*Amendment 81

Appendix Central Commercial 8
Central Commercial Activity Area
Design Guide

HUTT CITY

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1 Introduction

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 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.

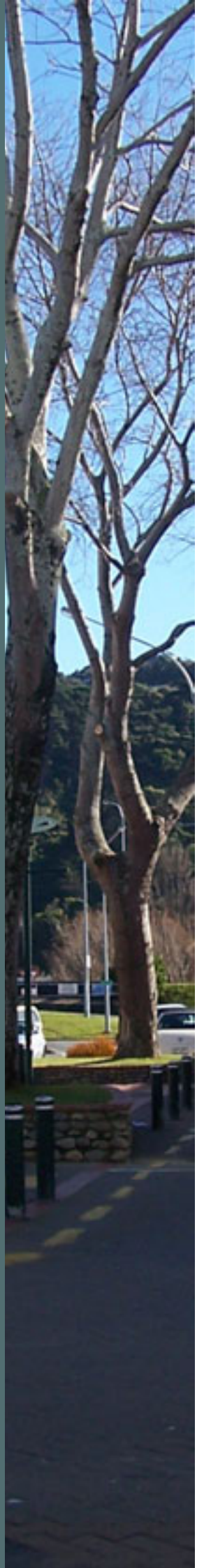
The design guide establishes four precincts within the city centre: Core, Riverfront, Commercial and Residential Transition Precincts. Each precinct has a distinct character and the design guide will apply to different precincts in different ways in order to achieve the intended future character of each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



1.3 How the Design Guide Relates to Other Documents

Vision CBD 2030* and the *Making Places 2030

The design guide has been prepared taking into consideration the principles presented in the ***Vision CBD 2030*** and the long term design framework of the ***Making Places 2030***.

The ***Vision CBD 2030*** presents six themes that will guide the future of the Central Area as follows:

Liveable
"A CBD that offers an exceptional quality of life"

Unique
"A CBD with creative, vibrant and cultural heart"

Sustainable
"A CBD that is sustainable every day and in every way"

Connected
"A CBD that is compact with choices"

Growth
"A CBD that takes a balanced approach to prosperity and growth for total wellbeing"

Quality
"A CBD that has a quality accessible environment"

The ***Making Places 2030*** identifies key initiatives to guide future development of the CBD through to 2030. The initiatives relevant to the Central Commercial Activity Area that were considered in this document are described below:

Riverside Promenade and park
"To meet flood management requirements and to create a high quality public space along the riverfront reserve"

Southern CBD Upgrade
"To re-energise the pedestrian based retail core around the southern area High Street with civic, commercial and residential buildings"

Future River's Edge Development
"To create opportunities for a high quality built edge to the eastern stopbank which provides for frontage, activity and safety"

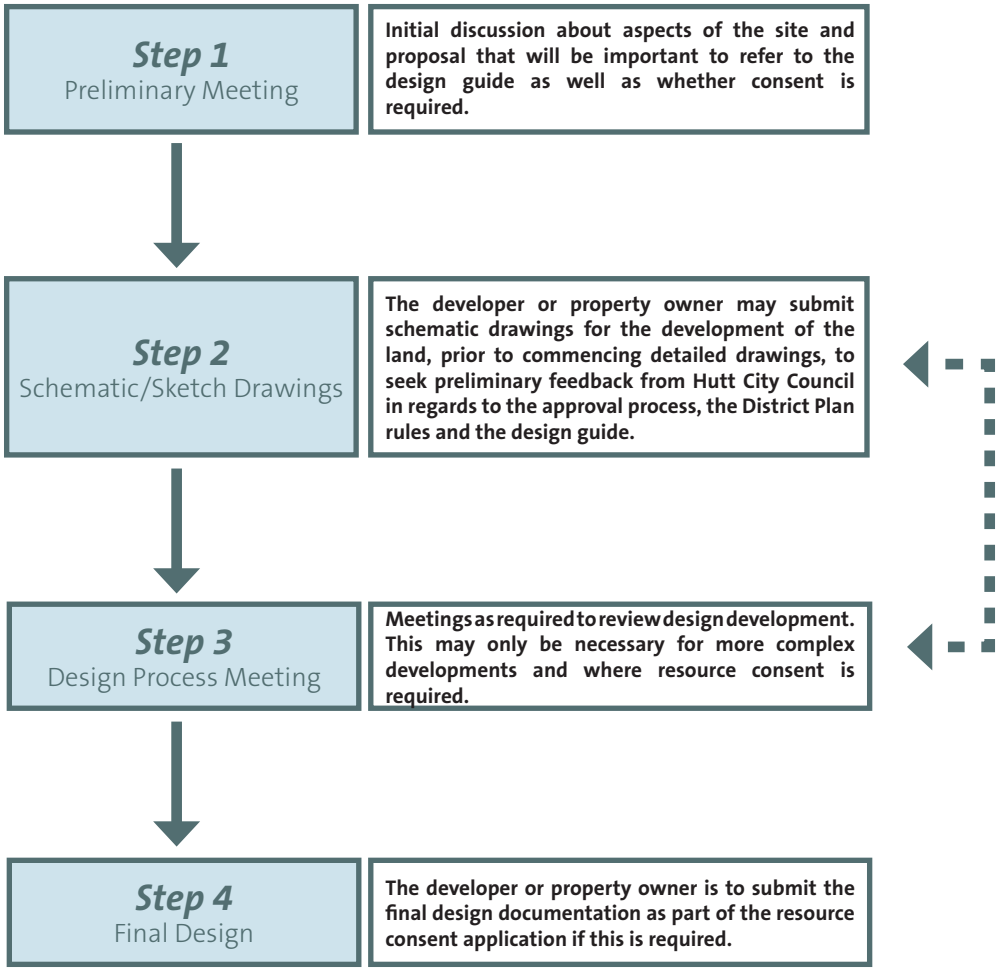
Making Places also identified the need for design guide to assist with the management of the quality of new development.

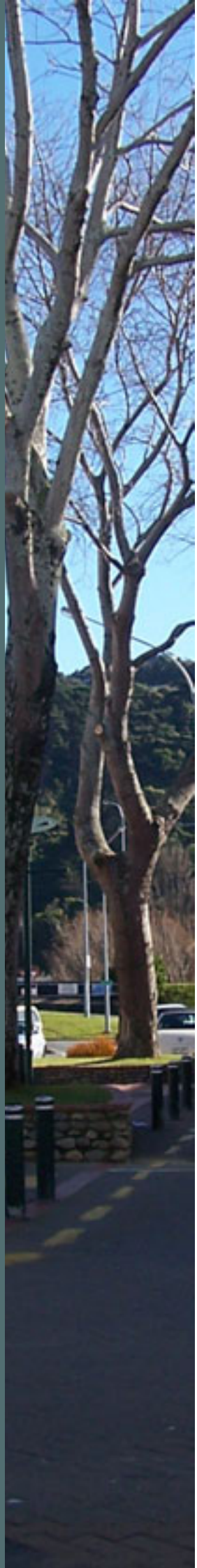
1.4 Approach to Working with Development Proponents

The Hutt City Council encourages landowners, developers and their architects, landscape architects, planners and other advisers to work collaboratively throughout the development planning process and to seek early discussions with Council prior to undertaking detailed design for any development.

This will enable concepts to be discussed prior to commencing detailed design to enable early feedback from Council and the most appropriate outcome for all parties to be reached.

A diagram of the desired process is described below. The need for all these steps will depend on the development scale. This process is optional but is intended to assist in providing for an efficient design and consenting process.





1.5 How to Use the Design Guide

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

Managing Large Sites and 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.

The objective of "Managing Large Sites and Building Bulk" (of which there are many in the Lower Hutt Central Area) is to have a built form that enables movement through the block and that is not dominating to the public environment and neighbouring buildings.

→ **Objectives of the guideline**

The expression of building volumes and the use of façade treatment can mitigate the impression of bulk of large developments. The incorporation of projective elements such as verandahs and awnings on the ground floor help to reduce apparent bulk and create a human scale environment for people.

