APPENDIX 12P

SPECIAL 19 – (SILVERDALE NORTH) – DESIGN GUIDELINES

Part 1.0 Structure of Design Guidelines

Part 1.0 describes key elements underpinning Rodney District Council's "Garden Residential" vision for Silverdale North. Part 2.0 of the guidelines outlines desired information in a Development Concept Plan (DCP). This optional information is above the minimum requirement listed in the rules[i]. The DCP is the most important part of the guidelines as the road pattern and the size and shape of lots largely determine the character of an area long before the first house is designed. A summary of urban design concepts underpinning the structure plan is included as a guide to preparing a DCP.

Parts 3.0 & 4.0 contain guidelines for streetscapes and site design for residential areas. These two matters are important to create high quality external spaces as part of the Garden Residential concept.

Parts 5.0, 6.0 & 7.0 examine common medium density house types, building elements and visual character. Part 8.0 contains design guidelines for the commercial and business zones. Part 9.0 contain outlines street types.

The guidelines are not to be treated as a checklist for design with every "box requiring ticking". In fact some elements may be contradictory and any design should be assessed against the "body of ideas" contained in the guidelines. Where designs contradict the guidelines then the applicant should outline reasons for doing so.

Some photographs and diagrams contain ticks which indicate a preferable example, or crosses which indicate examples to be avoided.

[Footnotes i to xii are at the end of appendix 12P]

Part 1.1 Garden Residential Policy Area

Garden Residential is the zoning title to emphasise Rodney District's vision for the Silverdale North area. Recent residential development throughout Auckland has been characterized by larger houses being built on smaller sites. This has led to decreased area for planting around houses and dominance of the landscape by buildings. To achieve a Garden Residential neighbourhood the design guidelines focus on four key areas.

The Street & The Public Realm

Open space and major streets in Silverdale North are largely the responsibility of Council. Street types have been designed to create memorable spaces for walking, cycling and driving. Street types and services locations have been designed to allow planting of large trees in the road berm. High quality streets and landscaping will go a long way to establishing a garden residential character. Those streets that are "required" by Council are contained in the Rules. Part 9.0 describes the local street type to be constructed by developers.

Indoor/Outdoor Flow

Encouraging residents and developers to landscape their properties is important in creating a Garden Residential suburb. Properties with indoor/outdoor flow from living spaces to terraces encourages outdoor living. If people spend more time outside they are more likely to want attractively landscaped spaces.

Therefore the Design Guide reinforces the Residential rules that encourage lot shape, site planning and architectural design that creates indoor-outdoor flow to exterior living spaces.

A key outcome desired by the rules package is usable outdoor space on sections smaller than 650m². This is the reason for the higher height to boundary rules for smaller sites and when building closer to the road in the 450-650m² sites. Encouraging two-storey houses to be built closer to the road and side boundaries allows larger private backyards and better opportunities for exterior living space and landscaping.

Multi Unit Design

Council intends to ensure that multi-unit housing is designed to a high standard and will complement the Garden Residential living environment. Effects on streetscape amenity, pedestrian friendly internal streets and architectural design for multiunit housing are addressed in the guidelines.

Variety

Houses constructed in new subdivisions are frequently built by a few companies and many of the houses look the same. A variety of building types or designs avoids the monotony of repetitive detached or multi-unit housing. In the Resource Consent process building elements are analysed to encourage variety rather than restriction to an architectural style. Houses or apartments with different numbers of bedrooms are encouraged in multi-unit housing so that an area is not dominated by one social or demographic group. This encourages variety so that a neighbourhood does not experience a marked rise and decline as a dominant social or demographic group ages.

Part 2.0 Development Concept Plan

This section outlines the key urban design issues to be addressed in a Development Concept Plan (DCP) and/or the Subdivision Plan.

A good DCP will show how the opportunities and constraints of the site and context are resolved into a coherent whole. It is preferable that the following layers are isolated as individual drawings then combined into an overall plan.

Existing Site Analysis:

A list of contextual elements e.g. existing contours, landscape and heritage features, significant vistas, environmental features, major roads, walkways, open space and community facilities.

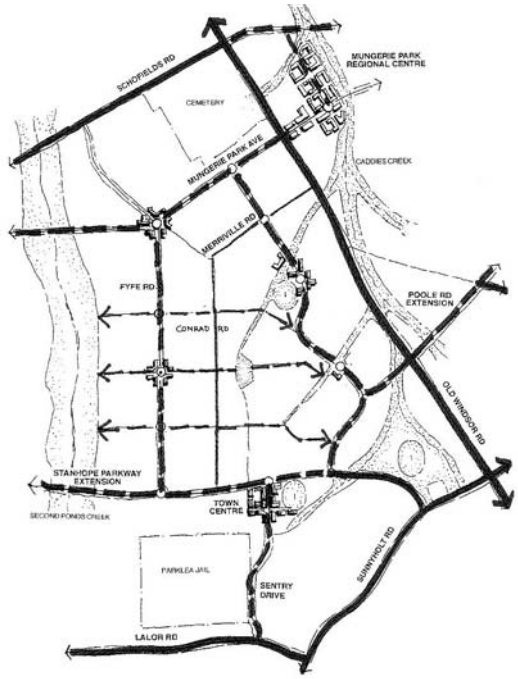


Figure 1: Movement Network

Movement Network:

The DCP must show local roads and the blocks that they create. This shows if a connected street layout is proposed. Pedestrian and cycle links are desirable features to assess movement for all transport modes. The DCP should also indicate connections to existing and likely future roads and paths. It should also indicate which street types are planned in all locations.
(Figure 1). Refer to Figure 14 for the Parkway and Figure 15 for the Greenway.

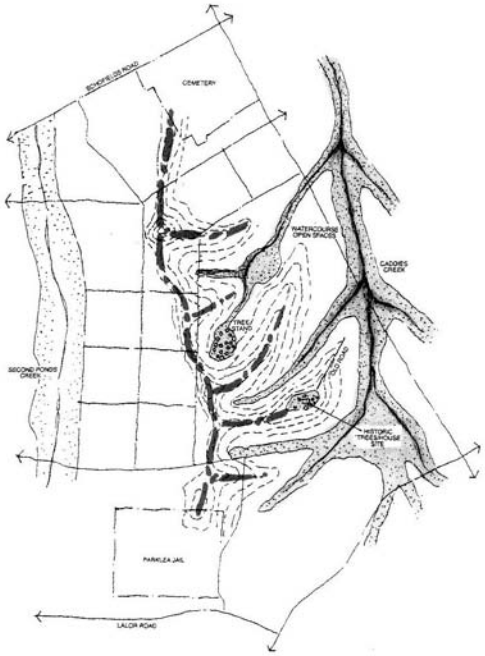


Figure 2: Open Space Network

Open Space Network:

This plan must show the location and type of open space, local reserves, wetlands, stormwater ponds, or other devices. Streetscape landscaping, connections to other community facilities, council owned open space and active edges to local reserves will be assessed (Figure 2).

