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1.1 Objectives of the Design Guide

The Lower Hutt City Central Commercial Activity Area Design Guide provides the basis for design assessment for new development requiring resource consent in order to assist the achievement of the Hutt City Council's strategic objectives for the city centre as set out in the "Vision CBD 2030" and "Making Places 2030" documents. The design guide is in two parts - Part A is a statutory part of the City of Lower Hutt District Plan and must be given effect to - Part B provides guidance for design which is not required to be given effect to, but is considered best practice for the matters it addresses.

The design guide is to be used by:

- Hutt City Council to evaluate development proposals as part of the resource consent process; and
- Property owners, developers, builders, designers and planners preparing development proposals.

A key objective of the design guide, which is reflective of Council's vision for the city, is to improve the quality and appearance of the Central Area. The design guide tool is new to the Hutt City Council, but is commonly used throughout New Zealand where the city governance and management is seeking improved urban environment quality.

The implementation of the design guide will be undertaken by the Hutt City Council. However, it's success will rely on landowners, developers and their consultants sharing that common vision for the city centre's future and working with Council through the design guide to help achieve it.

1.2 How the Design Guide Relates to the District Plan

Under the District Plan rules, all new buildings within the Lower Hutt Central Area will require a resource consent. Small scale alterations and additions are exempt from the rules to recognise that they will generally have no significant influence on the quality of the environment. Aside from small alterations and additions, new building developments are to be assessed against the statutory provisions in Part A. The non-statutory provisions in Part B advocate quality design outcomes for a range of amenity issues which will not be assessed through the resource consent process.

The design guide is to be applied in conjunction with the other rules and standards in the District Plan. These rules and standards relate to such matters as transportation, historic heritage, notable trees, signage and network utilities.

The design guide offers some flexibility to allow innovation and good design solutions that meet the objectives of this document. Development proposals that are not consistent with the design guide can be a basis for the Council to decline resource consent approval.

The design guide establishes ~~four~~ five precincts within the city centre: Core, Riverfront (Core), Riverfront (Commercial), Commercial and Residential Transition Precincts. Each precinct has a distinct character and the design guide will apply to different precincts in different ways in order to achieve the intended future character of each precinct (refer to "Character and Context Description").

The design guide will be focused on:

Part A: (Statutory) Design to enhance building quality and appearance, their interface with public spaces and relationship with the context; and

Part B: (Non-Statutory) Amenities to encourage sustainable and habitable buildings, good accessibility and high quality open spaces.

The illustrations in the design guide are indicative only and intended to further explain the design outcome sought as outlined in the text. They should not be seen as actual design solutions. Innovative and creative design solutions that meet the intended future character of the precincts are encouraged.

1.5 How to Use the Design Guide

Each section of the design guide is generally structured into 4 parts (for example):

2.2 Managing Building Bulk

Guideline heading

Building bulk refers to the vertical and horizontal dimensions of a building relative to its neighbouring buildings. Human scale means sizes and dimensions that are not dominating to people.

Objectives of the guideline

The objective of “Managing Building Bulk” is to have a town centre where buildings are not dominating to ensure that people enjoy being in there and so contribute to the life and vibrancy of the place, support business located there and to make it an attractive choice relative to other centres.

The use of changes in building volumes (height x width x length) and variation in the external walls can reduce the impression of the bulk of large developments. The incorporation of elements such as verandahs and awnings on the ground floor helps to reduce apparent bulk and create a human scale environment for people where it matters the most - on the street.

Explanation of why the guideline is important

1. Continuous horizontal walls (over 10m length as a guide) should be ‘relieved’ by contrasting projecting and recessive elements, sub-volumes and different materials, patterns and colours;
2. Facades (front and side elevations) should have a vertical hierarchy of a base (ground floor), a middle (upper floors) and a top (roof, parapet, cornice, pediment);
3. Buildings should incorporate skyline features such as cornice, parapet, distinctive roof forms, pediments or equivalent architectural elements; and
4. Where buildings are built to the side boundary, no windows are to be provided on the side wall. If windows are proposed on a side wall, consideration is to be given to the potential for the windows to allow light and air in combination with a side boundary setback to prevent being ‘built out’ in the future.

Guideline

1.7 Character and Context Description

The Lower Hutt Central Area has a character which can be defined by ~~four~~ five distinct precincts as follows: (refer to the Precinct Plan)

A. Core Precinct

The Core Precinct is the southern part of the Central Area. It is generally bounded by Bloomfield Terrace to the east, Knights and Laings Roads to the south, Rutherford Street to the west and Queens Drive and Kings Crescent to the north.

B. Riverfront (Core) and Riverfront (Commercial) Precincts

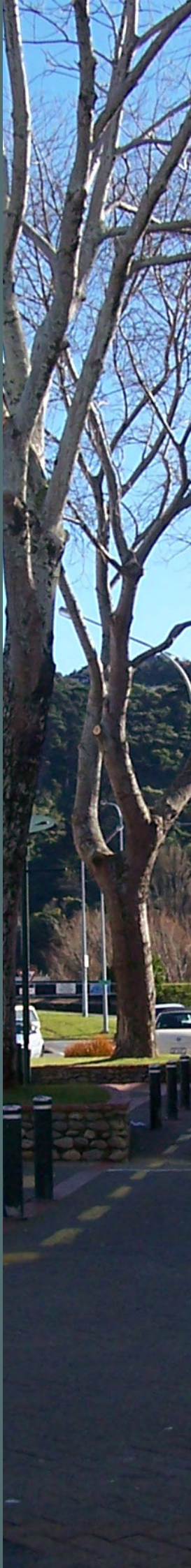
The Riverfront Precinct is the area directly fronting Daly Street and/or the riverfront reserve. The Riverfront Precinct has two parts. One to the northwest - called Riverfront (Commercial) Precinct - opposite to the Commercial Precinct, and bounded by Rutherford Street to the east and the river reserve to the west. The other part is located to the southwest - called Riverfront (Core) Precinct - opposite to the Core Precinct, and generally bounded by Dudley Street to the east and the river reserve to the west.

C. Commercial Precinct.

The Commercial Precinct is the northern part of the Central Area. It adjoins residential areas to the north and east and it is generally bounded by Rutherford Street to the west and Pretoria Street to the south.

