

APPENDIX 29.3

Design Assessment Criteria for Kingseat Business Zone

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Purpose of Appendix 29.3

In the Business Zone in the Kingseat Structure Plan Area, the construction of new buildings is a restricted discretionary activity, provided that the development complies with relevant Development Controls set out in Part 29.5 of the PLAN. Respective applications are assessed in terms of a series of matters, to which the Council will restrict the exercise of its discretion (Parts 29.7 and 29.7A of the PLAN). In addition, these criteria will be used, as appropriate, in the consideration of discretionary and non-complying applications involving buildings.

Appendix 29.3 sets out design assessment criteria for development in the Kingseat Structure Plan area Business Zone under several “Design Elements” against which development proposals will be assessed at resource consent stage. Accompanying illustrations are intended to support the text and represent good design solutions, but are not intended to represent the only design solution. All illustrations are illustrative and indicative only.

Information Requirements


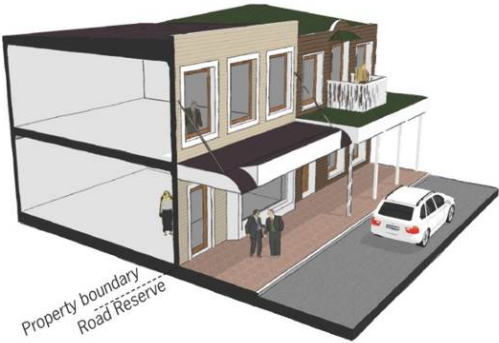
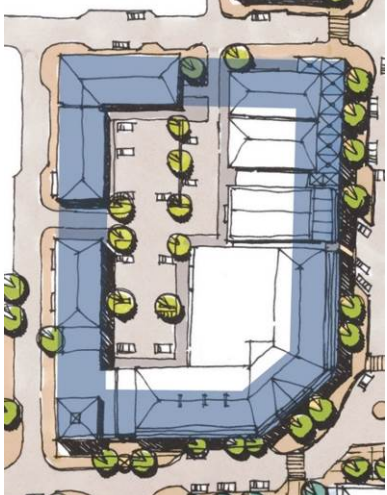
The applicant shall provide a written assessment describing how the criteria for each Design Element are addressed.

It is recognised that certain proposals may 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:

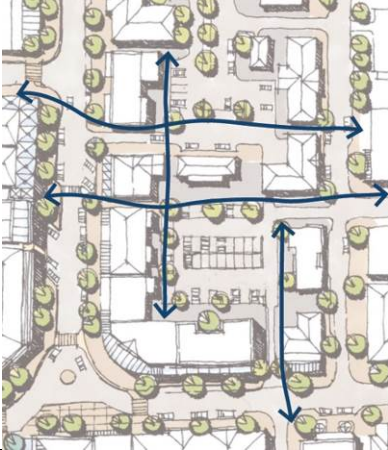

- whether site constraints inhibit the ability to address the criterion, and/or;
- how the intention of the criterion is met by the proposal, and/or;
- whether the proposal represents a better design solution than that suggested by the criterion.

Design Element 1: Site Planning

<p>1. Buildings on sites adjoining the Main Frontage Control Line (as detailed on Planning Map 104i) should provide a continuous building frontage along boundaries with:</p> <ol style="list-style-type: none"> a. Kingseat Road; b. Linwood Road; c. McRobbie Road; and d. At least 2 sides of the Village Square <p>Setbacks from the road boundary should be avoided to maintain a continuous built form and buildings shall be at least two storeys on the Centre’s main street corners, and two or more storeys are encouraged elsewhere along this frontage.</p>	
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<p>2. A Village Square having an area of at least 1,600m² should be established in general accordance with the location shown on the Kingseat Structure Plan Map in Appendix 54.19A and have at least one continuous frontage to the Main Frontage Control Line. The area of the Village Square shall be defined as excluding any roads or service lanes, or verandahs. The Village Square shall be vested.</p>	
<p>3. The building frontage described in Criterion 1. above should be provided with verandahs to provide shelter and shade to pedestrians using the footpath or square.</p>	
<p>4. Buildings within the Business Zone should generally adopt a perimeter block layout where buildings address the street and parking and servicing areas are located internally.</p>	
<p>5. The Village Square should be capable of accommodating a shape factor of a square or rectangle with side lengths not exceeding a ratio of 2:1.</p>	
<p>6. No vehicular access ways/service lanes should be provided within the Main Frontage Control Line. An exception to this may be allowed if an alternative access (e.g. a service lane) providing access to the Village Square is required.</p>	