Figure 3: Urban Structure[ii]

Urban Structure:

This must show finished contours and location of major retaining walls. Location of various density developments must be shown as described in the rules.

Block dimensions or lot sizes for the zones below 650m² will be useful to assess lot size and orientation more quickly. Location of Comprehensive Development (CD) sites will be assessed against the criteria in Part 4. (Figure 3)

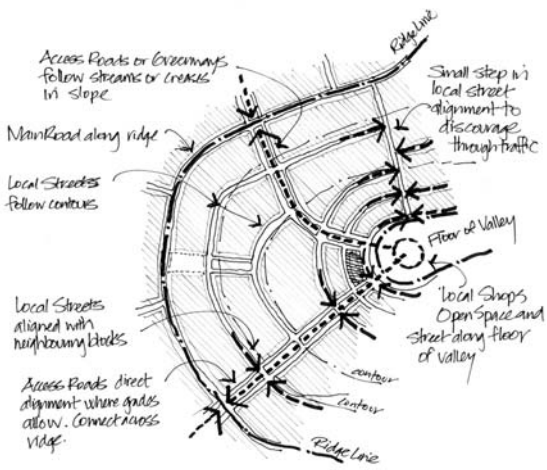


Figure 4: Topography influence on Urban Structure

Existing Topography:

Silverdale North's rolling topography may not be conducive to a square grid street pattern that is typical of connected street networks. Additionally, streets that minimize earthworks will probably follow the contours so will have curving alignments.

The curving streets can run along the contour lines as long as they connect into streets that run up the slopes at regular intervals i.e. the greenways are one example. So although the block shapes are different and the block sizes are larger, this type of layout is likely to be connected and minimizes earthworks (Figure 4).

The streets running up the slopes should also follow sub-ridges or creases in the slopes to minimise earthworks. Otherwise they should be as straight as possible to allow for legibility of the street network. Streets that arbitrarily curve up the slope will be disorienting when used in conjunction with the streets that run along the contour lines.

Urban Design Concepts:

The key urban design concepts underpinning the Outline Plan are outlined here to assist in the preparation of Development Concept Plans.

Landform:

Metropark East takes advantage of flat land at the water's edge to create public open space and sports grounds that serve both Silverdale North and the wider community. Metropark West utilizes a natural bowl to form more passive outdoor space

Ridges and valleys are the dominant landscape form in Silverdale North. The existing ridge roads are maintained and extended forming a top edge to each valley. Streams sit at the centre of each of these valleys providing a focus for a neighbourhood centered on each valley (Figure 5).

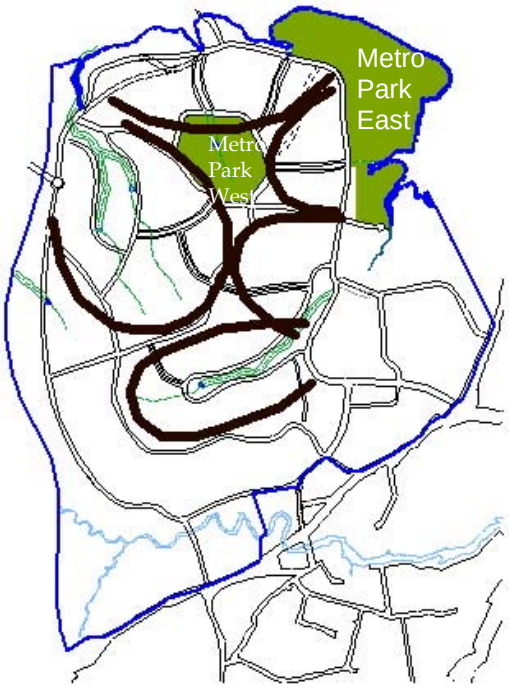


Figure 5: Landform Context.

Neighbourhood Structure:

The ridge roads run along the top of the valleys (yellow lines). The Silverdale Parkway (red line) is located along the flat perimeter connecting Metropark East and other foreshore areas. It also forms the bottom boundary to each valley or neighbourhood. The pattern of ridge roads and the Parkway reinforce the valley landform and neighbourhood boundaries. The larger streets border and define each neighbourhood. They also direct vehicles away from the quieter centre of the neighbourhoods.

The Greenways are placed on the streams at the centre of most valleys and emphasise the centre of each neighbourhood. Therefore the Greenways are important linear open spaces as well as local roads (Figure 6).

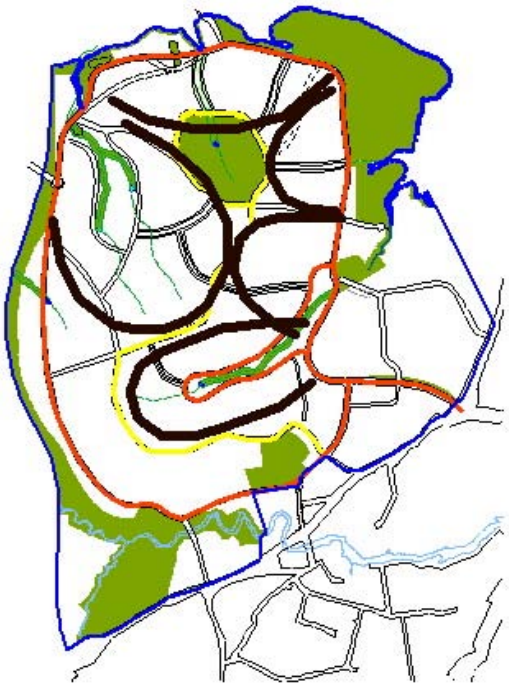


Figure 6: Neighbourhood Urban Structure

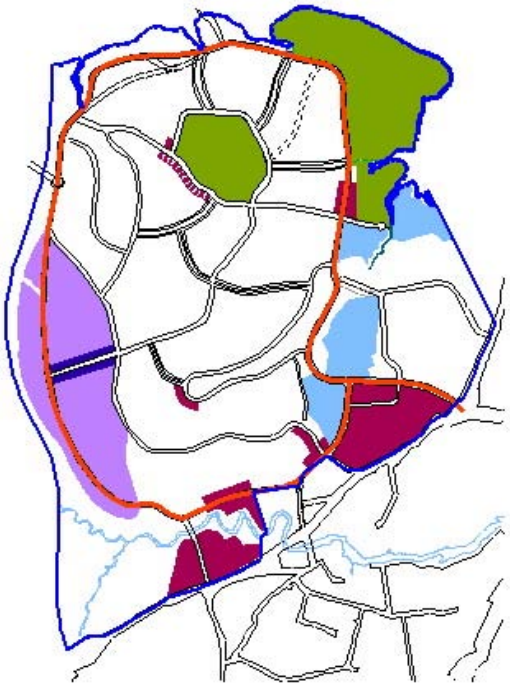


Figure 7: Community Facilities

Community Facilities:

Silverdale Parkway and the major streets also link schools, Knowledge Economy Business Park, Silverdale Mixed Commercial Policy Area and Silverdale Village. Most community facilities should be located along the Parkway to create a coherent and legible layout, making it easy to find your way around.

