

Centre's Design Guide

Appendix 4 – Churton Park

Churton Park Village has been identified as a 'Neighbourhood Centre' to provide the communities of Churton Park and Glenside with a Village that will form the focal point and social interaction hub for these communities whilst providing for their day-to-day needs. Quality of development is essential in delivering such a place. Buildings will create a degree of critical mass balanced by park and open space to ensure a sense of place is established. Accessibility for public transport, private vehicles and pedestrians is made easy though balanced against pedestrian amenity. The Village will be an inviting and safe place to be in at all times of the day and night.

Design, external appearance and siting of buildings

Design in context of intended use:

Buildings need to be designed to accommodate the anticipated activities for the village. The supermarket is located centrally, substantially (but not necessarily entirely) behind the street front shops and residential activities, in order that it does not overly dominate the village feel of the development and to ensure a balance is struck across all anticipated uses. Plans submitted with applications will need to demonstrate what activities are anticipated for any individual or part of a new building or extension. Likewise, subdivision layout needs to be able to accommodate the anticipated activities and this needs to be demonstrated in applications.

Street edge:

The commercial buildings fronting Westchester Drive and Lakewood Ave need to form an active edge through their siting and design. This *does not* necessarily require that buildings form an unbroken lineal edge along the street but that needs to be considered in the context of the requirement for continuous verandah cover over the public street. Buildings *may* be setback with a curtilage that edges the street, or have recessed doors at the street edge, though any such treatment or design needs to take account of the verandah, display window and prominent feature requirements. Any supermarket design that extends a pedestrian link or pedestrian entrance to a street frontage needs to be in keeping with these street edge design principles and meet the **standards in 7.6.2** for shop windows and verandah cover.

The prominent feature will be the identifier for the centre and as such needs to be designed as a landmark. It may extend into the public street, but this may require an encroachment licence to be obtained from Council.

Buildings:

All buildings in the commercial centre must have front and rear elevation treatments that are appropriate to the spaces and activities they adjoin or face. All buildings, including the supermarket building, facing a public space must form an appropriate relationship with it, including fronting and interacting with the space.

For the supermarket building, the appropriateness of the relationship between any building elevation and public space will be determined by:

- Whether or not the elevation, or part thereof, faces directly onto or toward the public space that is part of the required open space area (shown green on the concept plan map). Any such elevation will need to be fully activated; and otherwise
- What part of the site a building elevation facing public space is located in:
 - a) The actual length of activation considered necessary for each elevation will depend upon the length and importance of the elevation facing the public space and how prominent on the site the elevation is.
 - b) Areas towards the front of the site and heart of the village, nearer road frontages, site access points and integral activities of the village are important so up to 50% of an elevation at the front of the site should be activated.
 - c) Areas towards the rear (south), of the site and away from site entranceways are less important so activated building elevations will not be necessary. This does not dispense with the need for articulation or other appropriate elevation treatments to deal with building appearance, blank walls and mass. Landscaping may be used to assist but building treatments are more important.

The design of any building needs to be derived from a coherent overall compositional idea, taking into consideration the adjoining or adjacent building. Dimensions should aim to reduce the apparent size of a building, using modulation where necessary. Un-modulated square boxes and multi storey blank walls are not anticipated. All elevations must

exhibit some form of relief, whether by architectural detailing or openings with doors and windows. Detailing and tactile qualities should provide visual interest and materials should be used that give an appearance of durability and robustness.

In siting and designing the floor layout of buildings, consideration needs to be given to connectivity to public space and interconnections with other buildings and activities within the centre. Building location and layout will need to demonstrate how safe pedestrian ‘pathways’ are facilitated so that the centre is legible and permeable from all edges and between all activities.

Additionally, all buildings shall be located to avoid the secondary overland flow path referred to in standard 7.6.5.1.15. The overland flow path is required to be shown on all development plans.

Structure and design of public space

The open space area needs to have good access to sunlight and be protected from the wind. Physical and visual connections need to be made with the public street as well as active edges with adjoining buildings and pathways. The layout and design of buildings and any public space surrounding them need to consider crime prevention and public safety, including (but not limited to) lighting, sense of security and the ability for observation over public space areas. Overall public space needs to provide a pleasant place for people to congregate, be user friendly and well connected to other parts of the centre. The design and location of public space needs to demonstrate all these attributes and show how they will be achieved through design, landscaping, furniture, planting etc.

Location and layout of parking and servicing, and servicing hours

Service and parking areas are essential to the efficient functioning of the village though both have the potential to visually detract from it if not well planned and integrated.

Car parking:

The layout of parking and vehicle circulation areas should be easy to navigate for both drivers and pedestrians, and accommodate clear and safe pedestrian routes linking the village activities.

