

UPPER HUTT

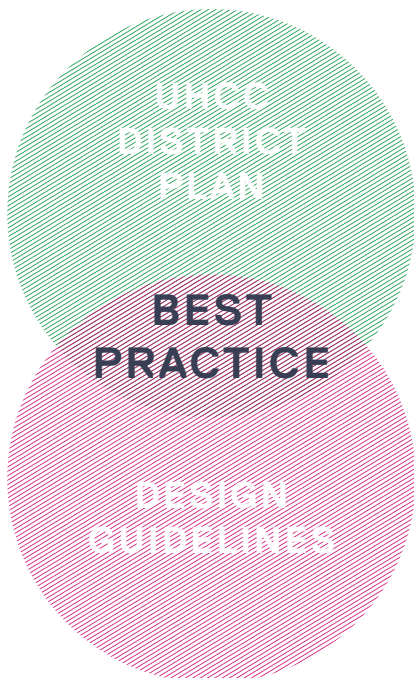
CITY CENTRE DESIGN GUIDE

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1 | PURPOSE

The purpose of this guide is to support the interpretation and application of the urban design provisions relating to the City Centre Zone of the Upper Hutt District Plan. It provides urban design guidance to inform the design of new, high quality development that responds to the Upper Hutt context. An emphasis is placed on how buildings and spaces respond to an anticipated transformation in density and contribute to enhancing the vibrancy and welcoming nature of the City Centre.



Who is it for?

The guide applies to anyone involved in the design and construction of development in the City Centre Zone, including architects, designers, developers and property owners. It will also be used by Upper Hutt City Council staff to assess new development proposals in the City Centre Zone to ensure that they are responsive to the local context and result in buildings and associated spaces that are liveable and attractive.

Why?

With a heightened emphasis on higher density development to meet the city's future growth needs, ensuring that good quality design outcomes are also delivered becomes increasingly important. As Upper Hutt continues to change and adapt to cater for these needs it is critical that the potential visual, privacy and/or amenity impacts of larger scale development are properly managed.



Potential for residential development at the ground level only in areas that have not identified active frontages in the planning maps

Non-residential activity at ground level with active street edge.

Potential for residential development at the ground level only in areas that have not identified active frontages in the planning maps

2 | DESIGN GUIDE STRUCTURE

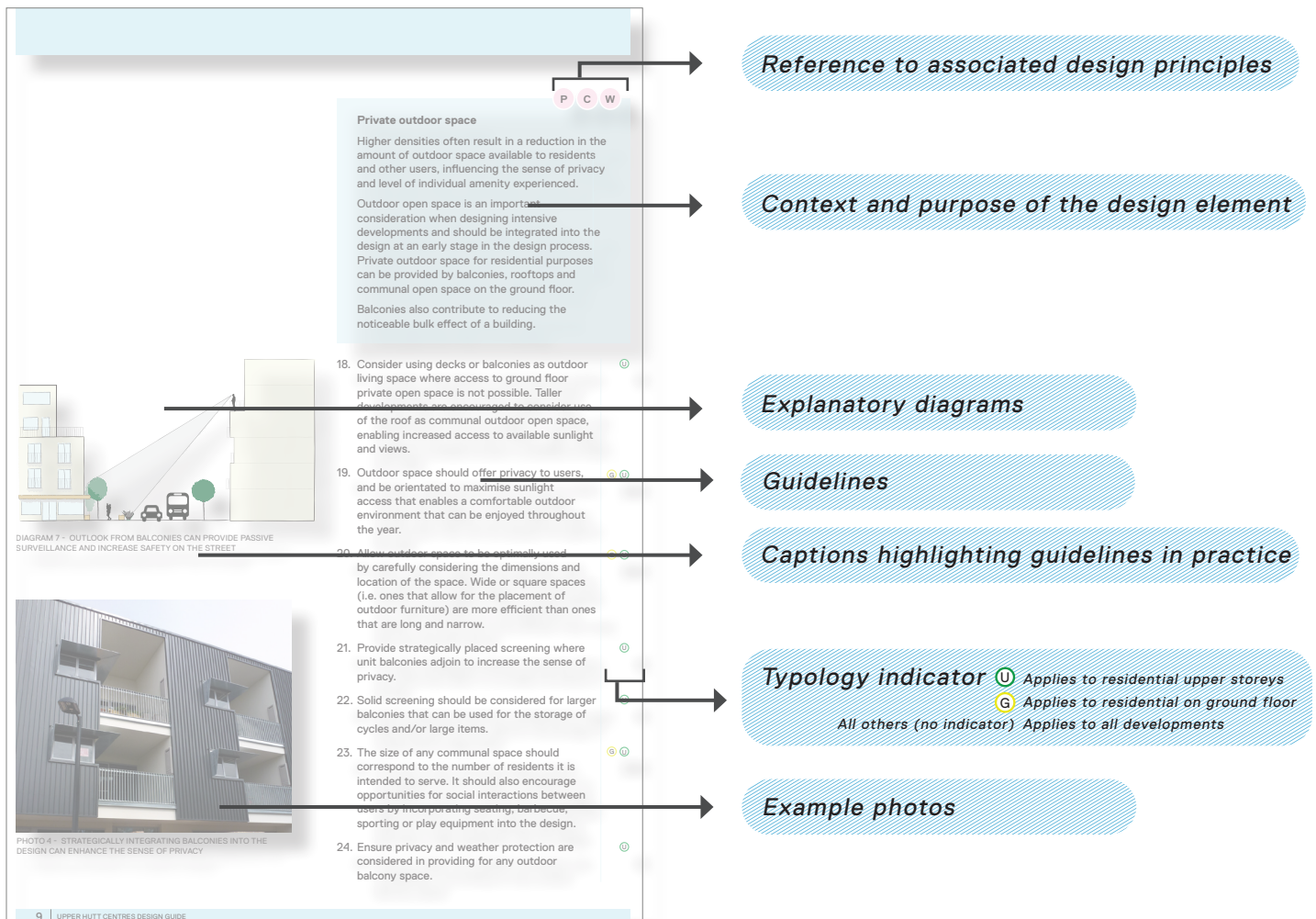
The guide does not prescribe development requirements but instead supports and complements the design outcomes sought for city centre development in the Upper Hutt District Plan (e.g. form and appearance, amenity). It outlines the key features that characterise centres development and offers practical advice to guide such development using best practice principles and relevant examples.