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<p>7. The layout of streets, buildings and blocks should allow for a high degree of pedestrian access, provide safe and attractive pedestrian routes and incorporate on-site stormwater management devices. Pedestrian access from rear car parking areas is anticipated to the street network with routes through the Main Frontage Control Line.</p>	
<p>8. Accessways to rear parking/service areas should reduce the width and number of vehicle crossings over footpaths, which may involve shared accessways.</p>	
<p>9. The principal pedestrian entries to all buildings should face a road and be easily accessible and clearly identifiable from the footpath.</p>	
<p>10. If buildings cannot be built with frontage to all road boundaries (other than within the Main Frontage Control Line where this is required), attractively landscaped areas should be provided between the building and the road frontage. The use of such areas for parking should be limited to avoid adverse effects on the streetscape and pedestrian amenity, and where car parking is required, this should have a maximum depth of a single aisle.</p>	
<p>11. Outdoor storage should be avoided or concealed from view from public roads by internalisation, or appropriate configuration of the building (preferred), or by screen fencing.</p>	
<p>12. Except where located in the road reserve, areas of car parking should not adjoin the Village Square.</p>	
<p>13. Initial development of the Town Centre should occur on those parts of sites subject to frontage controls.</p>	
<p>14. Whether the proposal includes a Roading Plan detailing the design of the relevant section of existing public road as defined in Appendix 54.19C.</p>	
<p>15. Whether the ROADING PLAN prepared for the relevant section of existing public road is consistent with the Auckland Transport Code</p>	

<p>of Practice.</p> <p>[Note: Auckland Transport approval is required for any works to public roads in accordance with the Local Government (Auckland Council) Act 2009]</p>	
<p>16. Whether the applicant proposes to undertake the Required Road Works adjacent to the relevant Development Area (refer Appendix 54.19D) Or alternatively, whether an infrastructure roading agreement exists that addresses these matters.</p>	

Explanation

Criteria 1, 3 and 13 relate to an intention to establish a continuous and sheltered main street built frontage focused around the intersection of Kingseat/Linwood Roads (including around the Village Square), while more than one storey buildings highlight this as the Town Centre, as does the requirement for the main streets to be developed first. Minor breaks in the frontage layout, such as recessed pedestrian entrances and windows, are acceptable.

Criterion 2 promotes the establishment of a Village Square which is anticipated to be the “heart” of the town of Kingseat. The Village Square should be a destination in itself which attracts use and activity including opportunities for people to meet, gather, relax and enjoy. The Village Square will be vested.

Criterion 4 seeks that development be built to address the road frontage, and to enclose and conceal car parking and service areas to the rear. This is known as perimeter block development, whereby buildings define the length of the site’s road boundaries with minimum setbacks, and on-site car parking is generally provided behind the buildings. This creates a vibrant streetscape in the heart of the town whilst retaining car parking in close proximity. Those activities that cannot achieve Criterion 4 are likely to be best suited to the periphery of the Kingseat Business area.

Criterion 7 promotes pedestrian accessibility while ensuring that required stormwater management devices are also provided for within the design of streets, buildings and blocks.

Criterion 8 seeks to promote safety by reducing the width and number of vehicles crossings over footpaths.


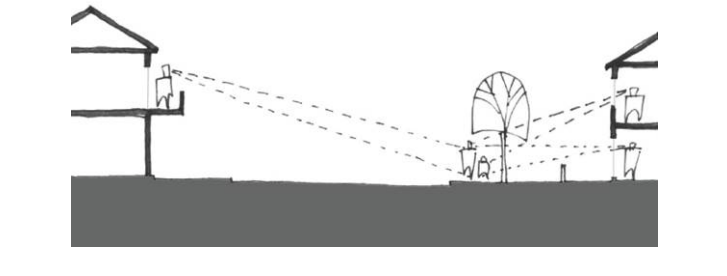

If car parking is exposed to road frontage, Criterion 10 seeks to reduce the depth of the car parking area as viewed from the road in question and requires landscaping of the frontage.


Criterion 11 provides guidance on outdoor storage with the aim of maintaining streetscape amenity, which supplements Development Standard 29.5.10 of the Plan (Outdoor Storage Areas).

Design Element 2: Building Form, Public Interface and External Appearance

<p>1. Buildings on sites adjoining the Main Frontage Control Line (as described in Design Element 1.1) should accommodate retail, commercial or community activities at ground floor level with compatible uses (including residential) encouraged above ground floor.</p>	
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<p>2. Buildings which adjoin the Village Square should be of sufficient (and consistent) height to provide a sense of enclosure to that space and should generally be at least two stories in height.</p>	
<p>3. When viewed from the road or any public space, buildings should create visual interest through articulation, openings, and design variation.</p>	
<p>4. Buildings should be designed such that they provide for passive surveillance over roads and open spaces (including the Village Square).</p>	
<p>5. Solid blank walls facing a road or open space shall be avoided.</p>	
<p>6. Verandahs should reflect the design and style of the building and accentuate entrances and window treatment.</p>	
<p>7. Buildings on corners should utilise design features to address and emphasise the corner.</p>	
<p>8. The principal pedestrian entry points of all buildings should be clear and obvious within the building frontage.</p>	
<p>9. Buildings should front directly onto, or face, roads and provide pedestrian entries and windows along the road frontage. Buildings adjacent to the Village Square should front onto the Village Square, with the principal pedestrian entrance for such buildings being provided from the Village Square frontage.</p>	
<p>10. Large doors (e.g. for loading or servicing) that are not principal building entrances should be</p>	

