

APPENDIX 16D – ADDISON NEIGHBOURHOOD CENTRE DESIGN ASSESSMENT CRITERIA

The criteria listed under each design element are intended to give flexibility, enabling site responsive designs.

Each design element includes an explanation, which summarises the rationale for the particular design element and expands on the individual criteria. The explanation may be used as further guidance in interpreting the intention of the criteria and assessing the extent to which the proposal accords with them.

Design Element 1: Porchester Road and “High Street” East-West Link Interface

1. When viewed from Porchester Road and the proposed “high street” east-west link to the Takanini School Road Extension, buildings shall create visual interest through articulation and openings on elevations, and through roof form and design.
2. Open car parking, service areas and outdoor storage areas shall be generally avoided on the Porchester Road and “high street” east-west link interfaces, unless screened by buildings and/or landscaping.
3. Signage shall be limited within the Porchester Road and “high street” east-west link road interface to avoid unnecessary clutter, unless affixed to, and integrated with, building elevation design.
4. Access to the Addison Neighbourhood Centre should generally be located away from the main road frontage of Porchester Road, and the east-west link road, to minimise vehicle crossings and accessways.

Explanation:

Design Element 1 pertains to what will be the most public face of the Addison Neighbourhood Centre, where development is viewed from Porchester Road and the “high street” east-west link. Careful attention to detail, including building scale, façade articulation, signage and streetscape is required to avoid potential adverse visual effects and to contribute positively to the amenity of the area.

The criteria are intended to ensure that the design of buildings presents an active and interesting public face regardless of whether the formal entrance to those buildings occurs from the rear where it is anticipated that car parking areas will be located. It is important that car parking and service areas are located to the rear of buildings fronting Porchester Road and the east-west link road and, if this is unavoidable, screening by way of substantial landscaping should be incorporated into the design.

The proliferation of advertising signage and poorly designed and located signs can significantly detract from the visual amenity and character of an area. Sign clutter can also reduce the effectiveness of individual signs as proliferation can often impact on the success of an advertising message. It is important to remember that the Addison Neighbourhood Centre will be located within a medium density residential development and, as such, signage, like built form, should respect existing and proposed development through careful consideration of scale, bulk, height and illumination of component elements.

Design Element 2: Layout of Open Space

1. A safe, attractive and convenient shared pedestrian space shall be created linking the land to the north of the Addison Neighbourhood Centre with the landscaped public spaces created along the “high street” east-west link. Additional green links and sightlines from Bruce Pulman Park shall be realised within the scope of the Addison Neighbourhood Centre, along the east-west link street to Takanini School Road Extension.
2. Car parking should be located to the rear of buildings. Where larger areas of car parking need to be provided, these should be broken up into smaller car parks and visually improved by landscaping.
3. Retail, commercial and community development built to a consistent setback shall front the northern side of the proposed east-west link road creating a well defined ‘boulevard’ entrance reinforcing a sense of place.
4. Appropriate provision shall be made for a safe and accessible public transport stop within the Addison Neighbourhood Centre.
5. Any outdoor storage or rubbish collection area visible from outside the Addison Neighbourhood Centre or from a public road shall be screened from public view by landscaping.
6. Link open space areas with strongly defined paths to enhance user experiences and to reinforce opportunities for pedestrian and cycle connectivity throughout the wider development area.
7. Crime Prevention through Environmental Design (CPTED) principles should be considered in the assessment of built form and streetscape design.

Explanation:

The criteria in Design Element 2 is concerned with the relationship between buildings and spaces and how this effects pedestrian and cycle movement patterns and legibility. Open spaces should provide the focal point for community interaction in a neighbourhood and be located where they are highly accessible for residents. To encourage pedestrians to use vehicular streets, these must be comfortable, safe, easy, and engaging. This can be achieved through ensuring that key sightlines and paths are respected and delineated by changes in pavement materials and street levels. Active edges as supported by Design Element 3 and 4 also becomes a consideration in defining desired pedestrian and cycle routes.

Whilst it is not intended that the Addison Neighbourhood Centre will be servicing a large catchment area, public transport should be a consideration in aligning development with broader regional transport strategies and sustainability initiatives.