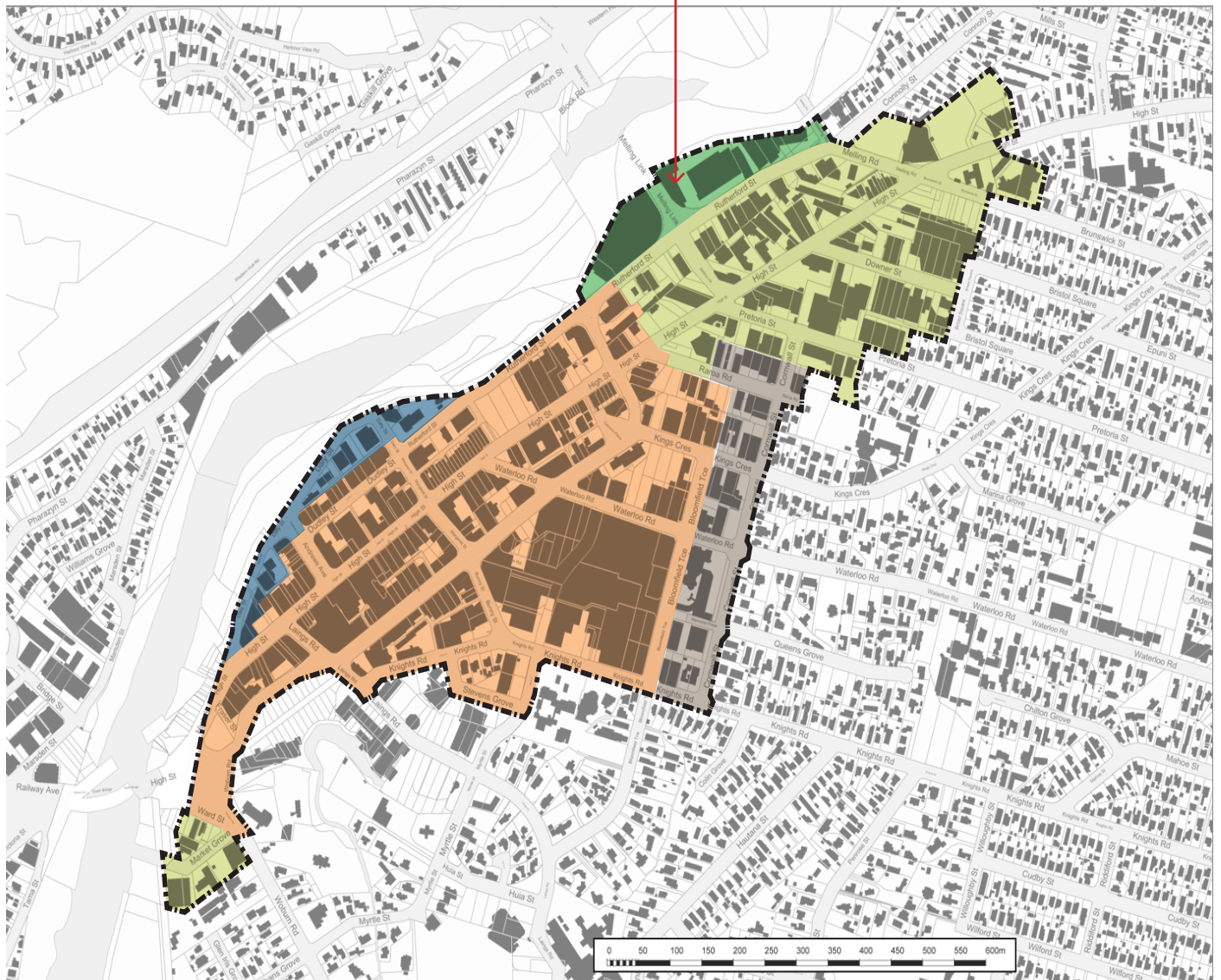
D. Residential Transition Precinct

The Residential Transition Precinct is mainly bordered by Cornwall Street to the east, Knights Road to the south, Bloomfield Terrace to the west and Raroa Road to the north.



- Core Precinct
- Riverfront (Core) Precinct
- Riverfront (Commercial) Precinct
- Commercial Precinct
- Residential Transition Precinct
- Boundary

AMEND TO SEPARATE OUT RIVERFRONT (COMMERCIAL) PRECINCT



Precinct Plan

1.7 Character and Context Description

B. Riverfront (Core) and Riverfront (Commercial) Precincts

Existing Character

The Hutt River (Heretaunga or Te Awa Kairangi) is a distinctive feature of Lower Hutt City. The river created the plain on which the city sits and the city centre is located on its banks.

The river has generated large scale 'natural' disasters with regular floods in early times before the River Board (1879) began the process of erecting stop banks. These stop banks had the consequence of increasing land values and providing sufficient security for the area to urbanise in earnest. The nature of early stopbanks was such that floods still occurred albeit less regularly. Continual bank improvements over time have increased the ability of the riverfront reserve to respond to flood events. Nonetheless further improvements are under investigation by the Greater Wellington Regional Council (GWRC) is investigating future upgrades to the flood protection measures. Even with the flood protection measures, there is a residual flood risk to the Central Area from a flood exceeding the design standard of flood protection measures (e.g. over topping the stopbank), or failure of those measures (e.g. stopbank breach).

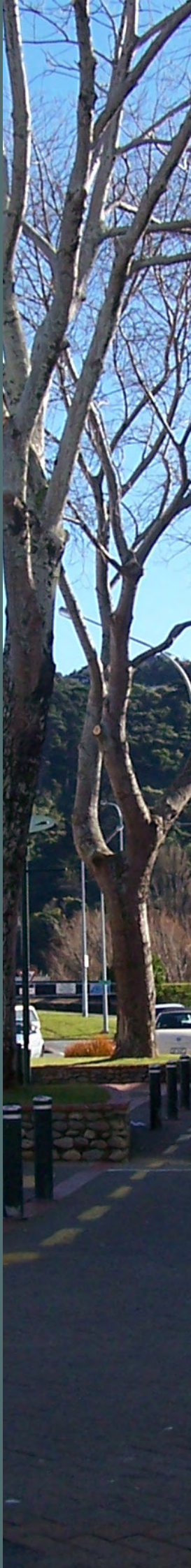
To a large extent the current form of development within the Central Area separates the river and its reserve from the rest of the city centre.

There is a vertical separation of the stopbank height obscuring the river from views from the street level. This height is in the order of 3 metres in most places and it is likely to be raised in the order of 1 metre to respond to future flood protection requirements. There are pathways that ramp up to the stopbanks that allow vehicle and pedestrian access in some places.

Current developments fronting onto the riverfront reserve do not make the most of the river amenity opportunities by opening up to the green space. Instead, in most of the cases, the building design neglects the amenity by treating the façade facing the reserve as the back of the building. Large surfaces of car parking also reinforce the image that the parkland is there for "cars and convenience" rather than for "people and enjoyment".

Densities are medium to low and building heights range from 2 to 3 storeys with a few buildings up to 6 storeys. Uses are dominated by retail and commercial activities and their service areas.

The Riverfront Precinct located to the south is characterized by built form and a lot configuration that is generally small to medium in size (up to 30 metre long frontages). The area to the north contains larger buildings on lots with up to 120 metre long frontages.



B. Riverfront (Core) and Riverfront (Commercial) Precincts (continued)

Future Character

The vision for the city recognises the river as an important element of the Hutt's identity and a point of difference that can be used to great benefit. This benefit can come from the better integration (visual and physical connections) of the river corridor, its natural values, and recreational amenity to promote the city as a good place to live, work and play. It can also come from the way in which the city's future development addresses the river to take advantage of the attractive outlook and the west facing sunny aspect as well as using the stopbank top as a linear promenade alongside the river and built city edge.

The design guide recognises that there are two distinct parts of the Riverfront Precinct: the Riverfront (Core) (to the southwest) and the Riverfront (Commercial) (to the northwest).

The intended future character of the Riverfront (Core) Precinct is for uses and activities facing the reserve (such as cafes and restaurants) that can benefit from the river aspect. Residential activities above retail or community uses could capture the sunny aspect and attractive river outlook and will be encouraged. Building height limits and densities will be increased, surface car parking will not face the public spaces (streets and riverfront reserve) and new through-block pedestrian connectivity will be encouraged.

In the short to medium term (10 years timeframe), the intended future character of the Riverfront (Commercial) Precinct, is to ensure active frontages to the reserve to promote a safe and attractive interface with the Hutt River. Residential activities above retail or community uses could capture the sunny aspect and attractive river outlook and will be encouraged. Building height limits and densities will be increased, surface car parking, service lanes and/or blank walls will not face the riverfront reserve and new through-block pedestrian connectivity will be encouraged. In the long term (over 10 years), any development within the Riverfront (Commercial) Precinct should adopt the intended future character of the Riverfront (Core) Precinct.

New developments in the Riverfront (Core) and Riverfront (Commercial) Precincts will have to be designed to respond to the height of the future stopbank top. The facades on the first floor, facing the river reserve, should enable future active frontages and building frontages should be small to medium in size. Ensuring an appropriate relationship of the future buildings within the Riverfront (Core) and Riverfront (Commercial) Precincts and the riverfront reserve as well as the future buildings within the Riverfront (Core) Precinct and the Core Precinct is fundamental in achieving a highly connected and integrated approach to the Precinct.

The river's future relationship with the city relies on the appropriateness of future developments within the Riverfront (Core) and Riverfront (Commercial) Precincts and it can be positively influenced by the design guide. The table beside describes the existing and future character for the Riverfront Precincts.