→ **Explanation of why the guideline is important**

1. Long frontage lengths in the Core, Riverfront and Residential Transition Precincts should be avoided;

2. Long frontage lengths in the Commercial Precinct should be at intervals of less than 15m (refer to Managing Large Sites and Building Bulk);

3. Elongated plan forms should be kept to a minimum and facades should be treated to create contrast between projecting and recessive elements, sub-volumes and different materials, patterns and colours;

4. Transitional volumes (vertical or horizontal massing) and projecting and recessive elements (bay, verandahs, recessed windows) should be used where a taller or wider building is proposed adjacent to a smaller scale building;

5. Taller buildings where side or rear facades have exposure to public views should incorporate architectural elements, patterns and materials on all facades. The side and rear façade treatment does not have to be as extensively designed as the front façade but consideration should be given to minimising bulk appearance; and

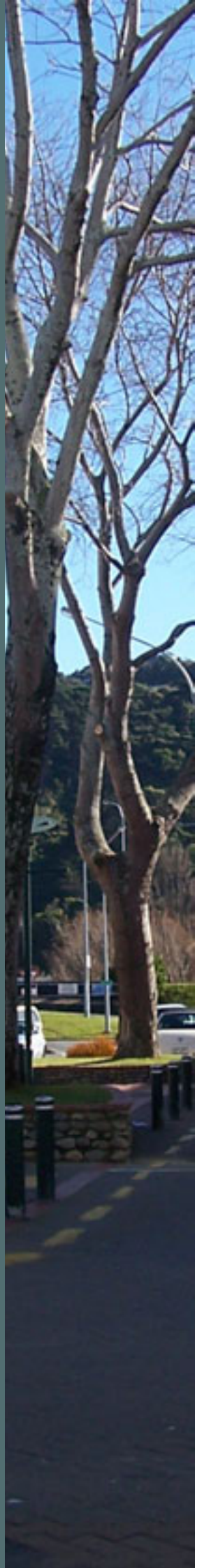
6. Public walking links should be provided at regular intervals to enable connections through long blocks (a link each 100m is a guide).

→ **Guideline**

1.6 Area Covered by the Design Guide

The design guide applies to any new development (except small scale alterations or additions) located within the District Plan Zone "Central Commercial Activity Area" as shown on the map below.

District Plan Zone "Central Commercial Activity Area"



1.7 Character and Context Description

The Lower Hutt Central Area has a character which can be defined by four 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 Precinct

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, 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, opposite to the Core Precinct, and generally bounded by Dudley Street to the east and the river reserve to the west.

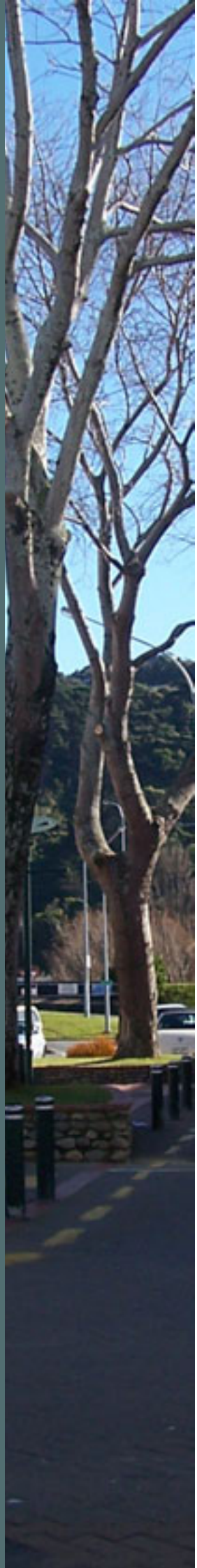
C. Commercial Precinct.

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.

Precinct Plan



1.7 Character and Context Description

A. Core Precinct

Existing Character

The current character of the Core Precinct is mixed. It has a range of qualities influenced by the interface of the buildings with the public realm, built form typology, uses, densities and urban form.

The existing density of development is relatively low in comparison to other city centres of a similar size. Uses are a mix of retail and commercial activities and limited residential.

Building heights range from 2 to 6 storeys and a few buildings of up to 10 storeys.

Lot sizes and building frontages vary with the presence of some smaller scale lots and frontages on High Street (generally up to 15m frontages and some wider ones up to 40m), larger scale frontages on Queens Drive (varying from 30m to 80m) and the Westfield Shopping Centre (frontages greater than 150m).

The interface of buildings with the public spaces (streets and parks) also varies greatly across the Precinct. Parts of High Street present some good street front activities with higher levels of transparent openings at ground level, some areas of sheltered footpaths (verandahs) and diversification of shopfronts at intervals of up to 10m.

The quality of interface is clearly reduced where ground floor activities are spaced at intervals greater than 20m, lower levels of façade continuity and transparency, absence of sheltering elements for pedestrians and surface car parking fronting onto streets.

The street layout is generally oriented northeast-southwest and southeast-northwest. Block sizes are an average of 150 to 250 metres in length and 60 to 80 metres in depth, with the exception of the shopping centre which sits on a 270 x 200 metre block. The vehicle, pedestrian and cycling permeability is reflected by its street layout, offering good levels of connectivity where block lengths are up to 150 metres and a decrease in quality of connectivity on block lengths over 150 metres.

Future Character

The vision for the Core Precinct is to reduce the reliance on retail activities and increase the diversity of activities including office uses and those that attract skilled workers. City centres that are attractive places to spend time are diverse in terms of activities and uses and particularly in the core tend to have a tight pattern of streets and buildings where there is a high ratio of floor area to land - this means that the more activities in a particular area the more vibrant and active it will be.

The mix of activities in the Central Area is important as the mix will influence the level of vibrancy in terms of day and night time 'life' and the economic resilience.

The future character for the Core Precinct sought for is that it should not just be treated as a commercial or business district (i.e. CBD), but a place that additionally supports local culture, civic function, entertainment, residential living, socialising and to become a vibrant place. The mix of uses will help the local population to be less dependent on private motor vehicle transport as the facilities and amenities are within walking distance to the residents. It is anticipated it would encourage people to use other modes of transport such as walking, cycling and enable public transport.

To achieve the future character, the Core Precinct needs a more consistent quality of physical environment. A range of activity types is sought. This demands a range of site and floor area sizes within the city centre.

The aim is to promote any new activity at street level to be of a small to medium size to encourage a good quality urban environment of continuous street edges (mainly in the form of retail, commercial and community/civic activities). Upper floors are reserved for residential and commercial uses (such as office spaces) where the same type of uses within the building can occupy wider extensions of the street façade as long as the façade treatment (materials, projecting and recessive elements, openings) is designed at shorter intervals. Residential uses are to be maximised within the Core Precinct to help to create a safer and active day and night urban environment.

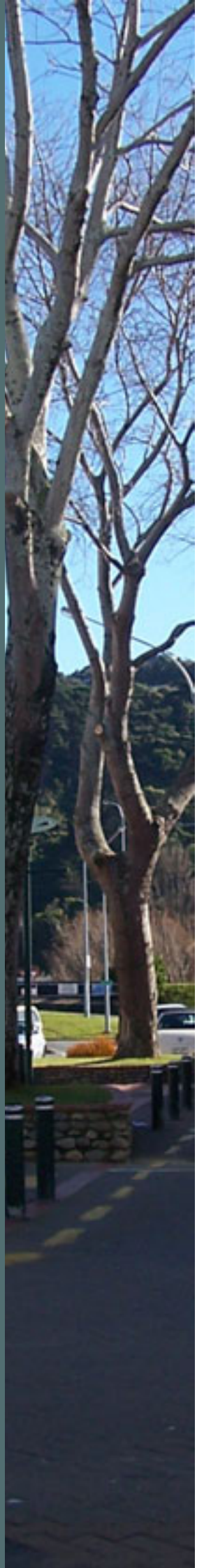
An increased intensity of development and building heights is desired, with enhanced through-block pedestrian circulation and surface car parking not visible from public spaces (streets and parks).

A summary of the present and future character for the Core Precinct is presented beside.