Key design considerations are divided into fourteen design elements that can be grouped into three themes as follows:

- » **Site Layout** covers design elements that are related to the effects of development at a site scale.
- » **Built Form & Appearance** covers elements related to the appropriateness of the building design.
- » **Street level** covers elements that contribute to the way the development interacts with the public domain at street level.

The guide uses supporting photographic examples and indicative diagrammatic interpretations to communicate the desired outcomes that are sought by a series of associated Design Principles (see page 4).

The guidelines apply to any area that is defined as City Centre Zone in the Upper Hutt District Plan. As the guidelines are based on a relatively universal set of urban design principles, most are applicable to centres development at a variety of scales.



How we design our buildings and the relationship they have with the street and public space within the Upper Hutt city centre has a considerable bearing on the way we live, work and meet. The following design principles have been developed to encourage high quality design that contributes to transforming the future character of the city centre and provides an attractive and comfortable environment for users, residents and visitors alike.

P

CREATE A FOCAL POINT FOR COMMUNITY

- » Promote the city centre as a vibrant economic destination of employment and retail activity
- » Provide quality civic spaces that enable a wide range of residents and visitors to participate in the city's activity

C

PROVIDE CONNECTIVITY AND ACCESS

- » Create an accessible city centre, utilising principles of universal design that cater to all age groups and degrees of mobility
- » Encourage multi-modal transport options that prioritise connectivity to the train station adjacent to the city centre
- » Enable efficient pedestrian connectivity within the City Centre Zone and to the local surroundings
- » Create a legible and identifiable network of streets and lanes with clear wayfinding

F

PREPARE FOR THE FUTURE

- » Enable buildings to be adapted to accommodate a diverse use over time
- » Design innovative buildings that use sustainable and passive building materials and that transform the future character of the city centre
- » Ensure building orientation enables appropriate access to sunlight and outlook while providing attractive indoor and outdoor spaces
- » Integrate new buildings into the existing environment as the city undergoes its transformative stages
- » Create a city centre that is resilient and able to positively respond to changing intensification and environmental conditions

W

BE WELCOMING AND COMFORTABLE

- » Encourage design that supports safe and inclusive streets and laneways
- » Celebrate the city's diverse cultural identity through public art and building design in the city centre
- » Design public spaces that are attractive and comfortable by responding to climatic conditions, and maximising sun access while providing shade and shelter from the wind and rain
- » Contribute to a quality street environment that considers the human scale and prioritises pedestrian movement

A

ACTIVATE THE STREET

- » Provide public and open spaces that are inviting to residents and visitors alike
- » Create interesting and attractive streetscapes which provide visual interest
- » Respond to a street hierarchy that rationalises different traffic flows through the city centre
- » Ensure street edges, including associated building frontages and footpaths, are activated and encourage social interaction
- » Use setbacks and street edges to define open spaces



DESIGN PRINCIPLES	FOCAL POINT FOR COMMUNITY P	CONNECTIVITY AND ACCESS C	PREPARE FOR THE FUTURE F	WELCOMING AND COMFORTABLE W	ACTIVATE THE STREET A
SITE LAYOUT					
Siting and alignment		■	■	■	■
Connectivity	■	■	■		■
Car parking, storage and servicing		■	■		■
Balconies				■	■
BUILT FORM & APPEARANCE					
Bulk and form			■	■	■
Visual interest / Façade modulation	■			■	■
Building design and materials	■		■		
Building top design			■	■	
Privacy, daylight and outlook			■	■	
Wind and sunlight	■			■	■
STREET LEVEL					
Street frontage	■		■	■	■
Public open space	■	■	■	■	■
Access and entrances		■		■	■
Landscape treatment		■		■	■

4 DESIGN ELEMENTS

4.1 SITE LAYOUT

C F W A



PHOTO 1 - BUILDINGS TO STREET EDGE WITH CLEARLY DELINEATED MID-BLOCK CONNECTIONS, WEST END CHRISTCHURCH

Siting and alignment

The configuration of a building on a site and its relationship to the street and adjoining public space are important considerations to ensure good amenity. Having a defined front and back, as well as a clear delineation between public, semi-public and private spaces contributes to the legibility of the site and street.

An active frontage of a building also contributes to a socially active and safe environment and provides amenity for visitors and residents.



DIAGRAM 1 - CREATE ACTIVE EDGES ALONG STREETS AND (NEW) MID-BLOCK CONNECTIONS TO ENCOURAGE VIBRANCY AND SAFETY

1. Consider the placement, orientation and form of the building to ensure it fits within the general pattern and network of the City Centre Zone and contributes to the legibility, permeability and functionality of the wider block structure.
2. Buildings should align with, and be orientated towards, any street, footpath or public space and contribute to the general continuity of frontage along the street.
3. The appearance of the ground floor should reinforce the relationship between the the building with the street and pedestrian network. The façade should be visually interesting, preferably with a transparent appearance and contribute to encouraging activity along the street edge.
4. Use setbacks to create open space where applicable, particularly adjacent to buildings that perform a civic purpose (e.g. museums, educational facilities, libraries, community halls etc).
5. Open space should only be provided where it serves a clear public purpose to ensure that spaces contribute to the centre's environment in a positive way.

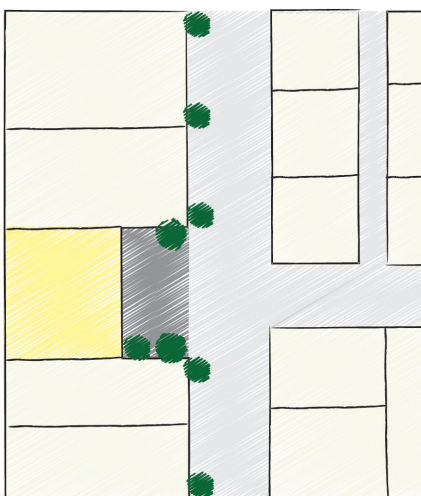


DIAGRAM 2 - A SETBACK CAN BE USED AS GATHERING SPACE IN FRONT OF THE ENTRANCE WHERE APPLICABLE (E.G. BUILDINGS WITH A CIVIC PURPOSE)



PHOTO 2 - MID BLOCK CONNECTION WITH ACTIVE FRONTAGES, CHRISTCHURCH

Connectivity

A connected network can reduce travel times and contribute to attractive, safe and legible environments that cater for people of all ages and mobilities.

