

APPENDIX 29A.1

Design Assessment Criteria for Karaka Village Business Zone

Purpose of Appendix 29A.1

In the Village Business Zone in Karaka Village, the construction of new buildings is a Restricted Discretionary Activity provided that the relevant Development Controls set out in Part 29A.2 of the PLAN are met. Such applications are assessed in terms of the criteria in Part 29A.4 of the PLAN.

Appendix 29A.1 sets out design assessment criteria for development in the Karaka Village Business Zone under several “Design Elements” against which development proposals will be assessed at resource consent stage.

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 accord 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

1. Buildings on sites adjoining Dyke Road, Linwood Road and the Village Square should provide a continuous building frontage. Setbacks from the road boundary should be avoided to maintain a continuous built form. Frontages should be provided with verandahs to provide shelter and shade to pedestrians using the footpath. The principal pedestrian entries of all buildings should face the road and/or Village Square and be easily accessible and clearly identifiable from the footpath.
2. A Village Square having an area of at least 400m² should be established prior to the completion of the overall development of the Village Business Zoned land in general accordance with the location shown on the Karaka Village Overlay Plan in Part 55.5.7 and with at least one continuous frontage to Dyke Road. The Village Square should be capable of accommodating a shape factor that fulfills its purpose.
3. Off-street car parking and servicing areas should be located to the rear of the buildings. Most associated parking should be provided on-site, however on-street parking on one or more of the frontage roads is appropriate to serve the Village Centre, preferably in 90 degree angled bays.
4. Accessways to rear parking/service areas should reduce the width and number of vehicle crossings over footpaths, which may involve shared accessways.
5. If buildings cannot be built with frontage to all road boundaries as described in 1. above, attractive landscaped areas should be provided between the building and the road frontage. The use of such areas for parking should be avoided because of adverse effects on streetscape and pedestrian amenity, and where car parking is required, this should have a maximum depth of a single aisle.
6. Outdoor service areas for rubbish storage etc shall be concealed from views from public roads by being contained within buildings, or appropriate configuration of, the building or by a combination of the building, landscape planting and screen fencing.
7. Except where located in the road reserve, areas of car parking shall not adjoin the Village Square.
8. Cycle racks shall be provided at a convenient and sheltered location.

Explanation

Criterion 1 relates to an intention to establish a continuous and sheltered built frontage focussed on Dyke and Linwood Roads and the Village Square.

Criterion 2 promotes the establishment of a Village Square which is anticipated to be the “heart” of the Village. The Village Square is intended to be a place that attracts use and activity including opportunities for people to meet, gather, relax and enjoy.

Convenient parking is often part of the success of a neighbourhood business area. Thus some on-street 90 degree angled parking is encouraged by Criterion 3. The design and location of the parking should not dominate the development when viewed from adjoining public areas.

Criterion 4 seeks to reduce the width and number of vehicles crossings over footpaths to promote safety. If car parking is exposed to road frontage, Criterion 5 seeks to reduce the depth of the car parking area as viewed from the road in question and requires landscaping of the frontage.

Criterion 6 provides guidance on outdoor storage with the aim of maintaining streetscape amenity, which supplements a development control in Part 29A of the Plan relating to this matter.

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

1. Buildings on sites fronting Roads and the Village Square should accommodate retail, commercial or community activities at ground floor level with compatible uses (including residential) encouraged to locate above ground floor.
2. Buildings should front the Village Square where practicable and should provide dual frontages to the Square and any adjoining road.
3. When viewed from the road or any public space, buildings should create visual interest through articulation, openings, and design variation.
4. Buildings should exhibit proportions and forms that complement nearby residential development.
5. Buildings should be designed such that they provide for passive surveillance over roads and open spaces (including the Village Square).
6. Solid blank walls facing a road or open space shall be avoided.
7. Verandahs shall reflect the design and style of the building and accentuate entrances and window treatment.
8. Buildings on corners shall utilise design features to integrate the corner and promote linkages with the surrounding land, including existing or potential development on opposing corners. In these locations there may be opportunities to provide additional building height to create a landmark.
9. The principal pedestrian entry points of all buildings shall be clear and obvious within the building frontage.
10. 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 also front onto the Village Square.
11. Large doors (e.g. for loading or servicing) shall be concealed from view from roads and public open spaces. If they are visible from these spaces, their dominance in the frontage shall be reduced, and they shall be set back from the front face of the building.
12. Signage shall be integrated within the design of the building, rather than free-standing structures and shall not extend above the eaves or parapets of buildings (refer Part 15.4 of the Plan).

