be located on the corner at street level.

Materials

- a) The use of durable, high quality and easily maintained materials on the exterior of buildings is encouraged.
- b) Where a new building is proposed, a materials sample board and schedule should be provided for that part of the development built to the street edge.

Safety

Buildings should generally be designed to enable occupants to overlook the street and public spaces to maximise casual surveillance. In relation to supermarket development when windows may be scarce or absent in a façade, consideration should be given to how the activity generated, both vehicular and pedestrian, compensates providing for a safe environment.

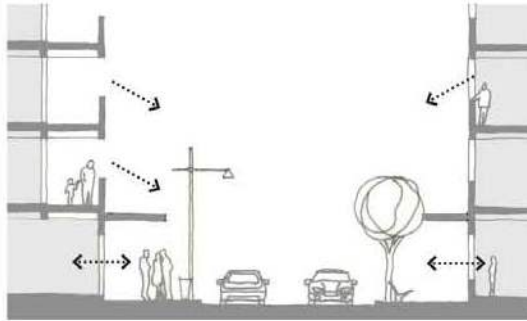


Illustration note: Buildings should be designed to overlook the street and public spaces

Communication Structures, Air Conditioners, Vents

- a) Antennae should be sited to minimise visibility from surrounding public areas and their number should be minimised wherever possible.
- b) Satellite dishes, telecommunication antennae, air conditioning units, ventilation stacks and ancillary structures should be located:
 - i) Away from the street frontage and,
 - ii) Integrated into the design to ensure that the facilities will not become a skyline feature at the top of the building.

Advice Note:

Network Utilities and Telecommunication equipment are subject to the provisions of Section 14 of the District Plan. Compliance with the above assessment criteria is therefore encouraged rather than mandatory for these activities

Service Lanes / Rear Lanes

In general, where a site adjoins or contains on its rear or side boundary a service lane or access way, (whether in private or public ownership), that service lane/access way should not be considered a "street" for the purpose of the above assessment criteria.

However, where a service lane or access way also serves a significant pedestrian role, the provision of pedestrian amenity should be appropriately addressed.

Acoustic Amenity

Where a development incorporates apartments, and the provisions of Rule 10.5 consequently apply, where practical the development should be designed to enable the acoustic standard to be met without the need for mechanical ventilation.

Parking Levels

The following criteria apply where parking is provided within a building:

- i) Parking levels should be integrated with the overall design of the building;
- ii) Parking levels should be screened behind other uses. This is particularly important at ground level. Where parking cannot practically be located behind other uses screening must be designed to a high standard.

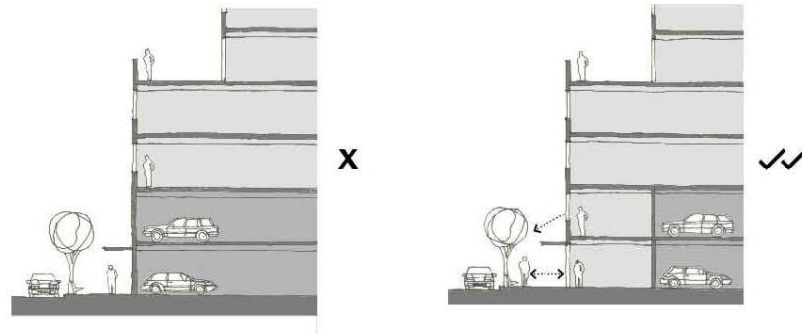
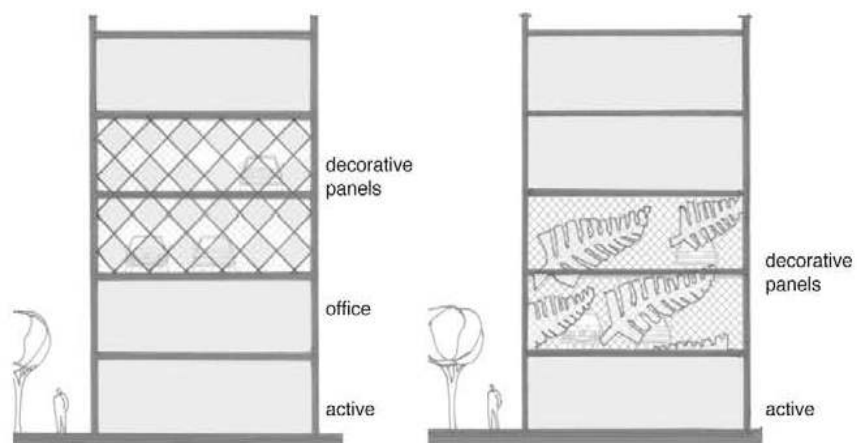


Illustration note: Screen parking behind other uses



Schematic elevations showing parking screening options

Illustration notes:

- Screening and ventilation panels should be designed to a high standard
- Active ground floor uses
 - iii) The parking level façade should be attractive, varied and create visual interest consistent with the overall design of the building;
 - iv) Any exposed walls should be textured using architectural detailing and using similar material to the rest of the building;
 - v) Any ventilation panels should be carefully designed to achieve aesthetically pleasing patterns, that include horizontal and vertical elements;
 - vi) Ventilation fumes from parking levels should not be exhausted into the adjacent pedestrian environment;
 - vii) Plant and equipment including mechanical ventilation should be located and designed to minimise noise intrusion on adjacent streets and pedestrian areas.

15A.2.2.2 Street-level Frontages

Principle

While a range of factors contribute to the vibrancy and viability of a town centre, such as the continuity of the buildings along the street and well designed and proportioned facades, the amount of interaction between the ground level of a development and the footpath is critical to the overall vitality of the centre. Interaction is achieved through both passive frontages (glazing, lobbies and building entrances to the street) where visual interaction between the activity and pedestrian is possible, as well as active frontages (retail uses, cafes, banks and other activities) that directly open out onto the street and there is physical interaction between street users and these activities.

Explanation

Whilst development within town centres should generally be built to the street edge and follow the general design criteria set out in Section 15A.2.2.1, the specific design of the ground floor of such development may vary depending on the location and the activities within the development.

The following street conditions exist in centres:

1. Retail Streets/ Town Centre Cores

Within the core of a town centre, the development form, and the activities located at the ground floor frequently tend toward more active uses. That is, pedestrian interaction between the building's ground floor and the street are frequent, shopfront glazing and doors are prevalent and uses predominantly include retail outlets, cafes and other community services such as post offices and business services.

2. Commercial Streets / Town Centre Edges

Towards the edges of a town centre, pedestrian flows are commonly lower and a wide mix of activities may be present, with fewer retail premises.

In these more fringe locations a high standard of built form is required and it is important that development is still built to the street boundary (except in the case of activities such as edge of zone supermarkets and drive-through activities - see separate provisions) to maintain a continuous built edge to the street.

However due to the different location and associated different uses - sometimes more passive with a less direct relationship to the street and less pedestrian movements into and out of the building - active uses and shop front glazing may be replaced in part by other design responses. Whilst a reasonable amount of glazing is still required in order that an effective relationship to the street and passive surveillance is maintained, other design techniques can also be utilised include articulation or modulation of the elevation, variation in materials and other designed features which enhance the streetscape.

3. Service Lanes and Rear Lanes

These are lanes primarily serving the needs of vehicle access to car parking areas and for loading and unloading of goods. They therefore have a utility function and building design can reflect this.

However, where a service lane or access way also serves a significant pedestrian role, the provision of pedestrian amenity should be appropriately addressed.

4. Determination of Street Frontage

The Context Analysis and Urban Design Statement required by Rule 15.6.2.11 is expected to determine where these different frontages apply to specific sites.

Retail Streets/ Town Centre Core streets are not limited to those frontages set out in Appendix 7 of the District Plan Maps (no vehicle access frontages), although at a minimum, these streets should be included within this category.

Assessment Criteria

Retail Streets/ Town Centre Core

- a) Display windows should occupy at least 80% of the total width of the building

façade facing the street, and other public places

- b) Opaque or "false" windows are not acceptable. The glazing should allow for observation from the street of the activity within the ground floor
- c) Active uses that open out to the street are strongly encouraged
- d) A fine grain of frontage is important with longer frontages broken down into units that are typically 8 to 10 metres wide
- e) Where practical, frontages should extend the full width of the site with no gaps between buildings, except for existing vehicle crossings and existing or proposed pedestrian links.

Commercial Streets / Town Centre Edges

- a) Glazing and windows should comprise a reasonable proportion of the frontage. Architectural elements and design techniques which provide variation and interest, in conjunction with glazing, are considered appropriate in these areas
- b) Active uses are encouraged at key locations, such as adjacent to main building entrances
- c) Buildings do not have to extend to the full width of the front boundary, but they should still comprise the majority of the frontage with entries and exits to car parks located to not compromise pedestrian amenity.

Service Lanes/ Rear Lanes

In general, for frontages to service lanes or accessways, no specific treatment of the ground floor facade is required. However where a service lane or accessway also serves a significant pedestrian role, the provision of pedestrian amenity should be appropriately addressed.

15A.2.3 Albany Sub-regional Centre: Business 4 Zone

INTRODUCTION

The Albany Centre is one of only two sub-regional town centres on the North Shore identified in the North Shore City's District Plan. The Albany Centre is different from the rest of the North Shore City's town centres in that it has relatively recently developed from a 'greenfields' condition. Most other North Shore town centres have been based upon a 'main street' within an established neighbourhood street network, developed over time, and comprise buildings which front directly onto their adjoining 'main streets'.

The Albany Centre was conceived at a time when the design of new urban centres was dominated by a preoccupation with roads for cars, spatially separating different modes of transport and different land uses. The Council is now seeking to improve the quality of the built and pedestrian realm in the Albany Centre, and especially within the Business 4 zone. To that end, the Council has produced urban design assessment criteria for all development bordering two key streets within the Business 4 zone.