Locating community facilities on major streets also allows sharing of parking. People can park in one place and walk to different facilities (Figure 7).

Figure 8: Silverdale Parkway

Silverdale Parkway is designed with wide cycling & walking paths, with on-road cycling and boulevard planting to create high quality pedestrian and cycling streets (Figure 8). Parking bays are inset to keep the carriageway narrow, which will encourage reduced vehicle speeds.

Figure 9: Greenway Street & Open Space

The "greenways" are as important as the Parkway. They are linear open spaces that link the ridge roads to the Parkway (Figure 9). Locating playgrounds and local shops along the greenways makes them a focal point in each neighbourhood valley. By making a feature of stormwater treatment and ecosystem maintenance they demonstrate a new relationship between greenfield subdivisions and the environment.

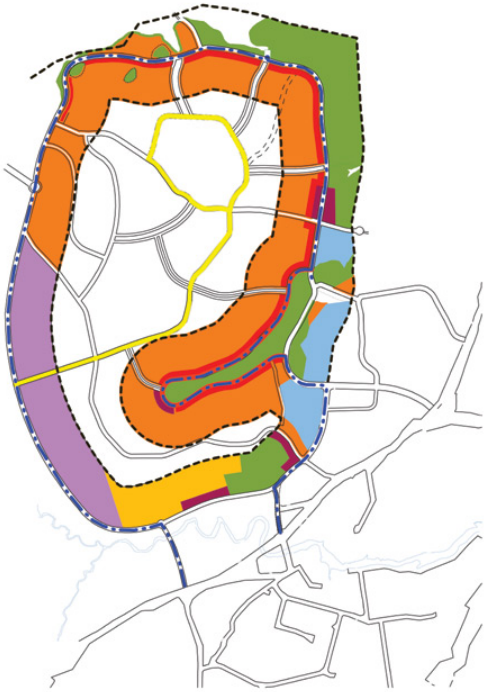


Figure 10

Public Transport:

Silverdale Parkway has also been designed to accommodate future bus services. The road width allows for full lay-bys so that bus stops do not inconvenience passing traffic.

Locating most community facilities on the Parkway and creating a high amenity pedestrian environment encourages use of bus services.

The Silverdale North rules do not prescribe higher density zones but one criteria is to locate comprehensive developments within a 200-metre walk of bus services. The shaded areas in Figure 10 show this 200-metre catchment along the Parkway and into the valley below Wainui Road.

The diagram also shows how a bus service on Silverdale Parkway can link employment areas and Silverdale Village.

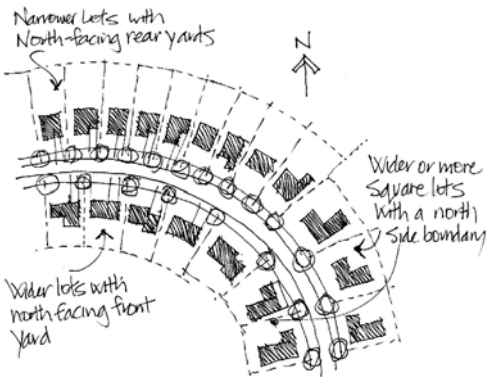


Figure 11: Lot Orientation in curving streets

Lot Orientation – Detached Housing:

Individual lot boundaries are not required in a DCP, but drawing the individual lots will show if they are sized and shaped to allow indoor/outdoor flow and landscaping. Therefore applicants are encouraged to show individual lots for sites smaller than 650m². The objective is to encourage lots that are shaped to allow a sunny outdoor living space (Figure 11). The curving streets in Silverdale North will have lots with varying orientation on the same street.

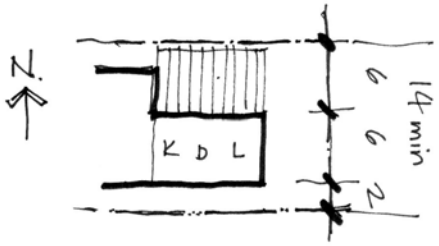


Figure 12: North facing side yard

For detached houses lots with north facing rear yards can be narrower as the living spaces can be located along the back of the house.

Lots with north facing side yards should be wider than 14 metres to allow for living spaces and a minimum 6-metre wide outdoor space. (Figure 12).

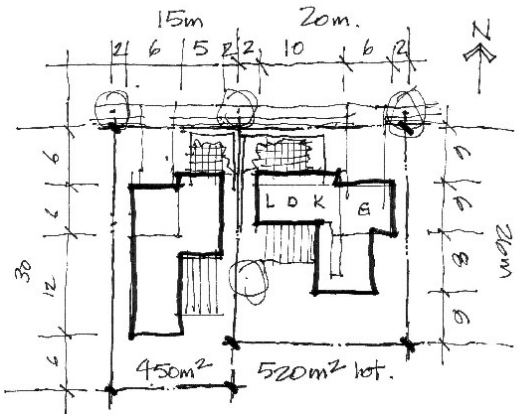


Figure 13: North facing front yard

North facing front yards are the most difficult sites to plan as the sunny side of the house faces the public street. A 15 metre wide site should be the minimum to allow for double garaging, side yards and outdoor terrace connected to a living space. A 20 metre wide site will allow the kitchen, dining and living spaces to open to both the front yard and back yard (Figure 13).


Figure 14

Lot Shape – Detached Housing:

Generally narrower deeper lots that allow for usable backyards are preferable to wider shallower lots that have little or no back yards (Figure 14).

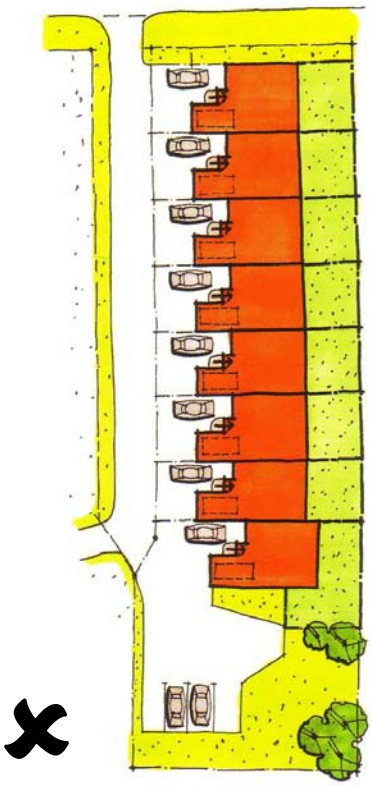


Figure 15: Bad example of multi-unit housing

Comprehensive Sites:

Drawing internal public streets and site dimensions are desirable to access Comprehensive Development areas in a DCP. For example the narrow site in Figure 15 has poor internal amenity and street frontage. The internal access has a fence down one side and is dominated by garages on the other. Refer to Part 4.0 for further discussion. Comprehensive Development sites should be wider than 38 metres to allow for two sites (15 metres minimum depth each) facing each other across an 18 metre wide street. Any Comprehensive Design site deeper than 30 metres from a road frontage will have rear lots and therefore must indicate the street layout as part of the DCP application. House fronts should face house fronts, not back fences.