Considering a good pedestrian and cycling experience in the design process can help to create safe, attractive and healthy communities.

Circulation networks should be legible and provide a safe environment for pedestrians and cyclists alike.

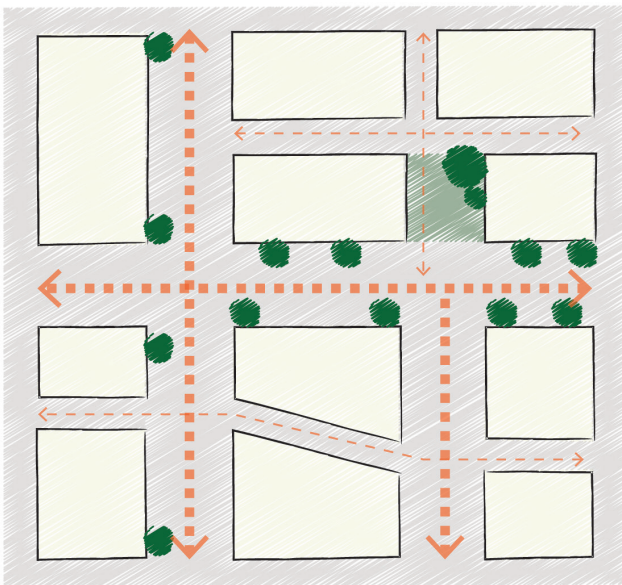


DIAGRAM 3 - ENABLE MID-BLOCK LINKS TO CONNECT WITH THE WIDER TRAFFIC AND OPEN SPACE NETWORK

6. Extend and enhance existing pedestrian connections such as Centre Walk, and create new mid-block links where they enhance the connection with the wider pedestrian and open space network.
7. Reduce the scale of blocks where possible by providing new streets, mid-block connections, footpaths, courtyards, and plazas that connect with neighbouring streets and public or common open space areas.
8. Where appropriate, along identified frontages activate the frontages on mid-block connections with entrances and display windows to create safe and comfortable pedestrian environments.
9. Locate bicycle parking close to building entrances and open space at grade, especially when combined with amenities like bike repair/sales or other complementary commercial activities. Promoting cycle use reduces the need for vehicle parking, and promotes active street life.
10. Ensure that developments allow for sufficient space and seating around transit stops to encourage the use of public transport.

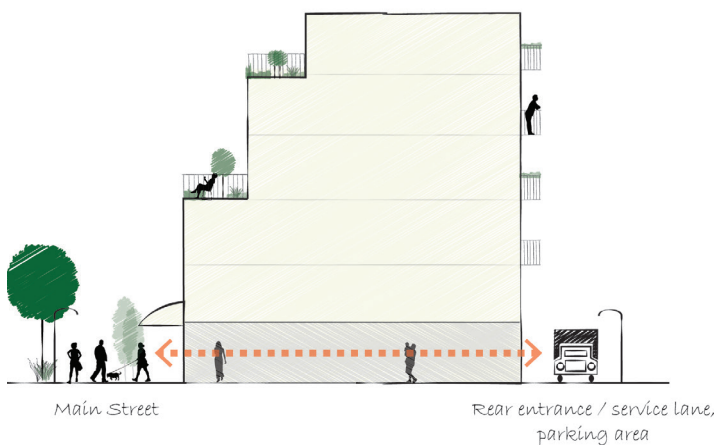


DIAGRAM 4 - PEDESTRIAN CONNECTIONS CAN CONNECT THE SHOPPING STREET WITH ADJACENT (PARKING) AREAS

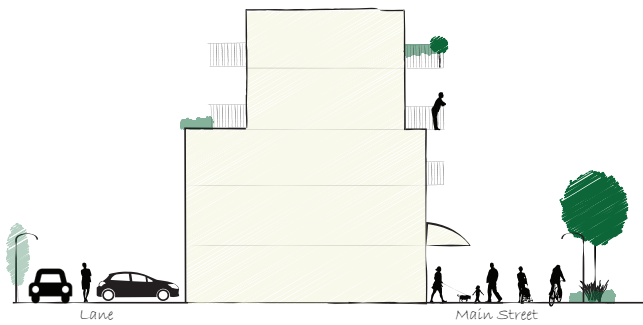


DIAGRAM 6 - CREATE ACTIVE EDGES ALONG STREETS AND (NEW) MID-BLOCK CONNECTIONS TO ENCOURAGE VIBRANCY AND SAFETY

Car parking, storage and servicing

Integrating car parking, storage, waste and service areas into the overall site design can have a beneficial effect on the amenity and quality of a development. Considering how waste is managed, stored and collected, as well as the location of storage and service areas, including areas that are dedicated to loading and unloading, can help to minimise visible clutter and result in higher levels of amenity and improved impressions of an area.

Considering alternative modes of transport and maximising opportunities for cyclists (e.g. cycle parking) can help ease pressure on car parking.