The District Plan has applied five separate zones to different parts of the Albany Centre, being the Business 4, 5, 6 and 11 zones, with the Special Purpose 11 zone applying to the central open space. Only the Business 4 zone is subject to the provisions of the Urban Design Code. The Business 4 zone applies to Albany's core and retail heart, located south of Civic Crescent and bounded on all other sides by Don McKinnon Drive.

Within this area it is considered that development should be of a high standard, and that its form, quality and use will play key roles in shaping and defining the character of the centre, now, and into the future.

From an urban design perspective, a strong relationship between development and any adjoining streets will also be vital to achieving the desired streetscape character for the Albany Centre.

TOPOGRAPHY

The Business 4 land falls approximately 8 metres from south to north and has a significant east to west cross fall of more than 30 metres. The topography presents a challenge when looking to achieve key urban design outcomes, particularly that of a strong development/street relationship.

STAGED DEVELOPMENT

Where development is staged, the urban design assessment criteria may not be reasonably applicable at each stage, where it is intended that certain of the urban design criteria will be achieved by the construction of a subsequent stage. In such circumstances, regard should be had to both the current proposal and any for the overall development. Due to the implications of any subsequent stage not proceeding or being unduly delayed any interim stage of development must be designed or mitigated to achieve a high standard of appearance.

STREET TYPES

Map A (refer Appendix to this section) identifies a hierarchy of two street types. Type 1 (Civic Crescent) is considered the most important and Type 2 (Don McKinnon Drive) is secondary. Each street type is considered to play a key role in the defining the character and identity of the Albany Centre Business 4 land. It is considered that development should have a positive and engaging relationship with each of these two street types, albeit in different ways.

Civic Crescent

Civic Crescent is identified as a Type 1 street; it is strongly pedestrian oriented and incorporates public transport by way of dedicated bus bays and shelters. It links Westfield Albany with the Albany Reserve. It currently has buildings on one side only, and forms the southern edge of the Albany Reserve. It is particularly important that Civic Crescent frontages be attractive, active and lively.

Don McKinnon Drive

Don McKinnon Drive is identified as a Type 2 street; it consists of a dual carriageway either side of a median strip and defines much of the perimeter of the Business 4 and 11 zones. Although the street is less pedestrian focused than Civic Crescent, it is important that a good standard of pedestrian and streetscape amenity is developed over time. The edge of Don McKinnon Drive should be attractive and spatially well defined by either built form, planting or a combination of built form and planting.

Other streets

For streets and lanes other than those indicated on Map A as being of Type 1 or Type 2, a good standard of interface design is required, but activated street edges at ground level, building to the site boundary and screened car parking are not considered to be always necessary, appropriate, practicable or commercially viable.

ASSESSMENT CRITERIA

All development will be assessed against the following assessment criteria, and against those in **Section 15.7.1.3, Additional Assessment Criteria for Comprehensive Development Plans and Controlled and Limited Discretionary Activities within the Sub Regional 4, 5 and 6 zones.**

The assessment criteria are set out so that those criteria that apply to all streets, both Type 1 and Type 2, are listed first and then these are followed by those *additional criteria* that apply to a Type 1 street only.

TYPE 1 AND TYPE 2 STREETS (refer Map A)

Where development fronts or is adjacent to any Type 1 or Type 2 street shown on Map A in the Appendix to this section, it should comply with the following assessment criteria:

Building relationship to the street and public space

- a) Building footprints should be generally responsive to the shape of the site, the street network pattern and the surrounding built environment.
- b) Buildings should front and address the street.
- c) Buildings should generally align with their site/street boundary and/or with any required front yard setback lines.

Building Design

- d) Buildings should provide pedestrian amenity and create visual interest. Means by which this can be achieved include incorporating architectural design elements such as glazing, façade articulation and modulation, balconies, material variation or other similar elements to create rhythm and deliver a human scaled building.
- e) Building ground floor levels (defined as the first occupied level of the building) should relate directly to the level of adjacent pedestrian footpaths where practicable, having regard to topography and existing floor levels
- f) Those areas of a development which encourage pedestrian movement should be of high design quality with respect to building form, functionality, legibility, elevational treatment, materials and safety and should provide protection from inclement weather. Activation of these areas is sought wherever practicable.
- g) Elevations fronting large car parking areas should be designed with a high standard of pedestrian and visual amenity.

Staging of Development

- h) Each stage of a development should be designed to achieve the assessment criteria of this section. Where it is intended that these requirements are to be met by any subsequent stage, the interim development must be designed or mitigated to ensure that a high standard of appearance is achieved when viewed from streets, public places and large car parking areas.

Pedestrian circulation

- i) Pedestrian circulation patterns through, within and around a development should respond to, mesh with, and be physically and functionally integrated into the surrounding street network. In particular, strong pedestrian linkages are required between the Business 4 land and:
 - the Stadium
 - the Mega Centre (Business 5 zone)
 - the Special Purpose 11 zone.
- j) Buildings should be easily accessible to pedestrians, and pathways through developments should increase the overall permeability of the development and the Business 4 land.

Verandahs and canopies

- k) Where the edges of buildings are located on pedestrian desire lines, (identified in the Context Analysis and Urban Design required by Rule 15.6.2.11) continuous building verandahs and canopies should be provided to ensure effective shelter from the weather and to enhance wayfinding.

Passive surveillance

- l) Frontages overlooking public space should, where practical, incorporate windows to provide passive surveillance of these areas and enhance public safety.

Car parking

- m) Car parking should not be located at the ground/street level of a building, nor in the open, at grade, between the building and the street, unless it is of a scale which would not dominate the streetscape and/or is screened from view from the street by built form or planting.
- n) Car parking areas (in parking buildings or at-grade car parks) should:
 - be visually and functionally integrated into the overall building design, and
 - be located away from the street frontage wherever practicable, and
 - be located and designed to minimise separation from other parts of the centre

- zoned Business 4, and from land zoned Special Purpose 11, and
 - be designed to avoid large parking areas being visually dominant.
- o) On-grade car parks should incorporate planting or other techniques such as surface treatment to reduce the perceived scale and visual impact when viewed from within and from the surrounding area;
- p) Due to the large amount of car parking required for supermarkets and large stores, a maximum of 40% of the site frontage of these particular development types may contain car parking if:
 - i) The activity is located on a Type 2 street, and
 - ii) high quality hard or soft landscaping such as paving or planting with a depth of approximately 4m is provided to act as a buffer between the car parking area and the street, and,
 - iii) no parking is permitted in this buffer area.
- q) Large car parking areas should contain a generous amount of landscaping for visual enhancement, shade and stormwater mitigation. Where feasible, landscaping should be used for bioretention/ stormwater mitigation purposes.
- r) Car parking structures should be screened appropriately and in accordance with their location. A higher standard of screening and/or incorporation of ground level activation should be utilised in pedestrian-oriented areas identified in the Context Analysis and Urban Design Statement required by Rule 15.6.2.11.
- s) Where car parking is provided within a building, parking levels should:
 - be integrated with the overall design of the building, and
 - be screened behind other uses. This is particularly important at ground and first floor levels. Where parking cannot practically be located behind other uses screening must be designed to a high standard.
- t) Faces of a car parking building visible from a street or public open space should be attractive, varied and create visual interest consistent with the overall design of the building.
- u) Exposed screen walls should utilise materials and architectural detailing similar to or in keeping with the rest of the building to achieve an aesthetically pleasing appearance.
- v) Ventilation panels should be carefully designed to achieve aesthetically pleasing patterns.
- w) Ventilation fumes from a car parking structure should not be exhausted into the adjacent pedestrian environment.

Vehicle access

- x) Customer vehicle access points should be clearly identifiable and, where possible, located away from major pedestrian movement areas.
- y) Where possible, service vehicle access should be located away from public spaces, pedestrian pathways, streets and adjoining residential zones.

Building service areas/loading bays

- z) Where practicable, building service areas/loading bays should be located away from public spaces, pedestrian pathways and streets.
- aa) Where service areas/loading bays front a street (with the exception of service lane) a high standard of façade design is expected in order to achieve the desired high level of streetscape and pedestrian amenity.
- ab) Where loading bays/service areas are not visible from outside the site, a lesser standard of design may be appropriate for that façade.

Building plant and equipment

Plant and equipment including mechanical ventilation should be integrated into the overall design of the development, and located and designed to minimise noise intrusion on adjacent streets and pedestrian areas.

TYPE 1 STREETS ONLY (refer Map A)

In addition to the assessment criteria specified above for Type 1 and Type 2 streets, all development fronting or abutting a Type 1 street should comply with the following criteria. Where there is any contradiction between the provisions of the two sets of criteria, then those criteria applying to Type 1 streets shall take precedence.

Building relationship to the street and public space

- a) An attractive, active and lively street front should be created, especially at street/ground level.
- b) Buildings should directly address the street, enhance pedestrian amenity and maximise the provision of visual and physical interaction between the interior and the adjoining public realm. Means by which this should be achieved include incorporating architectural design elements such as generous areas of glazing, extensive provision of doors, façade articulation and modulation, balconies, verandahs/canopies, variation in building materials or other similar elements to create rhythm and deliver a human scaled building.
- c) Building frontages should be designed with a rhythm, scale and level of detail appropriate to the walking speed of a pedestrian.
- d) Buildings should generally align with the site boundary and provide accommodation for activities that engage with and activate the street at ground/footpath level.
- e) Where for topographical reasons it is not reasonably possible to engage the ground level of a building directly with that of the adjoining footpath, any retaining walls and/or landscape work between the ground level of the building and the footpath should provide a high level of public amenity and be of high quality design, materials and detailing. These should be designed to minimise separation between the ground level of the building and the footpath.
- f) Where a building is located at the intersection of a Type 1 and Type 2 street, or where it terminates a vista from a major approach road, the corner/landmark condition should be acknowledged and expressed architecturally.