<p>concealed from view from roads and open spaces. If they are visible from these spaces, their dominance in the frontage should be reduced, and they should be set back from the front face of the building.</p>	
<p>11. Signage should be integrated with the design of the building, rather than freestanding, and should not extend above the eaves or parapets of buildings (refer Part 15.4 of the Plan).</p>	

Explanation

High standards of urban design including well-designed buildings and spaces that are attractive, comfortable, safe, and accessible are key elements that can contribute to the amenity, vibrancy, vitality and economic potential of Kingseat Town Centre (Business Centre as identified on Planning Map 104i).

Design Element 2 pertains to the public face of built development in the Business Zone in Kingseat, in particular where development relates to the adjoining roads and/or is visible from public areas.

Criterion 1 acknowledges that the intersection of Kingseat, Linwood and McRobbie Roads constitutes the centre of the town of Kingseat. Activities within this area should support its role as a Town Centre and should encourage the establishment of a vibrant centre. Therefore, retail, commercial and community activities at ground floor level are encouraged.

Criterion 2 seeks to define the Village Square. A continuous and consistent edge to the square is encouraged. Where spaces are wide and there is no vehicular activity, the parts furthest from the edges may have limited activity. The height of adjoining buildings to a Village Square in relation to the size of the square is fundamental in achieving a sense of enclosure and thus defining the square. As a guide, an appropriate ratio of height to width is considered to be 1:5.

With regard to Criterion 3, the emphasis for consideration of building form and appearance is on how it affects the streetscape and other public places. Matters to consider include how a building is sited and designed to face or address a road, its articulation, and its detailing. Materials, compatibility with surrounding buildings, and legibility (the clarity of the expression of the building’s purpose by its design), may also be relevant matters for consideration.

Criterion 4 seeks to encourage the safety and perception of safety of public places by promoting the overlooking of such places.

With respect to Criterion 5, 'blank' areas of façade (i.e. without windows, doors etc.) facing a road should be avoided to promote an active frontage. If it is not feasible or practical to include windows and doors, architectural modulation through recesses, rebates, expressed columns etc. should be used in preference to 'flat' treatments such as applied colour.

Criterion 8 recognises the importance of corner buildings within a perimeter block and encourages an appropriate architectural design response.

The arrangement of openings in walls is visually important to the quality of the streetscape, especially the placement and proportions of windows and doors. Criteria 9 and 10 recognise this and support the intentions of the criteria under Design Element 1, which seek to encourage buildings on road boundaries. This is particularly important for building entrances, and it is desirable that the location of the entrance can

be determined from a distance (e.g. by variations in the verandah line above, or by elevational elements that extend up the façade from the entry location).

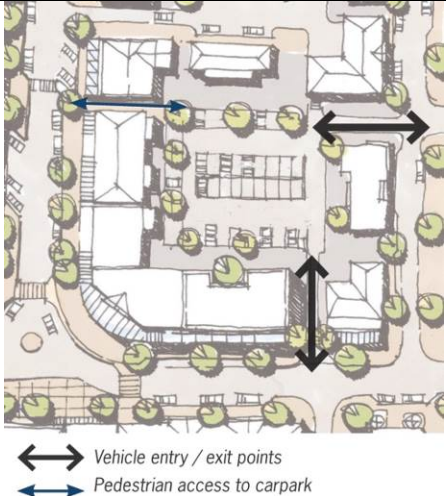
To be successful, the Village Square needs to be an active space. Buildings around the square should front the square (Criterion 9) to promote passive surveillance and to enable activity from those buildings to spill out onto the square.

The buildings around an enclosed open space should generally form a continuous surface and present architectural unity. If buildings are separated by access/entrances, they should be well considered, particularly in terms of Crime Prevention Through Environmental Design (CPTED) principles, and visually linked to achieve a visual connection and coherent design.

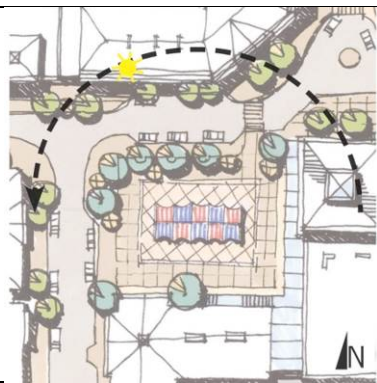
To maintain and enhance streetscape amenity, Criterion 10 requires that large doors that are not principal entrances to a building be concealed from view from roads and open spaces, or be set back from the front face of the building.