PHOTO 3 - CAR PARKING INTEGRATED INTO THE LANDSCAPE DESIGN OF THE PUBLIC REALM, WEST END CHRISTCHURCH

11. If on street parking is provided, care should be taken to ensure it does not conflict with active mode infrastructure (e.g. walking, cycling). On street parking or larger centralised off-street parking areas reduce the number of footpath crossings, increase pedestrian safety, and enable available parking space to be flexibly used by a variety of users.
12. On site parking for high density or mixed use development is encouraged to be below grade or positioned away from the street frontage (e.g. to be accessed by service lanes such as Bradley Lane). Any parking provided above grade should be screened from the street or public open space by evergreen planting.
13. Outdoor centralised parking should be landscaped to provide amenity, and be designed to offer safe and comfortable pedestrian access.
14. Car parking and loading or service areas should not impede access to adjacent buildings or compromise the quality and continuity of the street edge.
15. Integrate waste and storage areas into the building design and ensure that they are of a sufficient size relative to the number of units serviced. Waste areas should be able to accommodate all waste bins and have a clear connection to the collection area.
16. Delivery and rubbish collection areas should preferably be located at the rear or side of the building and away from pedestrian environments or residential activities.
17. Where loading docks or similar utilitarian built features are required, consider making provision for them to be adapted for alternative purposes (e.g. for seating or events, or as outdoor workspace).

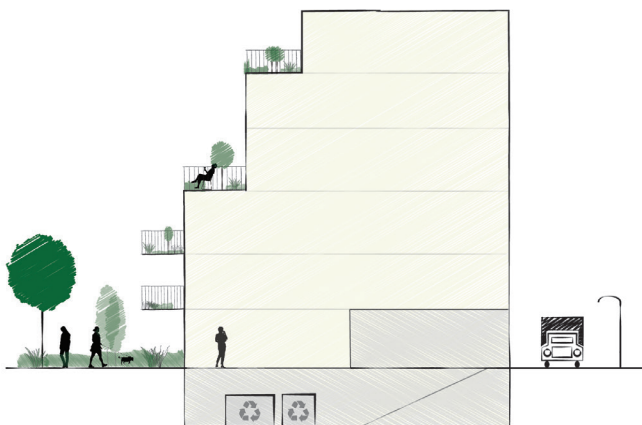


DIAGRAM 5 - SERVICE AND DELIVERY AREAS FOR MIXED USE PREFERABLY LOCATED AWAY FROM PEOPLE ORIENTED AREAS

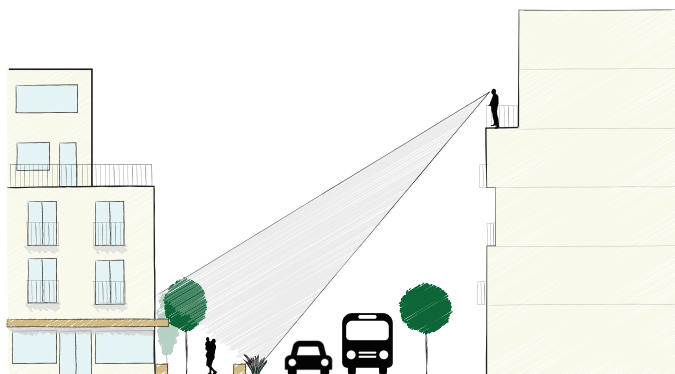


DIAGRAM 7 - OUTLOOK FROM BALCONIES CAN PROVIDE PASSIVE SURVEILLANCE AND INCREASE SAFETY ON THE STREET

Balconies

Higher densities often result in a reduction in the amount of outdoor space available to residents and other users, influencing the sense of privacy and level of individual amenity experienced.

Balconies and rooftops are an important consideration when designing intensive development and should be integrated into the design at an early stage in the design process.

Balconies also contribute to reducing the noticeable bulk effect of a building.



PHOTO 4 - STRATEGICALLY INTEGRATING BALCONIES INTO THE DESIGN CAN ENHANCE THE SENSE OF PRIVACY

18. Consider using decks or balconies as outdoor living space where access to ground floor private open space is not possible. Taller developments are encouraged to consider use of the roof as communal outdoor open space, enabling increased access to available sunlight and views.

U

19. Balconies should offer privacy and weather protection to users, and be orientated to maximise sunlight access that enables a comfortable outdoor environment.

G U

20. Provide strategically placed screening where unit balconies adjoin to increase the sense of privacy.

U

21. Solid screening should be considered for larger balconies that can be used for the storage of cycles and/or large items.

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4.2 BUILT FORM & APPEARANCE

F W A



PHOTO 6 - BULK OF THE BUILDINGS BROKEN DOWN BY A BOTTOM, MIDDLE AND TOP, CHRISTCHURCH.

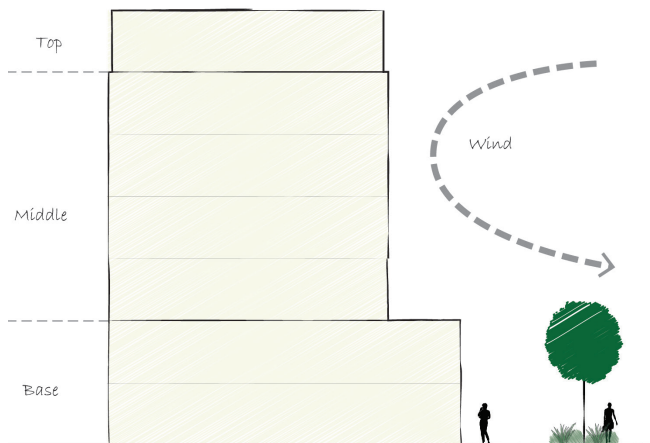


DIAGRAM 8 - BUILDING MASS FOR TALL BUILDINGS BROKEN DOWN INTO A 'BASE', 'MIDDLE', 'TOP'



DIAGRAM 9 - VARIATION IN FACADE TREATMENT CAN VISUALLY BREAK DOWN BULK

Bulk and form

The development pattern in the Upper Hutt City Centre generally consists of narrow lots which, when redeveloped, are likely to encourage development with a predominantly vertically oriented built form. To reduce the bulk of tall buildings, an increased focus should be directed towards horizontally composed design with strong base - this will help to achieve a human scale at street level.

A building that relates to the Centre's fabric, to its immediate context, and adjacent human activity will help to unify the character of the area. The relationship between lower density areas and those with higher, large-scaled buildings can be more harmonious if the transition in building height and mass between these areas is intentionally managed in a sensitive manner.