Building design

- g) Buildings should be designed with proportion, rhythm and detail, (including glazing) to create a pedestrian scale and a high level of amenity for all facades fronting or facing the street, open space or car parking area. In this respect.
 - i) The activation of the ground floor street frontage is a high priority; this should be achieved wherever practicable. This should be achieved by maximising the area of glazing and number of doors at this level.
 - ii) The design of all main facades, including those facing a street, or those containing primary pedestrian entrances, should be designed to a high standard.
 - iii) Elevations fronting car parking areas should be designed with a high standard of pedestrian and visual amenity.

Staged development

- h) Where staged development is proposed, sufficient undeveloped land should be retained between each completed stage and the street edge to enable the future provision of an commercially viable, street-activating development. In the interim, the street-facing elevation of all completed, but non street-activating stages, should be rendered visually attractive through the use of high quality architectural screening and/or planting or a combination of both.

Car parking

- i) Parking areas, at grade or within parking buildings, should not front or be visible from the street;
- j) Only where no on-street, kerbside parking adjacent to the development exists, then a one lane wide, one way slip road with maximum of one row of angled car parking on either side, may be provided between the building and the street. In such cases, the slip road must be designed as a 'shared space', to a high standard, using high quality materials suited to the predominantly pedestrian environment, over which cars may be driven slowly.
- k) Car parking located at the ground/street level of a building shall be 'sleeved' to a minimum depth of 10m with activities which will 'activate' the edge of the street.
- l) Where a multi-level car parking structure faces the street, the levels above the active 'sleeve' shall be designed in a manner that provides a high standard of screening to the cars and provides a visually attractive backdrop to the street.

Verandahs and Canopies

- m) Continuous pedestrian shelter should be provided along all edges of the street containing active shop fronts, significant pedestrian linkages and/or well used pedestrian pathways, as identified in the Context Analysis and Urban Design Statement required by Rule 15.6.2.11. Pedestrian shelter should be designed to a high standard and provide effective protection from the weather.

OTHER STREETS (refer Map A)

The following provisions apply to all other streets and lanes in the Business 4 zone:

- n) A good standard of design is required, particularly in relation to the street interface. Where practicable, buildings should provide pedestrian amenity and create visual interest. Means by which this can be achieved include incorporating architectural design elements such as glazing, façade articulation and modulation, balconies, variation in building materials or other similar elements to create rhythm and deliver a human scaled building.

The assessment criteria in **Section 15A.2.2.2, Building Form and Appearance** apply to any development being undertaken in the Business 4 zone, with the exception of the following criteria:

15A.2.2.2 Building Form and Appearance, Ground Level b), first arrow point and Ground Level f)

In addition, the assessment criteria in following sections of the Urban Design Code also apply to any development being undertaken in the Business 4 Zone:

S15A.4.2 Mixed Use Buildings (Incorporating Residential Development)

S15A.4.3 Service Stations and Drive-through Activities, including Drive-through Restaurants

S15A.5.1 Pedestrian Amenity, Safety and Convenience

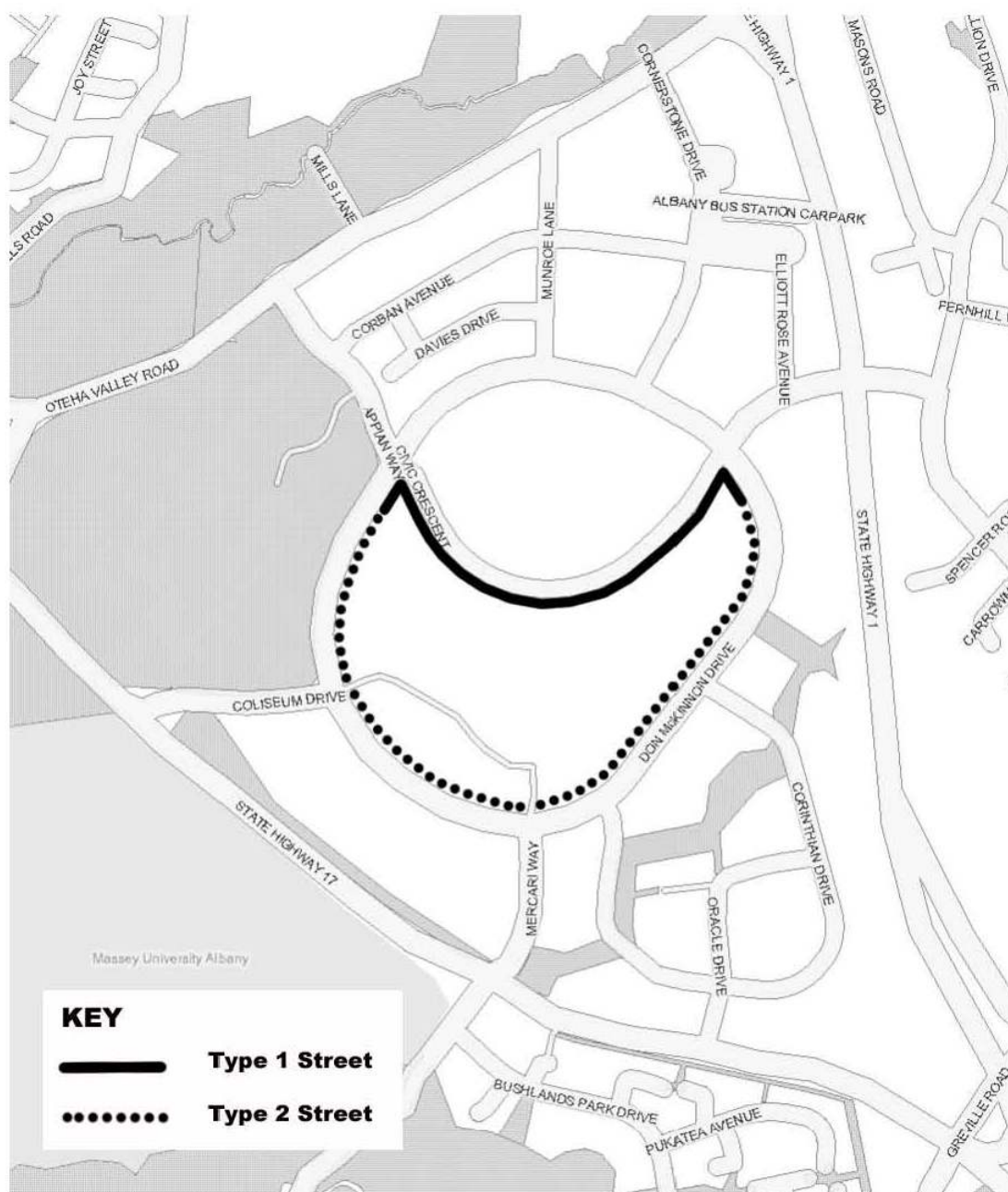
S15A.5.2 Public Open Space and Landscaping

S15A.5.5 Energy Efficient and Water Sensitive Design

Where there is a discrepancy between the sections, the criteria in this section shall take precedence.

APPENDIX

MAP A: ALBANY BUSINESS 4 ZONE - STREET TYPES



15A.3 Heritage

Explanation

Where development is located in the Business Policy Overlay B1 or adjacent to a commercial building which is a scheduled heritage building in the District Plan, the design must achieve a higher level of compatibility with development in the area taking into account the unique fabric and character of heritage streetscapes and buildings nearby. In this respect, in the Devonport town centre in particular, there are a large number of scheduled commercial buildings. Redevelopment within this centre needs to respond appropriately to the existing building fabric, with a similar architectural grammar to surrounding buildings of heritage significance. Architectural grammar includes the following building design considerations: solid-to-void ratio; pitch of roof (or parapet where appropriate); consistency of floor levels with adjacent buildings/ horizontal banding as appropriate; fenestration pattern; materials; position and articulation of the entrance; and building setbacks.

The provisions of 15A.3 that follow are, in respect to sites in Business Policy Overlay B1, subject in the first instance to the objectives, policies and rules introduced by that Overlay at 15.4.10: Business Policy Overlay B1 (Business Built Heritage Areas).

Heritage Issues A: Development Adjoining or Fronting (across a street) Land Zoned Residential 3

- a) Where a development site adjoins, or fronts (across a street) onto land zoned Residential 3 (Heritage), the development should reflect and be sensitive to the form, rhythms, proportions, detailing and character of heritage commercial buildings in the general vicinity. New development should also have particular regard to the special character of the heritage zone.

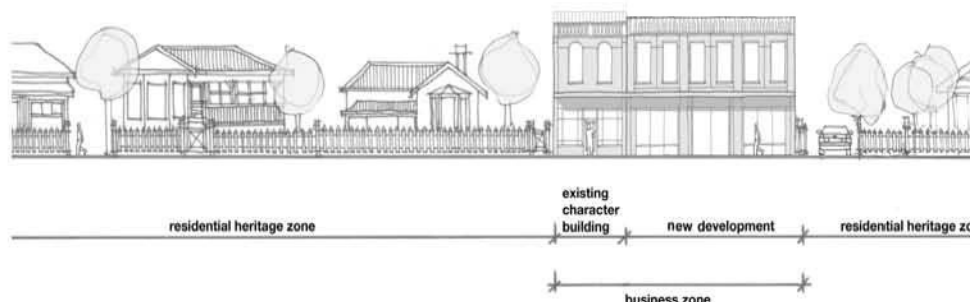


Illustration note: New business zoned development adjacent to character areas (Residential 3 zone) should respond to the architectural grammar of existing business zoned heritage buildings of architectural merit in the immediate neighbourhood

Heritage Issues B: Development Abutting or in Close Proximity to Commercial Buildings Scheduled in Appendix 11A to the District Plan

Where work is proposed to a heritage commercial building scheduled in Appendix 11A of the District Plan, the provisions of Section 11.4 to the District Plan apply. The following provisions apply to development which is located adjoining or in close proximity, (for example, across the street), to a scheduled premises.