CORE PRECINCT		
ATTRIBUTES	EXISTING CHARACTER	FUTURE CHARACTER
Uses	**A mix of retail and commercial**	**A mix of retail, commercial, residential, civic and community activities. Maximise the opportunities for residential above ground level. Residential activities are not to be located on ground floor**
Densities	**Medium to low**	**High**
Heights	**2 to 6 storeys and few buildings up to 10 storeys**	**5 to 10 storeys and a few taller buildings**
Buildings facades	**A range of facades varying from 5m to greater than 150m. A range of façade treatment from active street frontages, good signage sizes and sheltered paths to blank walls, large signage and inactive street frontages**	**A more consistent character – small to medium frontage lengths. Façade treatment modulated at small intervals to add variety and interest to the streetscape, active street frontages and sheltered paths across the entire precinct and less signage**
Built form	**From smaller scale buildings on small lots (6m x 30m) and medium lots (12m x 35m) to larger buildings on large lots (35m x 75m) and the mall (200m x 270m). Gaps on the "continuity" of the street front activities.**	**A small to medium scale building approach. If buildings are located on larger sites, the ground floor activity (uses) is to be modulated at smaller intervals and façade treatment of above ground level floors is to be modulated at smaller intervals.** **No gaps to the "continuity" of the street front activities**
Pedestrian and cycling connectivity	**Good connectivity where blocks are less than 150m. Connectivity is greatly compromised where blocks are greater than 150m. The level of connectivity to the river reserve is low**	**Promote better connectivity where blocks are greater than 100m by introducing pedestrian right of ways through blocks. Connectivity to the river reserve to be improved**
Car parking	**Some surface car parking fronting the streets (up to 60m in length) and the shopping centre parking structure which negatively impacts and dominates parts of Queens Drive**	**Surface car parking not to be visible from public spaces - to be located behind the buildings. Car parking design within building structures is to pay special attention to the interface and visibility from public spaces**

Existing character - a mix of active and inactive street frontages within the Core Precinct

Future character - mixed use with residential above retail, active frontages, sidewalk restaurants, transparent windows/doors and continuos verandahs



1.7 Character and Context Description

B. Riverfront Precinct

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).

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 by 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.

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 intended future character of the Riverfront 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.

New developments 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 Precinct and the riverfront reserve as well as the future buildings and the Core Precinct is fundamental in achieving a highly connected and integrated approach to the Precinct.

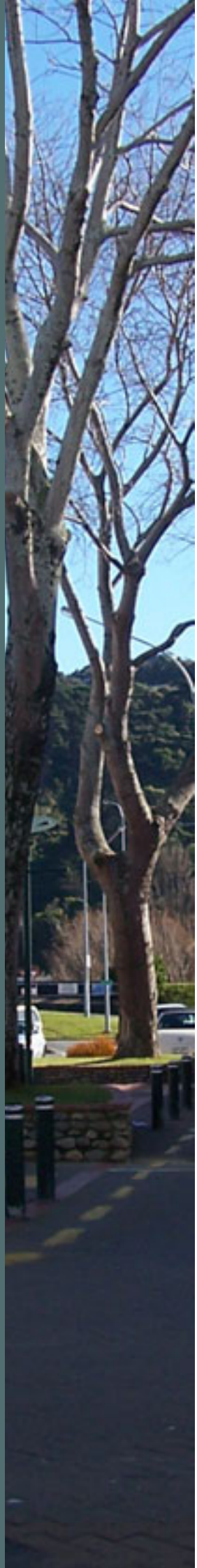
The river's future relationship with the city relies on the appropriateness of future developments within the Riverfront Precinct and it can be positively influenced by the design guide. The table beside describes the existing and future character for the Riverfront Precinct.

RIVERFRONT PRECINCT		
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 - from smaller scale buildings on small lots (12m x 20m) to medium lots (20m x 40m) Northern Area - 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**	**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.**
Interface between the buildings within the Riverfront Precinct 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)**

Existing character - inactive frontages to the riverfront reserve ("back of the buildings")

Existing character - vertical separation; a place for "cars and convenience"

Future character - river promenade, active and sheltered frontages to reserve, residential above retail and terrace garden



1.7 Character and Context Description

C. Commercial Precinct

Existing Character

The Commercial Precinct is currently characterised by large sized retail activities (from 500m² to 3,000m²), low densities and low heights. The area is dominated by large areas of surface car parking fronting the streets, "big boxes" reinforcing the generally bulky appearance of the buildings, large and dominating signage, and generally poor landscaping.

The level of connectivity can be considered medium to low due to block lengths that are frequently more than 280m long.

Future Character

The vision for the Commercial Precinct is to allow for larger format activities in recognition that these types of businesses have a role in today's amenity and respond to the demand for car-based bulky-goods activities locally and regionally. However, the design guide intent is to promote improvements to the streetscape and appearance of new buildings or changes within the Commercial Precinct.

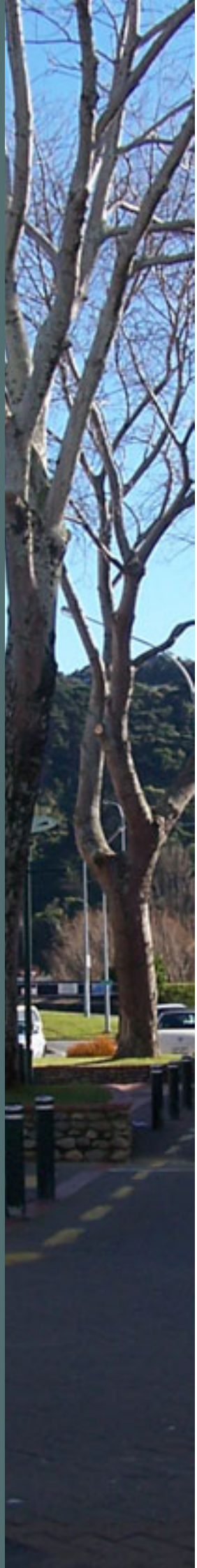
Simple design solutions include façade treatment to introduce projecting and recessive elements and appropriate and diverse materials and patterns help to alleviate the bulky appearance of large plate buildings and featureless elongated walls. Similarly, buildings with transparent windows on the ground floor, correctly located, designed and sized signage and trees can greatly enhance the streetscape. Some level of limitation in regards to the total length of surface car parking fronting the streets can also play an important role in improving the character of the Commercial Precinct.

The table beside describes the existing and future character for the Commercial Precinct.

COMMERCIAL PRECINCT		
ATTRIBUTES	EXISTING CHARACTER	FUTURE CHARACTER
Uses	**Predominantly retail and commercial**	**Predominantly retail and commercial**
Densities	**Low**	**Low**
Heights	**2 to 3 storeys**	**2 to 4 storeys**
Building facades	**Generally large plain walls, large signage, inactive street frontages at ground level (solid walls and reflective or blanked-out windows)**	**Modulated facades – projecting and recessive elements and different materials and patters; transparent windows facing streets on ground floor and above; well located, designed and sized signage**
Built form	**Predominantly large, bulky buildings ("big boxes") with a few smaller scale buildings**	**Large to medium format retail and commercial buildings. Design elements such as transitional volumes (vertical or horizontal massing), modulated facades and changes in materials and patterns are to be incorporated to minimise bulky appearance.**
Pedestrian and cycling connectivity	**Relatively low connectivity due to the length of the blocks (more than 280m long)**	**Through-block pedestrian lanes in appropriate places.**
Car parking	**Large surfaces of car parking fronting the streets**	**Limitation to the maximum length of surface parking fronting the street. Parking structures within buildings. Façades of parking structures are treated to minimise unattractive and inactive frontages. Landscape "greening" of surface parking.**

Existing character - large surface of car parking fronting the streets; bulky buildings; large signage; poorly landscaped; and dominating colours

Future character - projecting and recessive elements (balconies, screens, entry porch); transitional volumes; high quality of architectural materials, landscaping and paving; building placement closer to the street boundary; signage is part of the architectural design; and side access to car parking



1.7 Character and Context Description

D. Residential Transition Precinct

Existing Character

The residential areas that are located close to the Central Area are susceptible to the effects from the way in which the Central Area has been developed and will develop in the future.

The current activities within the Residential Transition Precinct are predominantly commercial. Lots and buildings are generally medium to large in size, with frontages generally varying from 20m to greater than 60m. Densities are low and building heights are mostly 2 storeys with some few 3 to 4 storey buildings. The pedestrian connectivity to the Core Precinct is mostly good with the exception of the east-west linkage barrier caused by the shopping centre.

Adverse effects from Central Area development on nearby residential amenities include:

• Dominance from scale differences between the two types of uses - smaller residential buildings versus larger commercial structures;
• Traffic noise and safety in residential streets as well as over flow parking generated by the increase in commercial and retail activities;
• Shading effects generated by taller and larger commercial buildings; and
• Incompatibility in terms of general neighbourhood cohesion and social infrastructure.

