



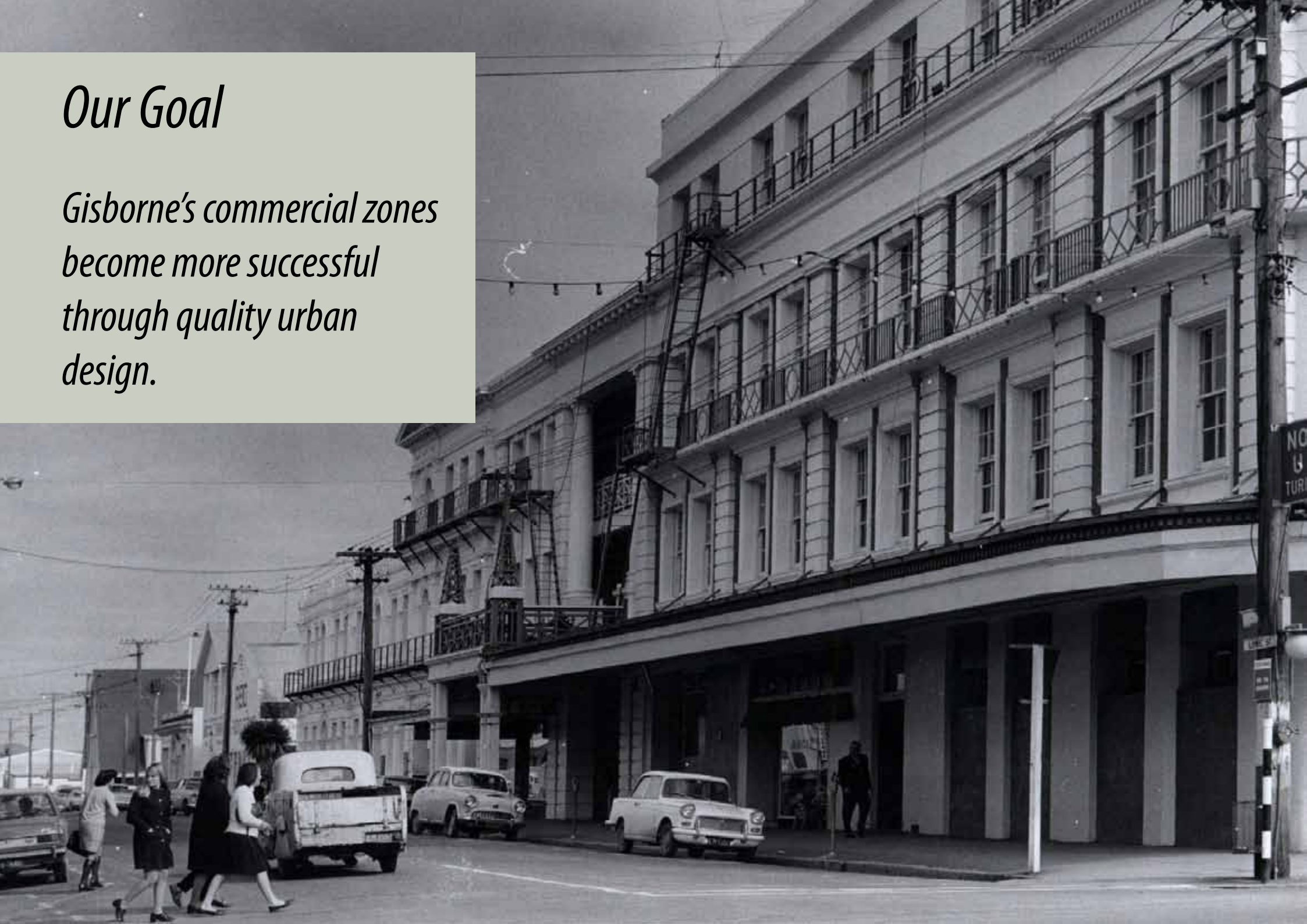
# Urban Design Guide

For Commercial Development in Urban Areas



# *Our Goal*

*Gisborne's commercial zones  
become more successful  
through quality urban  
design.*



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# Introduction

## Purpose of this guide

This guide looks at how to improve the quality of commercial development in Gisborne. Its purpose is to show how commercial development in Gisborne should complement its surroundings and make a positive contribution to the built environment.

All future development in the Gisborne City Commercial Zones should give consideration to this Guide.

## The importance of urban design in commercial zones

Urban design considers the design of buildings, places and networks that make up our towns and cities and the ways people use them. Good urban design makes sure our towns and cities work for all of us, both now and in the future. A well designed built environment can make a big difference to how we experience, use and value our city.

*“Good urban design makes sure our towns and cities work for all of us, both now and in the future”.*

## Good urban design can:

- Create higher returns on investment and rentals
- Reduce management and maintenance costs
- Promote more productive workplaces
- Enhance a place's image and prestige
- Enhance public safety and reduce crime
- Enhance energy efficiency
- Create more opportunities for recreation and social activity
- Create a more attractive and vibrant place for people to visit
- Improve visual and pedestrian connections between places

# Streamlining the planning process

## Pre-lodgement meetings / early engagement

There are tight processing time frames on consent applications for both Council and applicants. Normally there is a limited time for being able to change a consent application once it has been lodged. Council wishes to make the process more efficient by encouraging pre-lodgement meetings. Pre-lodgement meetings are important in making the consent process faster and cheaper for applicants. They allow Council to make sure that development applications are complete and respond positively to this guide and to their urban context.

Prior to any design work applicants should meet and discuss the proposal with Planning Officers. Being able to provide information about the site and its surrounding context is important. This helps officers to quickly understand what is being proposed and allows them to make recommendations under the guidelines.

By the time a formal application is lodged there will ideally be a high degree of agreement between Planning Officers and the applicant regarding the site's context and the design proposal. The intention is to avoid the need for additional information to be sought on the proposal once the application has been lodged.