- a) Where an application involves a substantial change to the external appearance of an existing building, or the construction of a new building, applications should be supported by a report from a suitably qualified and experienced design professional. The report should explain the design intention how the design will exemplify principles of good urban design and how the proposal relates to the heritage context of the site. For clarification those works which do not constitute a "substantial change" are listed at e) below.
- b) The external appearance of new development should be compatible and not

- compete with the existing built form of the adjoining buildings and their heritage fabric, in terms of form, mass (scale), detailing, proportions and general character.
- c) A new building abutting a heritage building which is set back from the street front, may not be required to be constructed to the street boundary, where a better urban design outcome could be achieved by respecting the spatial location of the heritage building.
 - d) Building elevation design and materials should be sympathetic to and respect, (rather than replicate) any patterns of elements existing in retained heritage buildings, but new and contemporary interpretations in form and detail may be used. Any contemporary interpretation should utilise the general architectural grammar of the retained building/s.
 - e) "Substantial change" (refer to a) above) does not include such work as:
 - i) repair/ replacement of existing building fabric with the same material, including windows, doors and cladding,
 - ii) painting of previously painted surfaces of a building,
 - iii) alterations and additions to the façade of an existing building where the alterations and additions will not be visible from a road, public open space or from a Recreation or Residential zone.
 - iv) Alterations and additions to the façade of a building where the alteration will be visible only from a service lane.

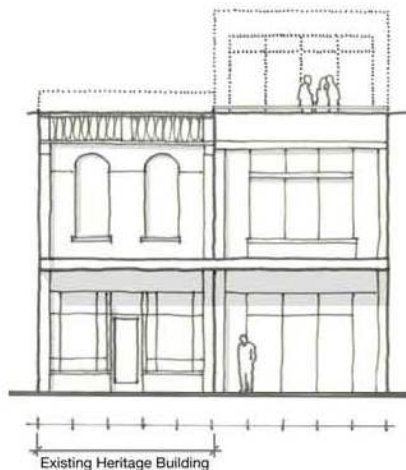


Illustration notes:

- *Horizontal and vertical proportions of commercial scheduled buildings respected*
 - *A modern or contemporary interpretation of heritage architecture is acceptable if designed to a high standard*
- f) New development should incorporate design elements that typify the architectural character of the area and so provide heritage compatibility, for example through:
 - Roof forms (pitch, shape, gables, parapets, decorative elements and chimneys);
 - Proportions, rhythm and relationships of openings for windows and doors;
 - Solid-to-void ratios;
 - Building setbacks;
 - Building materials;
 - Applied decoration.

15A.4 Development Types

15A.4.1 Malls, Supermarkets and Large Stores: Business 1, 2 and 3 Zones Only

Principle

Good urban design practice ensures that malls, supermarkets and larger stores located within town centres are an integral part of the centre and relate in a positive manner to the streetscape and their surrounding context.

For the purposes of this section,

"Mall" means a specifically designed development that internalises the majority of retail units within one building;

"Supermarket" means a large format retail store, typically larger than 1000m², with its primary purpose being the sale of groceries and related goods, but excluding (for the avoidance of doubt) yard-based or trade-based retail.

"Large store" means a single retail premises that is larger than 1000 m² in area.

Explanation

The traditional main street built form within the existing town centres of the North Shore is generally characterised by continuous building lines along street edges, frequent doors and transparent windows that 'animate' and allow casual surveillance of the street, narrow frontage buildings or tenancies that achieve a vertical rhythm to the street, and continuous shelter for pedestrians.

The resultant built form is generally visually harmonious, pedestrian amenity and safety is of a high order, and the activity and interest at street level is enlivened as a consequence.

In contrast, conventional malls, supermarkets and large stores can be characterised by a built form that has blank and featureless walls, car parking to the street edge, and internalised shop fronts. Consequently their contribution to pedestrian amenity and safety, the public realm, and the level of integration with other parts of the town centre is often poor.

However malls, supermarkets and large stores can be designed to integrate with more traditional forms of development. Techniques include a sleeve of smaller buildings or tenancies to conceal building bulk and the use of modulated facades and a significant amount of glazing to create active frontages. On-site car parking areas and vehicle access can be arranged to avoid visual dominance of the street frontage, primarily through limiting the development of parking areas directly adjacent to the street. The extent to which these techniques are appropriate will depend on the context of a particular proposal.

Supermarkets and malls can, when well designed, play an important role in the wellbeing of town centres; they attract large numbers of people to a place. This assists in creating vibrancy and vitality. Due to their form and scale, tailored assessment criteria are required which recognise their practical and operational requirements and which also ensure that these typologies fit well with the built fabric of town centres.

Supermarkets:

A significant number of existing supermarkets in the Business 2 and 3 zones are sited back from the road with parking in front, this being the site layout traditionally favoured by supermarket operators. Often these supermarkets are located at the edge of a town centre, such as the supermarkets located on Anzac Road in Browns Bay, and on Fleet Street in Devonport. In other instances the supermarket comprises a stand-alone premises (such as the supermarket located at the northern end of Barry's Point Road in Takapuna), or is part of a comprehensively planned mall/supermarket development dating from 1970-1980's, such as the Sunnynook Centre. There are currently only a small number of supermarkets located within an established main retail strip, an example being

the supermarket located on Kitchener Road in Milford.

The Code recognises that provision needs to be made for the upgrade, expansion and redevelopment of all existing supermarkets, including those currently characterised by parking in front of the building. However, where new supermarkets are proposed, it is considered that the set-back of the building with parking in front is only appropriate in those locations where, having regard to the context of the site, (as described in the Context Analysis and Urban Design Statement Rule 15.6.2.11) the continuity of built edge, pedestrian shelter and streetscape character are of lesser concern. In general such sites are situated at, or close to the edge of existing centre retail zones. Where developments include parking in front of the building, the proposal will need to be supported by a street typology assessment (under Rule 15.6.2.11) demonstrating either compliance with the relevant assessment criteria or clear justification why such compliance is inappropriate.

Elsewhere (along more traditional main streets identified in the Appendix 7 Maps), frontages are more pedestrian focussed and supermarkets will be required to achieve continuity of retail frontages and an active street edge. However, in other town centre locations, by enabling up to 40% of the frontage to be used for parking, provision is made for the particular operational requirements of supermarkets and other large stores. In these situations, car parking must be separated from the street front by a minimum depth of 4 metres of landscaping, and the balance 60% of the site frontage must comprise active frontage.

Note:

Malls, supermarkets and large stores in the Business 4 zone (Albany Centre) are exempt from the criteria in this section but should comply with the criteria set out in **Section 15A.2.3, Albany Business 4 Zone.**

Assessment Criteria

In addition to the provisions in this section, malls, supermarkets and large stores (except those locating in the Business 4 zone) should comply with the assessment criteria applying to all other forms of development in town centres with the exception of the following criteria:

15A.2.2.1	Building Form and Appearance	- General Principles e); Ground Level b) and e) and f); Upper Levels a) and b). Rooftops b).
15A.2.2.2	Street-Level Frontages	- Retail Street/ Town Centre Core a), b), c), d) and e)
15A.5.1	Pedestrian Amenity, Safety and Convenience	- Pedestrian Shelter a) and b)
15A.5.3	Parking and Service Areas	- assessment criteria c)
15A.5.4	Adaptive Re-Use and Flexible Design	- assessment criteria b)
15A.5.5	Energy Efficient and Water Sensitive Design	- a), b), c), d), e).

In the event of any inconsistency between the assessment criteria of Section 15A.4.1 and assessment criteria contained elsewhere in the Code, the assessment criteria contained in section 15A.4.1 shall have precedence.

Additional Criteria:

The following additional criteria apply whilst taking into account the development typology:

- a) Malls, supermarkets and large stores should be designed to address the street,

adjoining open spaces and principal car parking areas by bringing visual activity and pedestrian amenity to these edges. Blank walls, access ramps, and service bays visible from the street should generally be avoided.

1. One or more of the following techniques should be utilised having regard to the context of the site:
 - i) At ground floor level provide a significant amount of glazing to facades, or
 - ii) Sleeve the publicly visible elevations of the building with smaller scale uses that have active frontages (such as specialty shops or offices), or
 - iii) Utilise a mix of glazing and/or architectural design techniques such as modulation (stepping) along the facades, use of vertical elements and structural bays or other similar techniques which create rhythm and visually break up building scale. In conjunction with this technique, landscaping may also be used to assist to break up building scale.
 - iv) An alternative design solution which achieves the intent of this clause may also be considered.
2. In relation to the northern side of Como Street, Takapuna, the continued use of part of the mall building frontage (excluding the carparking building) for servicing and loading purposes is acceptable. These activities are limited to:
 - i) A single loading bay situated approximately 26 metres west of the intersection of the Lake Road/ Como Street site boundaries;
 - ii) An area with a total length of approximately 55 metres, starting approximately 78 metres west of the intersection of the Lake Road/ Como Street site boundaries.
- b) Design features should be used on street frontages to create an appropriate transition between large buildings and their immediate surroundings.
- c) Frontages (particularly where located at a street front) should be integrated with the prevailing rhythm and scale of existing frontages along associated streets. Large buildings should be articulated, both in volume and surface treatments, to reflect the existing or desired future scale in the street.

Supermarkets and Large Stores, (excluding malls) Located at Town Centre Edges:

- d) Opportunities may exist to site a new supermarket or large store back from the road with parking in front, but this layout is limited to those locations, where the Context Analysis and Urban Design Statement required by Rule 15.6.2.11 can demonstrate that the continuity of built edge, pedestrian shelter and streetscape character are of lesser concern. In this regard, the proposed development site should:
 - i) be located at or close to the physical edge of the zone boundary, and
 - ii) have low levels of pedestrian activity, and
 - iii) having regard to the context of the site, (including consideration of relevant District Plan and Centre Plan provisions) not comprise a logical part of the centre's main retail or pedestrian activity, and
 - iv) not form part of an existing retail strip comprising continuous built edge and pedestrian shelter.

A street typology assessment should be provided as part of Rule 15.6.2.11 Context Analysis to support the proposal, demonstrating compliance with the above criteria.