Car parking should be laid out in a manner that avoids the appearance of a ‘sea of parking’, rather parking should be compartmentalised and broken up. This can be achieved through building location, appropriate site design using landscaping (including planting), and pedestrian pathways through the parking area that have a different surface (texture or colour) treatment. Both landscaping and pedestrian pathways are required so these need to be included in parking layout design.

Plans accompanying proposals will need to demonstrate how the above matters are achieved.

Service areas:

Service areas for all activities/buildings should be located separately from public spaces and pedestrian pathways wherever possible (i.e. predominantly); appropriate screening and/or landscaping needs to be used in the few instances where service areas *cannot be* located separately from and back onto public space. Plans accompanying applications need to show all service areas, demonstrate they are located in the best possible place and how interface areas are to be treated.

Applications for all activities requiring or providing service areas will need to provide information about likely service times, what types of service vehicles will frequent the site and which site access will be used. If necessary resource consent conditions may be imposed limiting service delivery hours between the hours of 10pm and 7am all days of the week in order to manage potential noise and disturbance effects to neighbouring or adjacent residential properties and dwellings.

Landscaping

Landscaping has several functions besides providing amenity value for the village. It can be used to identify pedestrian from vehicle routes, to screen unsightly service/rear of building areas, as a means of storm water management and to create feature areas.

Landscape components of developments should consider the need for hard surface and planted areas. Pedestrian routes need to have different surface treatments (texture or colour). The open space area needs to include furniture, lighting, planting and hard surface areas (pathways and seating space).

Any hard surface areas may need to have a permeability function for storm water management if they drain to the W4 area, thus materials need to be investigated for their function and identified in landscape plans accompanying development proposals.

Specimen trees need to be included at a ratio of not less than 1 tree per 10 car parks *plus* 1 tree per 25m at other locations throughout the village such as between activities and along boundaries.

The use of plants needs to be appropriate to their location and intended function and affect. Landscape plans need to identify plant type and state their intended purpose in the area proposed; e.g. specimen tree to break parking area, or row of 1m tall shrubs to edge open space, or mass planting of grasses to add texture and colour. Planting needs to be effective, visible from the intended viewing space and create soft edges to built development. Landscape plans need to demonstrate how this is achieved. An inappropriate use of plants would be for example, low level grasses in a large format parking area as they are hardly visible and do not compartmentalise or break-up the open space created by parking.

Site Access, pedestrian and vehicular

Site access needs to consider where vehicles and pedestrian will enter and leave the site, what vehicle use will be made of each access point and appropriateness of design of the access to suit the intended use (i.e. will vehicle access be used by service delivery vehicles, cars or residential?), what impacts/changes will occur in the public street as a result of vehicle and pedestrian access points and whether or not alterations to or in the public street (e.g. traffic calming, pedestrian crossings etc) will be necessary to ensure public safety and transport safety factors are provided for. Public transport also needs to be considered and integrated into site access design and functions. The Traffic Engineers Report required to be submitted will be used to assess these matters and the appropriateness of response to them in any resource consent application.

Pedestrian:

The location of pedestrian access points to the village need to be legible and visible from the public street, be connected with public transport and provide views to focal point(s) within the village (such as the supermarket, a specimen tree or the open space). Approximate locations for pedestrian access points are indicated on the map, though the number and locations are not precise and are ultimately dependent on building design and location, vehicle access points and location of public transport.

Vehicular:

The design of vehicle access points needs to incorporate landscape treatments and space for signs. Additionally, pedestrian friendly design of the vehicle access points is to be considered with use of islands, paths and landscaping to assist. Development proposals must demonstrate these components have been considered and incorporated.

Residential development

Semi-detached residences or rows/terraces of attached residences are anticipated to make up the bulk of residential development. Standalone houses should be limited (i.e. comprising less than one quarter of the housing), but may be considered in providing a range of housing options. All residential development, whether stand alone, semi-detached or attached shall be designed in accordance with the Residential Design Guide.

Storm water management

On site developments and subdivision need to consider the volume of water that would be discharged in a 1 in 100 year storm event into the adjacent W4 flood detention area designated by Wellington Regional Council. How water is treated and discharged into the W4 area will be assessed for appropriateness in any development or subdivision application, and again conditions of consent imposed where necessary.

Additionally, the secondary overland flow path shall be identified, protected by easements in any subdivision proposal and all building development clear of it. The appropriateness of treatment of the secondary overland flow path by development and subdivision will be assessed at the time a resource consent application is made, and where necessary conditions of consent imposed.

The role of soft landscaping options need to be considered in reducing storm water flow from the site and be used as a means of primary treatment of storm water.

Subdivision

Subdivision type (tenure), layout (including access arrangements) and lot size need to facilitate the envisaged development identified on the map. Applications for subdivision must clearly demonstrate how the subdivision layout and lot size will facilitate development of the village as per the map and the standards in 7.6.5.