1.7 Character and Context Description

B. Riverfront (Core) and Riverfront (Commercial) Precincts (continued)



Riverfront (Commercial) existing character - inactive frontages to the riverfront reserve ("back of the buildings")



Riverfront (Core) existing character - inactive frontages to the riverfront reserve ("back of the buildings") and vertical separation; a place for "cars and convenience"

ADD NEW IMAGE



Riverfront (Commercial) future character - river promenade, active frontages to the reserve (high percentage of transparent glazing), residential above retail could also occur



Riverfront (Core) future character - river promenade, active and sheltered frontages to reserve, residential above retail (shops, cafes and/or restaurants) and terrace garden

RIVERFRONT (CORE) AND RIVERFRONT (COMMERCIAL) PRECINCTS		
ATTRIBUTES	EXISTING CHARACTER	FUTURE CHARACTER
Uses	Commercial and retail	Mixed use – retail and community uses fronting the river reserve to be built at the same level as the height of the future stopbank top. Residential uses to be maximised above retail. Commercial above retail can also occur.
Densities	Medium to low	Medium to high
Heights	2 to 3 storeys with few buildings up to 6 storeys	5 to 10 storeys with a few taller buildings
Buildings facades	Blanked out walls, low levels of transparency and rear facades facing the river. Front and back façade widths vary. On the southern area facades are up to 30m long and on the northern area they are up to 120m long	Active street and river frontages – continuity, transparency, “eyes on the reserve and streets”. Front and rear facades are to be small to medium in size (up to 30m long). Façade treatment modulated at small intervals to add variety and interest, sheltered paths (verandahs) and less signage
Built form	Southern Area <u>Riverfront (Core)</u> - from smaller scale buildings on small lots (12m x 20m) to medium lots (20m x 40m) Northern Area <u>Riverfront (Commercial)</u> - from medium scale buildings on medium lots (20 x 40) to large lots (70 to 120m x 60m)	Small to medium scale buildings. If buildings are located on larger sites, the first floor activity (uses) are modulated at smaller intervals and façade treatment of above first floor is modulated at smaller intervals. No gaps to the “continuity” of the reserve front activities. Buildings create a “new” ground floor which is of the height of the new stopbank top on the Daly St. frontage.
Pedestrian and cycling connectivity	Relatively low connectivity. There is a footpath on the top of the stopbank providing north to south connectivity. There are some few steps/ ramps along the stopbank that connect the riverfront reserve to the Core Precinct. Blocks and buildings serve as barriers between the Core Precinct and the river.	A river stopbank promenade is created. Visual and physical links at High St., Andrews Ave, Margaret St. and Queens Dr. are provided. Through-block pedestrian lanes are created in the long blocks.
Car parking	Few surface car parking fronting the streets	<u>Riverfront (Core)</u> - If surface car parking is provided, it is located behind buildings and not visible from public spaces. Car parking is generally within building structures. Façades of car parking structures are treated as to minimise unattractive frontages. A transitional period until stopbanks are changed allows parking on the Daly St. frontage on ground floor. <u>Riverfront (Commercial)</u> - If surface car parking is provided, it is located behind buildings and not visible from the riverfront reserve. Limitation to the maximum length of surface parking fronting Rutherford Street. Parking structures within buildings. Façades of parking structures are treated to minimise unattractive and inactive frontages. Landscape “greening” of surface parking.
Interface between the buildings within the <u>Riverfront (Core) and Riverfront (Commercial) Precincts</u> and the riverfront reserve	The vertical separation of the stopbank prevents a good relationship of the buildings with the reserve	Continuous retail and community activities are at the same level as the height of the future stopbank top.
Riverfront Reserve	A place for “cars and convenience” (large surface parking dominates the activities of the riverfront reserve)	A place for “people and enjoyment” (improve pedestrian and cycle links, public lighting, public furniture, public art, attractive landscaping, playground, space for community events)

Design

2.1 Making a Good Street Frontage

2.2 Managing Building Bulk

2.3 Providing for Car parking

2.4 Adaptations and Additions

2.5 Recognising Prominent Sites

*2.6 Managing Developments on Commercial Lots
Adjoining Abutting Residential Neighbourhoods*

2.7 Designing to Address the River

2.8 Private Outdoor Areas

2.9 Ground Floor Residential

2.10 Managing Wind

2.11 Service Stations and Drive-through Activities

*2.12 Large Format Retail and Malls, Service Stations
and Drive Through Activities*



A. Continuity

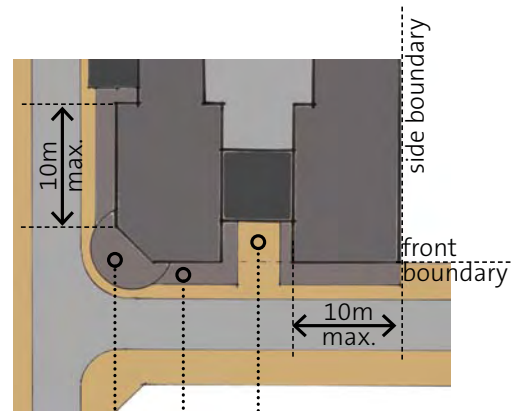
The aim is to achieve a continuous street front with large windows, porches and doors as the major element of the ground floor facade. Continuity is important in the Core Precinct to hold people's interest as shoppers and pedestrians.

Statutory Guidelines

1. Buildings in the Core and Riverfront (Core) Precincts should be continuous from side boundary to side boundary, except that floors above the fourth storey may be set back;
2. Buildings in the Riverfront (Commercial) Precinct that abut the riverfront reserve should be continuous from side boundary to side boundary, except that floors above the fourth storey may be set back;
3. Buildings in the Core and Riverfront (Core) Precincts should be built up to the street boundary or the riverfront reserve, respectively;
4. Corner buildings in the Core, Riverfront (Core) and Riverfront (Commercial) Precincts should maintain continuity around the corner with sheltering elements and windows as well as be built to the street boundary;
5. Small setbacks are encouraged should be provided in the Core, Riverfront (Core) and Riverfront (Commercial) Precincts to create doorways, entrances and outdoor dining areas, or to modulate long frontages.



Shops and cafes fronting the street, transparent windows, active use of the sidewalk, residential above retail with balconies facing the public realm



Buildings on corner sites should incorporate awnings, entrance canopies and windows on both facades

Small setback for doorways or outdoor dining areas

Continuous verandah covers or awnings to make sheltered streets



Long frontage modulated at intervals of less than 10m by change in uses (various shops and restaurants) materials, colours, good use of sheltering elements, high percentage of transparent glazing and public/private lighting



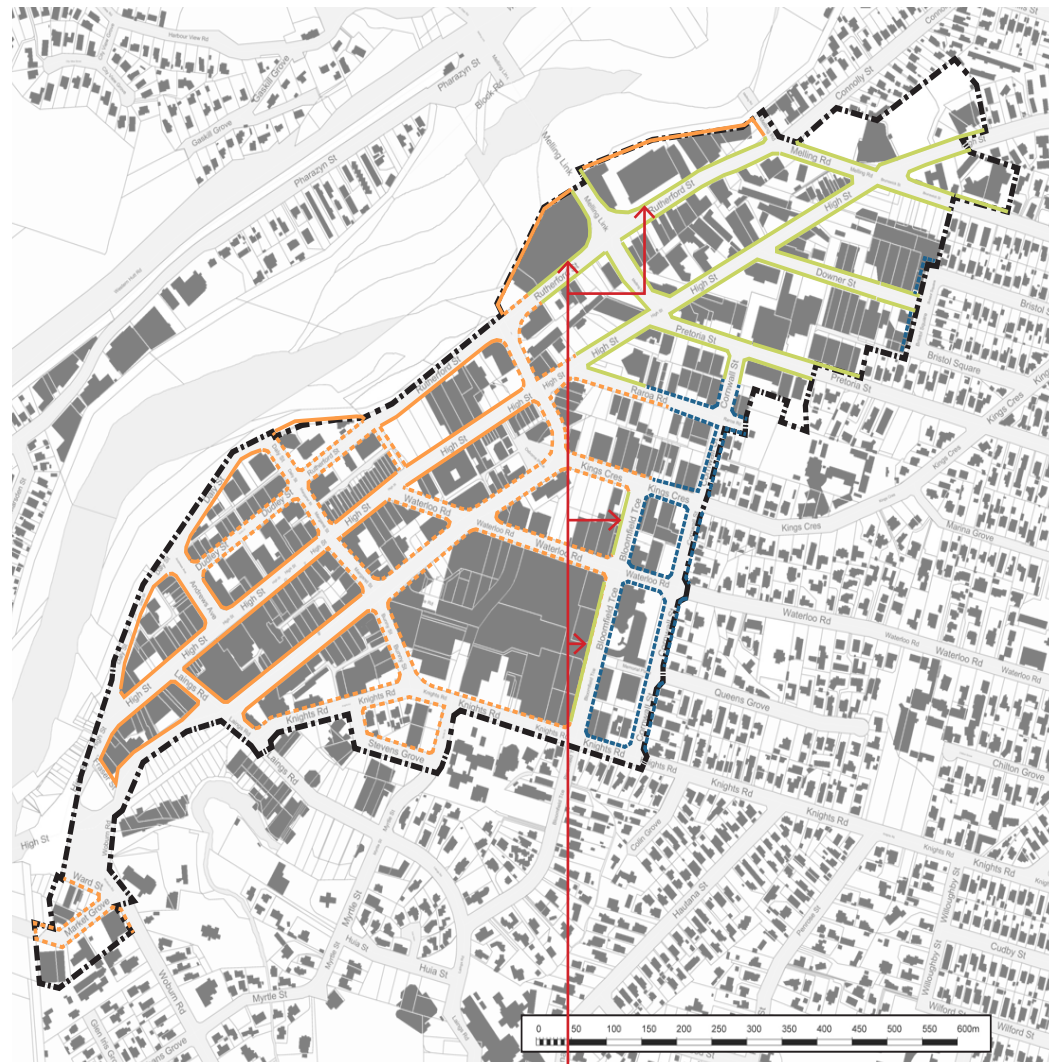
Building faces both primary and secondary street, provides shelter (balcony cover) and visual connection (large proportion of transparent windows on the ground floor with balcony and windows above)