Existing Supermarkets and Large Stores:

- e) **Alterations and Additions:** Where an existing supermarket or large store is set back from the road with parking in front, the continuation of this form of site layout is acceptable in respect of alterations and additions to the building.

Demolition: Where an existing supermarket or large store that is set back from the road with parking in front, is to be demolished and rebuilt, then the continuation of the existing building layout and site layout is acceptable. The development should be designed to comply with assessment criteria, including those relating to design

and appearance, with the exception of those criteria relating to site layout.

Loading Bays/Service Areas

- f) Loading bays and site storage, should be located away from and /or appropriately screened from public spaces, pedestrian paths, streets and adjoining residential zones.
- g) Where loading bays/service areas are located internally to the site a lesser standard of design may be appropriate for that façade.
- h) Where loading bays/ service areas front a street (with the exception of service lane) a high standard of design is expected in relation to that façade to achieve streetscape and pedestrian amenity.

Pedestrians:

The Context Analysis and Urban Design Statement required by Rule 15.6.2.11 should specifically assess and address the requirement of pedestrians, having regard to the site location and context, and the nature of development proposed.

- i) Continuous pedestrian shelter should be provided over footpaths, to shop frontages and over other significant pedestrian paths where the Context Analysis and Urban Design Statement required by Rule 15.6.2.11 demonstrates that this will provide a logical extension to the existing network of pedestrian shelter . Pedestrian shelter should be designed to a high standard and provide effective protection from the weather.
- j) In respect of malls, supermarkets and large stores, pedestrian circulation patterns through, alongside and within the development should, as appropriate be responsive to, mesh with, and be physically, functionally and spatially integrated with the pedestrian circulation patterns of the surrounding area. Pathways through a mall or large store should increase the permeability of the town centre and of the surrounding urban fabric.
- k) High quality pedestrian connections should be provided between the mall, supermarket or large store and the surrounding area.
- l) Malls, supermarkets and large stores should be designed to provide a high level of pedestrian safety. In this respect the CPTED provisions (National Guidelines for Crime Prevention through Environmental Design, refer Section 15A.5) provide a useful standard.

Car Parking and Servicing

- m) Car parking areas (including car parking buildings or at grade car parks) should:
 - i) be located away from the street frontage wherever practicable. However, where car parking areas are located at or near the street frontage, (as provided for in assessment criteria (d) above, and (o) below), then that parking building/ area should be appropriately designed, landscaped and finished to ensure that it contributes appropriately to streetscape and pedestrian amenity. (Refer also to Section 15A.2.2.1, Parking Levels), and
 - ii) be located and designed to minimise the separation of development from the balance of the town centre, and
 - iii) be designed to avoid large parking areas being visually dominant.
- n) With the exception of development provided for under assessment criteria (d) above, the preferred option for malls, supermarkets and large stores, is building up to the street boundary with no car parking proximate to the street.
- o) Notwithstanding (n)above, due to the large amount of car parking required for malls, supermarkets and large stores, on those streets that are not identified in Appendix 7 of the District Plan Maps, a maximum of 40% of the site frontage on town centre streets may contain car parking and vehicle access if:
 - i) high quality hard or soft landscaping such as paving or planting with a depth of approximately 4m is provided to act as a buffer between the car parking area and the street, and,

- ii) Vehicle access may be provided through the 4 metre buffer, however no parking is permitted in this area, and
 - iii) The 60% balance of the site frontage comprises building to the street edge.
 - p) For supermarkets proposed on corner sites and sites with more than one street frontage where criteria d) does not apply, the 40% maximum parking requirement (set out in assessment criteria o) above) applies in relation to the single street frontage with the greatest pedestrian movement.
- Other street frontages may exceed the 40% criteria but are limited to those situations where the street relationship assessment required in clause 3 (f) of Rule 15.6.2.11, supports this treatment. That assessment should determine the most appropriate location and extent of the active street frontage, of vehicle servicing access and of parking.
- q) Large car parking areas should contain a generous amount of landscaping for visual enhancement, shade and stormwater mitigation.

Service Vehicles and Car Access

- r) For malls wherever practicable, provide separate vehicle access for customers and for goods and service trucks and vehicles. Where practicable, delivery vehicles should enter the site by way of a rear lane or access way which leads directly to loading and storage areas.
- s) No vehicle entrances can be located along the street frontages shown in Appendix 7 of the District Plan Maps. Pedestrian entrance only to the building should be provided on these frontages in order to maintain continuous retail frontages. Refer also District Plan Rule 12.4.2.7, Vehicle Crossings.
- t) Entrances to the car park/s should be easy to locate and designed to a good standard.

Service Lanes / Rear Lanes

- u) In general, where a site adjoins or contains on its rear or side boundary a service lane or access way (whether private or public ownership), that service lane/ access way should not be considered a "street" for the purpose of the assessment criteria in Sections 15A.2.2 and 15A.4.1 of the Code.

However where a service lane or access way also serves a significant pedestrian role, the provision of pedestrian amenity should be appropriately addressed.

Fuel Facilities

- v) Where fuel facilities are proposed as part of the supermarket development, the assessment criteria contained in Section 15A.4.3, Service Stations and Drive-through Activities, (except criteria b) shall apply.

15A.4.2 Mixed Use Buildings (Incorporating Residential Development)

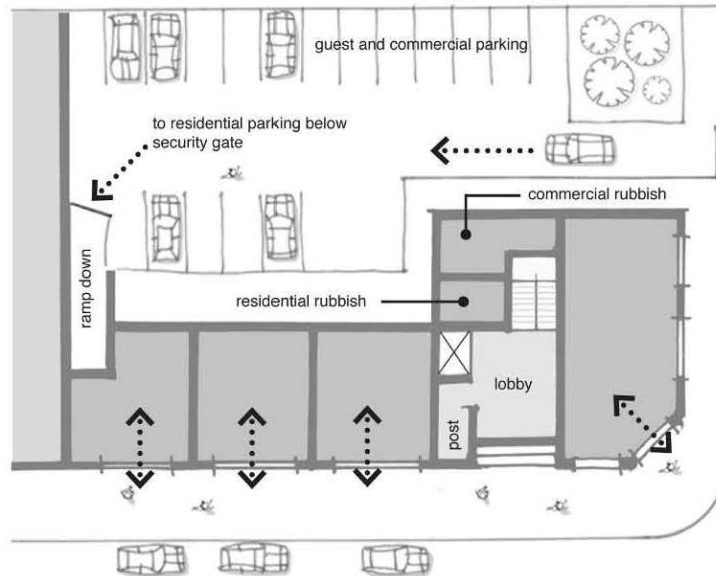
Mixed use developments provide for a variety of uses and activities, encouraging the use of the centre outside the working day, adding vibrancy and life and supporting business activities. Different uses within the same building are best located in a pattern and layout suitable to a mix of uses with retail and business activity at ground level, (and preferably at first floor level also) to assist street activation, with residential uses requiring privacy and noise mitigation above street level.

The following additional criteria apply to this form of development:

- a) Clearly demarked residential entries should be provided, directly from the street.
- b) Residential and business entries should be horizontally separated.
- c) Commercial service requirements, (such as loading docks and waste storage), should be separated from residential access, servicing needs and privacy and outlook.
- d) Waste disposal/ recycling storage and collection areas should be provided on site for residential units. In general kerb side collection for larger developments is not considered appropriate due to congestion and obstruction of the kerb side, and

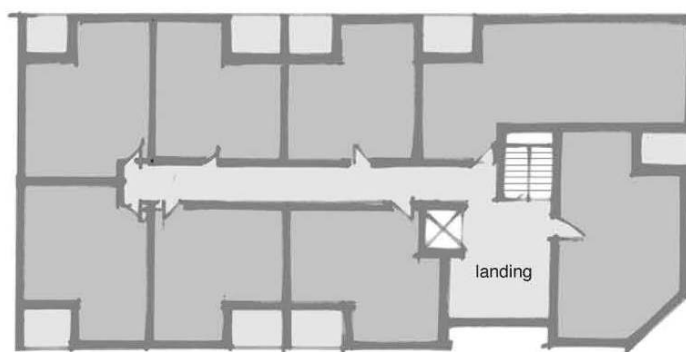
consequently servicing by a private contractor should be provided for and accommodated within the design.

- e) The design of residential units should recognise the need for privacy and avoidance of nuisance, (from lighting, noise, and signage) arising from existing or potential business activities on the development site, and on adjoining business zoned sites.
- f) Additional design advice and examples of appropriate forms of development are illustrated in the "Good Solutions Guide to Mixed Developments in Town Centres" and the "Good Solutions Guide for Apartments" prepared by North Shore City Council in 2005.



Mixed use development - typical ground floor

Illustration note: Ground floor commercial / retail with access off street



Typical upper floor plan

Illustration note: Separate lobby with stairs and lift for residential units at upper floor/s

15A.4.3 Service Stations and Drive-through Activities

Principle

Good design ensures that service stations and drive-through activities (including drive-through restaurants) do not detract from the amenity of town centres or surrounding residential areas.

Explanation

Service stations and drive-through activities including drive-through restaurants are commonly located within or immediately adjoining town centres, but they are also found as single stand-alone premises adjacent to residential development. These activities have particular operational and site layout requirements, which are quite different from most other business activities within retail areas. These requirements include high traffic generation, large forecourts and buildings often set well back from the road. It is consequently not appropriate to apply the "standard" urban design assessment criteria to development of these activities.

Specific criteria have therefore been developed primarily intended to ensure that these activities do not adversely affect the core function and character of the business centre or any adjacent residential properties. Ideally these activities should be located on the edge of a business centre, or on a street corner in order to minimise the disruption to the built street edge and vehicle movements over well used pedestrian paths.

The following criteria apply to service stations and drive-through activities including

General

- a) Buildings and site layout should be designed to ensure that the development does not detract from the amenities of the street or those of surrounding residential or business zoned sites.
- b) Service stations and drive-through activities are encouraged to locate at the edge of a town centre, or on a corner site.