22. Minimise the potential impact of building bulk by either reducing the floor area of upper levels or stepping them back from the street to maintain a human scale at ground level and increase the privacy of upper storey units.
23. Building mass can also be visually reduced by introducing variation in façade treatment (e.g. by balconies, shading devices or porches) or the effective use of landscaping.
24. Building mass and height should be designed to create visual interest and minimise physical dominance on public space.
25. Reduce the effect of building mass by visually breaking the form of the building up into a 'base', a 'middle' and a 'top'. This helps to create a pedestrian scale at street level and also reduces the extent of ground level wind turbulence.
26. Positively reinforce the shape of the street or public space with the building through designing it in a way that helps to define the street and frame views.

Visual interest and façade modulation

The main factors that influence the appearance of a building are scale, modulation and the articulation of its form and façade.

Façades composed of long expanses of monotonous surfaces create streetscapes that lack the sense of scale, visual interest, and character. Façades designed as three-dimensional ensembles create frontages that can be engaging and can enhance the experience of the pedestrian and road users.

Manipulation of light and shadow in the façade can make the scale of a building and its associated components appear more vivid.

Additionally, balconies and entrances provide visual interest by breaking up a façade and add a human scale to more intensive development - this positively contributes to the overall appearance of a building when designed well. Visible activity on the ground floor and street facing façade enhances public safety through passive surveillance and creates opportunities for social interaction.

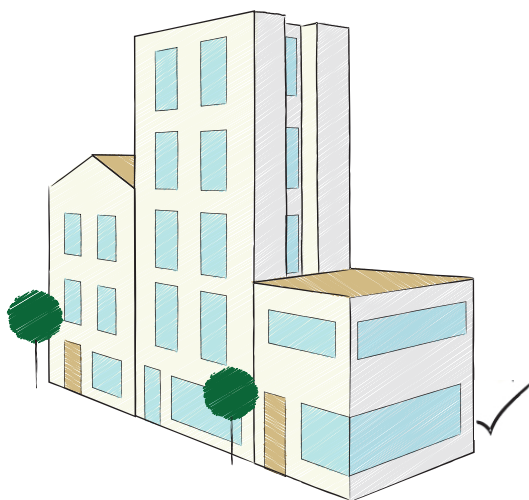
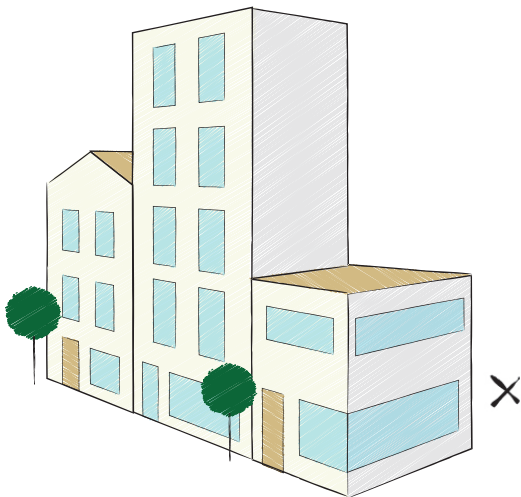


DIAGRAM 10 - VIEWS OF ALL SIDES OF THE BUILDING NEED TO BE CONSIDERED

27. Avoid large expanses of undifferentiated blank surfaces. Relying solely on changes in colour or materials within the same plane rarely achieves sufficient levels of interest and articulation.
28. Where applicable, signage should be integrated into the overall design of the building and be of a size that is appropriate to the receiving environment and scale of the streetscape and building façade.
29. Consider views of the rear and side façades of the building, particularly where there is a transition to a lower density environment. The design of all visible façades should be given a similar degree of considerations as that applied to the primary façade.
30. Solid, blank walls facing any public open space, pedestrian pathways, residential or recreation zones should be avoided.
31. The design of building façades should respect neighbouring window and entrance patterns, including their type, proportions, scale, and frequency.

Building design and materials

The building design and use of materials make an important contribution to the effective integration of intensive development into an existing environment.

The choice of materials used can affect the appearance of a development and how it contributes to the public realm. It can also affect how it performs and endures over time as well as its ongoing sustainability and resilience.

A visually attractive design can help to mitigate any potential adverse effects resulting from building height and/or bulk and enhance the city centre experience of visitors and residents alike.

32. The design of the building, as well as the choice of materials used, should recognise and reflect the level of intensification planned in the immediate and surrounding areas. In particular, consideration should be given to:

- a. setback from the street / continuity along the street edge;
- b. building age and style;
- c. scale and bulk;
- d. roofline;
- e. placement of windows, entrances and other articulation in the façade.

33. Building features and elements should be integrated and considered as part of a single, coherent design. This includes elements such as façade modulation and articulation, with this also encompassing balconies and frequency of windows and doors. Variation of colour or materials in the same plane generally offers an insufficient means of adding visual interest.

34. Consider lighting and signage elements as an integral part of the design early in the design process. Lighting should reinforce pedestrian comfort at ground level but, in any residential context, should be designed to ensure neighbours are not disturbed.

35. Buildings should be designed to accommodate a range of uses and to enable change in use over time (e.g. by providing generous ceiling heights).

36. Use design opportunities to create distinctive points of identity along the street front to enhance wayfinding and promote the uniqueness of the Upper Hutt city centre.



DIAGRAM 11 - VARIATION IN COLOURS, SCALE, PLACEMENT OF WINDOWS, ROOFLINES ETC CAN ENHANCE VISUAL INTEREST



PHOTO 7 - SIGNAGE SHOULD BE INTEGRATED AS PART OF A COHERENT DESIGN, HAWERA & PICTON



PHOTO 8 - ROOF FORM INTEGRATED WITHIN THE DESIGN OF THE TOP STOREY, WELLINGTON

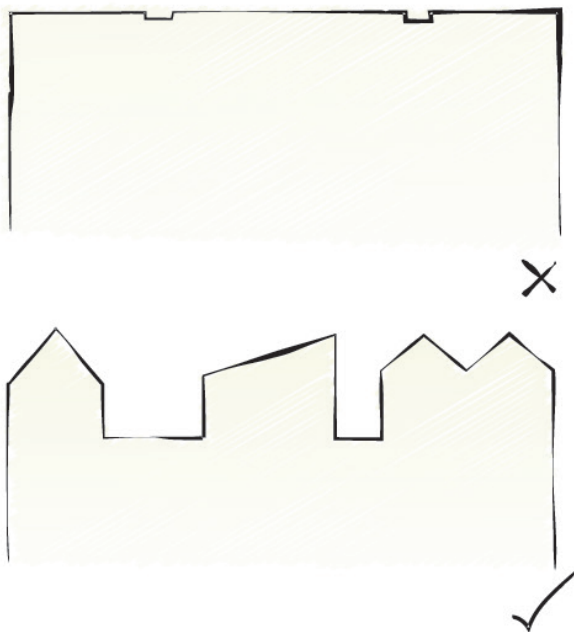


DIAGRAM 12 - REDUCE BULK BY ADDING VARIETY TO THE ROOFLINE

Building top design

Viewed from the surrounding hills, the rooflines of the City Centre buildings are a highly visual element.