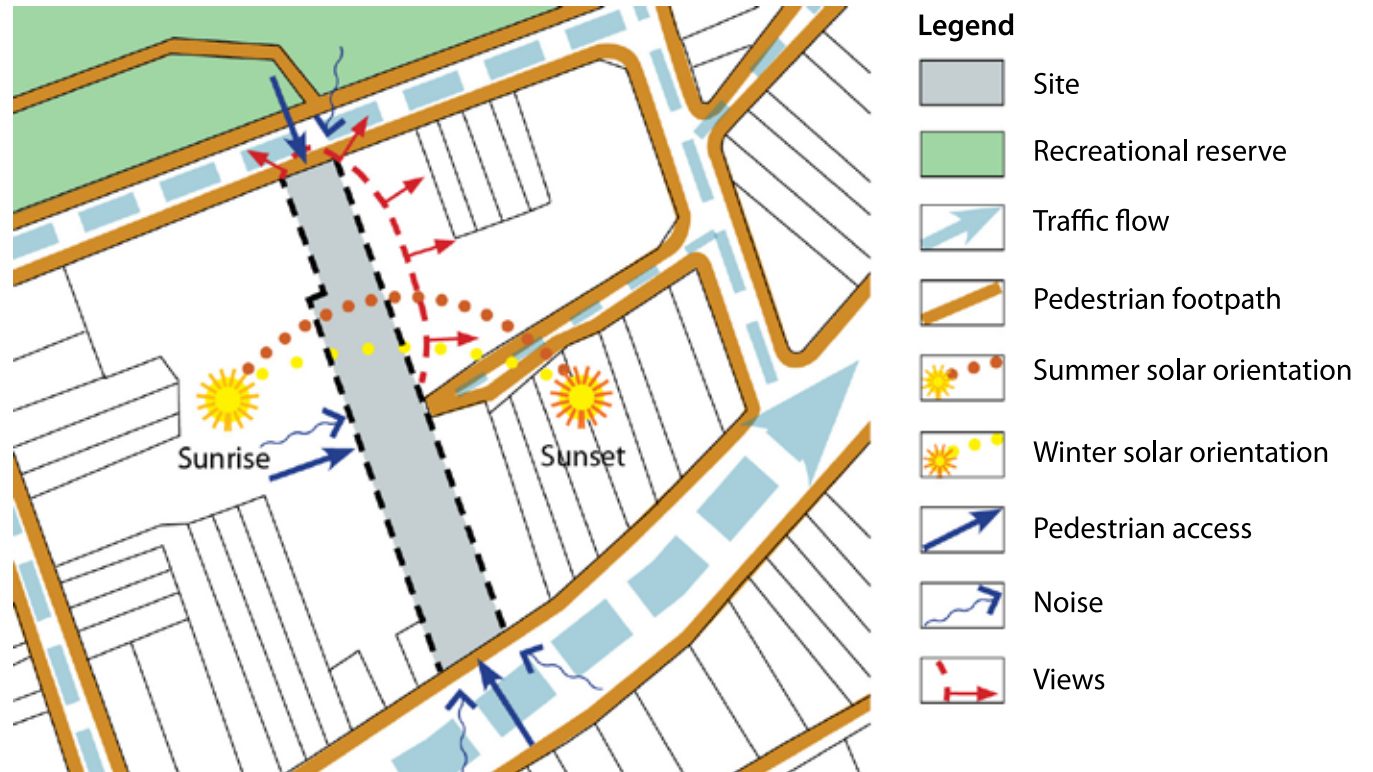


# Site and context analysis

Before any design work is started, the applicant and designer should gain a thorough understanding of the site. A site analysis not only helps the applicant consider what kind of design might be appropriate for the site; it also shows Council planning officers that the development proposal has been carefully thought through. The analysis could include the following:

- Connectivity and movement between neighbouring spaces and buildings
- Neighbouring building form, character attributes and heritage buildings
- Land use types and density
- Culturally important sites
- Landscape
- Landmarks
- Orientation
- Key views to and from the site

The analysis could include illustrated, photographic and written material to explain the physical influences and constraints of the site and show how this informs the design response.



Example of a site analysis (Adapted from Architectural Design Studio 3)





## Design principles

This document provides more detailed guidance that can help achieve successful urban design outcomes for the city. The guide recognises that each development be designed within the context of its immediate location and its intended use. The following design principles are drawn from this important premise.

## Good commercial design relates well to its surroundings

It is really important for new commercial buildings to integrate visually with neighbouring development and the wider urban area. This can be done by considering building scale and form, design materials and functionality.

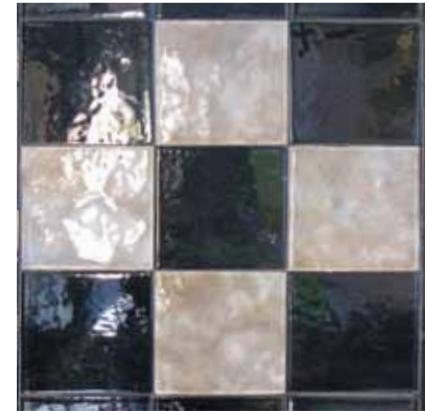
### Scale and form

A building can relate strongly to its surrounds by maintaining a scale that is consistent with its neighbours. Conversely, a large or tall building may have adverse effects on its surrounds by having a weak visual relationship to its neighbours, casting too much shade on public spaces or creating an overbearing sense of proportion next to smaller buildings.

Related to this is the concept of human scale. This relates to how people experience a building or built environment according to their own human physical capabilities.

The size and height of a building and the presence of windows, doorways, steps, railings, work surfaces, seating, shelves, fixtures, and walking distances, are features that influence a person's ability to actively engage and be comfortable with the building.

It is important that a human scale is maintained at street level and the massing along street edges moderate the appearance of larger buildings, so they become positive additions to the built environment. This includes avoiding buildings which overwhelm or dominate the street, are not within a common human scale/proportion or provide little interaction with people.



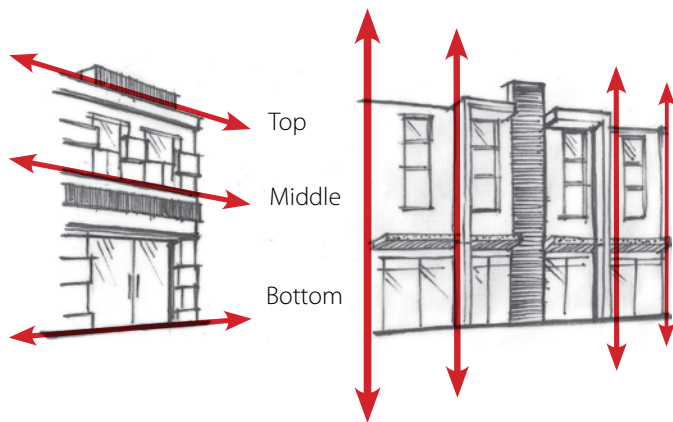


## Design Objective

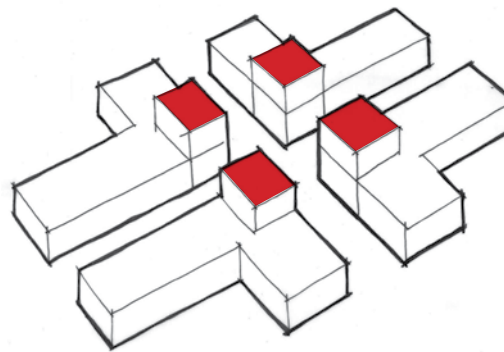
*Development positively contributes to the built environment while retaining a human scale.*