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 and vitality of Karaka Village.

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

Criterion 1 acknowledges that the intersection of Linwood and Dyke Roads constitutes the central point of Karaka Village. Activities within this area should support its role as a Village Centre and should encourage the establishment of a range of retail and business activities, including residential living opportunities to create a vibrant village centre.

Criterion 2 seeks to define the Village Square. The design of the Village Square is an important element in achieving a sense of place as the 'heart of the Village' and also to the usability and functionality of the space. To be successful, the Village Square needs to be an active space. A proportion of buildings adjoining the Square e.g. buildings on two sides of the square, should front the Square to promote passive surveillance and to enable activity from those buildings to directly interact with the Square.

With regards to Criterion 3, the emphasis is to consider building form and appearance and how these affect streetscape and other public places. Matters to consider include how a building is sited and designed to face or address a road as well as its articulation. Materials, compatibility with surrounding residential buildings, and legibility (the clarity of the expression of the building's purpose by its design), may also be relevant matters for consideration. Careful attention to design detail is required at the public interface generally to avoid any adverse external visual or scale effects, to contribute positively to the amenity and enjoyment of the road, and to help ensure that the Village Centre becomes a valued and highly regarded centrepiece for its local community.

Buildings within the Village Centre will be larger in floor area and bulk than a typical dwelling. Therefore, Criterion 4 encourages reference to the proportions and forms of nearby residential development. These desired outcomes are likely to be achieved by the use of design devices such as breaking the building bulk up into "house size" elements, and utilising roof forms, similar to those found in the area (i.e. likely to be pitched roofs and domestic materials). Secondary elements such as balconies, canopies, porches, bay windows, dormers and pediments should also be used to break up continuous mass and large roof forms.

Criterion 5 seeks to encourage the safety and perception of safety of public places by promoting the public surveillance of such places.

In respect of Criterion 6, "blank" areas of facade (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 vertical elements that extend up the façade from the entry location).

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 Village 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, free-standing signs, and signs projecting above eaves, parapets or canopy lines, are unlikely to achieve this integration and should be avoided.

Design Element 3: Village Square, Parking Areas and Landscaping

1. Open spaces (including the Village Square) should be well designed, functional, highly visible and accessible.
2. The Village Square should provide appropriate features (e.g. seating, lighting, landscaping etc.) to support its function as the community focal point of the Village.
3. The Village Square, and the location of buildings that front the Square, should be designed and orientated to ensure good solar access and to avoid the adverse effects of prevailing winds.
4. The Village Square should be constructed of appropriate surface materials to ensure its versatility and all year round use (including for community activities and events).
5. Car parking should be provided in appropriate places, generally within the street or behind buildings, and should be easily accessible and appropriately landscaped.
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.

Explanation

Design Element 3 pertains to the design of open spaces, parking areas and landscaping in the Village 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 Village Centre, attracting people and new investment.

The provision of well designed landscaping in the public and private realm 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 proposed details of landscaping as part of a development in order to be able to consider the criteria of this Design Element.

Factors such as shading, wind exposure, orientation, size, location, adjoining land uses, shelter and appropriate infrastructure (i.e. 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 important to its success as an anchor for the village centre and for the establishment of the Village Square as the "heart" of the village. It provides opportunity for people to meet, gather, relax and enjoy. It should therefore provide the necessary infrastructure to facilitate this.