2.1 Making a Good Street Frontage

A. Continuity

The following Frontage Type Plan (and summary Table) describes the desired street edge character for the Central Area. The plan and table are cross referenced also in other sections of this guideline.

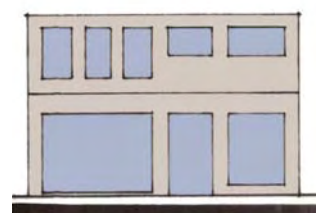
- type 1 - primary frontage
- - - type 2 - secondary frontage
- type 3 - commercial precinct frontage
- - - type 4 - commercial and residential transition precinct frontages
- - - boundary



Frontage Type Plan

AMEND FRONTAGE (as a consequential amendment to Riverfront Precinct change)

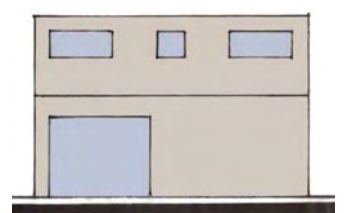
Percentages of transparent glass surface on facades facing public spaces



60% ground floor
30% upper floor



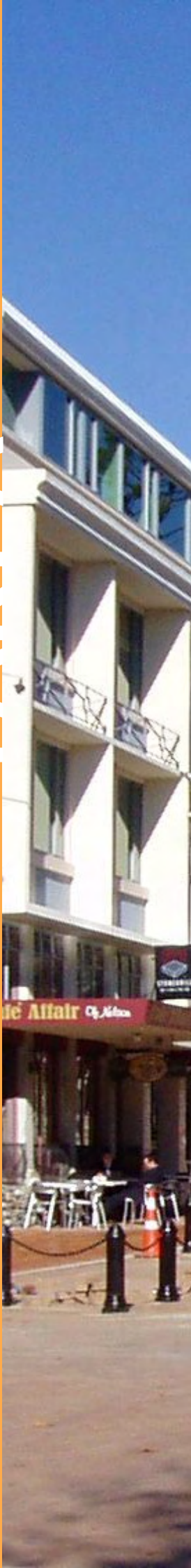
50% ground floor



30% ground floor
20% upper floor

FRONTAGE TYPE TABLE

GUIDELINE AIM	Type 1 Primary Frontage	Type 2 Secondary Frontage	Type 3 Commercial Precinct Frontage	Type 4 Commercial and Residential Transition Precinct Frontage
Building built to street boundary	Yes	Yes	Not necessary	Not necessary
Building built to side boundary	Yes (up to 4 storeys)	Yes (up to 4 storeys)	Not necessary	Not necessary
Transparent glass windows on ground floor	60% minimum Except the buildings fronting the riverfront reserve (potential for car parking on ground floor)	60% minimum	50% minimum	50% minimum (if commercial)
Transparent glass windows on first floor	30% minimum Except the buildings fronting the riverfront reserve which are 60% (minimum) - first floor to be at the same level as the final design of the stopbank – generally 1m above current stopbank levels	30% minimum	20% minimum	20% minimum
Transparent glass windows above first level	30% minimum	30% minimum	20% minimum	20% minimum
Continuous verandah on ground floor	Yes Not applicable to the buildings fronting the riverfront reserve	Yes	Not applicable	Encouraged (if mixed use developments with retail or commercial on ground floor)
Building frontage vertically divided at intervals of	10m (maximum)	10m (maximum)	15m (maximum)	10m (maximum)
Existing lanes and lane access to be maintained	Yes	Yes	Yes	Yes
New driveways, new service lane access or new lane access	No	Yes (intervals of 100m is a guide)	Yes – 1 per development	Yes – 1 per development or residential lot
Residential Activities on ground floor	No	No	No	Yes
Surface car parking	behind buildings	behind buildings	Maximum street frontage length of 40% of the total lot frontage or 15m 18m, whichever the shortest. Anything above it, car parking to be placed behind buildings	behind buildings
Car parking structures	To be incorporated within building structure and framed by residential or commercial uses. Car parking structures should not be facing streets or reserve but can front onto rear lanes	To be within building structure and to incorporate architectural elements (screening) or landscaping to minimise the visual impact to the public space	To be within building structure and to incorporate architectural elements or landscaping to minimise the visual impact to the public space	To be within building structure and to incorporate architectural elements or landscaping to minimise the visual impact to the public space



2.1 Making A Good Street Frontage

B. Visual Connection

Large and transparent windows and doors on the ground floor and balconies and windows on upper floors promote visual connection and interest between the people inside (private space) and outside (public space). The design, location and frequency of openings also contributes to the sense of safety of the users by passive surveillance.

Statutory Guidelines

1. Transparent windows and doors directly facing the streets and open spaces should be provided in accordance with the frontage table over;
2. Blanked out or false windows and doors should be avoided in all Precincts. Roller doors should be avoided in the Core, Riverfront (Core), Riverfront (Commercial) and Residential Transition Precincts;
3. Opaque windows, reflective windows or solid walls should only be used in the facade where it is below the eye level of people on the street in all Precincts; and
4. Buildings in all Precincts should have windows that overlook the street, parks, lanes or pedestrian lanes from any above ground uses.



A high percentage of transparent windows provides a good visual connection between inside and outside. This creates visual interest to the passers by and provides opportunities for passive surveillance.



Reflective windows do not offer visual connection between interior and exterior - "cannot see through".

Non-transparent windows facing the street are not contributing to a good street frontage.

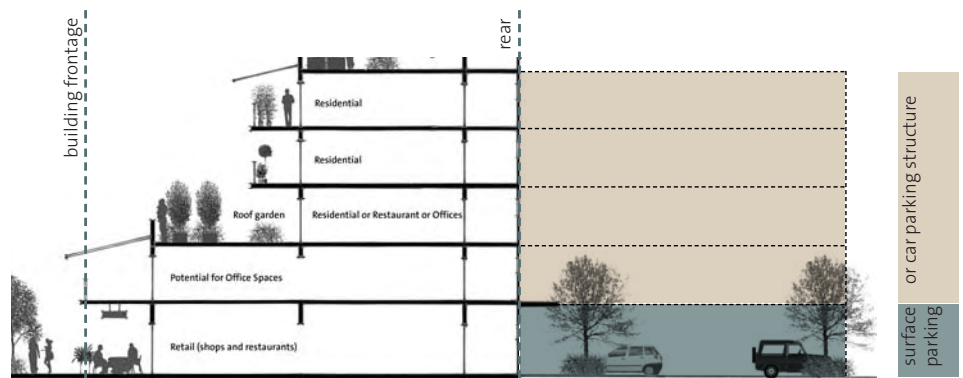
2.3 Providing for Car Parking

The objective of this guideline is to ensure adequate and easily accessible customer car parking within the Central Area without compromising the quality of the street environment for other users.