## Ways of achieving the objective:

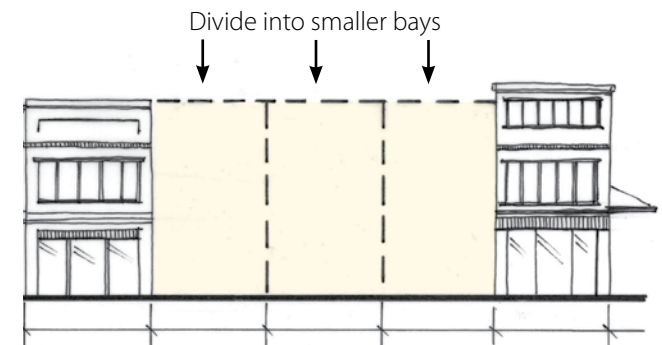
- Ensure buildings are similar (but not the same) in height and massing to adjacent buildings or provide a transition between buildings and / or adjacent blocks.
- Locate taller buildings on corners or at the end of vistas where they can be used to highlight significant locations.
- Break the bulk and scale of a building down into smaller elements.
- Create an interesting roofline. Raise and lower parts of the roof by varying parapets, roof form and pitch.
- Express each level clearly, particularly the top, middle and bottom.
- Treat long building facades by dividing them vertically into multiple bays and applying vertical façade elements and proportions such as windows and columns. This is particularly important in the Continuous Street Façade area.
- Use variations in design details, materials, colour and proportions whilst ensuring each part is complementary to the whole.



Horizontal and vertical modulation can help reduce mass and bulk



Larger buildings can emphasise intersections as important urban nodes



Subdivide long façades.

## Building design, materials and functionality

Careful selection of a building's design elements can promote a visually engaging, dynamic, well used and safe streetscape environment.

Design elements include:

- glazing
- treatment and detailing of building façades
- roof form and materials
- design and placement of advertising
- design and placement of utilities
- use of colour

Early consideration of these elements will ensure that they are successfully incorporated into proposals and not left for a later stage when they can unduly compromise the integrity of design proposals and negatively impact on the public environment by creating unsightly, unsafe or unpleasant places.

To contribute successfully to their location, commercial buildings must have active street frontages.

Active frontages are those which have lots of visual interest and connect the public area with activities taking place in the buildings.

Long blank walls and buildings which turn their back on the street cannot achieve this function and negatively impact on a city's amenity and vitality.



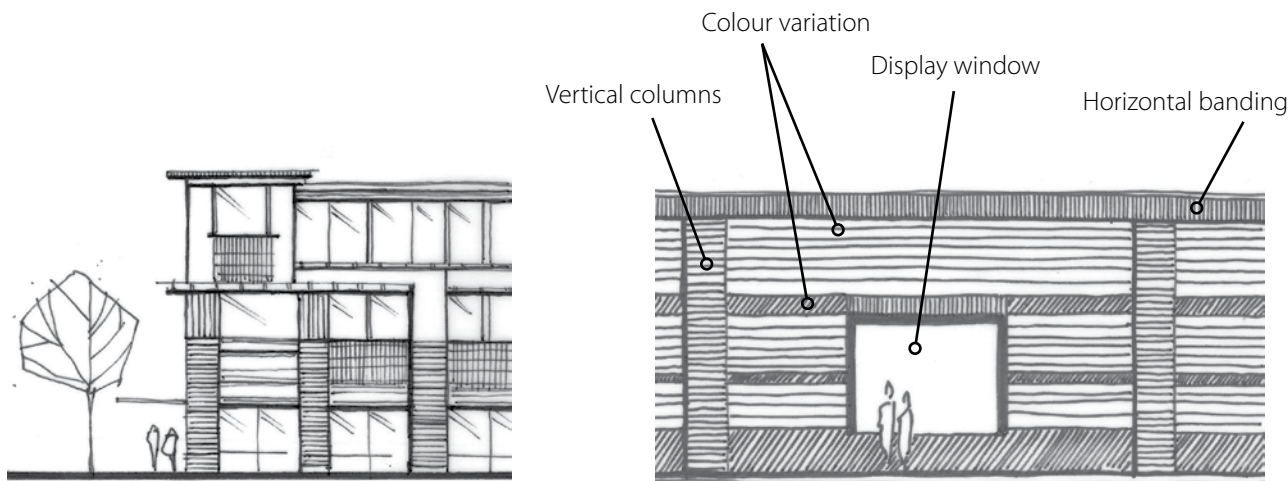
## Design Objective

*Building design detail makes a positive contribution to the built environment and supports an active and attractive edge on the street.*

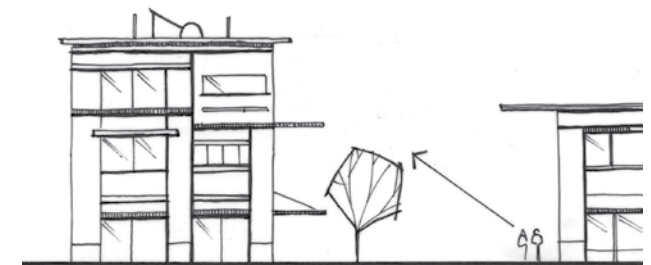
### Ways of achieving the objective:

#### **Design interesting building façades:**

- Avoid large blank walls by manipulating façade elements to create an interesting 3 dimensional form.
  - Architectural elements and detailing should be used to create visual interest and integrate with neighbouring buildings.
  - Recesses, windows, doors and projected elements such as balconies should be in proportion to patterns seen in the immediate built environment. For example vertical window proportions and patterns in the Inner Commercial Zone help express the traditional fine grain of development seen in older buildings.
- Use a combination of high quality materials and colours that have good tonal differentiation and are compatible with neighbouring development. The use of colour on buildings has a significant impact on the streetscape. Resene has developed a colour palette for Gisborne city to help building owners with selecting appropriate colours. The palette can be found online at: [http://www.resene.co.nz/homeown/use\\_colr/Gisborne.htm](http://www.resene.co.nz/homeown/use_colr/Gisborne.htm)
  - Use local materials where possible as these can add to local identity and distinctiveness.
  - Relate building elements to the human scale.
  - House services within the building or screen from public view.
  - Use internal security grilles as alternatives to external roller shutter doors along the street edge.



Architectural detailing can help make a façade visually interesting.



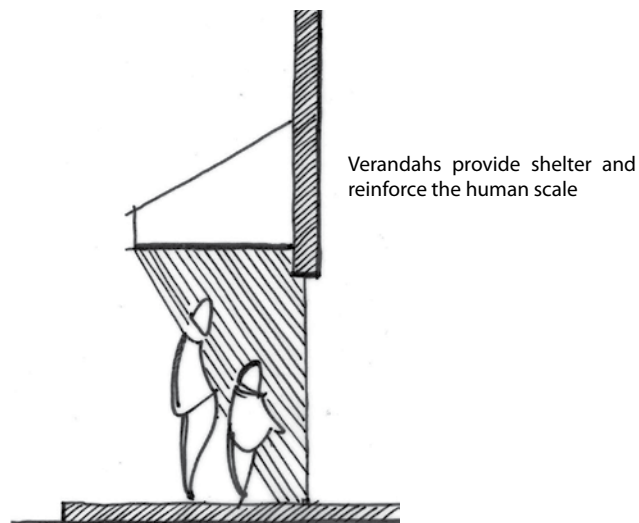
Aim to hide mechanical equipment from view.