Whilst it is not necessary to show individual lots, the depth of the sections along a street is useful to assess if the proposal is minimizing earthworks and creating a good street pattern. Retaining walls are likely in Silverdale North because of the steep topography and it is preferable that they occur on back-to-back rear boundaries.

Therefore cross sections are also desirable to show the extent of earthworks, batters or retaining walls especially along back or front boundaries as shown in Figure 16.

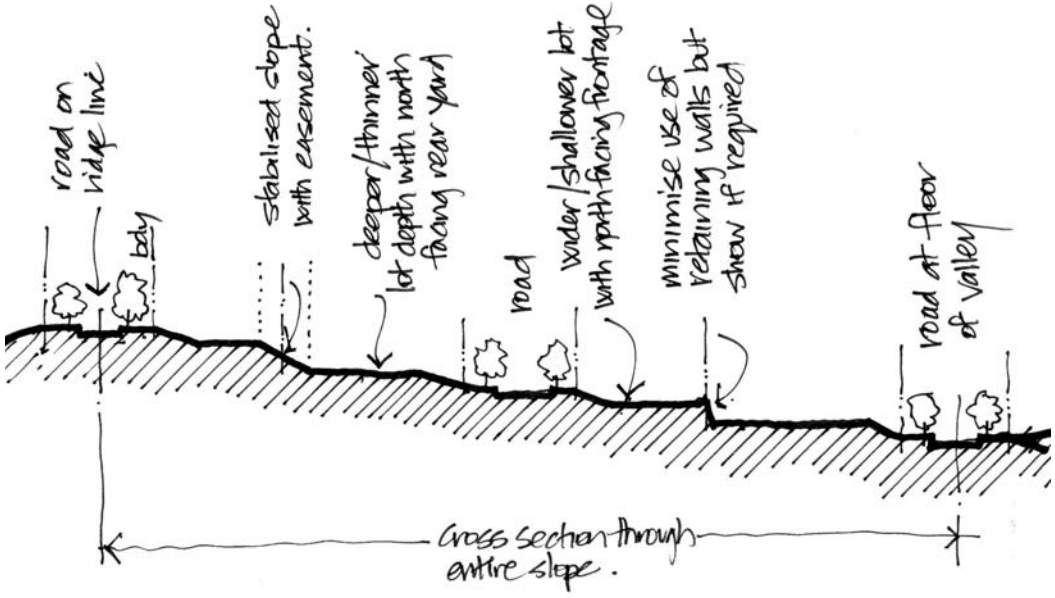


Figure 16: Cross Section from ridge to floor of valley showing proposed roads and earthworks at boundaries.

Part 3.0 Residential Streetscape

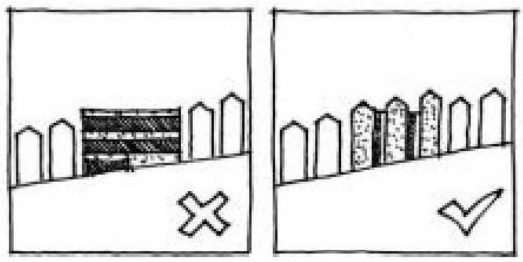


Figure 17[iii]

The streetscape is more than the road reserve; it stretches from building to building and creates neighbourhood character and a shared "public realm". It is important that streets are pleasant and conducive to walking and cycling. The street types in the Rules & Part 9.0 must be adhered to as they establish services berms that leave the edge berm free for tree planting.

Figure 18

House frontages are important to creating street character. The depth of front yards and building height defines the enclosure or openness of the street. The position of buildings relative to side boundaries creates a visual rhythm for the street. (Figure 17).

Figure 19

Cross sections are requested for the DCP to determine where retaining walls are to be located. Locating retaining walls on rear boundaries avoids examples such as Figures 18 & 19, which offer little visual interest and amenity for the street.

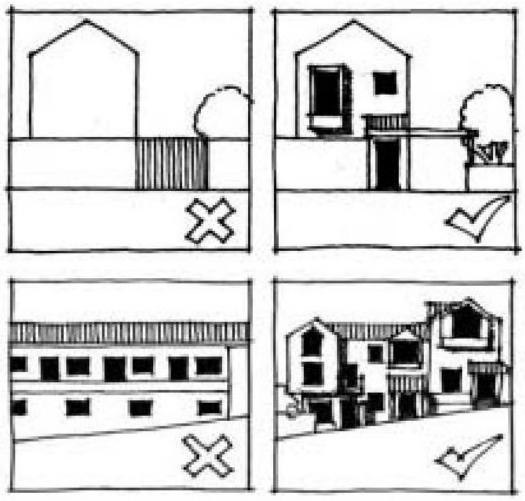


Figure 20[iv]

Buildings in Comprehensive Developments must face and align with public streets (including new internal streets). Front doors must be accessed from streets with defined carriageways, planted berms and footpaths. Refer Figure 34 for an internal driveway that will not be acceptable. The local road type in Part 9.0 is one acceptable solution with variations to be approved. Multi-unit housing is not to be accessed from roads with no footpaths. The scale of Comprehensive Developments must respond to the character and scale of the garden residential housing context.

Expressing individual houses vertically or adding secondary elements for apartments can address scale issues. Blank walls or banks of garages facing the street should be avoided. (Figure 20).

Part 4.0 Site Planning

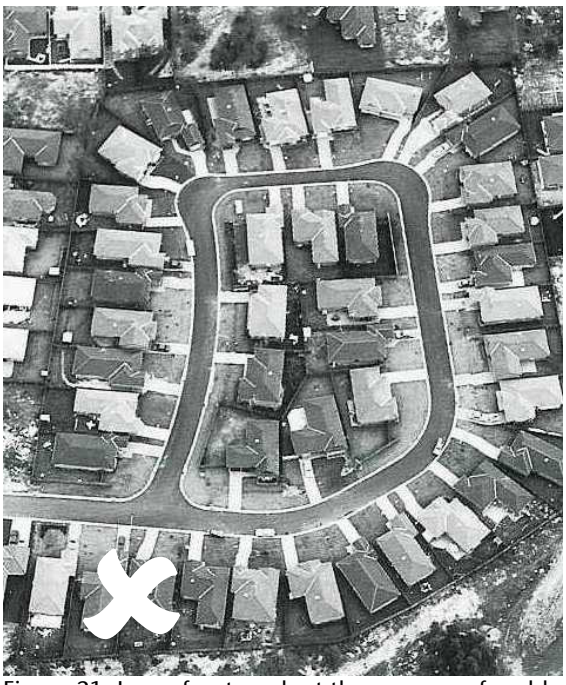


Figure 21: Large front yards at the expense of usable backyards.