The different precincts have different objectives for car parking. These guidelines must be read in conjunction with the District Plan rules.

This guideline is divided into two parts:

- A. Addressing Surface Car Park Scale and Amenity
- B. Locating on Site Car Parking within Structures



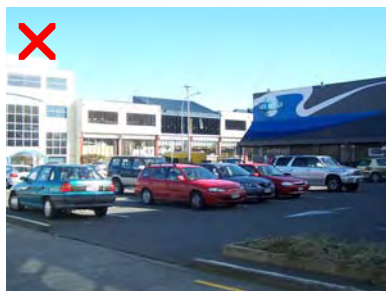
In the Core, Riverfront (Core), Riverfront (Commercial) (except buildings facing Rutherford Street) and Residential Transition Precincts any surface car parking should be located at the rear of the buildings and not visible from the streets, parks or riverfront reserve. If car parking structures are provided they should be enveloped by residential or commercial building frontages



Shading structures, trees, shrubs and appropriate paving minimise the visual impact of surface car parking. Areas of porous paving and vegetation are encouraged to reduce urban water runoff



Surface car parking broken up at intervals of parking, planting, pedestrian circulation and variation in paving types



Poor landscaping - lack of trees, shrubs and permeable paving



Large surface of car parking fronting the street; poor landscaping - not enough trees and shrubs

B. Addressing Surface Car Parking

Large areas of surface car parking can have a detrimental impact on continuous active frontages and the visual appeal of streets. Generally, surface car parking lacks adequate vegetation to mitigate their effect on the streets and the number and scale of parking areas dominates.

Statutory Guidelines

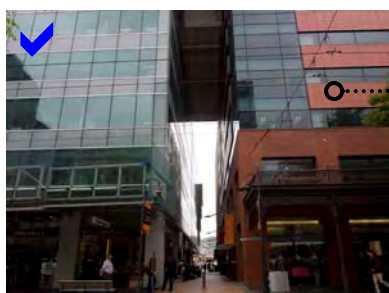
1. In the Core (except buildings facing Bloomfield Terrace), Riverfront (Core), Riverfront (Commercial) (except buildings facing the Rutherford Street) and Residential Transition Precincts, if surface car parking is provided, it should be located behind buildings;
2. In the Commercial Precinct and sites within the Core Precinct that fronts onto Bloomfield Terrace, surface parking fronting the street should not exceed more than 40% of the total lot frontage or ± 18 metres, whichever the shortest;
3. Trees and planting should be located to alleviate the negative visual effect of car parking fronting public spaces and buildings, and to provide shading for cars and pedestrians;
4. Surface car parking should incorporate 1 tree per 4 parking spaces and low water use and low maintenance shrubs.
5. Porous pavement such as permeable pavers, permeable concrete and permeable asphalt should be used.



car parking structure dominates the streetscape; inactive street edge and elongated blank walls



green walls are a good solution to minimise negative visual impact of car parking structures



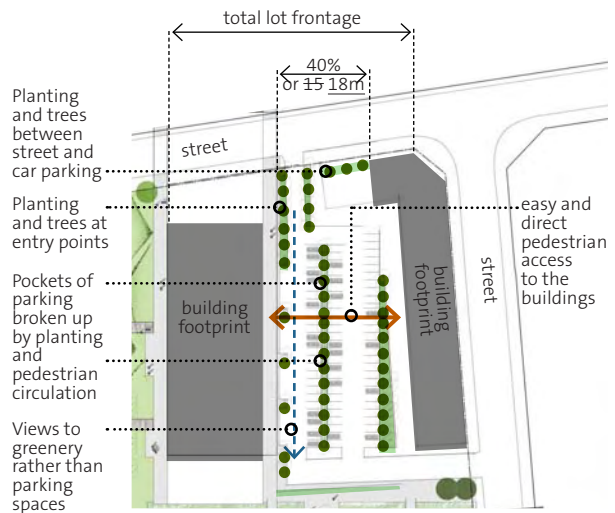
This building has a car parking above ground level. Nevertheless, the car parking is framed by commercial uses that front onto the street.

A. Locating on Site Car Parking within Structures

Car parking structures, if not designed and implemented correctly, can dominate the streetscape with non-active frontages to the public space and unattractive building forms. This guideline aims for parking structures to be provided without compromising the street amenity.

Statutory Guidelines

1. In the Core Precinct, car parking within structures should avoid directly fronting to streets or parks. Parking structures should be placed within the building structure and enveloped by residential or commercial uses;
2. In the Riverfront (Core) and Riverfront (Commercial) Precincts, car parking spaces within structures should be on ground floor only where the parking will be below the top of the future stopbank height; and
3. Car parking structures that front onto public spaces and streets should use design features such as green walls and screen devices to minimise the visual impact to the public spaces.



Surface car parking within the Commercial Precinct and sites within the Riverfront (Commercial) Precinct that face Rutherford Street

2.6 Managing Development on Commercial Lots Adjoining Abutting Residential Neighbourhoods

The objective of this guideline is that commercial buildings adjoining abutting residential neighbourhoods are appropriately designed and placed to provide a good transition between the different uses.

This guideline only applies to the commercial lots within the Commercial Precinct that adjoin abut residential neighbourhoods as shown on the plans beside.

Potential effects of commercial buildings on residential lots that can be addressed in the guideline include:

- Dominating bulky buildings and elongated plain walls;
- Lack of privacy if commercial buildings are placed in close proximity to residential lots;
- Commercial architectural style that overpowers residential character



Abrupt change in visual character. Lack of vegetation to promote visual relief and separation between lots. Incompatible building design and materials.



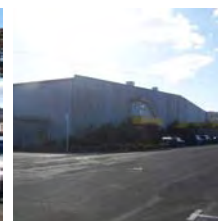
Architectural style overpowers residential buildings



Unattractive and poorly designed buildings fronting residential lots.



Bulky building; featureless and blank wall; high solid fencing fronting the public space, lack of green buffer between uses





2.6 Managing Development on Commercial Lots Adjoining Abutting Residential Neighbourhoods

There are three different types of transition as shown on the Transition Types Plan beside:

Transition 1 - Aims for compatibility by the use of a pedestrian lane (Side Boundary Interface)

Improves the pedestrian and cycle connectivity of long blocks. It requires higher levels of control of the buildings adjoining the lane in regards to the built form, landscaping and fencing to promote separation of uses whilst ensuring opportunities for passive surveillance. Transition 1 can also incorporate a side lane access for vehicle movement. Transition 1 is only encouraged in lots where a direct, through block connectivity can be achieved.

Transition 2 - Aims for compatibility by the use of a green buffer (Side and Rear Boundary)

Improves the separation between different uses by providing a vegetated green buffer that enhances visual amenity, privacy and “green transition” between commercial and residential uses. The buffer can be used as a courtyard within the commercial lots to provide outdoor area for workers.

Transition 3 - Aims for compatibility by the use of a street (Front Boundary)

Uses the street width as separation between uses. Commercial buildings require a higher level of control of the built form, fencing and landscaping to promote a “residential friendly” street environment. Home offices promote an effective transition.

