

APPENDIX 17D MIXED USE 1 ZONE DESIGN ASSESSMENT CRITERIA

### **Purpose of Appendix 17D**

In the Mixed Use 1 Zone a number of activities are defined in 17.2.3 as controlled activities and restricted discretionary activities if they also comply with the performance standards specified in 17.2.5, and including 17.2.5.1.13 that activities shall comply with the requirements of an approved Mixed Use 1 Zone Concept Plan under 17.2.6.

The prerequisite to any subdivision or development in the Mixed Use 1 Zone is a restricted discretionary activity consent for a Concept Plan. The prerequisite to any subdivision and/or development within any part of the Neighbourhood Centre is a restricted discretionary activity resource consent for a Comprehensive Development Plan.

In consideration of such applications the Council will have regard to:

“The extent to which the proposal is in accordance with the Mixed Use 1 Zone Design Assessment Criteria in Appendix 17D”.

In addition, these criteria will also be used as appropriate in the consideration of restricted discretionary and discretionary activity applications involving the construction or alteration of buildings and the subdivision of land as appropriate.

### **Structure of Appendix 17D**

The Appendix sets out assessment criteria under five “Design Elements”—namely:

- Motorway Interface;
- Core Area;
- Street Frontages;
- Open Space Design;
- Residential Activities.

The criteria listed under each Design Element are intended to give flexibility, enabling site responsive designs, while ensuring that development provides a positive contribution to the amenity of the Hingaia Structure Plan Area. Together, the criteria aim to ensure that the design of buildings contributes to vibrant, high amenity mixed use nodal area to serve the Hingaia Peninsula.

The criteria are intended to guide development rather than prescribe exact design and layout. Most criteria are illustrated. The illustrations are intended to support the text and are representative of good design solutions, but are not necessarily intended to represent the only design solution.

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.

### **Information Requirements**

The applicant shall provide a written assessment describing how the criteria for each Design Element are addressed. Applicants will have to demonstrate that the provisions of the criteria have been acknowledged.

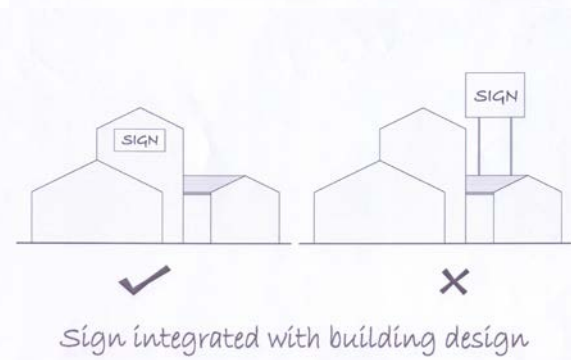
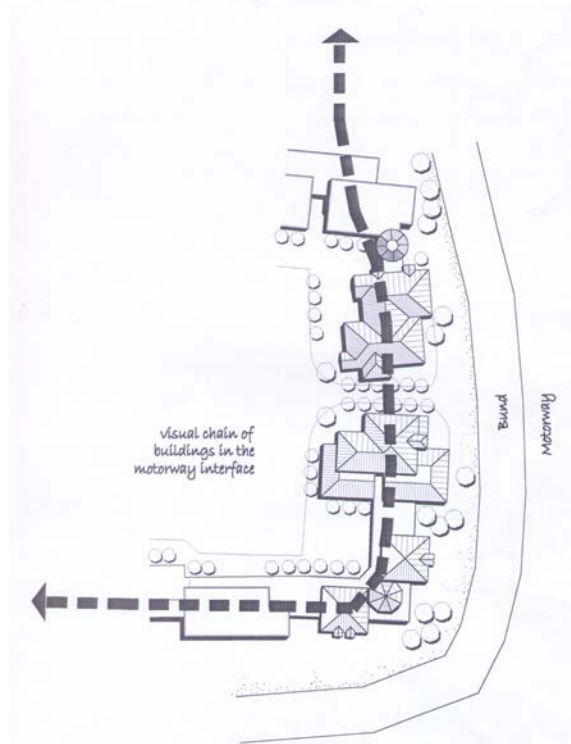
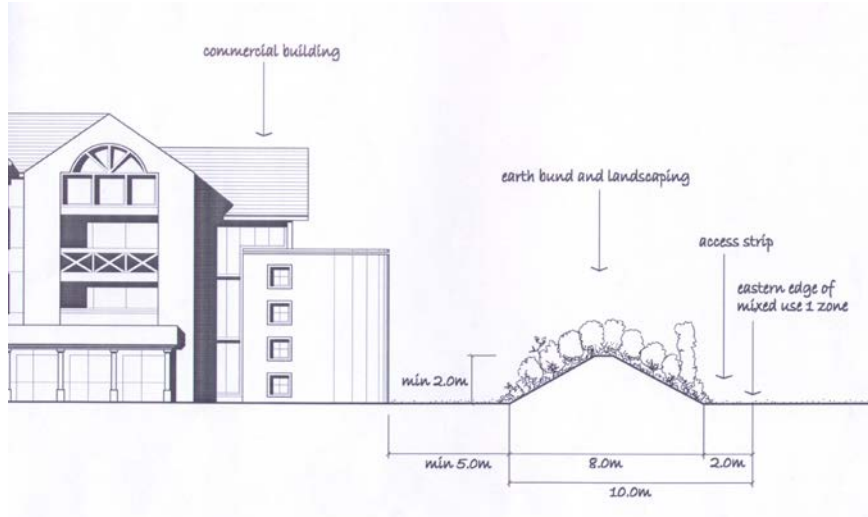
It is recognised that certain proposals will not achieve absolute accordance with all criteria. Where necessary, in regard to a criterion demonstrably not met, the applicant shall explain with reference to the explanation for the particular Design Element:

- whether site constraints inhibit the ability to address the criterion, and/or;
- how the intention of the criterion is met by the proposal, and/or ;
- whether the proposal represents a better design solution than that suggested by the criterion.

Landscaping is one of the matters that the Comprehensive Development Plan required under 17.2.6 must address. However, applicants for site development may also be required to provide a Landscape Concept Plan with sufficient detail to ensure that the criteria are able to be considered, identifying hard and soft landscaping treatment, large grade specimen trees (species and planting size), groupings of ground covers and shrubs with species schedule

### Design Element 1: Motorway Interface

1. When viewed from the Southern Motorway or from Hingaia Road east of Hinau Road, buildings shall create visual interest through articulation and openings on elevations, and through roof form and design. Blank walls and mono-pitch roofs (on low buildings) shall be avoided.
2. Open car parking, service areas and outdoor storage shall be generally avoided in the Motorway Interface unless screened by buildings or landscaping.
3. Buildings in the Motorway Interface shall be located to form a visual “chain” of buildings where possible, and a landscaped yard in general accordance with the cross section shown opposite should be provided for those areas not occupied by buildings.
4. Where buildings in the Motorway Interface include residential activities, adequate separation shall be maintained from the eastern zone boundary to any habitable room.
5. Signage shall be generally avoided within the Motorway Interface unless affixed to and integrated with building elevation design.



**Explanation:**

Design Element 1 pertains to what will be potentially the most public face of the Mixed Use 1 Zone, where development is viewed from the Southern Motorway and from Hingaia Road east of Hinau Road. For most people, this will be the first impression of the Hingaia Peninsula development. Careful attention to design detail is required to avoid adverse visual effects, to contribute positively to the amenity of the area, and if possible to help re-inforce the creation of an “entry statement” for the Peninsula (refer also Design Element 2).

Design Element 1 is intended to direct attention principally to the built form and elevations of buildings in or facing onto the “Motorway Interface”, being the area of land within 50m of the eastern and southeastern zone boundary (refer also Nodal Area Concept Plan). Because the land between the boundary of the Mixed Use 1 Zone and the Southern Motorway will in due course be used to enable improvements to the Interchange (in particular an on-ramp) consideration will be given to views from the Southern Motorway and Interchange, both as it exists now and in the future. It is important to note that the viewpoint from the Interchange is elevated, such that roofs of low buildings as well as walls will be potentially visible.