Design Element 3: Street Frontages

1. Buildings shall generally adopt a perimeter block layout where carparking is located behind buildings.
2. Buildings on corners shall be articulated through height variation, building setbacks, façade treatment and colour to ensure building elements appropriately emphasise the street intersection.
3. Building frontages shall provide informal supervision to streets, open spaces and walkways by providing a high level of generally “see through” ground floor display area and building

entrances that address the street. Views into a building give interest to passers-by and make the buildings function apparent, while views out of the building facilitate overlooking which contributes to safety.

4. When viewed from the road or any public space, buildings shall create visual interest through articulation, roof form, openings and variation. Secondary elements such as balconies and other projections that break up the mass of buildings shall generally be encouraged.
5. Solid blank walls along or facing a road shall be avoided. Articulation and architectural detailing should be used to keep areas of blank wall to a minimum.
6. Where buildings do not front roads, attractively landscaped areas shall be provided between the building and the main road frontage, and the use of such areas for parking shall not be visually prominent.
7. CPTED principles should be considered in any assessment of building frontages and how they interrelate with surrounding spaces.

Explanation:

Design Element 3 applies to the design and layout for the public front of a building. Buildings with live edges, such as shop fronts, doors directly to the street, or residential upper floors, and clear internal-external sightlines enable people to keep an eye on public space and make it feel safer. In the interests of creating a vibrant neighbourhood centre, active frontages shall be encouraged to enhance the vitality and viability of the development, and to project a façade that will attract passing trade, and provide high amenity values for those people visiting the centre.

The public edge of a building should accommodate activities which benefit from exposure through significant display area and interaction with the public realm, and can contribute to the life of the public space itself.

Design Element 4: Open Space Design

1. Buildings shall be oriented and located to define outdoor spaces for users of the development and for the public as appropriate. The scale of buildings should be responsive to the size and purpose of the open space provided.
2. Open spaces shall be designed to accommodate a range of activities. Trees and any structures, such as verandahs, shall be positioned for winter shelter and summer shade, to maximise the particular qualities of any outdoor space, and to reinforce any linkages from the open space to other areas.
3. All open space should be fronted by development to provide passive surveillance and overlooking of the space. Backs of buildings and/or high fences are not appropriate as this reduces passive surveillance and can make places appear unsafe.
4. Functional open spaces such as car parking areas, shall include landscaped areas and separate pedestrian pathways to create an attractive, interesting and safe pedestrian environment.
5. CPTED principles should be incorporated into the development of open space areas.

Explanation:

Open space should provide the focal point for community interaction in a neighbourhood. Along with streets that promote walking and cycling, open space contributes to casual social interaction. Design Element 4 pertains to the open spaces created between buildings including landscaped plazas and squares and more informal spaces. Open spaces should be created through the responsive and considerate positioning and design of adjacent buildings and not as a result of leftover space once a building position has been determined. Council will encourage an active interface between open space and adjacent uses, including an understanding of CPTED principles in the application of edge treatments.

Design Element 5: Retail/Commercial/Mixed Use Activities

1. Mixed-use developments shall provide a separate entrance for residential components.
2. The design of buildings that incorporate ceiling heights higher than the minimum required shall generally be encouraged to allow for flexibility of future use.
3. Access from parking areas to associated residences shall be internal or direct, safe and well lit.
4. It is important that retail, commercial and community activities front the street at ground floor level in order to promote active frontages, and to reinforce the principal retail, commercial and community role and function of the Centre. Residential activities shall, therefore, generally be accommodated at upper floor levels.
5. Buildings shall be designed to have active rooms fronting onto those public areas in front of them, so users or residents can connect with people in the street.
6. Activities within the Addison Neighbourhood Centre shall be compatible with surrounding residential activities and, within the Centre, shall be integrate within a coordinated residential/mixed use environment.

Explanation:

Design Element 5 applies principally to the mix of uses within the Addison Neighbourhood Centre, and how an understanding of building layout and uses can contribute to the long term viability and sustainability of the Centre. Within a neighbourhood centre, for example, housing can provide customers for shops, make use of empty space above them and generate activity when they are closed. The provision of additional height on ground floors in areas of higher density and/or mixed use will allow for the flexible use of premises in the future. This should be accompanied by greater sound insulation and other features required in a mixed-use environment.

Some uses are incompatible because of functional factors like noise or traffic generation and can result in reverse sensitivity.