

APPENDIX 29.2

Business Zone (Pokeno) Design Assessment Criteria

Purpose of Appendix 29.2

In the Business Zone at Pokeno the construction of new buildings is a restricted discretionary activity, provided that the development complies with relevant Development Controls. Such applications are assessed in terms of a series of matters, to which the Council will restrict the exercise of its discretion.

In addition, these criteria will be used as appropriate in the consideration of discretionary and non-complying applications involving buildings.

The Appendix sets out the assessment criteria under several "Design Elements". 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

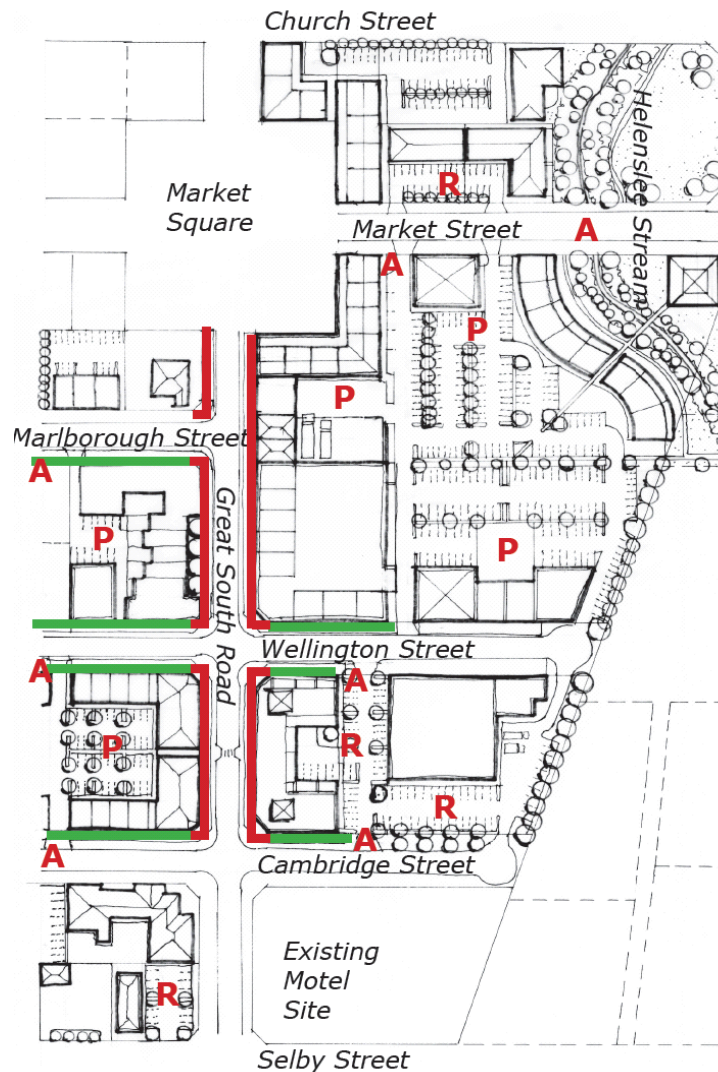
The applicant shall provide a written assessment describing how the criteria for each Design Element are addressed. Applicants will have to demonstrate that the provisions of the criteria have been acknowledged.

It is recognised that certain proposals will 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

1. The Great South Road boundary of any site between Market Square and Cambridge Street should be lined by continuous building frontage to provide pedestrian amenity adjoining the road.
2. Great South Road from Market Square to Cambridge Street should be provided with continuous verandahs built to substantially cover the width of the footpath.
3. Verandahs should generally be provided over footpaths on the other road frontages as shown on the plan opposite.
4. On sites located between Market Street and Cambridge Street buildings should generally adopt a "perimeter block" layout, and parking and service areas should be accessed from side roads and not Great South Road.
5. If possible, two vehicle access points on different roads (other than Great South Road between Market Square and Cambridge Street) should be provided for car parking areas.
6. The principal pedestrian entries of all buildings and tenancies should face a road and be conveniently located and clearly identifiable.
7. If buildings cannot be built to all road boundaries (other than identified parts of Great South Road, where this is expected), attractively landscaped areas should be provided between the building and the open road frontage. If possible, the use of such areas for parking should be limited to not more than two rows of car parking to avoid adverse effects on the streetscape and pedestrian amenity.
8. Outdoor storage should be avoided or concealed from view from public roads by internalisation within or by the configuration of the building, (preferred), or by screen fencing.