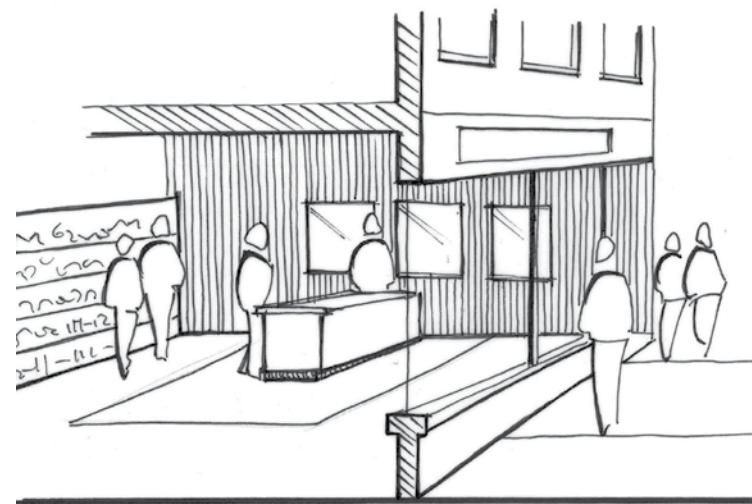
## Ways of achieving the objective:

### Activate the edges

- The front façade of a building should face and open towards the street.
- Entrances should be easily identifiable and safe. Ideally main entrances should face directly onto the street, and not through a parking area.
- Ground floors at the street edge need to be commercial activities, preferably retail in the city core.
- At least 50% of the façade should be glazing if on the main street and 25% on other street frontages. Upper floors should also have glazing, but normally less than the ground floor, particularly in the Inner Commercial Zone.
- Glazing at street level should maintain views into and out of a building. Avoid or minimise the use of things such as reflective or heavily tinted glass, window films, advertising banners and shelving.
- Provide a continuous building line and verandah cover in the Continuous Street Façade.
- Also use the building to define the street edge in other locations. Set backs can be appropriate where they allow the flexible use of ground floor tenancies for example outdoor dining, yet it is important to retain a clear pedestrian path along the street.
- Offices at street level should be designed so that reception and office areas relate directly to the street. Position reception desks so staff face the entrance.
- A general rule is to locate fronts of buildings on the street and backs facing onto other buildings, parking areas or service lanes.
- Buildings on corners are highly visible and active street frontages should be positioned on both frontages.
- Façade elements such as windows, verandahs, balconies should continue around corners.
- Primary entrances could be positioned either on the corner or on the main street.
- Retail and food and drink type activities should be positively encouraged on corners as they provide the greatest sense of activity and can attract pedestrian movement from main streets to secondary streets.



Careful placement of entrances and windows on the street edge can help facilitate active street frontages.



## Good commercial design carefully designs and locates its car parking

Car parking is an important facility which allows people to access commercial activities. However, large areas of surface car parking can interrupt active street frontages, particularly where they are located in front of buildings. They can easily have a negative impact on the amenity and vitality of commercial areas. By carefully locating and designing car parking, amenity values can be maintained and walking and cycling can be promoted as alternative modes of transport.

### Design Objective

*Parking design facilitates vehicle and cycle access and avoids negative impacts to the pedestrian environment or visual amenity.*

### Ways of achieving the objective:

#### **Take advantage of on-street parking:**

Utilise on-street parking within the Continuous Street Façade as this does not disrupt active street frontages and the pedestrian environment. On-street parking can enable short stay parking which can offer convenience of location and encourage a higher turnover of customers.

- Encourage parallel parking which can be efficient and well used.
- Encourage angle parking if sufficient road width is available and the network conditions are suitable.

#### **Consider the location and design of on-site parking:**

The location and design of on-site parking should:

- Be easily identifiable, efficient, attractive, safe, and logical for all users to negotiate, including pedestrians and cyclists.

- Be preferably located to the rear, side or on the upper floor and not in between the building and the street or interrupting an active street frontage.
- Be screened from public view by safe and attractive landscaping or building façades, depending on their location.
- Minimise hard surface areas by creating opportunities for sharing or co-locating.
- Accommodate space for manoeuvring vehicles and loading bays.
- Provide cycle parking where appropriate, in convenient and visible locations.
- Comply with parking requirements under Chapter 8 of the Gisborne District Council Combined Land and District Plan.

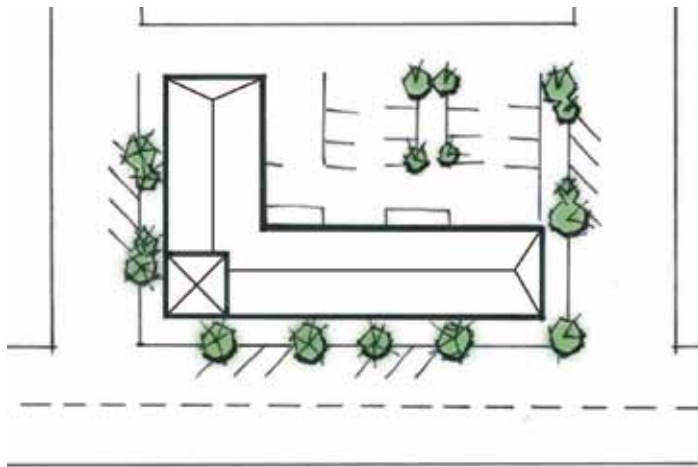


### **Consider active street frontage when designing parking at the rear.**

Council recognises that it can be difficult for commercial development to have an active frontage facing the street as well as an attractive interface at the rear.

However, the need to provide an active street frontage must take precedence over the desirability of addressing the car park. Where shops back onto a car park some of the following measures may be used:

- Windows, doors and building modulation
- Create entrances to upper floors uses such as offices
- Place residential use at the rear of the shop
- Link the car park to the front with safe and direct pedestrian links



### **Conceal parking in buildings or purpose built structures.**

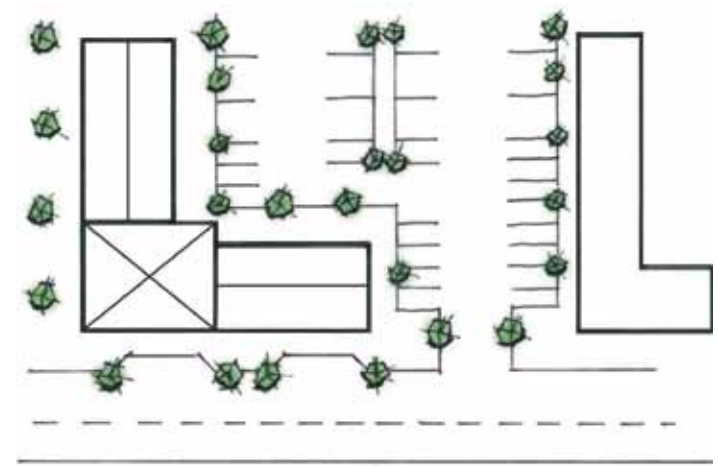
Concealing parking within buildings can be an effective way of mitigating the adverse effects associated with parking. However, it is important that active street frontages are not compromised. So, where parking is contained in a building it is best to locate it on the upper floors or behind the building frontage.