As the roofline of a building has a significant impact on its composition, when viewed across a number of buildings they collectively make a noticeable contribution to the variety and sense of identity of an area.

The shape that building roofs make with the sky can positively shape the city's skyline and reinforce the building's design intent. Roofs may also provide amenities such as common or private open space.

37. Consider integrating a varied roof form in the design of upper storeys as this can further reduce the bulk and visual impact of the building and provide a visually diverse building silhouette.
38. The roofline, as well as any rooftop maintenance systems and services spaces, should be integrated as part of a single, coherent design.
39. Encourage the use of roofs and walls to generate renewable energy (e.g. solar panels) and/or provide habitat-supportive vegetation.

Privacy, daylight and outlook

Adequate access to natural light is an important consideration in designing the layout of a site, particularly any opportunities to capitalise on a northern aspect.

It is also a key consideration in siting and designing the internal layout of buildings and any associated residential units as it not only provides a warm and pleasant internal living environment but helps to increase energy efficiency.

The orientation of dwellings and their interface with public and communal open space are important safety and privacy considerations. In designing for safety and privacy, adequate account needs to be taken of the relationship of new and adjoining buildings to ensure a successful balance is achieved between protecting private amenity and providing opportunities for passive surveillance.

40. Where privacy and overlooking is an issue, either high level windows or louvres should be considered to minimise direct views into sensitive areas. However, their use on façades that face the street or public areas should be minimised.
41. Where possible, orientate windows to public space to enable for passive surveillance.
42. Maintain privacy between upper storey units by screening upper level windows or balconies to limit opportunities for residents to directly overlook adjacent properties. U
43. Consider incorporating a staggered façade profile into the building design to limit direct views into adjoining rooms or balconies. U
44. Where residential units are provided on the ground floor, elevate dwelling floors, patios and decks slightly above the street level to provide privacy to residents while maintaining outlook onto the street. G
45. Ensure living and working environments receive sufficient sunlight to connect people to the natural cycle of day and night and promote reduction in energy use.



PHOTO 9 - STAGGERED BALCONIES MAXIMISE PRIVACY WHILE RETAINING OUTLOOK AND SUNLIGHT ACCESS (WELLINGTON)

Wind and sunlight

Using natural resources like wind and sunlight can enhance the energy efficiency of a building and limits its impact on the environment through increased reliance on sustainable energy sources. This can also produce long term cost savings to occupants.

Integrating efficient passive design into a building contributes to a more comfortable indoor environment by increasing thermal stability and reducing indoor condensation.

While wind effects can be used for natural ventilation and energy generation, it can also potentially create downdrafts that can compromise the safety and comfort of the public realm.

- 46. Use solar exposure and local wind patterns to capitalise on natural forms of heating and ventilation and reduce the need for mechanical systems.
- 47. Consider the use of eaves or strategic screening to help limit the duration of sunlight penetration in summer, thus preventing indoor spaces (particularly those with a northern aspect) from overheating.
- 48. Design the mass of buildings to minimise shadow impacts on adjoining lower density residential areas, parks, and open space.
- 49. Modify tall buildings to minimise wind impacts at the street levels or provide strategic shelter as an integrated part of the design to mitigate any potential negative effects of downdraft at street level.

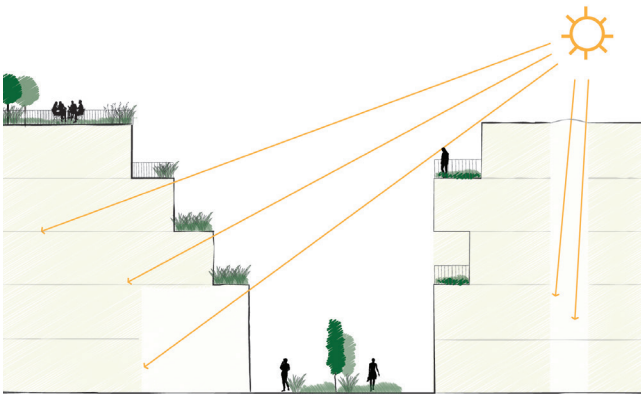


DIAGRAM 13 - HIGH LEVEL WINDOWS, SKYLIGHTS AND/OR ATRIUMS CAN IMPROVE SUNLIGHT PENETRATIONS



PHOTO 10 - VERANDAHS TO PROVIDE SHELTER, CHRISTCHURCH

4.3 STREET LEVEL

P F W A

Street frontage

Buildings that provide an active and transparent interface between their interior uses and the street, public open space or laneway create an engaging and safe environment through natural surveillance. Visible ground floor retail combined with a variable street edge with setbacks and lobby entrances contribute to an attractive human scale street experience.

50. Design all public building frontages to enable active and direct engagement with the street that supports pedestrian-oriented activity. Also consider the width of the footpath and the relationship between the anticipated use of the building and the footpath when designing the articulation of the street front.

51. Aim to activate the street frontage to the full width of the site; this will benefit optimal activation of the street edge and ground floor area.

52. The ground level treatment and appearance of the building should respond to the physical context at street level and positively contribute to the pedestrian experience.

53. Use lighting to enhance safety on the street frontage and incorporate these elements into the design process; when planting is a part of the design, minimise the risk of light sources becoming obscured by landscape elements, particularly around sensitive areas.