- Verandahs Required (Criterion 2)
- Verandahs Required (Criterion 3)
- P** Perimeter Block Layout (Criterion 4)
- A** Vehicle Accesses from Side Streets (Criterion 5)
- R** Maximum Two Rows Parking between Building and Street (Criterion 7)

9. *Stormwater treatment device should be incorporated into the design, consistent with the adopted Catchment Management Plan, relevant regional technical publications and NZS4404: 2010.*

10. *Where the Helenslee Stream channel is identified as “perennial stream with riparian margin” on the Pokeno Structure Plan (Part 54.15A), it should be retained and a vegetated buffer should be provided on both sides of the channel.*

11. *Vegetated buffers should:*
 - *Include native specimen trees on the lower and upper banks of the stream, and*
 - *Provide a minimum of 10 metres of native planting.*

Explanation:

Criteria 1 and 2 relate to an intention that Great South Road be lined with a continuous and sheltered built frontage in the central part of the Business Zone in Pokeno. Minor modulation of, and breaks in, the frontage layout along Great South Road (such as recessed pedestrian entrances and windows, and gaps for pedestrian access ways to the rear) are acceptable. The verandah coverage, however, should be continuous.

Criterion 3 also seeks to ensure that shelter is provided down side streets towards envisaged car parking areas to the rear of the buildings fronting Great South Road. This will generally be required by Council unless the particular development or those developments further along the road are unlikely to generate large pedestrian numbers along the side street in question.

Criterion 4 seeks that development should be built to as much of the road frontage as possible, thus enclosing and concealing car parking and service areas to the rear. This is known as perimeter block development, whereby buildings are built to as much of the length of the site's road boundaries as possible, and on-site car parking and open space is generally provided behind buildings. This creates a vibrant streetscape in the heart of the town while retaining car parking in close proximity.

Criterion 4 applies to the central part of the Business Zone (envisaged as predominantly retail development). Developments that are particularly unlikely to be able to achieve perimeter block development (e.g. service stations and yard based activities) are better suited to peripheral parts of the zone.

The purpose of Criterion 5 is to assist with circulation through parking areas and increase route options for persons arriving or leaving the town centre's car parks.

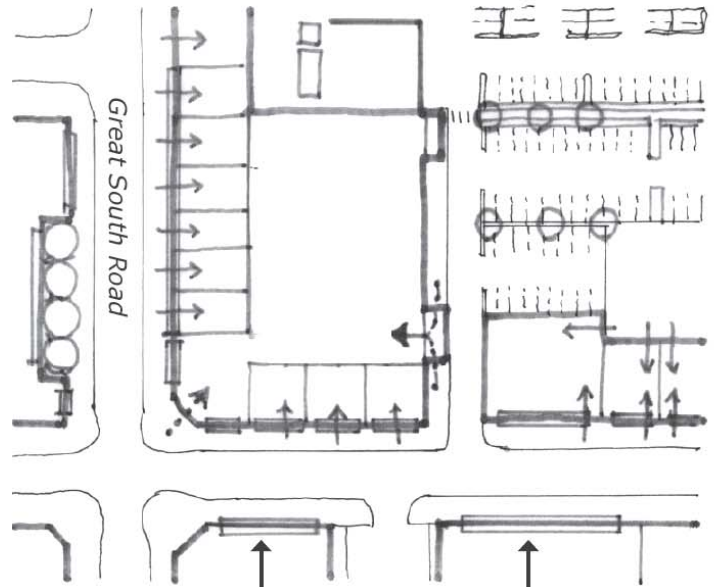
If car parking is exposed to a road frontage, Criterion 7 seeks to reduce the depth of the car parking area as viewed from the road in question.

Criterion 8 provides guidance on outdoor storage, which supplements a development control relating to this matter.

Criterion 9 through 11 provide guidance on treatment of two areas of the Business Zone in Pokeno that are crossed by the Helenslee Stream.