Screening should also be provided and this can be built into the building façade. The façade should reflect a consideration of building scale and form, design materials and functionality.

### **Provide for shared parking.**

Council encourages developers to co-ordinate and share parking with neighbouring premises because:

- Shared parking is a more efficient use of land particularly where neighbouring land uses are used at different time of the day. For example shops tend be frequented during the day as opposed to restaurants and cinemas that are generally used in the evening.
- It can provide savings to land and development costs as less land and construction materials will be required.
- Shared parking focuses people's activity on the same area and this can generate surveillance that helps reduce the fear and incidence of crime.





**Allocate staff parking away from key parking areas.**

Staff parking is expected to be accommodated on site but should be allocated away from prime car parking areas.

**Consider the car park layout.**

Car parks must be designed to provide a safe, efficient and logical layout for both those who park their vehicles in it and those who pass through it to points of access and exit.

- Care needs to be taken at vehicle crossings and entranceways to ensure that pedestrians can cross the accessway easily.
- In large car parks pedestrian routes should be provided at every other car parking aisle to give pedestrians a safe and direct route. Ideally an access aisle should run at right angles to the shop frontages as this allows pedestrians safer access.
- Provision for disabled car parking and families with young children should be made along internal pedestrian routes and close to entranceways.

**Provide cycle parking**

Cycling to commercial development should be positively encouraged. One barrier to cycling is the lack of secure cycle parking at destinations.

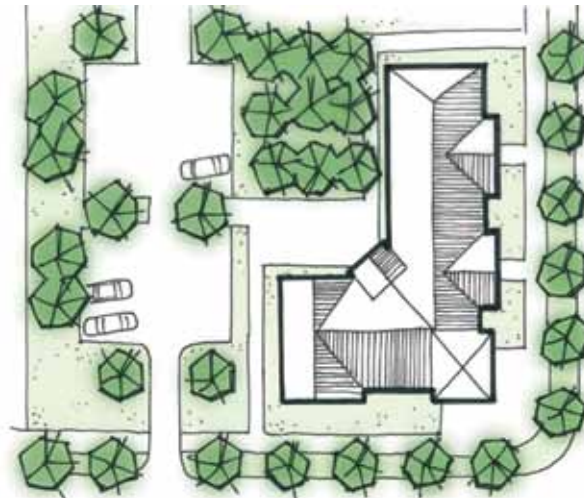
The most important consideration with cycle parking is its location. It must be positioned in a highly visible location and conveniently located near the main entrance to the building. Make sure the existing pedestrian environment is not obstructed by the cycle racks.



## Good commercial design enhances its amenity value through landscaping

Large featureless surface areas - horizontal and vertical - such as walls and car parking can have a significant adverse effect on the amenity value of a commercial zone. Where such areas are unavoidable, landscape planting can help to soften and screen the area, improve its amenity value and ultimately be more attractive to people.

It is not desirable to locate fencing or walls between the front of the building and the street, particularly where these are of a solid nature. This is because they tend to lessen the impact of active street frontages and can be a target for graffiti resulting in ongoing maintenance costs and adversely affecting amenity values.



Landscaping helps to soften the visual appearance of car parking areas.







## Design Objective

*The amenity value of commercial car parking areas is enhanced through good landscaping.*

### Ways of achieving the objective:

#### ***Provide landscaping to car parks***

Good landscaping is an important part of creating attractive commercial areas. Landscaping can tie development in with its surrounds and provide amenity values that make a place more attractive and inviting to people.

Landscaping in car parks generally has three functions to achieve:

- To break up the expanse of asphalt when seen from inside the development.
- To screen cars and asphalt when seen from the outside.
- To frame the street scene in the absence of buildings.

Where car parks are adjacent to public spaces such as roads, landscaping will be required to reduce the visual effect of cars and asphalt. This can be achieved by a landscaping strip with low level planting combined with trees to provide a high level of greenery. There should be a “window” between the low plants and the tree canopies to provide views into the site. This can make the car park safe and feel safe for customers.

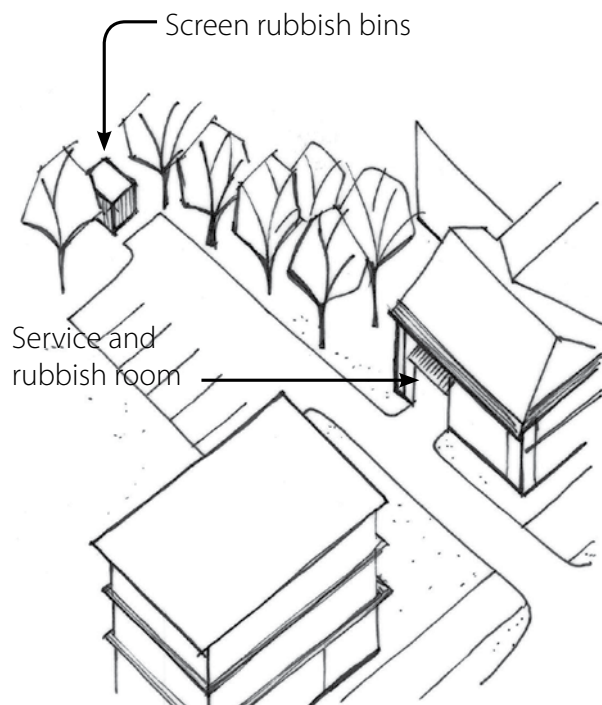
Specific requirements relating to the width of the bed and the size and spacing of plants and trees are set out in the District Plan rules.

Landscaping within the car park is also required to further mitigate the visual effects of cars and asphalt but also to define pedestrian routes, provide shade and to soften blank fences and walls located on side and rear car park boundaries. In the latter case it will be unnecessary to provide a “window” between the plants and tree canopies, except at the end of boundaries where open views should be maintained.



## Good commercial design carefully considers the location of its service facilities

Servicing is an important component to commercial development. It is especially important to plan for the location and layout of deliveries and waste collection.