Future Character

The vision for the Residential Transition Precinct is to have a gradual transition of development densities from high to low intensity of uses. It means that the city is planned to have a high intensity mixed use urban centre (in this case, the Core Precinct) which gradually decreases its intensity to a compact residential density neighbourhood (in this case the Residential Transition Precinct), and further decreases to lower intensities of residential uses (the residential neighbourhoods) to finally meet reserves andrural areas at the city outskirts (refer to diagram below).

The gradual transition takes place by managing density of developments, land use, heights and urban forms that will allow the "transect" to occur without compromising the amenities and character of each specific precinct.

The Residential Transition Precinct sits between the residential neighbourhoods located at the edge of the City Centre boundary and the Core and Commercial Precincts. The aim is a Precinct that is predominantly residential in use, albeit of compact density housing types such as townhouses, terraced houses and small-scale apartment buildings. Some retail and commercial activities are not precluded to occur in the form of mixed-use developments. New stand alone commercial or retail buildings are not desirable. Existing and well established commercial buildings will be encouraged to be progressively adjusted in built form (scale, size, signage, materials and proportions) to better address the adjoining residential uses overtime.

The table beside summarises the present and future character.

The Transect

RESIDENTIAL TRANSITION PRECINCT		
ATTRIBUTES	EXISTING CHARACTER	FUTURE CHARACTER
Uses	**Predominantly commercial**	**Predominantly residential with some retail and commercial in the form of mixed use developments. Home offices offer a good transition to residential neighbourhoods. Stand alone commercial buildings are not desirable**
Densities	**Low**	**Medium**
Heights	**Mostly 2 storeys with some 3 to 4 storey buildings**	**Mostly 3 storey buildings with a few 4 to 6 storey buildings**
Buildings facades	**Generally medium to large front facades varying from 20m to greater than 60m long, large signage, low level of transparency**	**Windows, balconies and verandahs facing public open space, appropriate signage and landscaping, modulated facades - projecting and recessive architectural elements**
Built form	**Medium to large commercial buildings**	**Townhouses, terraced houses, small-scale residential apartments, mixed use apartments – stand alone commercial buildings are not desirable**
Pedestrian and cycling connectivity	**mostly good with the exception of the east-west linkage barrier caused by the shopping centre**	**New through-block pedestrian connections are created**
Car parking	**Large surfaces of car parking fronting the streets**	**Surface car parking is to be located behind the buildings and not visible from public spaces. Car parking within building structures is provided. Façades of car parking structures are treated to minimize unattractive and inactive frontages**
Interface between Residential Transition and Residential Precincts	**Surface parking fronting streets, wide front setbacks, commercial use and medium to large plate buildings to the west of Cornwall St and narrower front setbacks, stand alone houses and small plate buildings to the east of Cornwall St.**	**Similarities between east and west of Cornwall St. – similar uses, similar setbacks, smaller plate forms, architectural style that relates to a "residential character"**

Existing Character (west of Cornwall St.). Generally, medium to large commercial buildings and large surfaces of car parking fronting the streets.

Existing Character (east of Cornwall St.). Generally, single storey detached dwellings.

Future Character - residential apartments or townhouses. High quality design and architectural elements and materials. Windows and balconies addressing the public space.

Future Character - Mixed use developments with residential above retail. Building placed close to the street boundary, active and transparent frontage and surface car parking or parking structures located behind the buildings.

Future Character - Commercial buildings are not desirable. If they are provided, the architectural style of commercial buildings are to be relate to a "residential character". Buildings placed close to the street boundary. Home offices offer a good transition to residential neighbourhoods

PART A Statutory 2

Design

2.1 Making a Good Street Frontage

The aim of the "Good Street Frontage" guideline is to encourage streets that are interesting and comfortable for people using the Central Area in Lower Hutt. This contributes to economic vitality by encouraging people to spend time there and the attractiveness of the Central Area to local residents and people from the wider region.

The guidelines for ***Making a Good Street Frontage*** are generally about the relationship between public space of the street and the interface with the private space. Typically Council provides and manages public space and private space is developed and maintained by landowners and their tenants.

Transparent windows, doors facing the streets, lighting, porches and verandahs are all elements that contribute to the attractiveness of streets as public spaces.

The types of uses on the ground floor that support pedestrian activity and promote visual interest are also important.

The ***Making a Good Street Frontage*** guidelines will address the following:

A. Continuity;
B. Visual Connections;
C. Social Interaction; and
D. Identifiable Entry Elements;

The ***Making a Good Street Frontage*** guidelines will apply to different precincts within the Central Area in different ways. The guidelines only apply to those precincts specifically noted.

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

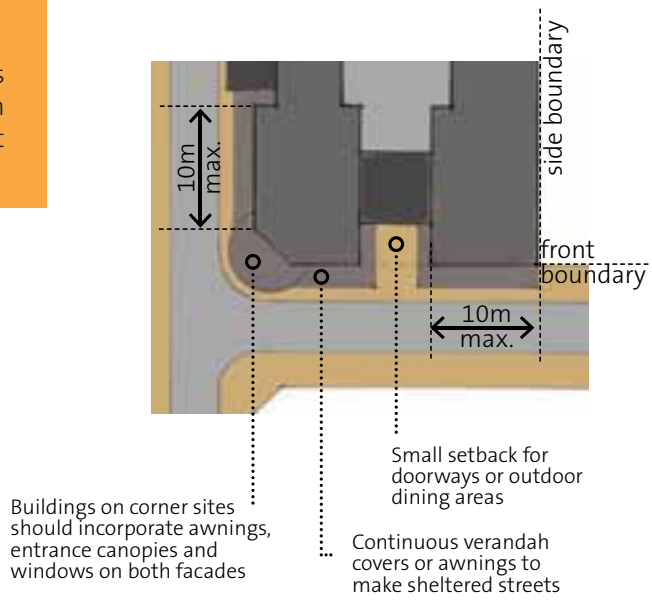
1. Buildings in the Core and Riverfront Precincts should be continuous from side boundary to side boundary, except that floors above the fourth storey may be set back;

2. Buildings in the Core and Riverfront Precincts should be built up to the street boundary or the riverfront reserve, respectively;

3. Small setbacks should be provided in the Core and Riverfront Precincts to create doorways, entrances and outdoor dinning areas, or to modulate long frontages;

4. Corner buildings in the Core and Riverfront Precincts should maintain continuity around the corner with sheltering elements and windows as well as be built to the street boundary.

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



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

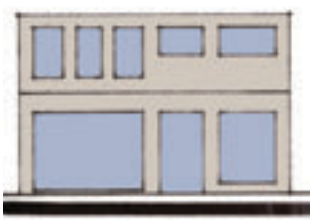
A. Continuity

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 transitions precinct frontages
boundary

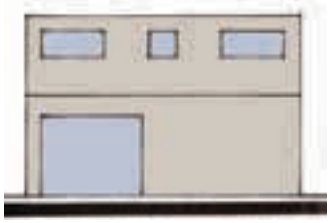
Frontage Type Plan

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, 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 parkland but can front onto lanes	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	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 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.

D. Identifiable Entry Elements

Well designed, unique and identifiable entry elements, such as awnings, colonnades, feature doors, entrance canopies, porches and verandahs, provide a distinguishable identity, demarcate building entrances and offer shelter to the passers by.

Statutory Guidelines

1. Separate entrances for commercial and residential uses above retail should be provided in all Precincts;

2. Corner buildings should face both street frontages with windows and doors in all Precincts. The main entry point should be located at the corner or on the primary street. The provision of a secondary entrance on the secondary street is encouraged.

Entrance canopy

Main entry point located at the corner

Separate entrances for commercial and residential uses

2.2 Managing Building Bulk

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.

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.

Statutory Guidelines

1. Continuous horizontal walls (over 12 m 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.

Bulky appearance of large buildings is reduced by the introduction of different roof forms, screens, materials, openings and transitional volumes

Example of a facade treatment in the Core Precinct. Long frontage lengths at intervals of less than 10m. Facade treatment of buildings (architectural elements and materials) on ground and upper floors at intervals of 2m to 6m to create interest to the streetscape.