Good site planning of detached houses achieves a balance between quality public domains and private backyards in which to live.

Front yard setbacks derived from low-density rules are frequently misapplied to smaller lots, severely compromising space in the backyards and privacy (Figure 21). Large setbacks and sweeping front lawns can create the illusion of a grander house (Figure 22), but at the expense of a decent sized backyard if the lot size is too small.

Street presentation is important to development, but should not be the determining factor in site layout. The size of the front yard should not compromise a liveable backyard size.[v]

Figure 22: 6m front yard on 550m² site

The house in Figure 22 has a 6 metre front yard in addition to the street berm. The 6-metre front yard is excessive if it compromises the liveability of the backyard.

Lots should be deeper and narrower rather than wider and shallower to achieve better exterior private space. For detached housing, lots shallower than 27 metres will be difficult to plan with a 6 metre deep backyard (Figure 23).

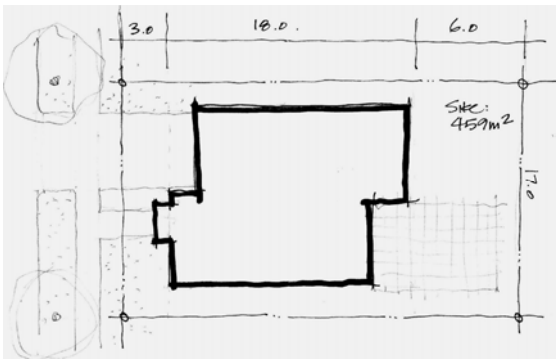


Figure 23

Detached Housing:

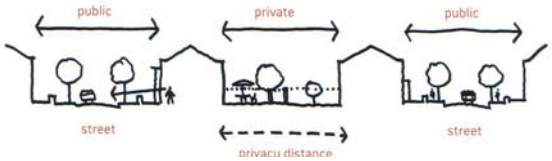


Figure 24: Backyards for detached housing

Site planning for detached housing is largely concerned with the creation of usable private outdoor space. The backyard becomes more important than a front yard on smaller sites. Backyard should adjoin backyard to enhance private space for neighbours (Figure 24).


Figure 25

The houses in Figure 25 are on sections smaller than 450m² yet still have 7 metre deep backyards. This is achieved by smaller front yards of 3 metres and higher height to boundary rules for the side boundary at the front of the site.


Figure 26

Two storey houses built closer to the street front is a desired outcome to increase backyard space (Figure 26). This is why the height to boundary rule is higher for the front 14 metres of 450-650m² sites. Figure 27 is a view of the back yard in the same development.


Figure 27

Figure 28

All the sites in this Botany Downs street (Figure 28) are in the 300-450m² range. The two storey houses on the right have a reasonable size back yard of 6-metres deep (Figure 29).

Figure 29

But the single level homes on the opposite side of the street cover the site so that there is little side yard (Figure 30) or rear yard. Figure 31 is a photograph looking over the rear fences of the same houses giving an impression of the backyard (or lack of).

These examples show that market forces do not determine whether a single or two level home is a better option on smaller sites.

Figure 30: Side yard of single level homes

Therefore the rules for Silverdale North encourage two storey homes on smaller sites by varying height to boundary planes at the front of the site and maintaining private open space requirements on the smaller lot sizes. The effective higher percentage of rear yard required will encourage two-level development.

Figure 31: Rear yard of single level homes

The one exception to this is principle is houses with north facing front yards. The rules for 450-650m² sites allow for a large enough outdoor space so that sunlight reaches over the top of a single floor building to the backyard. The other options for two storey houses include

- Living spaces that open to both the rear yard and a north-facing terrace (Figure 32).
- Narrow fronted or L shaped plans that create deeper north-facing outdoor space (Figure 32).

Figure 32: North facing front yard designs

Multi Unit Housing:
Comprehensive Development Sites

Figure 33 Housing not facing a public street

Higher density housing often fills the most awkward sites left over after subdivision – commonly land locked sites in deep blocks with limited site access. Avoid dwellings that have an internal address to a driveway (Figure 33).

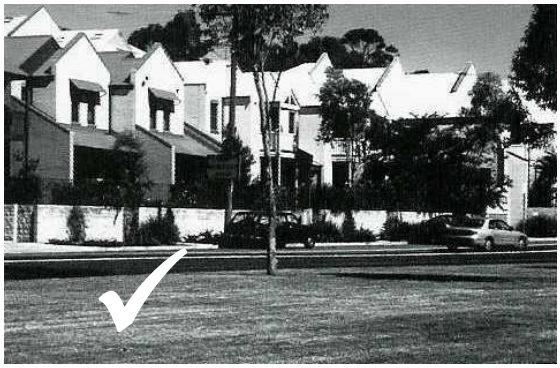


Figure 34 Housing with good street frontage

Higher density housing should be located around special places of amenity including parks, neighbourhood centres and public transport routes (Figure 34). This gives people without big gardens a pleasant outlook and proximity to open space. It also provides passive surveillance over public spaces. Each house or apartment should have a front door to the street and a street address.[vi]

There are no fixed zones for comprehensive developments within the Silverdale North Structure Plan.

The only control on locating comprehensive developments is the table from Section 12.8.19.11.1.2.

This sets a percentage range of higher density housing within any single precinct. This approach encourages higher density housing to be spread throughout the area, and to create variety in housing form and neighbourhood appearance.

Generally comprehensive developments should be located close to open space, to the town centre and to likely bus routes. This allows the dweller to utilise public open space, public transport and communal facilities to offset any loss of private amenity.

Figure 35

Figure 36: Rear vehicle access

Figure 37: Shared open space linking front doors in terraced housing development

Figure 38: Small courtyards for garaging

Figure 39: Garage mews for terraced housing.

Garages:

With terraced houses planning for cars requires careful consideration. Mixing of cars and pedestrians in a normal street type is encouraged. However, Rule 12.8.19.11.8.6 stops garage doors from occupying more than 35% of the area of a building's front elevation.

Therefore a typical 13m² double garage door requires a 37m² front elevation area.

The intention is to stop developments such as Figure 35 that have blank fronts with only doors at ground level.

Narrower sites in Comprehensive Developments may require rear vehicle access (Figure 37) with either streets or open space linking front access (Figure 36).

Design for the rear vehicle lanes is also important. They should not be too long and be designed with pedestrian safety in mind. Creating turning courts offsets the garage doors from the driveway reducing their impact when looking from the street (Figure 38). A smaller offset along a driveway and changing the rooflines or materials can also improve their appearance (Figure 39).

Part 5.0 Housing Types

Detached Housing:

Figure 40

Conventional height to boundary rules of 2.5-3.0 metres + 45º combined with larger houses on small sites has led to rows of "pop-top" houses as they build up to the allowable envelope (Figure 40). It is a house form encouraged by development rules more suited to larger sites. There is nothing inherently wrong with this house but existing rules encourage mass repetition of this solution. Imaginative planning rules encourage variety of housing forms.