54. Where a forecourt or front setback is proposed ensure it is designed as an inviting spatial transitional element between the building frontage and the street environment.

55. Where residential activity is planned at ground level, provide an appropriate transition space between street and footpath to create an element of privacy (also refer Upper Hutt Residential Design Guide). Also minimise the height and opacity of front screens, fences, railings and gates to allow for natural surveillance.

56. Minimise frontages devoted to utilities, storage, services and parking access, and integrate with the overall articulation and fenestration of the façade. Where possible, locate rubbish areas below grade or to the rear of the building, and combine loading with vehicular access.

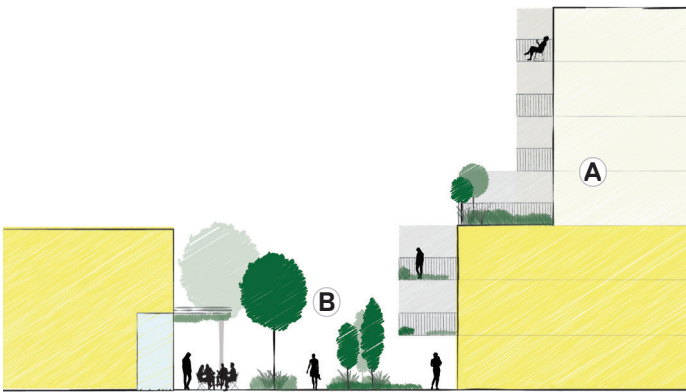


DIAGRAM 14 - GROUND FLOORS DESIGNED TO SUPPORT A HUMAN SCALE AT STREET LEVEL

- A** Upper storeys are set back to reduce the perceived density on street level
- B** Landscaping in between buildings increases an intimacy and creates a softer people oriented space



PHOTO 11 - PONSONBY, AUCKLAND



PHOTO 12 - PETONE, LOWER HUTT

DIFFERENCE IN TREATMENT OF GROUND LEVEL AND UPPER STOREYS IN RESPONSE TO PEDESTRIAN SCALE

G

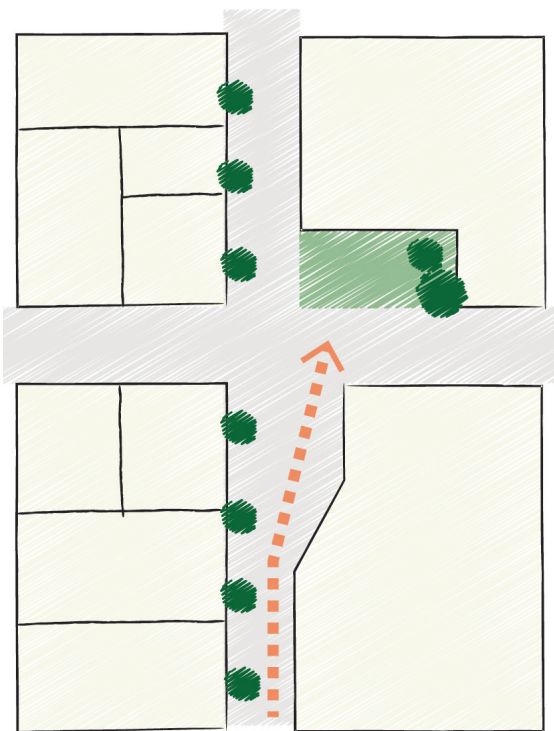


DIAGRAM 15 - HIGHLY VISIBLE AND ACCESSIBLE OPEN SPACE DUE TO ITS LOCATION AND DESIGN RESPONSE OF ADJACENT BUILDINGS

Public open space

When integrated into the built environment, common open spaces, such as front setbacks, plazas, courtyards, and roof decks, enhance the quality of urban life.

Public open spaces are most welcoming when they act as an accessible extension of footpaths and adjacent buildings. Open space provides relief to the urban experience when thoughtfully incorporated with neighbouring uses.

Generally, the quality and design of an open space is more important than size.



PHOTO 14 - SEATS AND LANDSCAPING CAN BE USED TO FRAME AND DEFINE ATTRACTIVE HUMAN-SCALE SPACES, CHRISTCHURCH

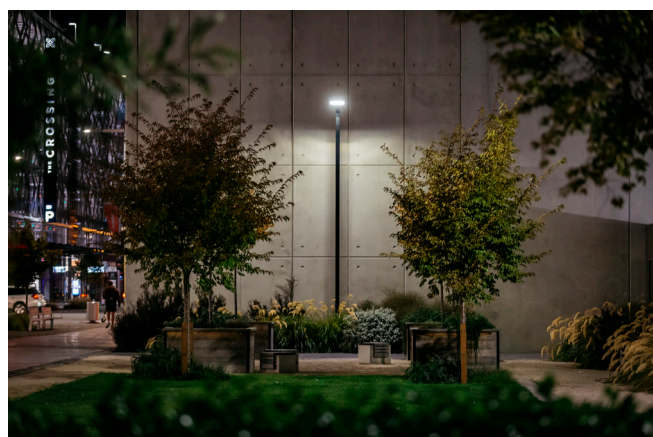


PHOTO 13 - ONLY PROVIDE LIGHTING IN OPEN SPACE WHERE NIGHT TIME ACTIVITY IS SAFE AND ACCEPTABLE, CHRISTCHURCH

57. Locate and orient open space to maximise direct solar exposure during parts of the day when the space is anticipated to be mostly used and to protect from the predominant wind direction.
58. Ensure that open space receives sufficient daylight throughout the day and that it is well connected, particularly in circumstances where it is the result of a building setback or recess.
59. Open space should be visible and accessible from the footpath for all users and support the ground floor use of the adjacent building wherever possible.
60. When designing outdoor public space, use design elements (e.g. shapes, patterns, structures) that are compatible with the design of adjacent buildings to create spaces that are unique and respond to their local context.
61. Provide seating and/or play elements that promote the activation of the space and cater for a variety of users (young and old).
62. Only provide lighting in public spaces that are intended to be used at night and that considered to be safe and secure after dark.
63. Use robust materials that are easy to maintain and retain their long term appearance. This is particularly important in public spaces that are prone to increased wear.