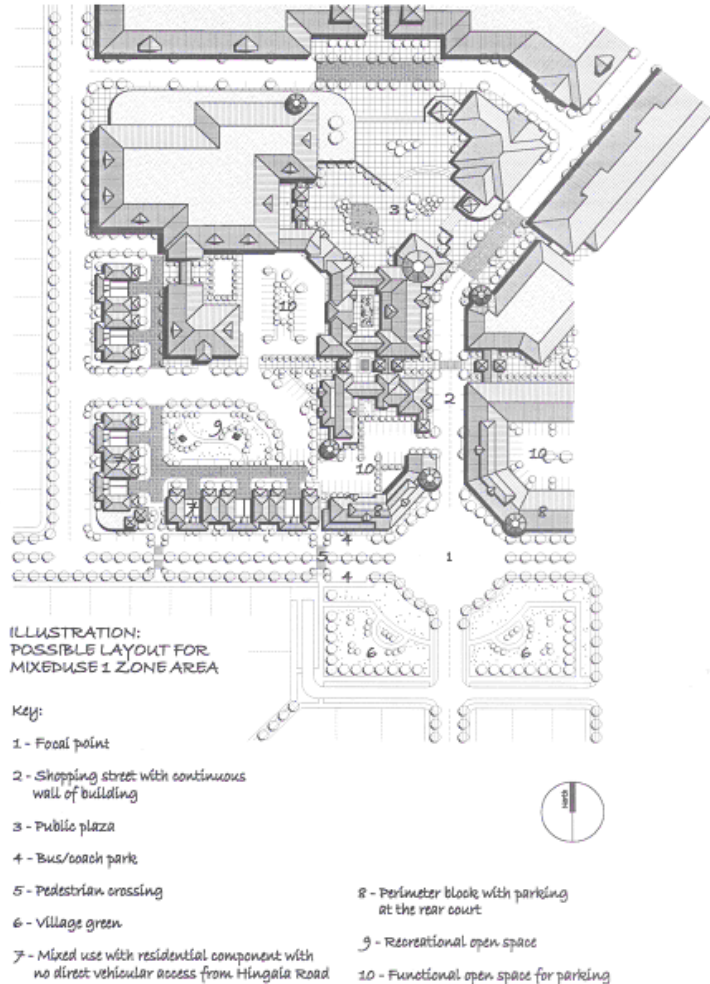
The criteria are intended to ensure that the design of these buildings address these viewpoints rather than presenting functional rear or service elevations or blank walls to them, and to discourage the use of the Interface as purely functional car parking or service areas. Where such components are still proposed, the Council will expect appropriate landscaping and design (refer also to Design Element 4), and will seek a landscape buffer treatment for any areas of the Motorway Interface not occupied by buildings or roads. This will ensure some consistency with the “buffer” reserve required under the rules for the adjoining Residential 9 zone.

While the Plan rules include appropriate noise insulation standards for habitable rooms, separation is suggested by criterion 4 to achieve visual (and some acoustic) separation from the Motorway (and future on ramp) for residential components of any buildings proposed, and to enable the potential creation of a landscaped area in-between. A separation distance of 20m from the eastern zone boundary would be generally appropriate.

The proximity to the Motorway might be a considerable benefit for business development, in terms of achieving a profile. This has to be balanced with the potential for an unattractive commercial industrial frontage through poorly considered building and signage design so signage design will be carefully considered. Council will require consultation with Transit New Zealand for any proposals for signage visible from the Motorway and require a resource consent.

## Design Element 2: Layout of Open Spaces

1. Development fronting public roads, pedestrian accessways, the main retail activity streets, and other open spaces in the Neighbourhood Centre shall form a continuous wall of building, present display frontages at ground floor level and include other vibrant elevational detail. Building development shall be built right to the street edge of all main retail activity streets in the Neighbourhood Centre.
2. Other than slip road connections, there shall be no direct vehicular access to properties fronting the north side of Hingaia Road in the Mixed Use 1 Zone, or to those fronting the main retail activity streets in the Neighbourhood Centre.
3. A safe and convenient pedestrian crossing from the Village Green to the north side of Hingaia Road shall be provided.
4. Appropriate provision shall be made for bus or coach parks adjacent to and/or opposite the Village Green.
5. Residential development built to a consistent setback shall front onto the south and west sides of the Village Green.



**Explanation:**

The criteria in Design Element 2: Relationships of Buildings to and Layout of Open Space are all concerned with the inter-relationships of buildings, roads, pedestrian access and public open spaces within and in proximity (on the southern side of Hingaia Road) to the Neighbourhood Centre.

Design Element 1 sets out criteria for the creation of an entry feature near the focal point. This entry feature should not compromise traffic safety and be consistent with any Council plan regarding the landscaping of public areas.

Traffic engineering advice during structure planning for the Hingaia Peninsula identified the need for a principal road linkage from the Residential 9 zoned land at the north of the peninsula, across Hingaia Road, and on to the south. A location at the Hinau Road intersection was identified as appropriate from the point of view of traffic management and safety. Whatever functional means to deal with this intersection, it should accord with the “boulevard” intentions for Hingaia Road itself (refer Appendix 17B).

Structure planning for the Peninsula also identified the desirability of the intersection and the area immediately around it becoming the community’s “focal point” for Hingaia. This intersection also has the potential to be an entry feature.