Applicable signage controls are those for the Business Zone (refer to Part 15.4 of the PLAN). Criterion 11 requires that signage should be considered with respect to its integration with the building form. The locations of future signage should be identified in the initial building design. Excessively large signs, freestanding signs, and signs projecting above eaves, parapets or canopy lines, are unlikely to achieve this integration and should be avoided.

Design Element 3: Open Spaces (including the Village Square), Parking Areas and Landscaping

<p>1. Open spaces (including the Village Square) should be well designed and highly visible and accessible.</p>	
<p>2. Car parking should be provided where appropriate generally within the street or behind buildings (see Design Element 1.4), be easily accessible, appropriately landscaped and incorporate Water Sensitive Design.</p>	
<p>3. Open spaces should have active edges, should be overlooked by windows from adjoining buildings and should be visible from roads.</p>	
<p>4. Open spaces should be safe and designed according to Crime Prevention Through Environmental Design (CPTED) guidelines with building edges and soft landscaping designed (and species selected) to avoid creating a sense of entrapment.</p>	
<p>5. Open spaces should provide for the safe and convenient movement of pedestrians and cyclists clear of motor vehicle traffic, car</p>	

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parking and manoeuvring areas.	
6. Parking and movement layouts should be designed for safe and effective movement of vehicles through an easily understood layout with appropriate surface markings and signs.	
7. Where car parking is provided on sites that abut residential areas, it should be screened by buildings, fencing and/or landscaping.	
8. Vehicular movement in and around open spaces should give priority to pedestrians and cyclists.	
9. The Village Square should provide appropriate features (e.g. seating, lighting, landscaping etc.) to support its function as the 'heart' of the town of Kingseat.	
10. The Village Square should be orientated to ensure good solar access and to avoid the adverse effects of prevailing winds.	
11. The Village Square should be well connected to pedestrian and cycle routes.	
12. The Village Square should be constructed of appropriate surface materials to ensure year round use and offer opportunities to incorporate Water Sensitive Design.	

Explanation

Design Element 3 pertains to the design of open spaces, parking areas and landscaping in the Kingseat Business Zone.

Well-designed public open spaces (including privately owned but publicly accessible spaces) can make a significant contribution to the amenity and vitality of a town centre, attracting people and new investment.

The provision of well-designed landscaping assists in the creation of high levels of amenity. Landscaping can make a positive contribution by creating visual and pedestrian focal points, providing shade and wind shelter, and introducing additional colour and texture in the built environment. Council will require details of landscaping proposed as part of a development in order to be able to consider the criteria of this Design Element.

Opportunities to incorporate Water Sensitive Design within open spaces, car parking and landscaping provides for the reduction of stormwater runoff through minimising impervious coverage, and utilising stormwater devices such as permeable paving and raingardens as part of landscape design mitigating the effects of stormwater while ensuring high levels of amenity.

Factors such as shading, wind exposure, orientation, size, location, adjoining land uses, shelter and appropriate infrastructure (e.g. lighting, seating, paving and planting) will be taken into account, especially so when considering the Village Square.

With regard to Criterion 1, ease of access to the Village Square is fundamental to its success as an anchor for the town centre and for the establishment of the Village Square as the “heart” of the town. The design of the square should allow for connections to pedestrian and cycle links. Shared surfaces should be adopted, if vehicular access through the square is proposed. Vehicular speed should be managed to ensure that pedestrians are prioritized, and parking provided appropriately.

Whatever its intended use, open space should not be the space left over after the building position is determined. The design of spaces should be undertaken concurrently with the design of surrounding buildings, and the active interface between surrounding buildings and the space itself should be carefully considered (refer Criteria 3 and 4) to ensure that the design will give life to the space and enables passive surveillance.

Criterion 9 recognises that the Village Square should be a destination in itself which attracts use and activity regardless of the nature of abutting landuse. The Square should be the “heart” of the town and provide opportunities for people to meet, gather, relax and enjoy. It should therefore provide the necessary infrastructure to facilitate this.

Criterion 10 recognises the importance of orientation. The Village Square should be orientated to achieve good solar access and reduce exposure to prevailing winds.

Ease of access to the square for pedestrians is fundamental to its success. Ensuring connection to pedestrian and cycle routes is thus encouraged through Criterion 11.

Criterion 12 recognises that the square should allow for a range of uses (such as a meeting place, a market, displaying of art etc.) all year round. A proportion of durable, hard surface materials should be used in its design.