Statutory Guidelines

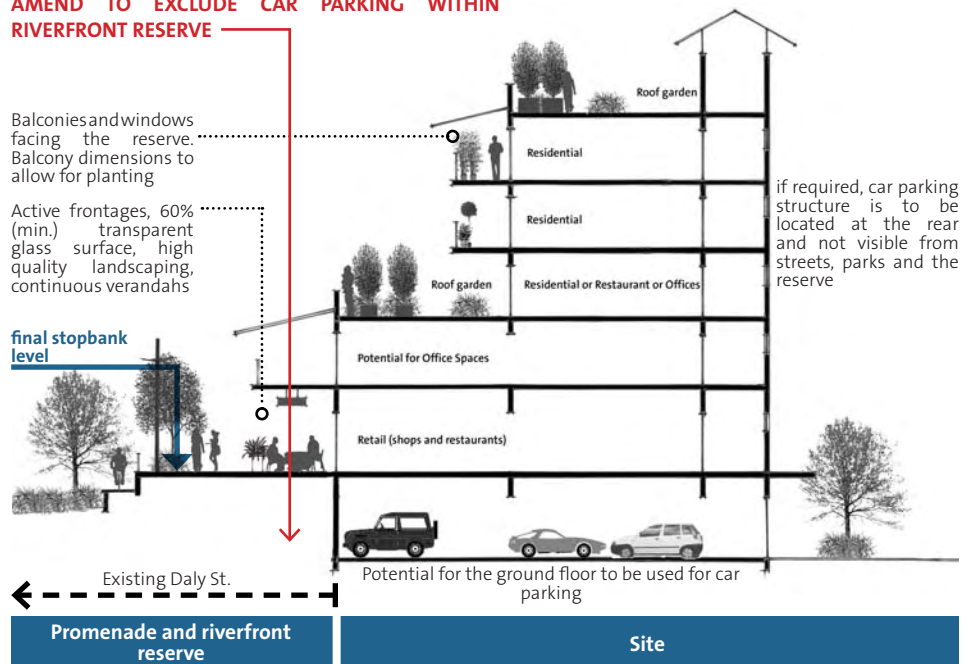
1. Transition 1 only - Developments should provide a minimum of 4m wide pedestrian lane. In this case, commercial buildings should have a 3m side setback from the pedestrian lane.
2. Transition 2 only - Developments should provide a vegetated green buffer of no less than 7m;
3. All transitions - Buildings should provide windows fronting onto public open spaces or private courtyards;
4. All transitions - Loading areas should not be visible from residential lots;
5. All transitions - Fencing of commercial lots adjoining public spaces (lanes or streets) should enable inter-visibility. Fencing of a maximum of 1.2m high and shrubs of a maximum of 1.5m high is a guide;
6. Transitions 1 and 2 only - Fencing adjoining private spaces and not fronting onto public spaces should give privacy to residential or commercial lots. Fencing of a maximum of 1.8m high is a guide; and
7. All transitions - Facades should be modulated at regular intervals to reduce the bulky appearance of commercial buildings. Intervals of no more than 10m is a guide (refer to Managing Building Bulk).

2.7 Designing to Address the River

Buildings within the Riverfront (Core) and Riverfront (Commercial) Precincts require special attention in regards to their design, placement and function. The appropriate interface between the future buildings and the riverfront parkland as well as the future buildings and the Core Precinct is fundamental to achieving a highly connected and integrated urban environment.

The objective of this guideline is to ensure that developments within the Riverfront (Core) and Riverfront (Commercial) Precincts create a better physical relationship with the river and the Core Precinct, so benefiting from the amenity it provides. The aim is also to ensure that new developments protect and enhance the qualities of the river corridor in respect to its openness, natural and recreational values.

AMEND TO EXCLUDE CAR PARKING WITHIN RIVERFRONT RESERVE



Residential uses above retail. High levels of transparent windows and balconies fronting onto the riverfront reserve. West-facing moveable vertical screens to absorb sun heat in summer.

Residential tower recessed from the front boundary to improve solar access to the riverfront reserve and the roof garden. It is also a good solution to allow for adaptation in relation to the stopbank in the future.

Rooftop gardens above retail. It can be publicly accessible with restaurants and shops fronting onto it or it can be a communal open space (semi-private) for residents' use.

Active edges - restaurants, cafes and shops fronting onto the riverfront reserve and the promenade. High levels of transparent windows and doors and continuous verandahs.

The stopbank is an element to be carefully considered in development design in order to provide design solutions that allow flexibility for retrofitting in the future.

Initial studies have indicated the stopbank levels will be raised in the order of 1 metre and the embankment extended, at least in parts, over Daly Street. To take advantage of the opportunities to have a stopbank top promenade with buildings fronting onto the parkland, new developments will have to allow for adaptation to effectively incorporate changes to the stopbank in the future.

Special attention to the design of front and rear façades of the buildings within the Riverfront (Core) and Riverfront (Commercial) Precincts will be required due to the configuration (size and shape) of the blocks. River blocks are irregular in shape and relatively narrow which means that, in some instances, a building will have double frontages (river corridor and High, Dudley or Rutherford Streets).

Statutory Guidelines

1. New buildings should be designed to allow for adaptation in relation to the stopbank in the future;
2. The level of the first floor of buildings facing Daly Street should be designed to relate to the height of the future stopbank top (which is in the order of 1 metre above the current stopbank levels);
3. The first floor of buildings facing Daly Street should be designed to have uses and façade treatments that address the riverfront reserve and maximise opportunities to retrofit once the stopbank construction is concluded.
4. The ground floor of buildings facing Rutherford Street, Dudley Street and High Street should be designed in accordance with the guidelines under “Making a Good Street Frontages”; and
5. The design of buildings on sites with double frontages should be treated as if both are front façades

ADD NEW IMAGE



Riverfront (Commercial) - river promenade, active frontages to the reserve (high percentage of transparent glazing), residential and/or commercial above retail could also occur



Riverfront (Core) - restaurants fronting onto the promenade and the park, continuous verandahs, high quality landscaping, vertical screens for shade in summer; appropriate signage and quality materials



Riverfront (Core) - waterfront mixed use development - retail and promenade on ground floor, commercial on first floor and roof garden and residential uses above. High quality landscaping, paving and public lighting

2.11 Service Stations and Drive-through Activities

The objective is to provide guidance on appropriate locations for vehicle oriented activities and minimising the adverse effects on visual amenity, pedestrian environment and transport network.

Vehicle oriented activities such as service stations and drive-through restaurants are an important activity within the Central Area. However, the nature and site layout of vehicle oriented activities can degrade the streetscape, pedestrian environment and visual amenity of the Central Area. Guidelines provide direction on the appropriate location and design of these activities and developments.

Statutory Guidelines

1. Service stations and drive-through activities should avoid to be located in the Core, Riverfront (Core) and Riverfront (Commercial) Precincts;
2. If drive-through activities are located in the Core Precincts, they should be located on sites at the edge of the Core Precinct, on sites with a public rear access and where the site does not front onto a street frontage type 1;
3. Service stations and drive-through activities should not be located on sites recognised as prominent sites in all Precincts (refer to guideline 2.5 Recognizing Prominent Sites);
4. Service stations and drive-through activities should provide a landscaped buffer (trees and planting) on all boundaries fronting public spaces that does not have a building built to the boundary and on boundaries abutting residential activities - 2.0m wide buffer is a guide (refer to 2.3 Providing for Car Parking);
5. Any storage, mechanical plant, equipment and rubbish container should be screened from public open spaces and residential sites;
6. Vehicle access to the site should be located to have minimal disturbance to safe and convenient pedestrian environment and traffic network;
7. Service stations and drive-through activities will be encouraged to be located in the Commercial Precinct.





2.12 Large Format Retail and Malls

The aim of this guideline is to ensure that new or additions and alterations to existing malls and large format activities contribute the intended future character of each Precinct (refer to 1.7 Character and Context Description).

Well designed malls and large format retail development can make a contribution to the attractiveness and vibrancy of the Central Area. However, they can include some elements which can negatively impact on the quality of the Central Area. These negative effects can include featureless walls, bulky buildings, inactive street frontage, large surface of car parking fronting the streets and internalised pedestrian circulation.