Figure 41

When the height to boundary rules are adjusted to suit different size sites different building types become possible. The 5m + 45º height plane for the first 14 metres of the 450-650m² sites is intended to encourage a variety of two storied houses. Figure 41 is a home on a 350m² site. The house has a stronger two-storey form and gabled roof. However the pop-top house is still possible under this rule, so a variety of houses are still possible.

Figure 42

Allowing an increased height to boundary for the front 14 metres will allow larger backyards. Figure 42 is the rear yard to the house above on a 350m² site.

Figure 43

The house from Figure 39 is located in the street to the left. An unrelenting row of any house type creates an uninteresting streetscape (Figure 43). Yet on the opposite side of the street a variety of houses create a far more interesting streetscape (Figure 44). All sites in the street are in the 450-550m² size range.

Figure 44

Figure 45

Corner Sites & Houses:

Corner sites are important in establishing character in an area and entrances to streets. Corner sites should be as large as possible to allow private open space and good designs. The house in Figure 45 is on a 550-650m² site.

Comprehensive Developments:

Multi-unit or multi-site developments should include a variety of housing types so that various households, including older people, single people and families can form a genuine community. Different housing types will lead to a variety of building forms and avoid the monotony of tract suburbs.[vii]

Perimeter block developments (multi unit developments that extend around all the frontages of a small block or significant part of a block) are one good solution for comprehensive developments. They maintain street edges and can enclose generous communal courts.[viii]

Balconies:

Balconies become important in higher density housing. They should offer privacy and shelter from wind so cantilevered balconies with balustrade height surrounds are discouraged. Recessed balconies or cantilevered balconies with side walls are preferred.

Front Doors:

Gardens to the side of the front path can be screened for privacy but front doors should be visible to provide security for visitors and residents returning at night.

Recessed entries, projecting porches and entrance canopies porches are useful elements to avoid unwelcoming entries (Figure 46).

Figure 46: Bad example front door design.

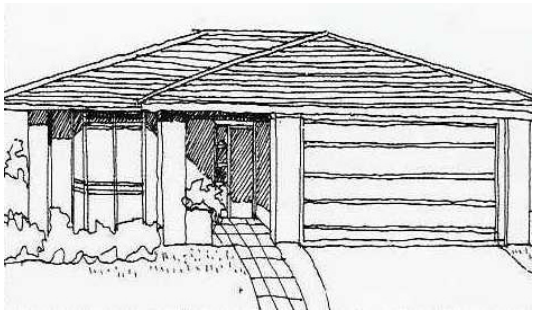


Figure 47

Garage Doors:

Garages that project in front of the house proper dominate the streetscape and create unfriendly places. Double garages on narrower lots exaggerate this effect. Double garages can also dominate single storey houses with shallow pitch hipped roofs. A developer of a number of detached houses in a street must seek to avoid these problems by recessing the garage doors, placing garages below second levels, or varying roof lines above the garage.

In townhouses or narrow lot housing rear or side access to garages removes garage doors from the street elevation. Rear access garages from lanes or car courts for cluster houses are preferred for multi unit developments.[ix]

Detached Housing:

Variety:

Figure 48

No more than three detached houses in a row can use essentially the same plan, building shape and materials.

Even well designed houses with no differentiation create a mundane streetscape and living environment Figure 48 has a number of well-planned houses and streetscape, but the repetitious shapes and materials lead to a mundane streetscape.

Figure 49

Figure 49 is the second stage of the same development and a variety of building shapes and materials have been used. The result is a more interesting streetscape.

Breaking up Building Mass:

Figure 50: Terraced housing roofs and materials

Terraced houses should be expressed as individual entities to reduce the scale of the whole block. Material changes and individual roofs are used in Figure 50 to achieve this. Compare with the one finish used in Figure 51.

This design in Figure 50 also uses recessive and projecting elements to break up long flat elevations. The secondary elements use different materials and colour to articulate entries, balconies etc.

Multi-Unit Housing:

Figure 51

Division of the façade into a base, middle and top sections breaks down the scale of multi-unit housing. Monolithic claddings of one finish are discouraged especially for multi-unit housing. Terraced housing involves the repetition of similar plans and the building appearance will include some degree of repetition.

Figure 52

Successful design balances the repetition with varying secondary elements such as the bay windows in Figure 52. Figure 53 uses gable roof forms to define each terraced house and break down the development's scale.

Figure 53[x]

The flat roofs project forward to break down the front elevation's scale and provide privacy for the balconies. Both figures 53 & 54 have individual gabled roofs, changes in materials and projecting elements but Figure 54 looks more repetitious. This shows how all elements must be carefully combined in multi unit housing. Figure 54 has changing materials but the front face is flat and uninteresting.

Figure 54

Figure 55 has projecting elements but they only emphasise the garage door. The materials have no variation. Overly complicated forms can remove any human scale in terraced housing and make a development seem denser (Figure 56).

Figure 55

The long line of terraced houses running up a slope is another negative element in Figures 54 & Figure 55. This is the reason for the rule limiting the length of terraced houses to five units or 40 metres.

Figure 56

Blocks of terraced houses should run along contours, and the space between blocks should contain a street or open space. The end units should be designed to take advantage of the free end wall with windows and changes in materials or shapes.

Scale:

Projecting or recessive secondary elements can be used to break down the scale of a larger block. Roofs of each unit can be expressed in terraced housing, or the secondary projecting gable hides the long connecting ridge (Figure 57).

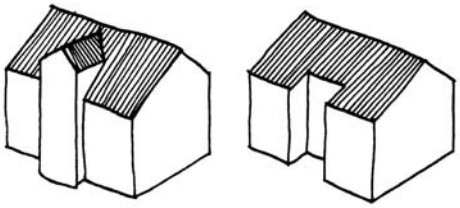


Figure 57[xi]

Additive forms to can reduce the scale of a larger block (Figure 58). A cluster of roofs reduces the scale of a larger building if it neighbours smaller scale detached housing (Figure 59). The simple volume in Figure 60 retains its size even with the recessive areas cut out of the larger volume.