Refer also to Rule 12.4.2.7 and Appendix 7 District Plan Maps (No Vehicle Crossings for key town centre areas).

- c) Where a drive-through activity is proposed to be located on a site which is not at the edge of a town centre, then the assessment criteria in Section 15A.2.2, Business 2 and 3 zones apply.
- d) Where a drive-through activity is proposed to be located at the edge of a town centre, then compliance with Section 15A.2.2, Business 2 and 3 zones is of lesser concern. However in relation to both service stations and drive-through activities, streetscape amenity and continuity of built form should be maintained by a combination of landscaping and built form.

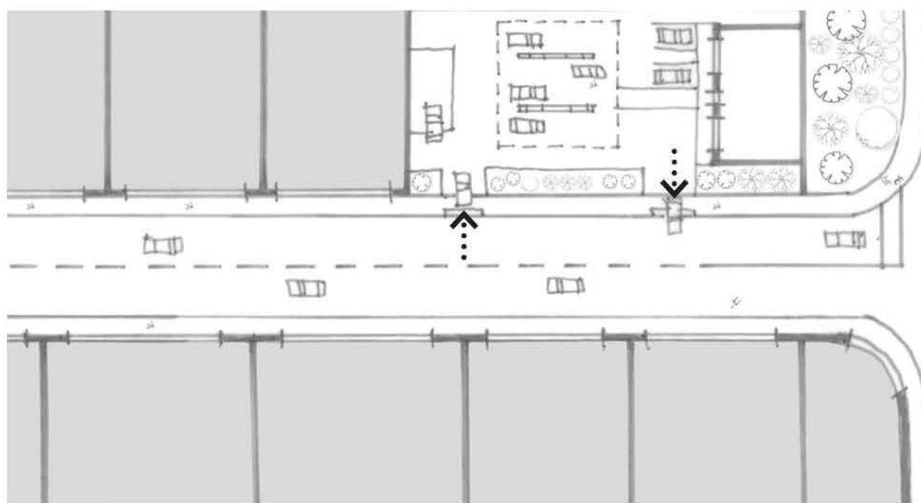


Illustration note: Service stations and other drive-through activities should be located at the edge of town centres so as not to detract from town centre amenity

Landscaping

- a) Landscaping should be provided parallel to the front boundary in order to enhance the appearance of the site from the road, define the street boundary and where

appropriate to provide separation and visual mitigation of these activities from the footpath. A width of approximately 1.5- 2 metres is appropriate.

The preferred option is for the principal building to align directly with the street boundary, with large areas of glazing addressing the street. However where the building is set back from the road, landscape treatment of the front boundary should be provided.

- b) Outdoor storage and rubbish containers should be screened from the street and adjoining residential properties by fencing or landscaping.
- c) Where service stations and drive-through activities adjoin residential zoned sites, landscaping should be provided adjacent to the common boundary to enhance on site amenity, and provide screening and separation with the residential site. Refer to Rule 15.6.2.8, Landscaping Requirements.

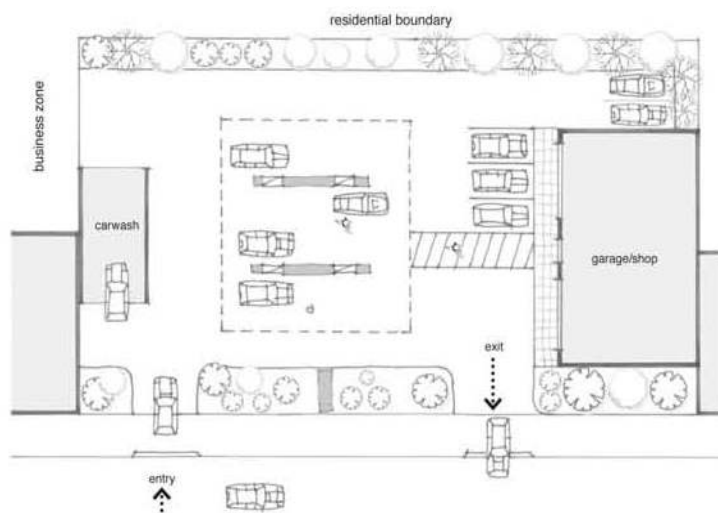


Illustration note: Provide good quality landscaping at front/ street boundary and protect amenity of adjacent sites with well designed screening and landscaping

Mechanical Plant and Equipment

- a) Mechanical plant and equipment, including that located on top of a building should be screened from view from the street or surrounding sites.
- b) Above ground storage tanks should be screened, (by buildings, landscaping, or fencing), from view from the street, or surrounding residential zoned sites.

Acoustic Amenity

- a) Where a development incorporates residential units/ apartments, and the provisions of Rule 10.5 apply, where practical, the development should be designed to enable the acoustic standard to be met without the need for mechanical ventilation.
- b) Development should be designed to mitigate the adverse effects of noise on neighbouring activities having regard to such matters as site layout, separation distances, screening and sound dampening.

Glare/Lighting

The development should be designed to ensure that the use of outdoor lighting, lit architectural features and reflective surfaces does not adversely impact on the streetscape or surrounding amenities. The Council may require a report from a suitably qualified lighting expert to confirm that the luminance will not result in an adverse effect on the environment.

Car Parking, Access and Pedestrians

- a) Vehicle access to the site should be located so as to result in minimal disturbance to safe and convenient pedestrian and vehicular movement on the street.

- b) Car parking and service areas should be located without visually dominating the streetscape or the appearance of the development as viewed from adjoining residential or recreational zoned sites. When they are located at the rear of a building, they should be screened from adjoining residential zoned sites.
- c) The internal circulation of parking and service areas should be designed for the safe and efficient movement of vehicles on and off the site, through an easily comprehended layout, the provision of adequate sightlines and appropriate surface markings and signs.
- d) Outdoor parking, servicing and access areas should be constructed of all weather materials with adequate drainage.
- e) A safe and convenient pedestrian environment with a good standard of amenity should be created on site which:
 - i) Provides direct and well defined routes,
 - ii) Links car parking areas to building access points,
 - iii) Where appropriate, incorporates pedestrian linkages to adjacent sites, streets and public open spaces, and
 - iv) Meets the needs of people with mobility impairments.

Mixed Use Buildings

The provisions of Section 15A.2.2.4 of the Design Code apply.

Energy Efficient and Water Sensitive Design

The provisions of Section 15A.2.2.10 of the Design Code apply.

Utility Services, Drainage, Water, Wastewater, Electricity, Roads

The General Assessment Criteria of Rule 9.7.1.1(5) of the District Plan apply.

15A.5 General Urban Design Provisions

15A.5.1 Pedestrian Amenity, Safety and Convenience

Principle

Good design ensures attractive, safe, accessible, convenient and interesting places for pedestrians at all times of the day and night.

Explanation

The pedestrian environment provides people with their primary experience of and interface with town centres. The creation of a pedestrian friendly environment, through public realm improvements and the careful design of buildings, particularly along street frontages, will make a significant contribution to the long term viability, integration and attraction of retail centres.

The pedestrian environment should be safe, functional and accessible to all including those with disabilities. It should be characterised by excellence of design, high quality materials and a high standard of finish. An integrated pedestrian network providing choice of routes at ground level for pedestrians should also be developed.

In relation to safety, particular regard should be had to the 7 principles outlined in the National Guidelines for Crime Prevention Through Environmental Design (CPTED) published by the Ministry of Justice in 2005, being

Access: Safe movement and connections

Surveillance and Sightlines: See and be seen

Layout: Clear and logical orientation

Activity Mix : Eyes on the street

Sense of Ownership: Showing a space is cared for

Quality Environments: Well designed, managed and maintained environments
Physical Protection: Using active security measures.

Assessment Criteria

General Principles

- a) Development should incorporate an integrated, clearly defined pedestrian environment, with appropriate separation from vehicular movements, providing for the safe and convenient movement of pedestrians from the street to buildings and from one part of the site to another, in particular from car park areas to building entrances.

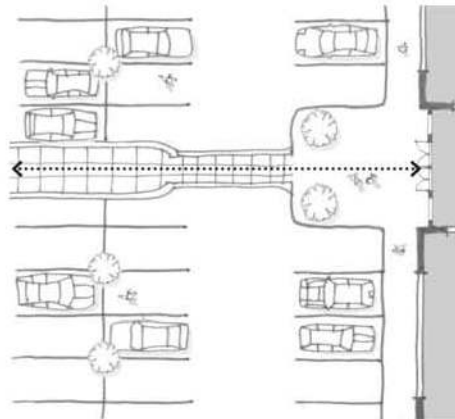


Illustration notes:

- *Clearly defined and safe pedestrian route/s provided from car park to building entrance*
 - *Different design treatment and/or materials to define pedestrian areas*
 - *Generous footpath located adjacent to the building*
 - *Car parks of sufficient size provided to prevent cars overhanging the footpath.*
- b) Development should provide for safe and convenient disabled access into and throughout the development.
- c) Development should support pedestrian safety and amenity (including crime prevention) along public streets, public and semi-public open spaces (such as plazas), and pedestrian and cycle routes. This includes:
- i) Active facades at ground level with the street and public open spaces;
 - ii) Overlooking opportunities, particularly from the first and second levels;
 - iii) Separation of pedestrian routes from servicing activities;
 - iv) Use of distinctive paving to define routes and pedestrian areas;
 - v) Provision of shade and seating;
 - vi) Lighting for safety;
 - vii) Landscaping designed to enhance amenity and promote safety by providing for sightlines from active areas of buildings to streets and public and semi-public open spaces; and
 - viii) Landscaping designed to enable views of building entrances from streets and other public places, and avoidance of entrapment spots.
- d) The width of proposed pedestrian paths should be designed to accommodate the likely volume of pedestrian traffic, street furniture and landscaping while achieving a good standard of amenity for users. To achieve this, the width of pedestrian paths may need to significantly exceed the minimum standard.
- e) In general, car park design which results in part of a vehicle overhanging a

pedestrian path and consequently reducing the width and therefore the safety, convenience and amenity of that path, will not be supported.