### Design Objective

*Service facilities are located in an appropriate way and minimise disturbance to the surrounding area.*

### Ways of achieving the objective:

#### **Carefully position service facilities**

Where traffic flows allow and where there are site and access constraints, like in the Continuous Street Façade area, smaller developments can be serviced from the road.

For larger developments with larger service vehicles and more frequent deliveries it becomes important to provide a degree of separation from service areas and the public environment, particularly pedestrian areas.

Service areas should be:

- Incorporated into the building where possible or located or screened from public view.
- Located away from customer parking, walking or public amenity areas.
- Compatible with residential neighbours and not create noise, vibration, dust or any other nuisance. Solid walls and landscaping may be appropriate.

The use of existing service lanes are encouraged, particularly where they serve properties on both sides.



## Good commercial design enhances its amenity value through appropriate signage

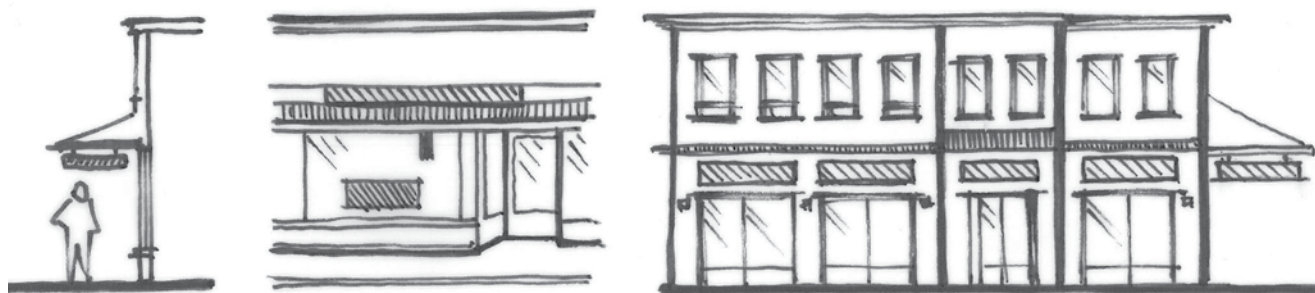
Signage and advertising can add interest and colour to commercial areas. The purpose of advertising is to attract people to visit premises and / or provide custom to a business.

The number, size, design and placement of signs need to be carefully considered so they contribute to rather than detract from the amenity values of a place.

Having a lot of signs of all shapes and sizes can result in confusion and appears chaotic in the street scene. Large signs and billboards aimed at attracting the attention of drivers are not appropriate because their scale can overwhelm the streetscape.

### Design Objective

*The design and placement of commercial signage is functional, supports amenity values and does not hinder pedestrian activity.*



Scale and placement of signs should be appropriate for the building.

### Ways of achieving the objective:

#### **Signs attached to buildings**

Signs attached to buildings should complement the design and style of the building and not obscure any features such as windows, doors or important decorative elements.

Signs should generally be confined to the building frontage below first floor level and should not project above the roofline. The names of buildings can be appropriate provided they are integral to the building design and limited in scale.

Space for signage should be incorporated into the building design.

Signs need to be in proportion to the size of the building. Larger buildings can support larger signs but they should still be kept to a size that serves their purpose rather than being as large as possible.

#### **Illuminated signs**

Illuminated signs or spot lit buildings can add ambience to a commercial area as well as directing attention to premises after dark. External illuminating is preferred as they emit less glare. Ideally the light should be pointed down towards the sign rather than up towards the night sky. Care should be taken to ensure all illuminated signs do not adversely affect residents. Flashing, animated or rotating signs are generally not permitted.

#### **Freestanding signs**

The District Plan allows for one per shop front and in the case of corner buildings, two: one for each frontage.

Freestanding signs should be kept to a minimum as they can clutter the street environment, create traffic hazards and obstruct pedestrian movements and wheelchair access.

An alternative is to provide shared signs which can be appropriate for larger complexes or groups of businesses.

## Good commercial design promotes and contributes to wider community safety

Well designed commercial premises and centres can discourage crime and anti social behaviour.

Creating plenty of opportunities for informal surveillance, high levels of activity and clear definition of ownership will all help prevent crime and the fear of crime. The principles set out in this guide are consistent with this approach.

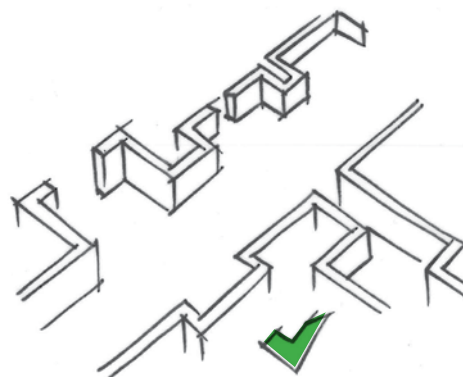


### Design Objective

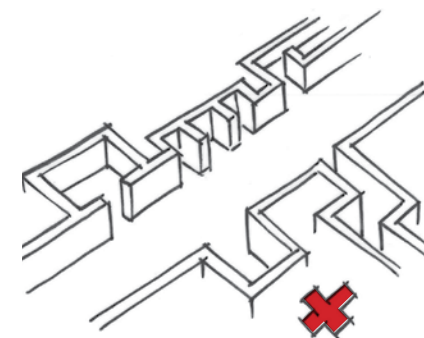
*To ensure that commercial development is safe and feels safe and contributes to wider community safety.*

#### Ways of achieving the objective:

- Provide good lighting, for example under verandahs, in car parks and along walkways.
- Avoid places of concealment or entrapment, such as hidden recesses in buildings or hiding places behind landscaping.
- Locate ATM's in a clearly visible well lit place.
- Design buildings and landscaping so it is easy to maintain and avoid a spiral of neglect.
- Select and locate fixtures and fittings such as lights and signs so they are not susceptible to vandalism.
- Carefully consider the placement of bins or other items that could be used to gain access to upper floor areas that can be targeted by vandalism.



LAYOUTS WITH OPEN VIEWS ARE PREFERABLE TO THOSE WITH CONCEALMENT OPPORTUNITIES.







## Specific development in commercial zones

This section looks at specific development types that are common to Gisborne's Commercial Zones and how we can achieve better outcomes for the design and layout of future development. This section considers the following specific development types.

## Heritage buildings and character areas

Heritage places provide a link to Gisborne's past and contribute an important layer of visual texture and variety in its streetscapes. Older buildings that may not have any statutory heritage status can still be of value and if redeveloped sympathetically can significantly add to the identity and distinctiveness of the city. The retention and reuse of heritage buildings can provide for sustainability outcomes.