Long plan forms (blank wall)

Taller building - blank side wall

Taller building - minimum blank wall. Transitional building mass, balconies, colours and materials


TOP
MIDDLE
BASE


horizontal elements consistent with adjoining buildings
horizontal elements consistent with adjoining buildings
vertical elements of upper floors consistent with ground floor
vertical elements of upper floors consistent with ground floor

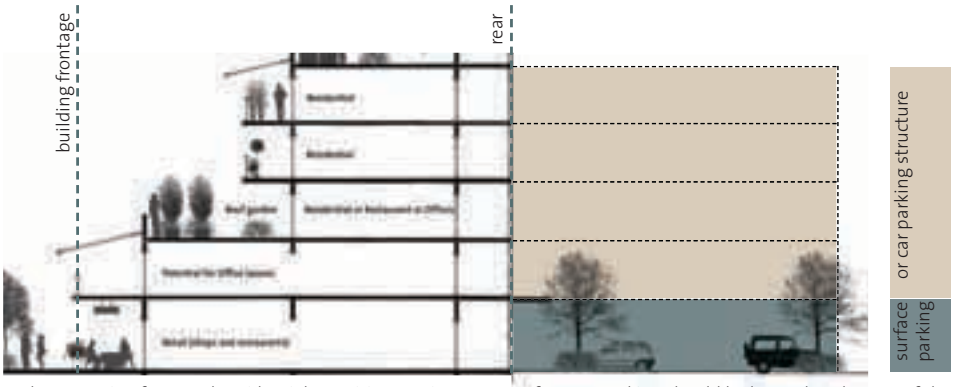
2.3 Providing for Car Parking

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 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 car parking areas dominates.

Statutory Guidelines

1. In Core, Riverfront and Residential Transition Precincts, if surface car parking is provided, it should be behind buildings;

2. In the Commercial Precinct surface parking fronting the street should not exceed more than 40% of the total lot frontage or 15 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

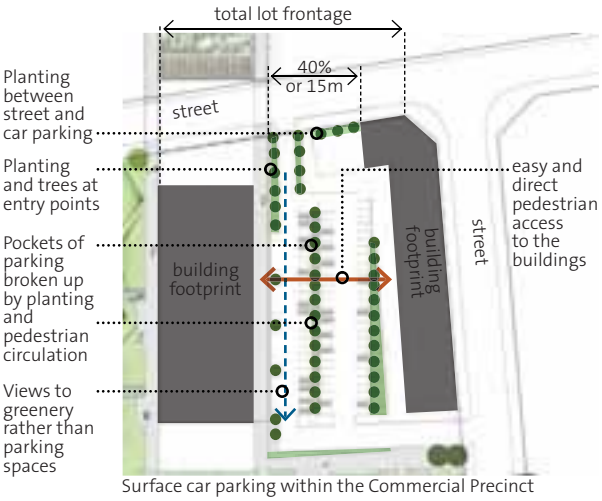
Car parking structures, if not designed and implemented correctly, can dominate the streetscape with non-active frontages to the public space and unattractive building forms. This guideline aims for parking structures to be provided without compromising the street amenity.

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 Precinct, 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

2.4 Managing Adaptation and Additions

The objectives of this guideline is both:

A. Re-use of Existing Buildings
The objective is to ensure that high quality existing buildings are re-used and their character attributes are maintained, or low quality existing buildings are significantly upgraded to make a positive contribution to the Central Area.

B. Design for Flexibility
The objective of this guideline is to encourage new buildings to be designed to enable greater flexibility of uses and adaptations to respond to different needs that may arise in the Lower Hutt Central Area over time.

It is noted that small scale alterations and additions (provided they meet District Plan rules) are not required to be considered under these Guidelines. These guidelines will apply to any larger scale alterations or additions.

A. Re-use of Existing Buildings

The adaptation of existing buildings within the Lower Hutt Central Area presents an opportunity to achieve a more sustainable approach to development that focuses on regeneration rather than demolition. There are numerous advantages concerning the social (preserving local history and the sense of identity), environmental (less energy consumption and waste disposal) and economic (cost-effective) factors associated with successful regeneration projects. The objective is to ensure that high quality existing buildings are re-used and their character attributes are maintained.

Statutory Guidelines

1. Building reuse through additions and alterations should respond to the history and character of recognised heritage places (refer to listed Heritage Buildings in the District Plan);

2. Extensions or alterations to existing high quality buildings should be in harmony with the old structure and should not dominate the original building; and

3. High quality materials and finishes should be used that relate to the patterns and colours of the existing building. Contrasting surfaces and architectural elements may be considered depending on their ability to create an interesting and harmonious composition with the original building.

Extensions and alterations designed in harmony with the old structure. New building design does not dominate the old building. Original elements of the old building facade have been restored.

B. Design for Flexibility

Traditionally, buildings were constructed with relatively high floor-to-ceiling heights and good quality materials that had a long lifespan. These attributes, combined with their modular structures and layouts facilitate an easier conversion of old buildings into new mixed use developments. The objective of this guideline is to encourage new buildings to be designed to enable greater flexibility of uses and adaptations to respond to different needs that may arise in the Lower Hutt Central Area overtime.

Statutory Guidelines

1. A minimum of 3.5 metres of floor-to-ceiling height should be provided on the ground floors;

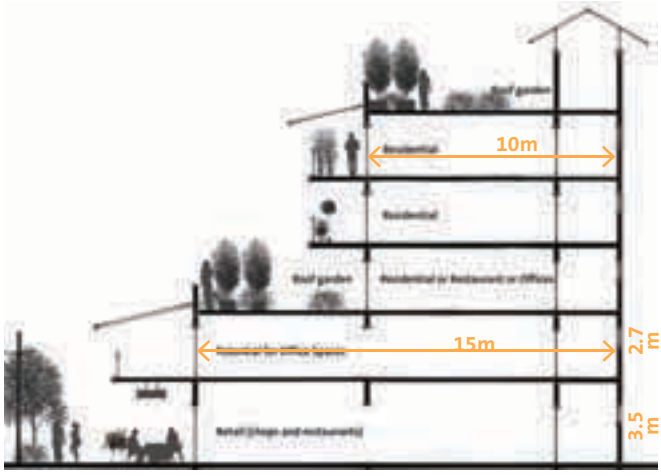
2. A minimum of 2.7 metres of floor-to-ceiling height should be provided on upper floors;

3. In residential or commercial developments, the provision of separate entrances to ground and upper floors is encouraged;

4. Building depth between 10 to 15 metres should be provided to maximise adaptability between residential and commercial uses;

5. Building design should provide regular floor layouts and modular structures; and

6. Building should provide adequate natural light and ventilation to all habitable rooms.



Design for flexibility

2.5 Recognising Prominent Sites

The objective of development on prominent sites is to:

- Create features that provide orientation points in the city; and
- Promote the identity of the city as an interesting place.

Buildings on prominent sites deserve special attention due to their greater visual exposure and their role in creating landmark features.

The plan below identifies the prominent sites within the Lower Hutt Central Area. New sites may be identified in the future as the Central Area evolves overtime.

Typically, prominent sites within the Lower Hutt Central Area are located at:

A. end of a street;
B. street corners;
C. bends of streets; and
D. edge of important public spaces

Current building on prominent site

Current building on prominent site

Building at street corner: Verandahs and balconies that emphasize the corner; separate entrance; taller structure; and active uses (sidewalk restaurant)

Building at the end of a viewshaft: architectural elements aligned with the centreline of the road

Building at bend of street: Building facade reinforces the bend of the street by following the line of the street

Building at park edge: Active use (sidewalk cafe); transparent windows and doors; high quality landscaping; shading

Current building on prominent site

Current building on prominent site

Building at the end of street view: architectural elements (blue facade, windows) are aligned with the centreline of the street

A. Street End

Buildings located at the end of a street have the potential to create landmarks which not only enhance the appearance of the streetscape but also create opportunities for visual reference and orientation.

B. Street Corners

Buildings on street corners have the potential to create distinguishable gateways. These help to define the street edge and create opportunities to differentiate a change in use from one place to another (e.g. residential, retail or commercial).

C. Bends of Streets

Buildings at bends of streets have a similar function to buildings at the end of streets. They terminate view lines, reinforce the urban form (curved or angular shapes of streets) and help to define the street edge.