- f) Pedestrian and vehicle access to a building should be separated horizontally.

Pedestrian and Cycle Network

- a) New pedestrian and cycle routes and linkages identified in the District Plan or in other supporting planning documents such as Centre Plans as being necessary or desirable, should be provided, attractively landscaped, and appropriately illuminated.
- b) Such links should be at grade, provide direct sightline from one end to the other, be open to the sky, and have no internal impediments, i.e. columns or doors.
- c) Where a public through site link is proposed, the entry should be expressed by a change in form and material.

Pedestrian Shelter

- a) Continuous pedestrian shelter should be provided over footpaths on all street frontages and significant pedestrian linkages. Regard should be had to the width of cover provided and height above street level, and wherever practical should be compatible in design to existing verandahs on adjoining buildings.
- b) Verandahs should be designed to a high standard and provide effective protection from the weather.
- c) Verandahs should be horizontal. If glazing is proposed for verandahs appropriate provision for cleaning must be detailed.



Illustration notes:

- *Consistency and continuity of verandah design*
- *Provide wide verandah for effective weather protection*

Wind

Buildings over 20m in height should be subject to a wind assessment report by a qualified engineer to determine the wind environment conditions that will be created. Adverse wind effects on pedestrians who are:

- i) Located on streets, public footpaths and public spaces in the vicinity,
- ii) Located on public places within the development site,

should be avoided or appropriately mitigated. The report should consider the shape and height of the building, its exposure, surrounding terrain, orientation with respect to

prevailing winds, topography, and sheltering effects from or adverse interactions with other buildings. If the report identifies significant effects, then a wind tunnel test will be required to establish more precisely the impact of the proposed building on the pedestrian environment.

15A.5.2 Public Open Space and Landscaping

Principle

Well designed landscaping and public open spaces can greatly enhance the character and amenity of a town centre.

Explanation

Well designed public open spaces, (including privately owned but publicly accessible spaces) can make a significant contribution to the amenity and vitality of a town centre, attracting people and new investment. The creation of high quality open spaces depends upon factors such as shading, wind exposure, orientation, size, location, adjoining land uses, linkages, shelter and appropriate infrastructure, (lighting, seating, paving and planting).

The provision of well designed landscaping assists in the creation of high levels of amenity within town centres. Landscaping can make a positive contribution to the design of a centre by creating visual and pedestrian focal points, enhancing public open spaces, providing shade and wind shelter, and introducing additional colour and texture in the built environment. It also assists in reducing heat build up from hard surfaces and if specifically designed to provide bio-retention can also mitigate the effects of stormwater runoff from these surfaces. Landscaping can be used to better define both pedestrian and vehicle routes, and to mitigate the adverse effects of development by screening and softening buildings and car park areas.

Rule 15.6.2.8 of the District Plan requires that a Landscape Amenity Yard be provided where Business zoned land adjoins a site zoned residential or recreation. In addition, Rule 15.6.2.8 requires that landscaping be provided to screen and soften blank walls, car parks and service areas. Further landscape requirements relate to the use of the Bonus Provisions, and are also included in Rule 15.6.2.8.

Assessment Criteria

Public Open Space

The following criteria apply to the assessment of any development incorporating an area of proposed public open space, including where that public open space is proposed to achieve the Bonus Height Provisions (Rule 15.6.2.6) :

Where public open space is proposed:

- a) The design should take advantage of opportunities to link open space networks, including provision for safe routes for pedestrians and cycle paths, and to extend or improve existing street amenity.
- b) The space should be overlooked to ensure safety and security for users.
- c) It should be designed to:
 - i) Be of usable size and shape, and in particular should not comprise two or more separate small spaces within the one development,
 - ii) Where possible, offer access to sunlight,
 - iii) Provide a focus for activities,
 - iv) Be readily identifiable as a public space rather than private space,
 - v) Be clearly visible from the street or other public space,
 - vi) Clearly define physical relationships between open spaces and surrounding uses,
 - vii) Protect any significant natural features of the site,
 - viii) Enhance the amenity of the development and surrounding public realm, and
 - ix) Incorporate on-site stormwater treatment wherever practicable.

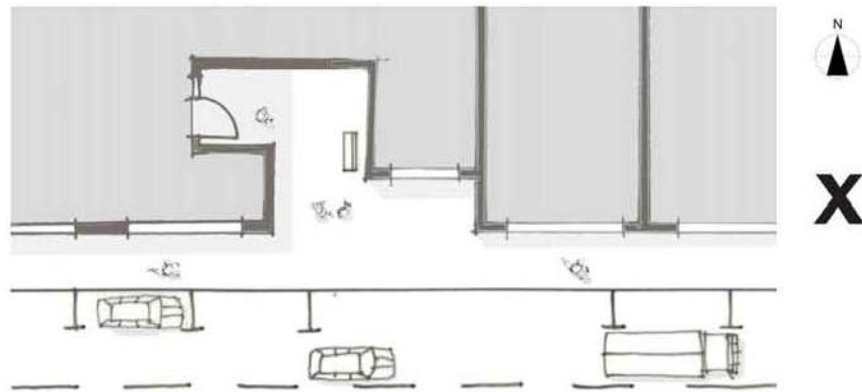


Illustration notes:

- *Public space not easily accessible*
- *Poor orientation*
- *Form of public space not well defined*
- *Blank building elevations fronting public space resulting in poor amenity and poor security outcomes*
- *No landscaping*

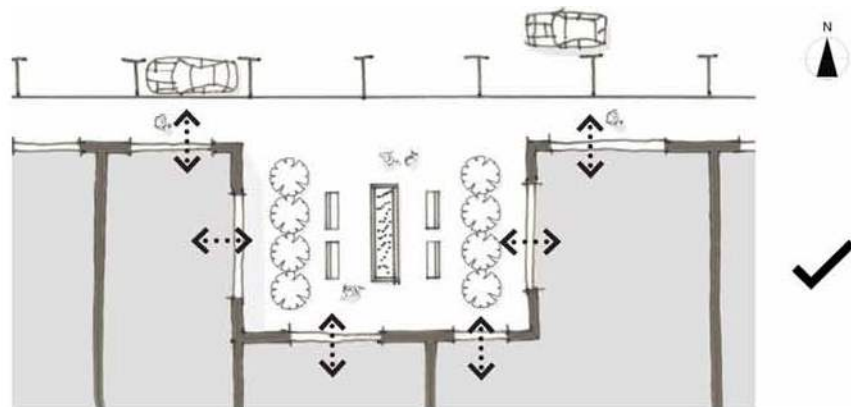


Illustration notes:

- *Generously sized, regular shaped public space*
- *Doors and windows open on to open space and provide active frontage*
- *Increased amenity by way of landscaping*
- *Good orientation/ northerly aspect*
- *"Sense of place" created by good design*

Landscaping

Rule 15.6.2.8.1(a) sets out in detail the landscaping requirements for Landscape Amenity Yards, required where Business zoned sites adjoin land zoned residential or recreation. In addition, other areas of landscaping should also be provided to achieve the following:

- Hard and soft landscaping should be used to enhance and integrate the development and be designed to provide on-site stormwater mitigation wherever practicable.
- Existing mature trees should be retained and incorporated within the development

wherever practicable. The removal of mature trees is strongly discouraged, notwithstanding that they may not be protected by the tree protection rules of the District Plan. In this respect, the retention of mature trees is encouraged where their size, location or species make a significant contribution to streetscape or where they could be logically incorporated within an area of public open space.

- c) In larger developments, landscaping should be used to create pleasant amenity areas for pedestrians.
- d) Landscaping, including tree planting, should be used to break-up and soften the appearance of large areas of car parking as well as continuous building walls that are devoid of visual interest. As a general guide, it is suggested that within car park areas, one tree be planted at every 4th car bay.
- e) In those circumstances where buildings are not required to define the street edge, landscaping, including tree planting, should be used to define the street edge, and improve the visual appearance of the streetscape and any adjacent public areas.

15A.5.3 Parking and Service Areas

Principle

Parking and servicing areas should be efficient, safe, convenient, discrete and suitably landscaped. These facilities should be located and designed to integrate with the town centre without detracting from the amenities of the centre or that of adjoining zones.

Explanation

The location, layout and design of access, parking and service facilities all have the potential to adversely impact upon:

- ☐ The safety and convenience of access for both pedestrians and vehicles,
- ☐ The efficient operation of activities within the town centre itself,
- ☐ The visual appearance and amenity of the centre,
- ☐ The acoustic and visual amenity of adjoining land uses,
- ☐ The exposure of pedestrians and surrounding land uses to fumes,
- ☐ The quality and quantity of stormwater runoff.

For this reason, careful design of vehicle access, parking and servicing facilities is required.

Assessment Criteria

- a) The design of car parking and service areas should be integrated into the overall site and building design without dominating the appearance of the development as viewed from the street or adjoining residential or recreational zoned sites.
- b) The internal circulation of parking and service areas should be designed for the safe and efficient movement of vehicles on and off the site, through an easily comprehended layout, the provision of adequate sightlines and appropriate surface markings and signs.
- c) Where rear lane access or access from minor streets is available and is of sufficient width and capacity, car parking should be designed with access from these.
- d) In general, car parking areas should not be located between the building and the street. The preferred solution is building up to the street boundary with no car parking proximate to the street.

However, in certain circumstances, car parking adjoining or proximate to the street may be appropriate, notably where redevelopment, (not demolition) of an existing building which is already set back from the road is proposed, or in certain circumstances to accommodate the needs of malls, supermarkets and large stores (refer to Section 15A.4.1).