### Design Objective

*To ensure heritage buildings and elements are retained whilst encouraging opportunities for architectural diversity and variety in the city.*

### Ways of achieving the objective

#### **Restore older buildings**

The restoration of a heritage building may involve returning it to an earlier form and ensures that it survives for the future. The following guidelines are provided to guide restoration work:

- Restoration should be based on historic records, photographs or other relevant historical information.
- The original historic fabric should be retained, such as joinery, trim and wall cladding.
- Considerations should be given to removing unsympathetic additions and alterations.
- Consideration should be given to repainting the building in the original colours or using recognised colours as suggested in the Heart of Gisborne Colour Palette.
- Materials, profile, shape and size should match the original. Modern materials should be avoided.
- Historic elements such as planting, fences, walls, services lanes and other features should also be restored where possible.
- Demarcation between old and new work should be clear. New work should be able to be “read” as not being original.

***Avoid the demolition of buildings with heritage or historical values***

- Demolition of existing buildings with heritage or townscape values should be avoided where possible. Consideration should be given to adapting the building to a new use.
- There is no impediment to the demolition of an existing structure that is considered to have non-heritage values. Any replacement building should be designed in accordance with the guidelines for new buildings.
- Demolition of an intrusive structure is encouraged.



***Ensure that additions and alterations respect the building's character.***

Heritage buildings sometimes need to be adapted or increased in size to meet the needs of their owners or occupiers. This includes making structural improvements for earthquake strengthening. Changes should be managed in a way that respects the character of the building and its neighbours. The following guidelines are for additions and alterations to buildings with heritage and character values:

- Any addition should consider scale and proportion and should not dominate or overpower the original structure. Most new additions should appear subservient to the existing building.
- The front of the original building should not be altered and there is a preference for new additions to be placed to the side or rear away from public view.
- Materials should be sympathetic to the original but not necessarily be a copy.
- Another option may be to provide a new building that is separate but linked to the original structure.





### ***New buildings in character areas***

Designing new buildings for historic or character areas can be a difficult task and is one that needs support to be done well. Often, new buildings are completely out of character and detract from nearby historic buildings.

While there is no single design approach to development in character areas, new buildings should always respond positively to their environment and respect their neighbours. A respectful approach is seen as most desirable and in line with best practice.

The following considerations are specific to new buildings in areas with heritage values, and build on the more general guidelines set out above.

### ***Style and interpretation***

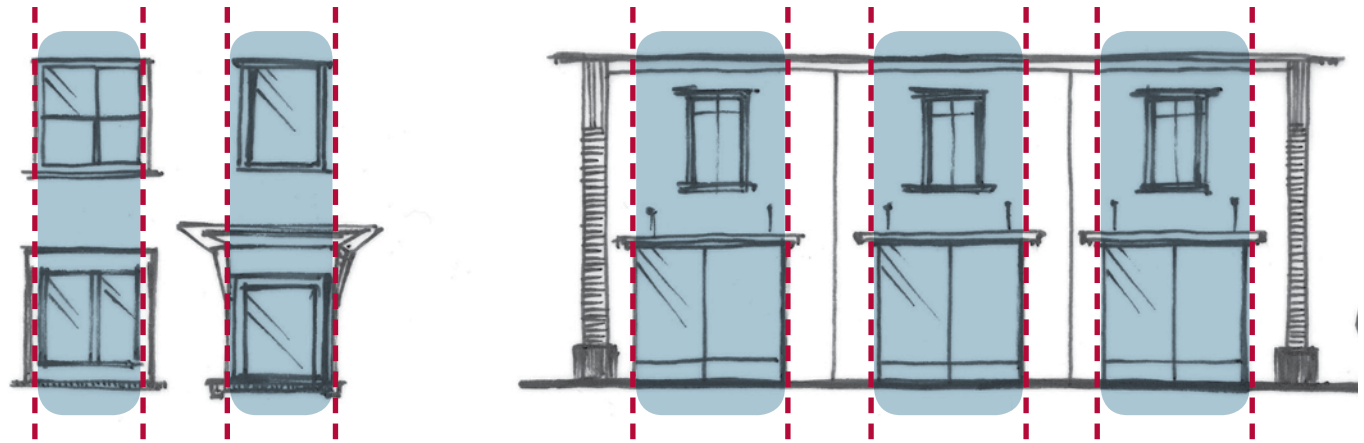
A new building may be innovative and contemporary in style or a modern interpretation or reflection of an historic style. Whichever approach is followed, it should be of 'its time' to avoid confusion as to whether or not it is an historic building.

Contemporary buildings have the potential to add a new dimension to the townscape provided they are built within the guidelines and complement the existing buildings with character and heritage values.



### Scale and proportion

The Inner Commercial Zone is characterised with fine grained human scale development. New buildings should be of similar proportions, with large format development generally avoided in this area. The majority of buildings at the street edge articulate a top, middle and bottom defined with, for example, parapets, verandahs and detailed architectural elements. Narrow development widths and vertical proportions are also expressed in the façade with columns, windows and other detailed elements. Older buildings, particularly at ground floor level, tend to express greater proportions of glazing and openings to solid wall and this contributes to the pattern of development at the street edge. Similar scale and proportions should be carried through in new developments.



Window placement can help articulate patterns and façade modulation.

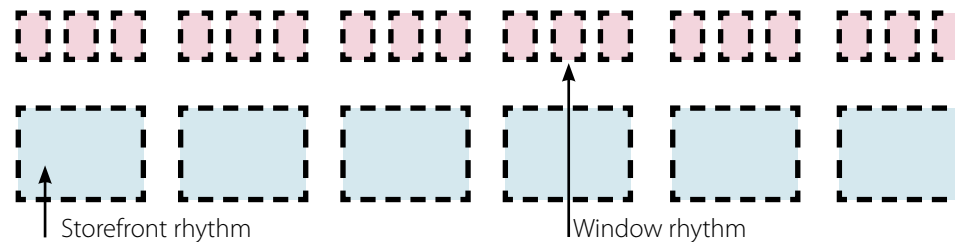
### Site frontages

New buildings should respect the relationship existing buildings have to the street. The Inner Commercial Zone streetscape is characterised with a strong pattern and rhythm of development with a continuous building line along the street edge and verandahs over the footpath. New buildings should be located on the street boundary and provide the same continuity presently found in this zone.



### Materials

Materials used should be appropriate for the style of the building. Consideration could be given to using traditional materials in a contemporary manner. Modern materials, such as aluminium joinery, may be appropriate for more contemporary buildings.



Strong patterns and rhythm are evident in the Inner Commercial Zone.

## Large scale commercial developments

Large scale commercial developments are typically large single warehouse style buildings with few windows or architectural features. Big box retail is aimed primarily at car borne customers, although some may arrive on foot or bicycle. This tends to favour a peripheral location in the Fringe and Outer Commercial Zones. This type of development is difficult to integrate visually and spatially into the built environment due its scale and bulk and the dominance of large car parking areas.

### Designers should aim to achieve a development which:

Is integrated with existing development and is not out of scale

- Provides a good amount of attractive frontage to public space
- Caters for pedestrians and cyclists
- Makes good use of landscaping

### Design solutions

#### Layout and design

Design the site so parking in front of the building is minimised.