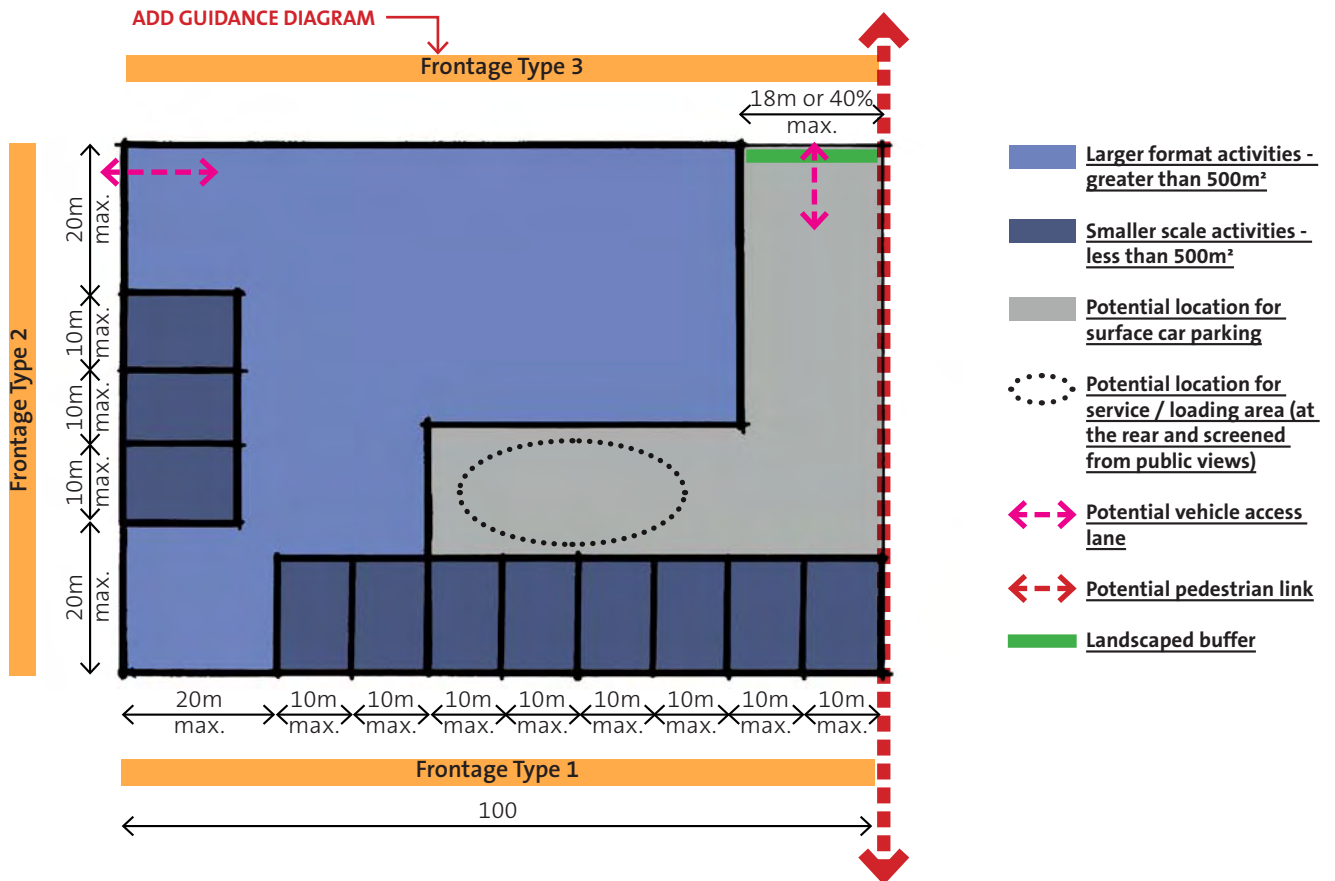
It is important that developments integrate with the traditional urban fabric of the Central Area and apply good urban design techniques to assist in maintaining and enhancing pedestrian amenity and safety.

Given the role of large format retail activities in the Central Area, and their potential effects, appropriate design solutions should ensure they contribute to the quality and vitality sought in the Central Area.

The guidelines for large format retail and malls are to be applied in conjunction with the other statutory guidelines.

Statutory Guidelines

1. Malls and large format retail should comply with all the statutory guidelines;
2. The composition of activities along frontages should recognise the type of frontage (i.e. frontage type 1, type 2 and type 3). For Frontage Type 1, activities on the ground level should be a number of individual smaller scale activities with narrow frontages (each activity up to 10 metres in frontage width), with one larger format activity up to 20 metres wide frontage. For Frontage Type 2, multiple larger format activities on the ground level can be provided up to 20 metres in width where they are separated by at least three smaller scale activities (each activity up to 10 metres in frontage width). For Frontage Type 3, no specific activity frontage guidelines apply (see diagram on page 49);
3. Where a proposed development has a frontage exceeding 100 metres in width, a through block pedestrian link should be provided;
4. Malls and large format retail developments should not be located within the Residential Transition Precinct and the Riverfront (Core) Precinct;
5. Car parking within structures or on roof tops are encouraged (refer to section 2.3 for further guidance on car parking);
6. Buildings are encouraged to comply with the non-statutory guidelines.



A number of individual smaller scale activities with narrow frontages on the ground floor (each activity up to 10 metres in frontage width).

One larger format activity (Borders) up to 20 metres wide frontage on the ground floor. No specific activity frontage guideline applies above ground level



← ADD IMAGE

Example of a street frontage type 1 - Borders - Wellington CBD
 Making a Good Street Frontage” - Guideline 2.1 - should also apply

Example of street frontage type 2 - multiple larger format activities on the ground level up to 20 metres in width separated by smaller scale activities with narrow frontages

Street frontage type 3 - no specific activity frontage guidelines apply



← ADD IMAGE

Proposal for Countdown Newtown
 Making a Good Street Frontage” - Guideline 2.1 - should also apply



3.7 Private or Public Lane Access Design

The objective of this guideline is to ensure that access to public or private lanes and car park driveways are located and designed to avoid disruption negative to the streetscape and pedestrian amenity.

The plan below describes the existing laneway network of the Central Area and suggests where improvements can be made. Some of these lanes are public and others are in private ownership. Opportunities for new lanes to improve the accessibility and connections through the Central Area can be realised from new development of larger blocks.

Access lanes and buildings fronting lanes are encouraged to be designed to maximise circulation through blocks, enhance the opportunities for people to use them as connections and to maintain their function for servicing as required.

The “Private or Public Lane Access Design” identifies opportunities to enhance and to respond to the intended character described in the “Character and Context Description”.

Non-Statutory Guidelines

1. The function of lanes that have sufficient width to enable adequate loading and access for vehicles should be considered.
2. Lanes should be considered for their potential as as low-speed spaces with shared uses for pedestrians, vehicles and cyclists;
3. Lanes are encouraged to be designed with high levels of through visibility and transparent windows facing the lanes at ground level and upper floors;
4. Developments will be encouraged to improve the permeability of existing large blocks by new lane through-linkages; and
5. Developments are encouraged to enhance existing lane appearance in respect to paving, lighting, landscaping and interface with buildings without obstructing pedestrian, vehicle and cycle movements. Permeable paving materials are encouraged.

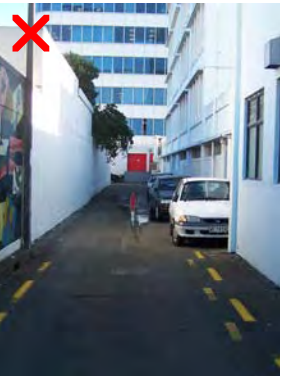




Side lane in mixed use development - designed for shared use, high quality of paving materials, windows and balconies facing onto the side lane, through-visibility; active edges



Unattractive side lane. The lack of public lighting, poor landscaping, blank walls and inactive uses on the ground floor increase the perception of insecurity.

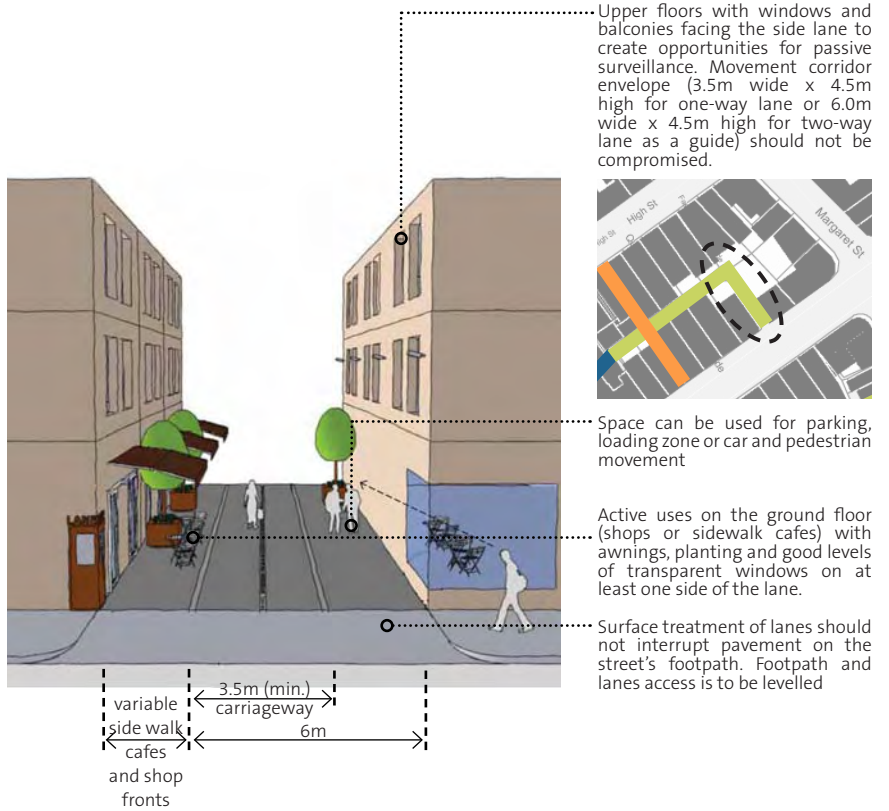


Rearlane is too narrow to allow for parking on one side. It obstructs trucks movement.