Design Element 1 sets out criteria for comprehensive consideration of the development and subdivision of this important area (note this Design Element is also referred to as an assessment criterion in the Residential 9 subdivision provisions). The main retail activity streets within the Neighbourhood Centre are to be identified in the Mixed Use 1 Comprehensive Development Plan required prior to any subdivision or development of the Mixed Use 1 Zone (refer Rule 17.2.7) The intention of Design Element 1 is to achieve a traditional shopping street with pedestrian emphasis on the ground floor. In the event that another activity is pursued here the criteria in combination with the “continuous display frontage” performance standard (refer Rule 17.2.5.5) are intended to ensure that a lively active and attractive building frontage is still achieved.

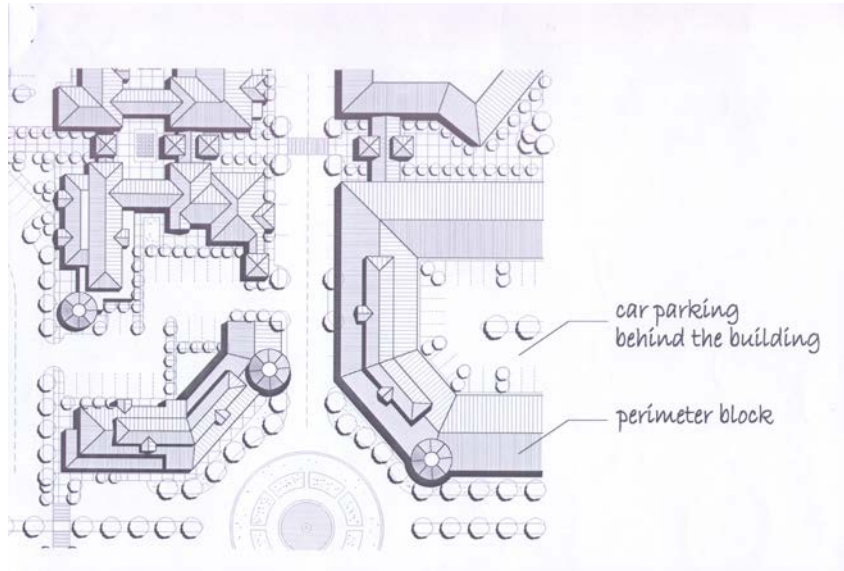
The Mixed Use 1 Zone Comprehensive Development Plan, which is to be prepared by the developer/subdivider and approved by the Council under rule 17.2.7, will address the best means of achieving traffic management and safety, and the amenity values and character appropriate to the Hingaia Peninsula.

Criteria 2 through 4 are intended to ensure a pedestrian emphasis, and enable future public transport interchange to occur here. Criterion 2 reinforces the provisions of Rule 17.1.2.4 for the Residential 9 zone that there be no new lots taking direct vehicular access from Hingaia Road and applies the same requirement as an assessment criterion for the Mixed Use 1 Zone. Furthermore, the criterion requires that no vehicular access be provided for in the main retail activity streets of the Neighbourhood Centre.

To give attractive containment and provide for informal surveillance it is important that residential development “fronts” onto the south and west side of the Village Green (across a minor link road or access lot around its edge within the Residential 9 zone).

### Design Element 3: Street Frontages

1. Buildings shall generally adopt a “perimeter block” layout where car parking and garaging is generally provided behind buildings.
2. Buildings on corners shall be higher than other buildings on sites, and built as close as possible to the front boundary.
3. Buildings shall front or face roads and concentrate main entries and windows along road frontages.
4. When viewed from the road or any public space, buildings shall create visual interest through articulation, roof form, openings, and variation.
5. Solid blank walls and wide or multiple garage doors along or facing a road frontage shall be avoided. Garage doors shall either be concealed from view from the road, or if they are visible on the road elevation, they shall not dominate and shall generally be set back further than the front face of the building.
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.



**Explanation:**

Design Element 3 pertains to design and layout principles for the public face of development – where it relates to the road. Careful attention to design detail is required at this interface to avoid any adverse external visual, scale or safety effects, and to contribute positively to the amenity and enjoyment of the road.

Unattractive car parking and vehicle circulation areas at the fronts of properties dominate many existing business areas, with buildings set well back from the road frontage. In the interests of achieving a vibrant mixed use centre, the criteria encourage the siting and elevational design of buildings (and the concealing of parking areas) in a manner which provides active definition to the edge of roads, promotes informal surveillance of streets and public spaces, and “signals” street corners. Blank walls and wide or multiple garage doors present an unattractive street frontage and so are discouraged.

However, it is also recognised that the Mixed Use 1 Zone might prove to be attractive for developments with a low proportion of building coverage to open space (e.g. business or technology “parks”, community and medical facilities, etc). In the case of these often “park-like” developments might not be appropriate to require building to be at the street frontage. Here, the quality of the landscaping between the buildings and the roads will be given particular consideration.