D. The Edge of Important Public Spaces and Civic Buildings

Buildings at the edge of important public spaces and civic buildings also deserve special attention due to their function and location. The appropriate uses and good interface of sites facing public open spaces is the key to create safe and vibrant streets and parks. Buildings fronting civic buildings also play an important role in enabling public activities.

Statutory Guidelines

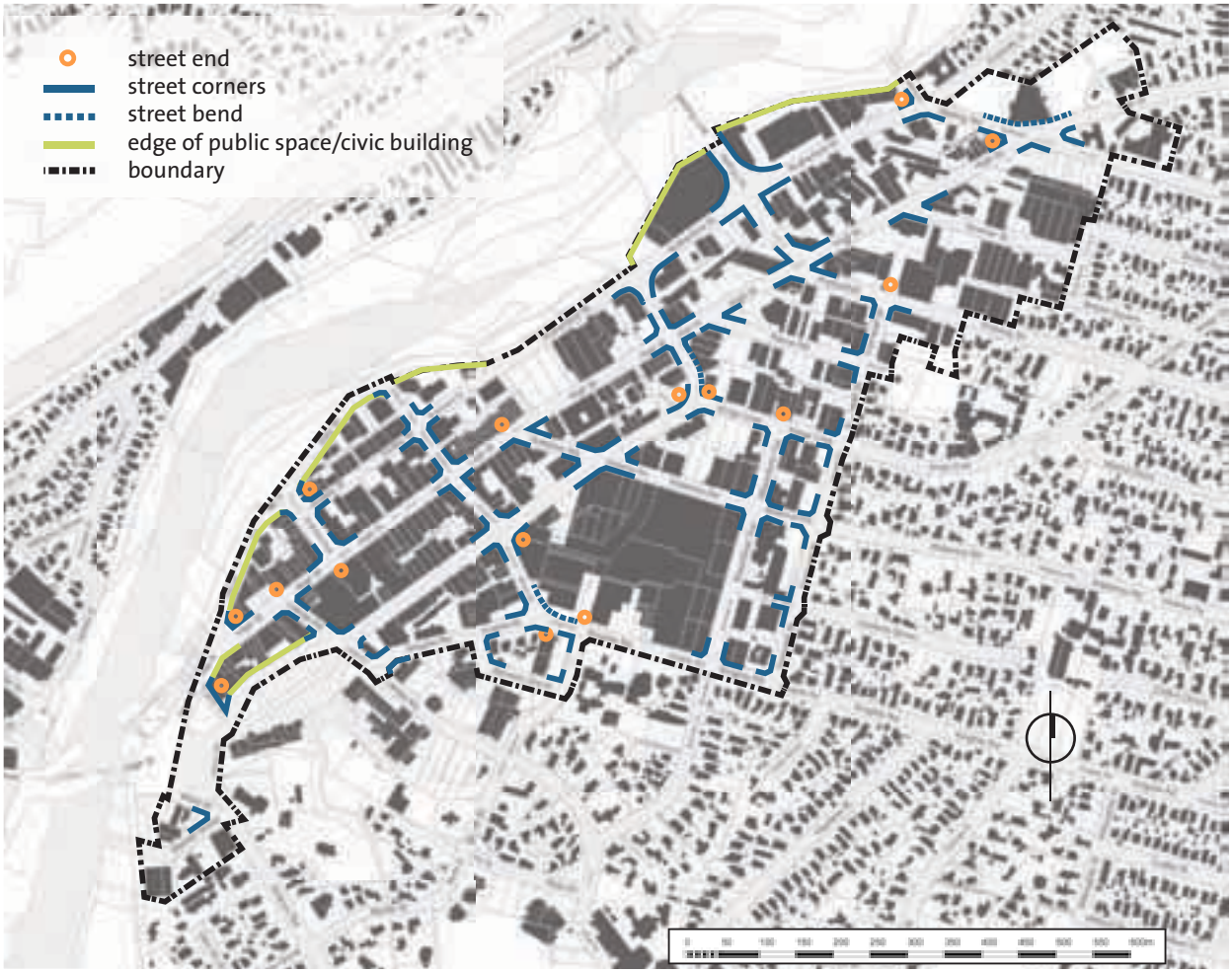
1. Architectural elements of the building should be aligned with the centre line of streets on sites that terminate a street;

2. Buildings on corner sites should face both street frontages with windows and doors. The main entry point should be located at the corner or on the primary street;

3. The corner should be visually reinforced with architectural elements such as verandah, awning, roof form, cornice, pediment or similar features;

4. The façade of buildings on curved streets should follow the line of the curve; and

5. Buildings fronting parks should provide doors, windows and verandahs on the ground floor with publicly accessible uses.



Recognising Prominent Sites Plan

2.6 Managing Development on Commercial Lots Adjoining Residential Neighbourhoods

The objective of this guideline is that commercial buildings adjoining 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 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

Commercial building that incorporates landscaped buffer and transparent windows facing the courtyard. Facade treatment at small intervals to minimize the bulky appearance

Pedestrian link and landscaped buffer separating uses. through-visibility, public lighting, low and transparent fencing, windows overlooking the footpath. Projecting elements and different colours and materials reduce the bulky appearance of a large building.

Commercial building design that relates to a residential character. Activities and facade treatment broken down at small intervals. Low fencing, transparent glazing and high quality materials and landscaping.

Lots where this guideline applies

Central Area Boundary

Transition Plan

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;

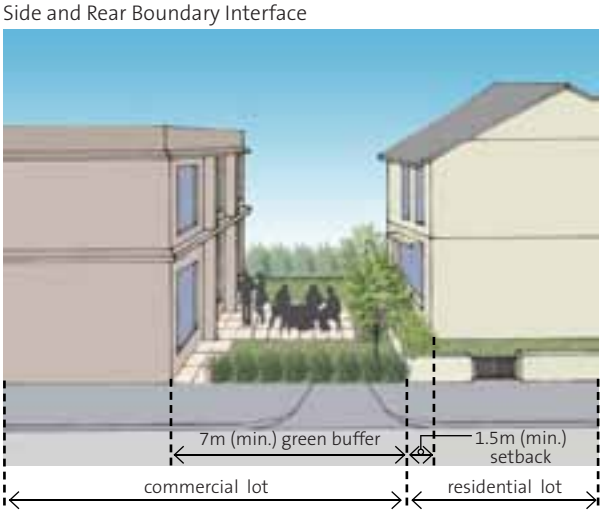
6. Transitions 1 and 2 only - Fencing adjoining private spaces and not fronting onto public spaces should give privacy to residential or commercial lots. Fencing of a maximum of 1.8m high is a guide; and

7. All transitions - Facades should be modulated at regular intervals to reduce the bulky appearance of commercial buildings. Intervals of no more than 15m is a guide (refer to Managing Building Bulk).