- The development should address the road and other public space. It may not be possible to face all roads, but active frontage should face the busiest street.

#### Variation and modulation

- Variation in building and roof alignment, materials and colour and the emphasis of entrances can all be employed to add interest to the 'box' like nature of the development.

#### Providing Active Frontage

- Even large retail developments should and can have a good interface with the street.
- The length of active frontage should be maximised and at least half of the length of the building elevation that can be seen from public space is a good target. This can be achieved by:
  - 'Wrapping' with smaller development units.
  - Locating behind free standing development.
  - Placing windows and entrances along the building elevations.





## Service stations

Like large scale commercial developments, service stations can contribute to the function, role and viability of commercial areas but have functional and operational requirements that require a non-traditional main street built form. Service stations have relatively small building footprints compared to the area of hardstand. The buildings are set back off the road, there is generally extensive signage and there is no continuous pedestrian shelter across the frontage of the site. Service stations are primarily aimed at car borne customers, with very little foot or bicycle traffic. This tends to favour a peripheral location in the Fringe and Outer Commercial Zones. While service stations are at a human scale and promote good passive surveillance, they can be difficult to integrate visually and spatially into the built environment due to their layout and the dominance of the hardstand (including forecourt) area.

**Designers should aim to achieve a development which:**

- Contributes positively to streetscape and character

### **Design Solutions:**

#### Layout and Design

- Buildings should have clearly defined frontages.
- An accessible pedestrian entrance should be clearly defined and conveniently located.
- Landscaping should be used to enhance the visual appearance of the site from the street, although it should not inhibit either visibility into the site or traffic safety.
- Parking should be consolidated in and around the forecourt and shop, to the extent practicable.
- Queuing of vehicles should be accommodated within the site.
- Mechanical plant and equipment should be screened.

#### Providing Active Frontage

- Mitigate the impact of any large unrelieved facades visible from the street.
- Recognise the forecourt's role in enabling passive surveillance over the street.
- Use landscaping to spatially define the street edge, with the exception of the vehicle crossings.



## Mixed use development

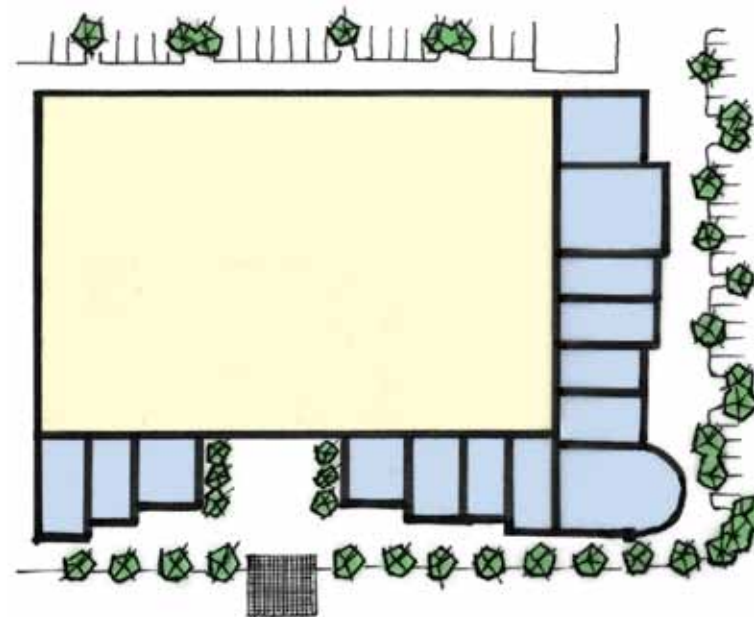
### Location

Mixed use works best in areas where there is good access to an area of high amenity. City centre locations tend to maximise associated mixed use benefits – activity, vibrancy, safety, access, choice, convenience and amenity.

Residential, office and other permitted uses are encouraged above or behind commercial activities where they do not take up prime retail frontage.

### Design

- Mixed use development should apply the other design principles set out above, as well as:
- Consider the careful placement of servicing, storage and rubbish bin areas
- Consider buffers between activities and use good insulation to mitigate any potential noise effects from neighbouring development.
- Provide access to private outdoor space for residential activities (e.g. a deck or balcony and arrange to optimise outlook and natural light.



'Wrapping' the big box with smaller units can be a good solution.

## References

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2000 Design Guidelines for the Central Business District - City of Greenville, South Carolina

2005 Mixed Use Development in Town Centres - North Shore City Council

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## Terms and definitions

**Active Street Frontage:** Street frontages which have lots of visual interest and connect the public area with activities taking place in the buildings.

**Architectural Elements:** can include, but are not limited to window and door openings, verandahs, balconies, bays, entries, decorative bands, eaves and ornamental details used as functional parts of a building and to add visual interest in the overall design.

**Articulation:** The manner in which the form or portions of a building are expressed to emphasise or create distinct patterns or rhythms that enhance the design and add interest.

**Blank Wall:** A wall or side of a building that has no fenestration or architectural detail to enhance adjacent roadways or pedestrian environments.

**Compatibility:** The appearance of different land uses, development contexts, or building types existing together in harmony, without conflict with respect to function or form.

**Connectivity:** The links between roads, pathways, pedestrian routes and cycle routes that support convenient and or mobility options.

**Façade:** Typically the front, but any side of a building or exterior that faces a public space and is often distinguished from other building sides by architectural details.

**Fenestration:** The arrangement and design of windows and other openings in the façade.

**Hardscapes:** The use of hardened surfacing materials to create visual interest through pattern, texture and colour.

**Human scale:** A concept used in urban design that relates urban development to the scale of the pedestrian. Good urban design considers the human scale to create pedestrian oriented spaces that are vibrant, walkable and safe.

**Landscaping:** Vegetation, trees and other plant materials that soften the built environment and make it more attractive and comfortable for users.

**Massing:** The bulk of a structure in terms of height, width and depth.

**Mixed use development:** Development that makes efficient use of land and buildings by integrating compatible land uses such as commercial, residential and office. Horizontal mixed use integrates land uses horizontally, while vertical mixed use is the vertical arrangement of different activities.

**Modulation:** In the design standards, modulation is a stepping back or projecting forward of portions of a building face as a means of breaking up the apparent bulk of a structure. Likewise, the principle can also be applied to roof formations, stepping up and stepping down sections of roof to reduce mass and add visual interest.

**Scale:** Scale includes height, size, mass and proportions of buildings and how these relate to other neighbouring buildings.

**Streetscape:** The visual character along a road created by the combined use of elements such as building façades, trees, open space, paving, lighting, signs and furniture.

**Traffic calming:** Reducing motorist speed, decreasing motor vehicle volumes, and increasing safety for pedestrians and cyclists.