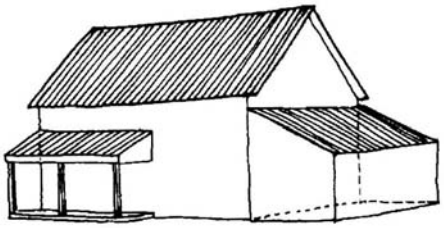


Figure 58

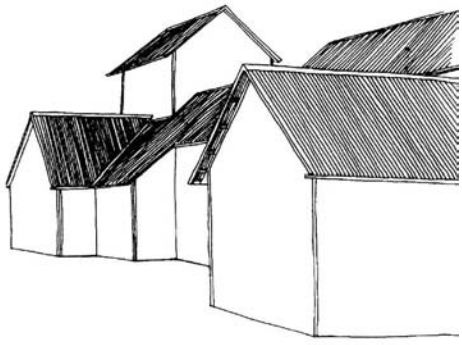


Figure 59

Figure 60

Part 8.0 Commercial Buildings

Figure 61

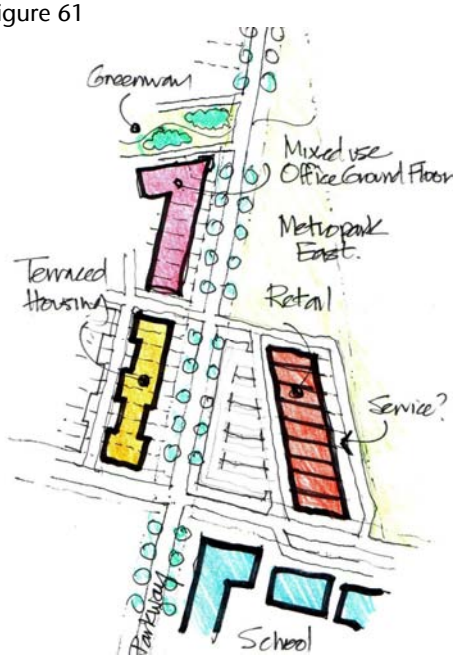


Figure 62

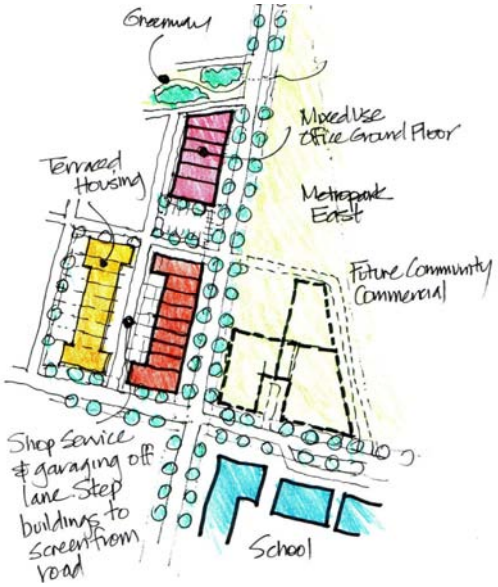


Figure 63

Silverdale North Neighbourhood Centre:

The intention is to create a village centre not a shopping centre. Therefore various activities such as schools, childcare centres, community facilities and parks are located with shopping to create a village centre. Large unattractive areas of carparking (Figure 61) between the street and shops degrade the areas around a town centre and deter pedestrian movement.[xii]

Community facilities are co-located to encourage walking and cycling trips. The walk from the shops to schools and Metropark East should be along active building fronts and landscaped streetscape.

Considering other neighbourhood shopping centres no more than 10-12 shops seem to be commercially feasible in the town centre. This is too few to form a reasonable length double-sided mainstreet both commercially and visually. Therefore the main design question will be which side of the Silverdale Parkway to develop a single sided retail strip.

Locating the shops on the Metropark East side gives direct access to the park. The design problem is if the shops address the Parkway or the park. Utilitarian rear faces toward Metropark is unacceptable (Figure 62). Locating the shops on the western side of the Parkway allows the shopfronts to look over Metropark. Design of the rear faces looking toward what is likely to be a multi-unit housing requires care. However, a rear service lane and fencing is palatable to housing but not to the park (Figure 63).

Carparking should not dominate the town centre whichever side of the Parkway is developed. Carparking should be on the Parkway and behind stores or better still in smaller lots between buildings.

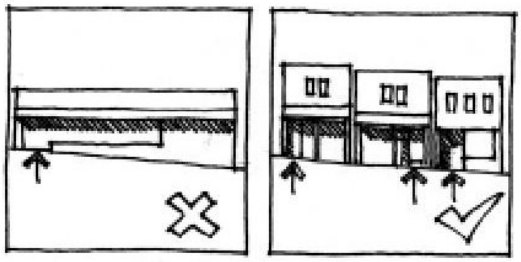


Figure 64 – Massing commercial buildings[xiii]

Figure 65

A vertical rhythm of narrower shops will give a more intimate scale for the town centre. Any building wider than 8 metres should be designed to appear as a pair or group of independent buildings. Recesses at the junction and changes in material will help create this effect (Figure 64 & 65).

The corner stores at each end are critical to establishing good amenity for the town centre. These stores should address both street frontages with shopfronts. The roofline and possibly secondary elements such as drums should mark the corner location.

Knowledge Economy
Business Park Zone:

DCP - Landscape Concept:

An overall landscape concept is required with the Development Concept Plan. The landscape concept plan should address the large-scale visual effects of the business park. The critical issues are the views from the motorway and local roads within the business park.

An early concept for the area proposed a series of "shelterbelts" running down the slope. These tree lines are at right angles to the motorway so stopped the commercial buildings from completely dominating the landscape. The intention is to avoid the effect that the commercial buildings have at Albany. The landscape concept must address this issue and demonstrate the solution with photomontages of the actual landscape (Figure 66).

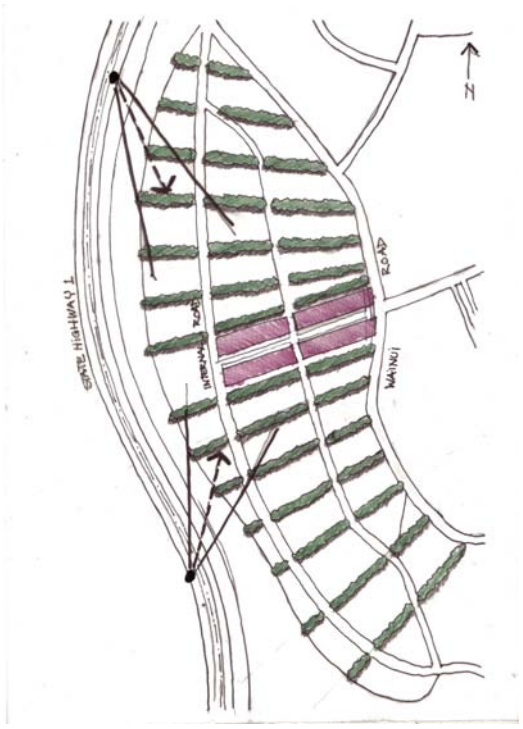


Figure 66

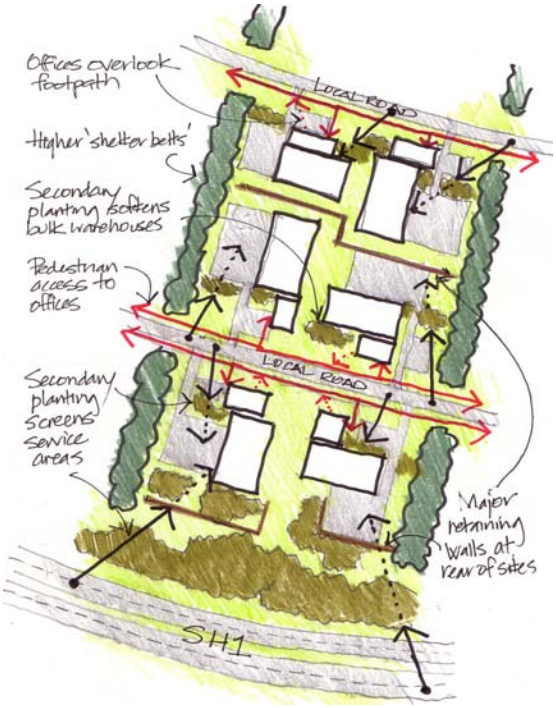


Figure 67

The second issue is the view from local roads and between shelterbelts from the motorway. Loading docks and outdoor storage should be placed in the rear of the site away from the local road. Lots at the bottom of the slope should also screen docks and storage from the motorway. The motorway landscape buffer was conceived for this purpose, but should be checked for each site.