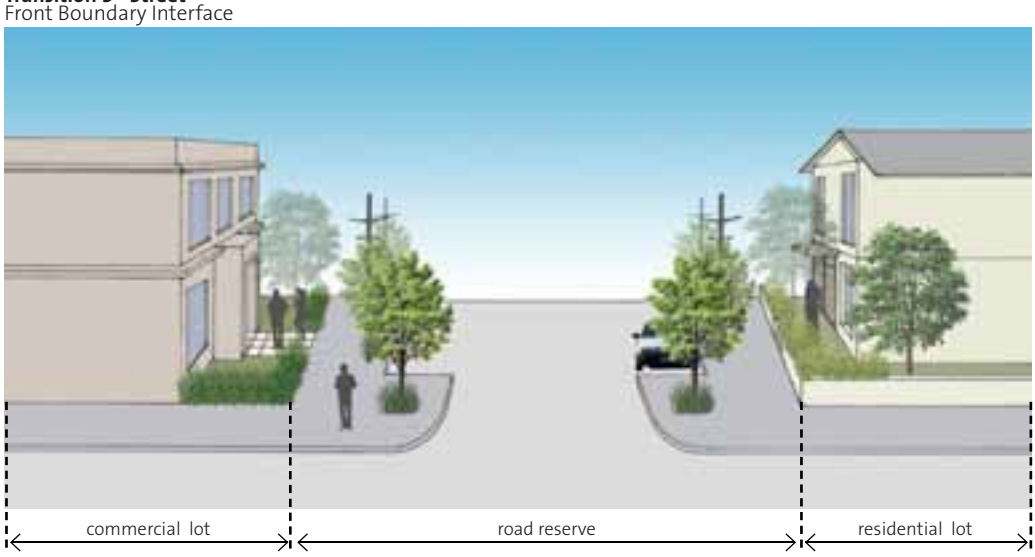
Transition Types Plan

Transition 1 - Pedestrian Lane
Side Boundary Interface

Transition 2 - Green Buffer
Side and Rear Boundary Interface



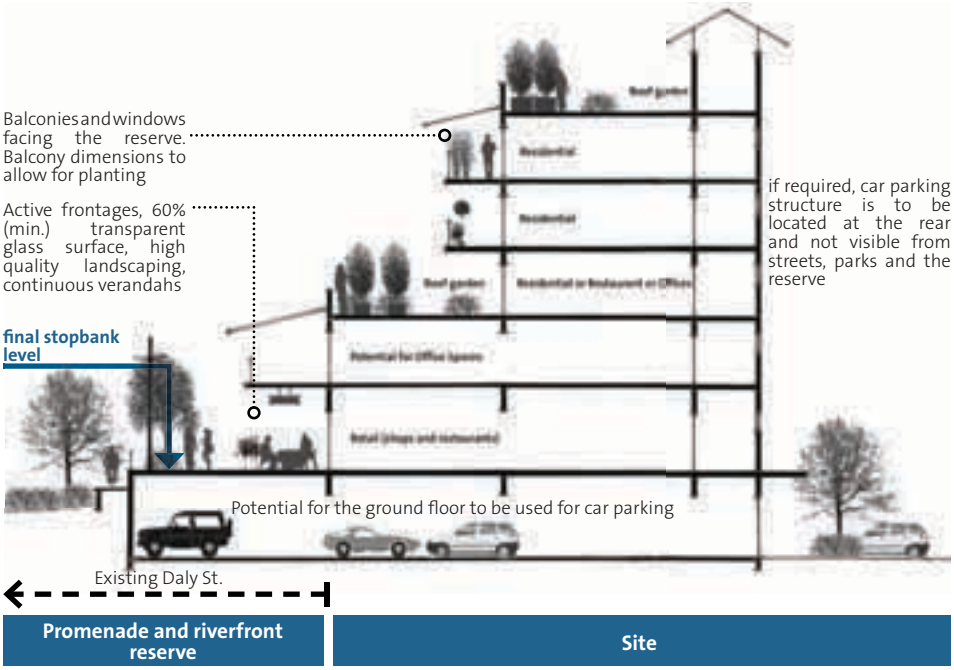
Transition 3 - Street
Front Boundary Interface



2.7 Designing to Address the River

Buildings within the Riverfront Precinct 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 Precinct 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.



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 by 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 Precinct 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 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

Restaurants fronting onto the promenade and the park, continuous verandahs, high quality landscaping, vertical screens for shade in summer; appropriate signage and quality materials

Water front 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

2.8 Private Outdoor Areas

The "Private Outdoor Areas" guideline aims to enhance the urban amenity for residents by providing suitable private outdoor areas.

The objective to intensify and diversify the uses within the Lower Hutt Central Area will result in a greater number of people living in the area. The demand for good public, semi-public and private open space is likely to increase with the higher population and land uses densities intended in the future.

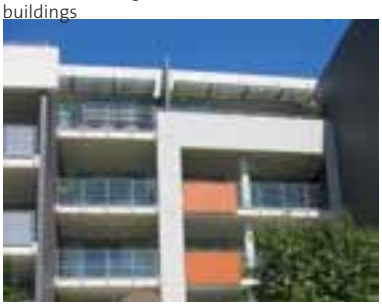
Statutory Guidelines

1. Residential developments should provide outdoor areas which can be in the form of private and/or shared spaces.

2. Outdoor spaces should be located where they will receive sunlight and be of a dimension which provides functionally for the use of the residents.

3. Privacy should be provided for by incorporating planting and/or external devices such as louvers, shutters and blinds when required;

balconies and green atrium on commercial buildings



balconies are a good alternative to private outdoor areas in residential apartments or townhouses

2.9 Ground Floor Residential

This guideline only applies to the Residential Transition Precinct, where residential use on the ground floor is encouraged; but needs careful design consideration.

The objective of this guideline is to ensure that, with simple design solutions, residential privacy and passive surveillance can simultaneously occur.

A good interface between public open spaces (streets, lanes and parks) and private spaces (in this case residential uses) is associated with building designs that provide passive surveillance (people can see and be seen), a streetscape which is not dominated by garage doors and driveways, and where residents have adequate levels of privacy.

Statutory Guidelines

1. The ground floor of residential buildings should accommodate internal living spaces with transparent windows facing any adjacent public space against which it is built;

2. Fences fronting public open spaces should be a maximum height of 1.2 metres above street level. Where fences exceed 1.2m in height above street level, the portion of the fence above 1.2 metres should be a minimum of 50% transparent.

3. Side and rear fences not fronting public open spaces should be a maximum of 1.8 metres in height;

4. Garage doors should be aligned or preferably recessed from the street front building line;

5. A narrow front yard and change in level of 1.2 metres can be used to promote a separation from the public street environment.

Small front yard, porch, balcony, living spaces and windows fronting the street.

Separation from the street front by set back and height change

2.10 Managing Wind

The objective of this guideline is to help to minimize the adverse effects of wind to create a more sheltered, safe and comfortable city centre. It is intended to manage wind effects on the Central Area streets and public places where good street frontages are sought.

The orientation, massing and form of buildings in a city can greatly influence wind conditions. Some of the negative effects of building design on wind flow are:

• Streets that present significant variation of building heights (a taller building adjacent to a shorter one) can exacerbate adverse wind conditions;

• Taller buildings can create increased wind speeds down towards the ground level (downwash effect);

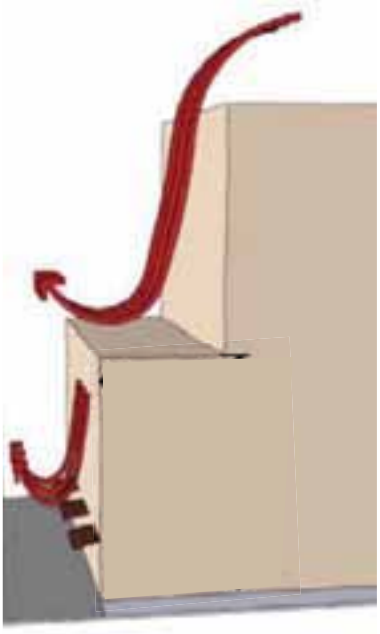
• Horizontally elongated plain façades (a building that is short but long) can have a detrimental impact on pedestrian discomfort caused by increased wind speeds ("row" effect); and

• Alteration or demolition of buildings can change wind flow pattern and speed at ground level and affect neighbouring buildings by funneling wind in.

Statutory Guidelines

1. New buildings should be designed with reference to the existing wind patterns of the site and not increase the wind speed at ground level at key street locations (refer to Rules);

2. Projecting and recessive elements (such as balconies, verandahs, set backs) should be used to reduce the adverse effects of wind at street level.



Upper floor building setback and verandah or awnings on ground floor to reduce wind-flow speed

Verandah and transitional volume minimise the adverse effect of increased wind flow

PART B :Non-Statutory 3

Amenity

3.1 Gaining Solar Access

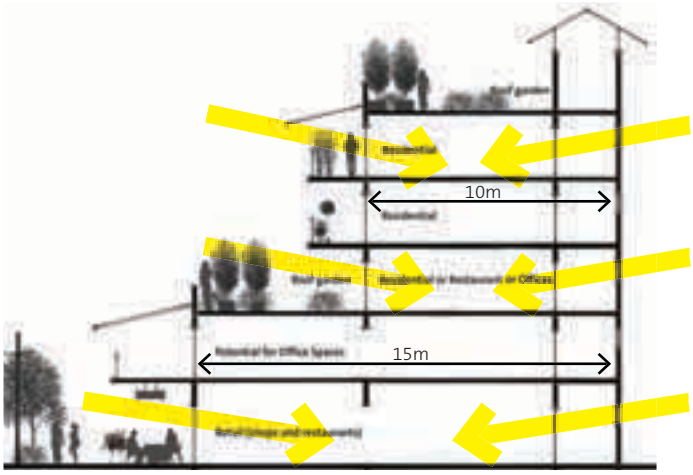
Designing for solar access means providing for the sun to penetrate a building, a lot or an open space to gain solar heat in winter and control solar radiation in summer.