Access and entrances

The location, type and design of pedestrian and vehicle access points can have a significant bearing on the streetscape, site layout and building façade design.

The entrance to a building makes an important contribution to the way it is experienced. Entrances provide visual interest by breaking up a façade; they also add a human scale to more intensive developments and can positively contribute to the overall appearance of a building when designed well.

Visible activity on the ground floor and upper street façade levels enhances public safety through passive surveillance and creates opportunities for social interaction.



PHOTO 15 - DIFFERENCE IN ENTRANCE DESIGN BETWEEN RESIDENTIAL AND COMMERCIAL ACTIVITIES (PETONE, LOWER HUTT)

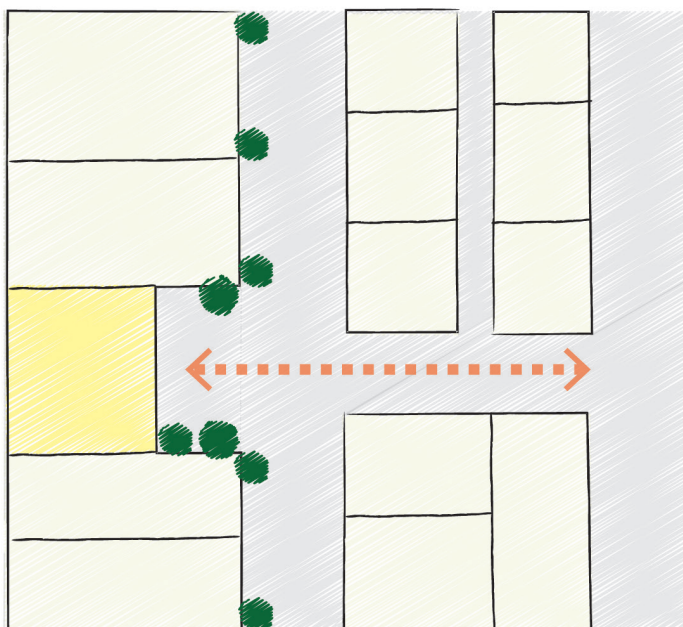


DIAGRAM 16 - ENTRY OR OPEN SPACE AT STREET ALIGNMENT

64. Ensure entrances are clearly defined and visible from the street to enable them to be easily located and accessed.

65. Entrances that serve high density developments should provide sufficient space for people to gather (e.g. small entry plaza) and include signage and landscape treatment that enhances the legibility of the entrance location. Indoor lobby spaces should have a clear visual and physical connection to the street.

66. Apply 'universal access' design standards to entrances of public buildings (e.g. consider entrance width and intergration of ramps into the design). Wayfinding legibility can be improved by signalling doorways and access points (eg, by using colour signage themes).

67. Entry to any ground floor commercial activity should have a distinct appearance and be designed in a way that differentiates it from a residential unit entrance.

68. Mailboxes and other facilities used daily in a residential building should be placed in the lobby to increase internal pedestrian activity and reduce the potential for clutter in the public realm.

69. Entrances should be designed to provide all weather shelter (e.g. canopies or overhangs) with suitable lighting incorporated into the design. Verandahs should also be provided along active edges where possible.



PHOTO 16 - LANDSCAPE DESIGN IN AN OPEN SPACE SHOULD BE CONSIDERED AS AN INTEGRAL PART OF THE BUILDING DESIGN, CHRISTCHURCH

Landscape treatment

Landscape design can greatly improve the amenity, experience and integration of more intensive forms of development into a street or neighbourhood. The implementation of carefully considered landscape design can help to enhance different design elements, such as the screening or softening of hardstanding areas (e.g. driveways, parking, service areas), mitigate the effects of building bulk and offer amenity and environmental benefits.

Coordinating landscaping early in the building and site design process can increase opportunities to more effectively integrate landscape treatment into outdoor open space, traffic circulation routes, service locations and the interface between the public and private domain.

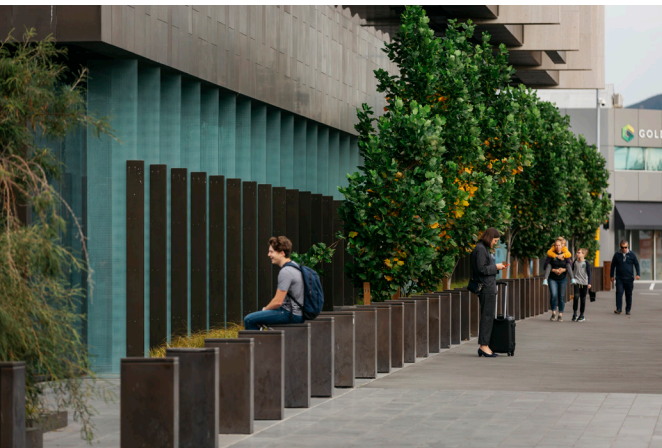


PHOTO 17 - LANDSCAPING CAN BREAK UP LARGE FORMS AND BRING VISUAL INTEREST TO THE STREET EDGE, CHRISTCHURCH

70. Where possible, retain existing mature and healthy vegetation and integrate into the site development.

71. Use planting to improve the outlook from buildings and the street and to soften hard surface areas such as car parks or service areas.

72. Choose plants that are appropriate to the climatic conditions, scale and character of the area; planting species that require low maintenance and attract local bird life is also encouraged.

73. Deciduous trees provide shade in summer and light in winter, but careful consideration should be given to species selection in heavily shaded areas to ensure survivability.

74. Use of hard landscape elements such as low walls, kerbs or raised beds is encouraged as these can provide protection to plants and, where integrated into the site design, can add to the visual amenity of outdoor spaces.

75. Maximise opportunities for sustainable plantings and permeable surfaces in footpaths, roofs, courtyards, and rear yards. Also, decking and green/living roofs support a more visually compelling roof landscape and reduce air pollution, and the amount of water entering the stormwater system.



PHOTO 18 - LANDSCAPING CAN SOFTEN HARD SURFACES SUCH AS PARKING AREAS