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

1. When viewed from the road or any public space, buildings should create visual interest through articulation, openings, and variation, and should be in accordance with any design theme that has been developed for the area.
2. Solid blank walls on or facing a road frontage should be avoided.
3. Large expanses of roof should be broken up and varied to provide visual interest when viewed from elevated public open spaces.
4. Buildings should front directly onto or face onto roads and concentrate main entries and windows along roads or road-facing frontages.
5. The principal pedestrian entries of all buildings and tenancies should be articulated in the building elevation.
6. Buildings on corners should utilise design features which emphasise and address the corner.
7. Large industrial doors (e.g. for loading bays) should be concealed from view from the road. If they are visible they should not dominate the elevation and should generally be set back further than the front face of the building.
8. Signage should be designed to fit with the building, be located on the buildings rather than on freestanding signs, and should not extend above the eaves or parapets. (Refer Part 15.4 of The Plan)



Glazing facing street on shops of all sizes

Visual interest provided by articulation and variation to elevation



Emphasis provided to corner by three storey element with pitched roof

Entrance doors are obvious from street and positions are articulated by verandah and second storey modulations



Appropriate locations for signs fitting with building include: above doors; below verandahs; on parapets; and where sign continues pattern of architectural features

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 the Pokeno Town Centre.

Design Element 2 pertains to the public face of built development in the Business Zone in Pokeno – in particular where it relates to the adjoining roads and/or is visible from publicly accessible areas.

The emphasis for consideration of building form and appearance is on how it affects the streetscape and other public places, as expressed in Criterion 1. 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.

As a guide in respect of Criterion 2, "blank" areas of facade (i.e. without windows, doors, or other penetrations) facing a road should not exceed 4m in any direction. 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. It is particularly important that this criteria is met for the ground floor frontage to Great South Road (where further requirements apply through development controls).

Roof form is also important and its design should also be considered (Criterion 3), because it will be possible to look down on the Town Centre from publicly accessible places.

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 4 and 5 recognise this as supporting the intentions of the criteria under Design Element 1 which seeks 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.)

Even large stores such as supermarkets (often characterised by blank walls, car parking to the street edge etc) can and should be built to the key street boundary or boundaries and integrated with streetscape through using well-glazed and modulated facades at the frontage. This can be created by including small tenancies with active frontages at the critical street edge.

Applicable signage controls are those for the Business zone. Criterion 8 requires that signage applications should be considered with respect to how well signage is integrated 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.

Design Element 3: Open Spaces, Parking Areas and Landscaping

1. Open spaces (particularly those associated with streams), car parks, and their landscaping should be well-designed and accessible.

2. Open spaces should have active edges, should be overlooked by windows from buildings on the same site or other sites in the Business Zone, and should be visible from roads.

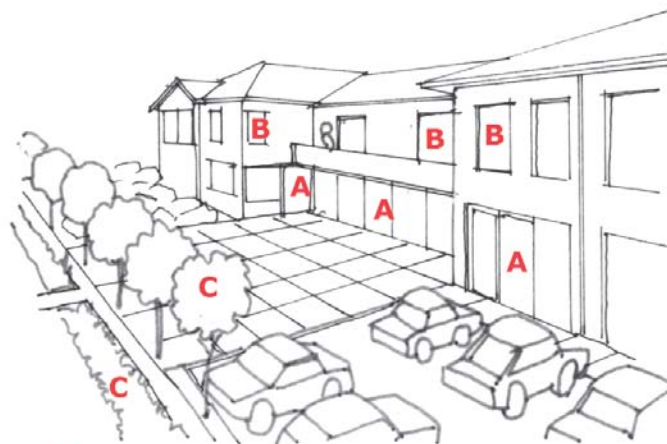
3. Open spaces should be safe, with building edges and soft landscaping designed (and species selected) to avoid creating entrapment spots.

4. Streams should be enhanced with riparian planting and may also provide public walking access.

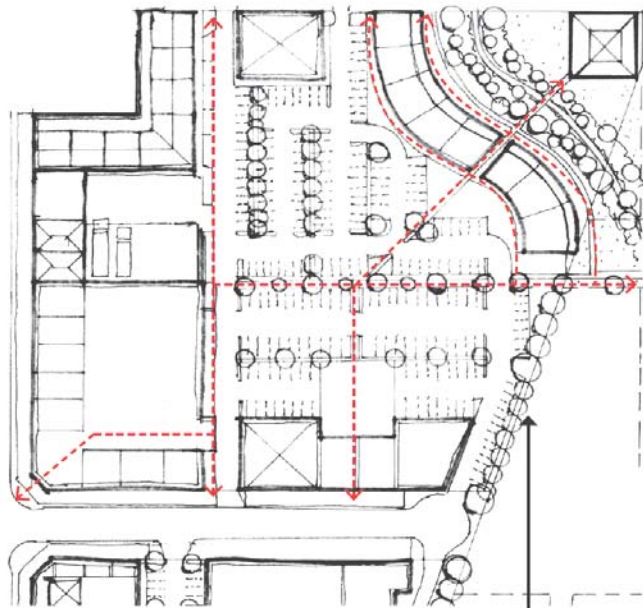
5. Open space design should include provision of safe routes for pedestrians and cyclists, clear of car parking and manoeuvring.