DCP – Earthworks:

Cross sections are desirable for quick assessment of Development Concept Plans. These will show major retaining walls. The intention is to locate major retaining walls on rear/side boundaries and minimise retaining walls on front boundaries (Figure 67). Retaining walls in the front yard must be formed with concrete or block systems and integrated with the landscaping. Timber retaining walls will not be accepted in the front yard.

Active Frontages/Pedestrian Amenity:

Rear lots are discouraged as the combination of kerb crossings and long driveways detract from streetscapes.

Whilst screening of carparking is encouraged the buildings themselves should be placed as close to the street as possible. Pedestrians will feel unsafe at night if densely planted front yards obscure the buildings (Figure 65). Walking and cycling to the mixed-use town centre are to be encouraged.

Building design should pay particular attention to the facades visible from the street. Paving should connect the entry to the street footpath as well as the visitor parking.

Landscaping is to align with the Knowledge Economy Business Park section of the Silverdale North Vegetation Strategy

Swales or rain gardens are encouraged as stormwater treatment for paved areas. Swales are also effective in breaking up the visual effects of parking areas.

Roof Services:

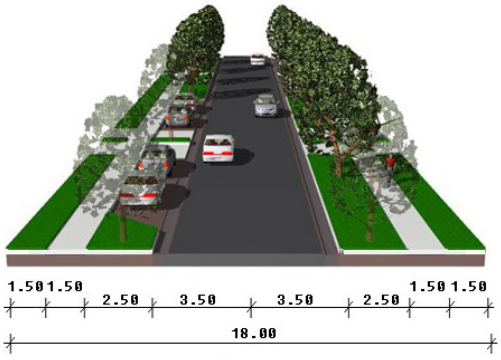
Roof mounted services are to be screened from the street and motorway.

Mixed Use Village:

The intention is to create a village centre for the business park. The DCP should be guided by the Silverdale North Town Centre section i.e.

- Arrange units directly on a public mainstreet with minimum 3 metre footpath, with trees and kerbside parking.
- Reduce the scale of buildings by expressing each unit individually with recessed joins and varied shapes/materials.
- Ground floors are to be retail space with the majority of front glazed at ground level.
- Rear service lanes for tenant vehicle parking/loading are encouraged to avoid conflict with the mainstreet.
- Break up the length of units running up the hill with the use of side streets and pocket parks.

Part 9.0 Street Types



SILVERDALE LOCAL ROAD

Figure 68

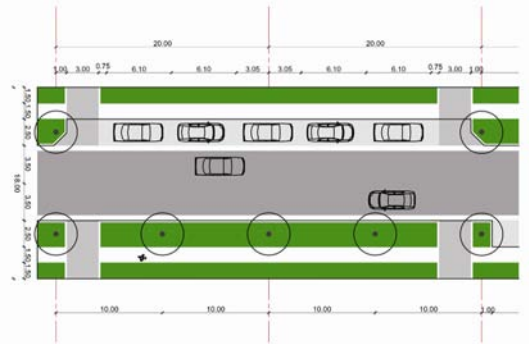


Figure 69

Silverdale Parkway, Ridge Roads and the Greenways are outlined in the Rules sections, as Council requires them. The Local Roads (Figures 68 & 69) are built by developers and therefore is discussed in the guidelines.

The overall landscape concept is to create streets of different character and encourage walking and cycling.

- Silverdale Parkway will be heavily planted to create the premier boulevard linking town centres, schools, Metropark East and neighbourhoods.
- The Greenways are split one-way roads each side of streams and create linear parks at the centre of each neighbourhood valley. Greenways largely connect Ridge Roads and the Parkway.
- Ridge Roads have large trees planted on one side to emphasize their topographical position especially when viewed from neighbouring areas.
- The Local Road type has been agreed with developers and includes a dedicated services strip, indented parking to keep carriageways narrower and tree planting.
- The services strip leaves the edge berm free for planting. Tree lined local roads are important in creating a Garden Residential neighbourhood.

Part 10.0 Benchmarked Documents

- Good Solutions Guide for Residential Developments – North Shore City Council, 2001
- The Residential Design Guide for Developments in Residential Zones in Specified Growth Areas – Auckland City Council.
- Design Assessment Criteria, Plan Modification 1 for the Victoria Quarter, Auckland City Council.
- New Housing in Living 3 Zones; A Design Guide – Christchurch City Council.
- New Housing in Living 4 Zones; A Design Guide – Christchurch City Council.
- Large Buildings in lower density living zones; A Design Guide – Christchurch City Council.
- Victorian Code for Residential Development
- The Good Design Guide for Medium Density Housing, Department of Planning & Development, Victoria.
- Better Urban Living, NSW Department of Planning & Natural Resources, 2000.
- Residential Subdivision, NSW Department of Planning & Natural Resources, 2000.
- Thorndon Character Area Design Guide - Wellington City Council
- Newtown Character Area Design Guide - Wellington City Council
- Multi-Unit Development Design Guide – Wellington City Council

[i] The applicable sections are Residential Rule 12.8.19.15.8.3, Commercial Rule 12.8.19.4.6.1 & Business Park/Mixed Use Rule 12.8.1.9.4.4.1
[ii] DUAP sketch
[iii] Sketch from Multi Unit Design Guide, Wellington City Council.
[iv] Sketch from Multi Unit Design Guide, Wellington City Council
[v] UDAS Residential Subdivisions, pages 58 & 59
[vi] UDAS Residential Subdivisions, page 41
[vii] UDAS Residential Subdivisions, page 4.
[viii] UDAS Better Urban Living, page 24
[ix] UDAS Residential Subdivisions, pages 52 & 53
[x] Photograph courtesy Fulton Hogan & Chris Prebble Architect.
[xi] Figures 55-58 taken from Christchurch City Design Guides.
[xii] UDAS Residential Subdivisions, pages 40 & 41
[xiii] Sketch from Thorndon Design Guide, Wellington City Council, p14