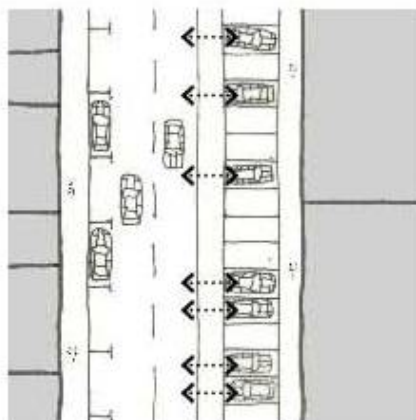


Illustration notes:

- *Parking located between buildings and street*
- *Multiple car crossings resulting in less safe footpath area*
- *No designated pedestrian access to building entrances*

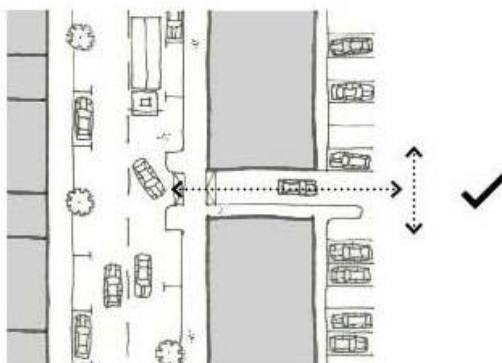


Illustration notes:

- *Parking located to rear of buildings*
 - *Clearly designated vehicle access to parking area*
 - *Separate pedestrian access to car park*
- e) Outdoor parking, servicing and access areas should incorporate all weather materials, adequate drainage and landscape planting. In relation to the landscaping of parking areas, refer also to Section 15A.5.1 of this Code, "Public Open Space and Landscaping" and in respect of stormwater mitigation refer to Section 15A.5.5, Energy Efficient and Water Sensitive Design.
 - f) Access to and exit from a site should be located with minimal interference with vehicular and pedestrian movement on public roads.
 - g) Developments should be designed to minimise potential conflicts between pedestrian movements and those of service vehicles and cars, both within the site and at the street frontage.
 - h) Parking within a building fronting a street or public place should generally be contained either below ground level or at first floor level or above. Refer also to the

criteria relating to parking level design, in Section 15A.2.2.1, "Building Form and Appearance".

- i) Car parking above ground level should have a minimum floor to ceiling height of 2.8 metres so it can be adapted to another use in the future.
- j) Waste recycling areas and external storage facilities should be adequate in size, blend in with the development, avoid visual clutter and be conveniently accessible to the users of the building and service vehicles.

15A.5.4 Adaptive Re-Use and Flexible Design

Principle

Good design recognises that some older buildings can be converted to enable their reuse for different activities, and that new buildings can also be designed and constructed to facilitate their use by a range of activities over the lifespan of the building. Both of these approaches are sustainable development options which help provide a town centre with a sense of its own identity.

Explanation

Designing a new development to accommodate different uses over time enables different activities to be accommodated, as market demand requires, thereby preserving a building's usefulness and lifespan.

Flexible design requires designers and developers to consider higher floor-to-ceiling heights, separate entrances to allow different activities to occupy space within the building, a building depth of between 10 - 14 metres to allow for commercial and/or residential use, and modular internal room layouts which can be adapted at a later stage.

Assessment Criteria

- a) Existing buildings: Applicants are encouraged to retain existing buildings within town centres wherever possible where those buildings are themselves of design merit.
- b) New Buildings should be designed to be adaptable for a range of activities, by the inclusion of the following features:
 - i) higher than minimum floor-to-ceiling heights particularly on the ground and first floors, i.e. approximately 4 metres at ground level, 3.2 - 3.6 metres for first level
 - ii) open structural frames;
 - iii) separate entrances to ground and upper floors;
 - iv) a minimum building depth of between 10 - 14 metres;
 - v) regular and modular internal room layouts; and
 - vi) adequate natural light and ventilation to all habitable rooms.

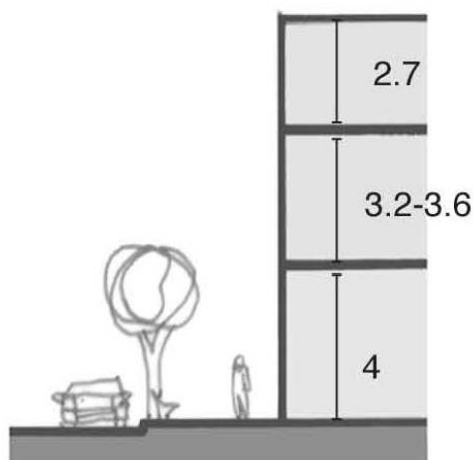


Illustration note: Build higher than minimum floor-to-ceiling heights to allow for changes of use through time

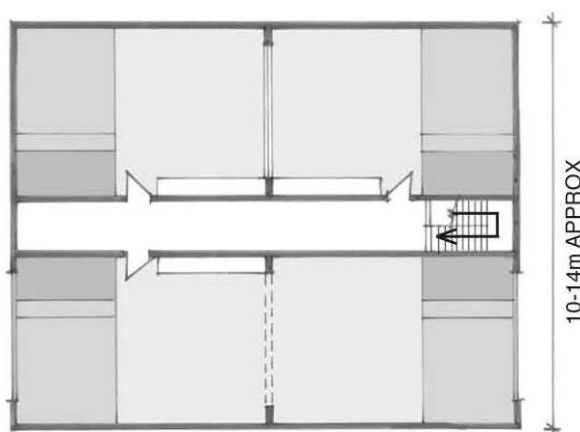


Illustration note: A building designed to a minimum depth of 10-14m allows for regular and modular room layouts when building uses change (eg. commercial to residential)

15A.5.5 Energy Efficient and Water Sensitive Design

Principle

Good design makes efficient use of natural resources, energy and water throughout a development's full life cycle, from construction to demolition.

Explanation

Energy efficient building design minimises the human consumption of energy such as gas, electricity and fossil fuel in a building by utilising the sun's natural energy. Windows are designed to direct sunlight into a building, which warms the inside rooms during winter. Such passive solar construction techniques in winter involve the use of design strategies to maximise the heating effects of the sun. In summer, shade and natural ventilation keep the building cool and prevent overheating. Passive solar construction may greatly reduce the long-term costs of maintaining a building by reducing capital and long-term costs of heating and air conditioning equipment.

Active solar design can also be utilised to achieve energy efficient buildings by applying technology to harness the sun's energy with the use of solar hot water heating systems and photovoltaic cells.

It is also important to manage stormwater runoff from new development using techniques such as water reuse and detention. Minimising stormwater runoff and contaminants at source as part of a treatment train approach is the best way to reduce adverse effects on our streams, harbour and coastal environment.

The specific requirements relating to stormwater mitigation, which apply in all Business zones are contained in Section 8 of the District Plan. Applicants however are encouraged wherever possible to exceed the minimum mandatory standards of Section 8, and to employ additional sustainable low impact stormwater management techniques. In particular the use of all landscape areas, (including specimen planting within car parks and public amenity areas) for bioretention is strongly encouraged. It is also important to ensure that stormwater management techniques, together with other energy efficient measures are considered at the earliest design stage, and considered as an integral component of design.

Assessment Criteria

- a) Buildings should be designed to maximise solar access to habitable rooms and decks, particularly where the development incorporates apartment accommodation. It is noted that the provisions of Rule 15.6.1.9 Residential Development, include specific provisions relating to decks and outlook for apartments in business zones.

- b) Passive solar design techniques should be used to reduce overheating in summer.
- c) Energy use should be minimised by maximising natural lighting and ventilation.
- d) Where possible, buildings should be designed with opening windows to maximise natural ventilation.
- e) Opportunities for roof-mounted solar devices (such as solar hot water systems and photovoltaic panels) should be considered. These should be integrated into the overall design of the building.
- f) Opportunities to incorporate stormwater mitigation measures in addition to the minimum mandatory requirements contained in Section 8 of the District Plan should be considered wherever possible. Such measures could include green roofs, pervious paving, rain tanks and landscaping designed as bio retention areas (including rain gardens, tree pits, swales, etc). The use of all landscape areas (including specimen planting within car parks and public amenity areas) for bio retention is strongly encouraged.
- g) It is noted that Section 8 of the District Plan contains specific requirements regarding impervious areas, on-site stormwater management that apply to development in Business zones. The location and design of low impact stormwater mitigation measures including rain gardens, needs to be considered as an integral component of urban design. Their location and design should be considered at the earliest stage of development, and form part of the application for resource consent.
- h) When demolition is proposed, the recycling of building materials is encouraged wherever practicable.

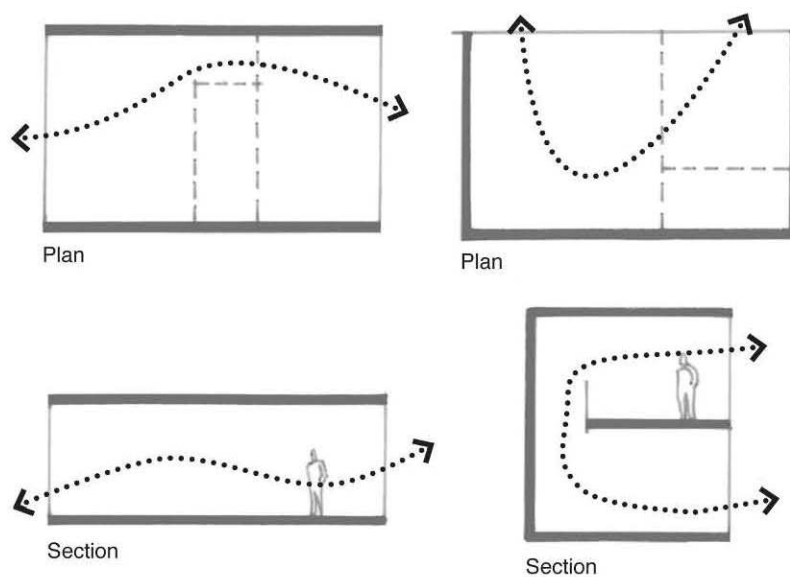


Illustration note: Possible layouts (plan and section) to maximise natural ventilation