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 a site which abuts land zoned Residential 2, it should be screened by buildings, fencing and/or landscaping.



- A** Shops and active uses opening onto space
- B** Ample overlooking from windows and balconies, particularly for indented area
- C** High canopy trees or low growing shrubs along pedestrian routes and open space edge



Car parking screened by trees and fence from land zoned Residential 2

←---→ Defined pedestrian routes through site

Explanation:

Design Element 3 pertains to the design of open spaces on sites in the Pokeno Business Zone, be they for parking, servicing, or amenity.

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. Open spaces such as plazas and squares as part of retail development will be particularly encouraged.

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 hard and soft landscaping proposals for most open spaces 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 considered.

As a guide, for car parking areas one tree should be planted at every fourth car park bay. Mitigation of the appearance of car park areas as viewed from adjoining residentially-zoned land should also be provided by screening and landscaping.

Whatever its use, open space should not be the space leftover after the building position is determined. The design of spaces should be undertaken concurrently with the design of buildings, and the active interface between the building at the edge of the space itself should be carefully considered (refer Criteria 2 and 3) to ensure that the design will give life to the space and surveillance of it.

Design Element 4: Area B

1. Opportunities exist to reorient the paper roads that dissect Area B to provide for a more coherent pattern of development that responds to topographical and natural features in this part of Pokeno. Irrespective of whether any paper roads are stopped, development should provide for the establishment of a road located adjacent to the Helenslee Stream. This road should enable the establishment of connections from Market Street to Selby Street, and cross the Helenslee Stream to provide for future connections to Wellington Street (refer Diagram 1 opposite).
2. The Helenslee Stream should be enhanced with riparian planting. Public walking access should be provided along with margins of the stream, either through the realigned road network (refer 1 above) and the integration of the road's pedestrian footpath with the stream margin, and/or through connections with the Key Pedestrian Routes illustrated on the Pokeno Structure Plan (Refer Part 54.15A).
3. Buildings and development, as viewed from the core of the town centre and the surrounding Residential 2 Zone, should be softened by landscaping and set back appropriately from the street.
4. A landscape area should be developed along the boundary with the State Highway, and inappropriate signage avoided to limit visual clutter.



Diagram 1: Area B

Explanation:

Activities (particularly retailing activities) in Area B will be of a design, type and scale to complement the Great South Road main street and development should establish connections to the town centre. Development should avoid establishing smaller format retail activities as these are encouraged to locate adjacent to the Great South Road main street. The exception to this is the specific retail activities exempted by Rule 29.4.3. These retail activities can have certain characteristics pertaining to their size, vehicle focus and types of merchandise sold, that result in the policies and design assessment criteria creating a preference for these to locate off the Great South Road main street.

Criterion 1 acknowledges that the existing paper road network within and adjoining Area B is unlikely to be developed because of the Helenslee Stream and other topographical features. A more coherent road

network should be developed in Area B to allow the more efficient utilisation of the land resource. This would involve a road stopping procedure in accordance with relevant legislative requirements. Whether or not this process is undertaken, criterion 1 seeks the development of a road aligning with the Helenslee Stream, allowing in the medium term for a connection to be achieved between Market Street and Selby Street and in the longer term across the Helenslee Stream to Wellington Street (currently a paper road).

The Helenslee Stream is degraded by previous farming practices and the District Plan rules require that it be enhanced with plantings when development occurs on adjacent sites. Opportunities exist to provide public access along the stream, providing amenity to residents, workers and visitors to Pokeno. This access should be integrated with the road network opportunity identified in Criterion 1, and/or the pedestrian network identified on the Pokeno Structure Plan. Criterion 2 seeks to address these matters.

Area B forms the northern foreground of views from the town centre. The design of buildings and landscaping of sites is important to enhance the amenity of the town centre. Criterion 3 clarifies this.

Criterion 4 identifies that amenity planting is required on the property boundary adjoining the State Highway. Care should be taken to avoid signs that create visual clutter within this part of Pokeno as viewed from the State Highway.

[INTENTIONALLY BLANK]