Appropriate building at the end of the lane

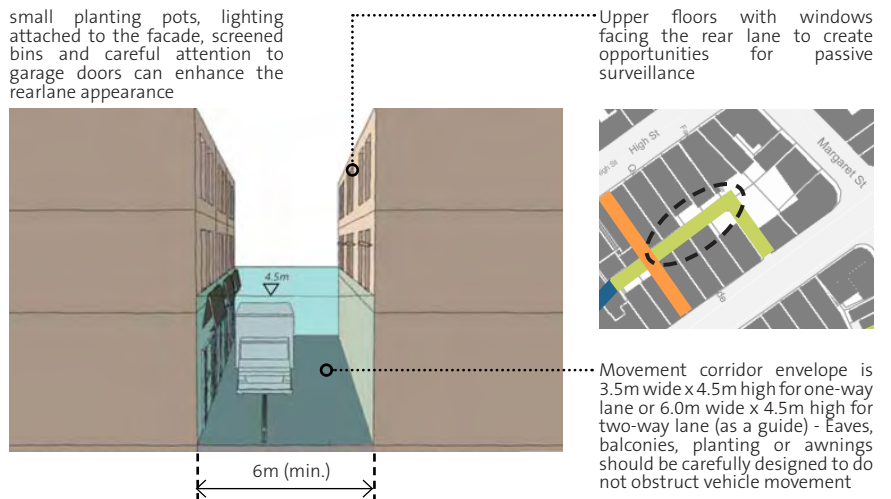


Rear lanes in medium density residential developments. "Eyes on the lane" - studios above garage with balconies and windows facing the lane. Landscaping, lighting and screened bins also enhance its appearance



Side lane concept for the Central Area (the side of a building)

Low-speed spaces with shared uses between pedestrians, cyclists and vehicles.



Rear lane concept for the Central Area (the rear of a building)

Low-speed spaces with shared uses between pedestrians, cyclists and vehicles



3.8 Assisting Walking and Cycling

The objective of this guideline is to promote new development to deliver pedestrian and cycle routes that are safe, convenient and attractive. This guideline should be read in conjunction with “Hutt City Council Walking Strategy” and “Cycling Strategy”.

The Hutt Central Area will promote urban forms that facilitate walking and cycling. Mixed use developments will be encouraged to create opportunities for people to live, work and shop nearby, so reducing car-dependency. An intention is also to maximise the number of dwellings above ground levels whilst providing appropriate quantities of retail and commercial activities to support the future growing population within the centre.

Non-Statutory Guidelines

1. Pedestrian lanes should be designed with high levels of through visibility and transparent windows facing the lanes at ground level and upper floors;
2. Pedestrian lanes should be a minimum of 4 metres wide in the Core and Riverfront Core Precinct to allow two-way movement (2 persons walking, 1 cyclist and additional space for pot plants or small trees). A wider area to allow enough space for outdoor tables and chairs is encouraged;
3. In the Residential Transition, Riverfront Commercial and Commercial Precincts, pedestrian lanes should be a minimum of 4m wide to allow a minimum of 1.5m wide of paved area (2 persons walking) and additional space for planting;
4. The design and implementation of through-block pedestrian lanes should include appropriate paving, landscaping and lighting, The use of permeable pavers is encouraged;
5. Developments are encouraged to provide pedestrian lanes through blocks where the block exceeds 100 metres in length (refer to Accessibility plan on page 58);
6. The provision of shelters such as awnings, verandahs and trees is encouraged.



Pedestrian lane in mixed use developments. Public lighting, transparent windows, active frontages (shops and sidewalk cafes), through-visibility, signage attached to the walls and planting



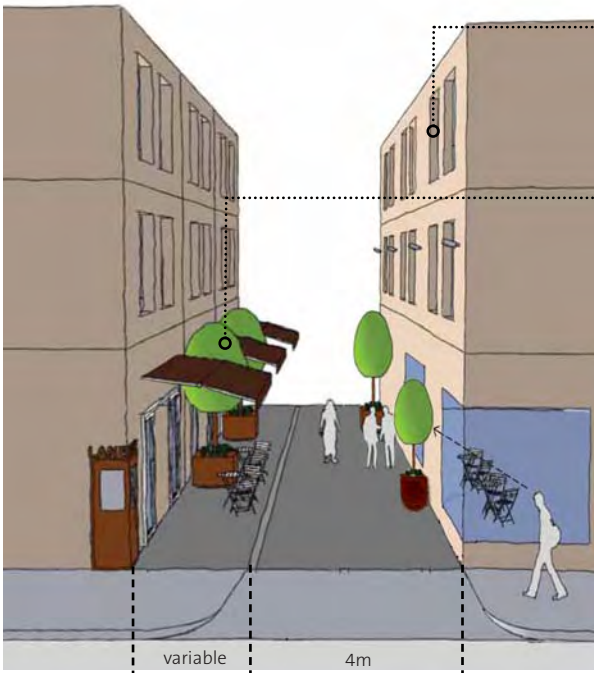
Pedestrian lane gives the impression to be an unsafe environment. Inactive frontages, low levels of transparency, poor attention to details such as signage, landscaping and lighting.



Pedestrian lane in medium-density residential developments. Good public lighting, balconies and windows facing the footpath, low and transparent fencing, high quality paving and planting and pedestrian entry to the dwellings.



Covered walkways that allow for planting to grow up and over the structure



Upper floors with windows and/or balconies facing the pedestrian lane

landscaping, verandahs or awnings, public lighting, small signage attached to the buildings and quality paving materials enhance the lane's appearance

outdoor dining and shopfronts on at least one side of the pedestrian lane. Transparent glass surface on the ground floor of both sides of the lane.

Surface treatment is not to interrupt pavement on the street's footpath. Wheelchair access to be provided.



The picture on the left is a good example of pedestrian arcade with high percentage of transparent glass surface, active uses, small signage and natural light and air flow. The one on the right is an example of an unattractive and inactive pedestrian link (poorly lit, bank walls, low ceilings, lack of natural light and narrow width)



3.9 Servicing

The objective of this guideline is to encourage servicing to be adequately located to enable its practical use while controlling potential for adverse visual effects at the street.

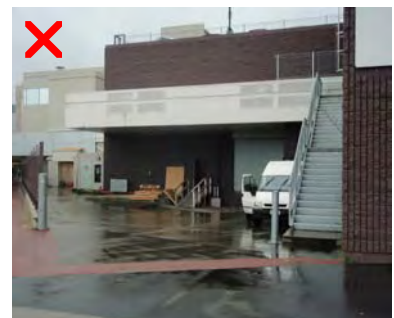
Service and loading areas are important to the efficient function of retail and mixed use activities. However, the improper placement and access to service and loading areas can be obtrusive.

Non-Statutory Guidelines

1. Loading bays and drop-off points are encouraged to be located to the rear or side of the buildings and screened from pedestrian and residents views;
2. Adequate and easy access to service areas should be considered as part of the overall development design;
3. Mixed use developments are encouraged to have service and loading areas separated from the residents entrance.



Loading zone at the rear of the buildings and accessed by a rearlane



Loading zones visible from the streets