The objective of this guideline is to encourage good solar access to new developments to reduce the energy required for heating in winter and cooling in summer.

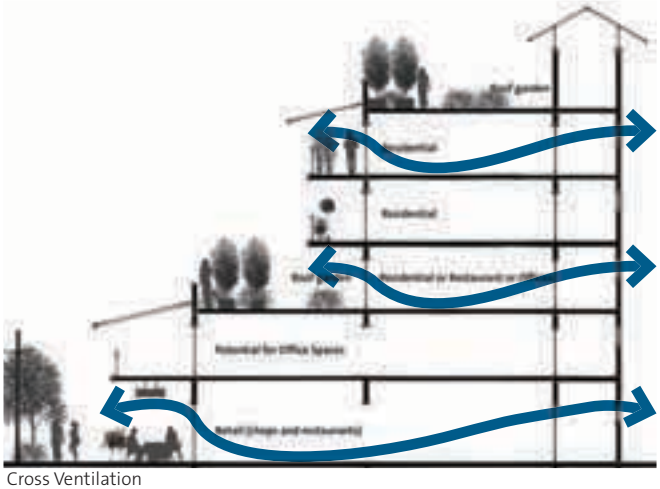
Solar access is commonly differentiated between “passive solar access” and “active solar access”.

Passive solar design relates to the appropriate orientation of buildings and lots and the correct position of windows, vegetation and shading elements to maximise or minimise solar infiltration. It also relates to the selection of materials that have high ability to absorb and retain heat. Passive solar design does not have any additional cost to the building construction and does not require special technology.

Active solar design refers to the use of solar collectors to capture solar radiation and convert it into energy for heating, cooling and lighting within the building. Buildings that incorporate active solar technologies are generally more expensive to construct. However, the energy cost to run energy efficient building is greatly reduced, which in the long term offsets the additional cost of construction by savings in maintenance.



Solar Access


Cross Ventilation

A. Passive Solar Access

In addition to achieving a high quality built form, a pro-active attitude towards passive solar principles by landowners, developers and designers will be encouraged. Addressing the local climate and solar aspect of a site and applying simple design and building techniques can lead to energy use reductions.

North facing windows receive more of the sun's heat in winter (sun is low in the sky) and less in summer (sun is high in the sky). East and west facing windows normally receive more sun in summer and should be minimised as they can cause a building to overheat in summer.

High thermal mass materials are very important for their capability to absorb and store heat gained during the day to keep rooms warm into the nights. Windows should be carefully placed and sized as they can easily let heat in but can also release heat out at night much faster than insulated walls.

Non-Statutory Guidelines

1. Overshadowing of public spaces and adjoining buildings is not encouraged;

2. Windows of residential living areas and bedrooms, commercial, retail and community uses facing north are encouraged;

3. Sunlight access through the roof is encouraged when north-facing windows are not possible (skylights or clerestory);

4. Horizontal shading devices are encouraged on north-facing windows (awnings or overhangs);

5. Materials that have high heat-storage capacity such as stone, brick and concrete are encouraged, especially on north-facing walls;

6. Building depths of no more than 15 metres are encouraged to allow cross ventilation and natural daylight into internal spaces. 10m to 13m deep buildings can be naturally lit and ventilated. 14m to 15m deep buildings may require some artificial ventilation and lighting;

7. Placement of windows that maximise natural cross ventilation is encouraged to reduce the need for air conditioning during summertime; and

8. In the Core and Riverfront Precincts, upper floor building setbacks will be encouraged on buildings that exceed 4 storeys to promote sun light access to public spaces and neighbouring buildings.

B. Active Solar Access

Active solar-thermal systems are solar collector devices (generally solar hot water systems) that capture sunlight and transform it into energy. The solar energy gained can be either transferred to supplement hot water heating or space heating or it can store excess heating generated by the collectors for future use.

Solar photovoltaic panels use solar cells to capture the sun's energy and convert it into electricity for lighting, heating and powering equipment.

Non-Statutory Guidelines

New and existing building owners and developers are encouraged to:

1. Install solar hot water systems;

2. Install solar photovoltaic panels;

3. Consider the effective orientation and inclination of any active solar system to maximise sunlight absorption;

4. Consider collectors that can track the path of the sun rather than fixed mounting to increase solar heat capture; and

5. Consider the visual impact of active solar systems.

Solar collector devices positioned to maximise sunlight absorption

Eaves and moveable vertical shading device (external venetian blind) on east or west facing windows

Horizontal Shading device (overhangs) on north facing windows

3.2 Managing Signage

The objective of "Managing Signage" guideline is to encourage signage that is effective at attracting people's attention whilst managing the potential for a proliferation of signs to detract from the visual amenity of the city.

This guideline must be read in conjunction with the rules of the District Plan - these will take precedence over the following guidelines.

Similar to all design aspects of a building, a good retail signage design should consider it as part of the whole architectural appearance and style of the buildings and its relationship with the surroundings.

A "signage competitive" environment is most likely to fail to serve the purpose to alert people as to where a business is located. Confused and excessive visual effects can disperse people's attention rather than directing them to a specific location.

Non-Statutory Guidelines

Signs are encouraged to be:

1. Consistent with the building design as a whole;

2. Not obstructive to pedestrian movement;

3. Of a size, scale and materials that does not dominate the street environment;

4. A good fit with architectural features or ground floor windows;

5. Located below the parapet or roof line of a building;

Signage attached to the verandahs

Signage attached to the buildings

Signage below roofline

Signage on awnings

Large and dominating signage

Signage above parapet/roofline

Signage not related to the building

3.3 Creating Positive Parks

The provision of a range of types of park spaces will become important once the strategy to intensify and mix the uses within the Lower Hutt Central Area takes place. Current demands for local parks provision to the people working in the area will increase with the successful development of residential units and additional retail and commercial activities in the next 20 years.

Higher residential densities mean smaller private outdoor spaces for the residents of the Central Area, which results in an increased demand for park provision from both the public and the private sector.

The objective of this guideline is to assist the delivery of high quality parks within the Central Area in association with private development. It is recognised that Hutt City Council will also have a role in provision of park space within the Central Area as public space.

A high quality and usable open space is safe, active, convenient, well maintained, pleasant, connected and appropriate to its context.

An unsuccessful park is the one that disregards the existing network of open space and the connections to the pedestrian and cycle routes, as well as wind and solar aspect and size, location and activity pertinent to the site and its surroundings. An unsafe park is one that does not consider the uses and interface of the buildings fronting it and creates hidden, inconvenient, unattractive, poorly maintained and unlit spaces.

The design of parks should be integrated with the urban and building design process.

Good solar aspect, trees for shading; public art; siting areas; high quality landscaping; park is connected to the pedestrian network; active edges; and well maintained

Public park near commercial buildings helps to "green" the city and promotes a good working environment (a place to relax during lunch break)

Non-Statutory Guidelines

1. Provision and design of public parks is encouraged in relation to local demand. Consider if the park is to be used for workers during lunch time (seating places, lunchtime sun, shading) or for residents (playground, seating places, "kick and play") and consider if there are already nearby parks to avoid oversupply;

2. Parks intended for public use are encouraged where they are accessible (on main walking and cycling routes), highly visible ("eyes on the streets", visual linkages and no hidden spaces), promote through traffic of pedestrians and cyclists (footpaths and cycleways) and within walking distance to the users.

3. Parks are encouraged in locations where they should receive a minimum of 2 hours of sun per day from 12pm to 2pm;

4. The ground floor of buildings fronting parks are encouraged to have pedestrian-oriented active uses (preferably retail and community uses);

5. The selection of trees and plants is encouraged to consider the type and scale of the park as well as its use; and

6. Outdoor lights should be provided, preferably attached to an adjacent building façade, and are to be of a type appropriate to a public space (human scale).

3.4 Greening the Central Area

"Greening the Central Area" guidelines address how development can create a greener environment for the Lower Hutt Central Area. The emphasis will be on initiatives to provide spaces, such as rooftop gardens and green walls.

The objective of this guideline is to promote aesthetic improvements to the urban environment as well as to assist in increasing biodiversity, reducing the heat island effect, purifying indoor and outdoor air quality, and reducing water usage by the adoption of efficient water management systems.

A. Rooftop Gardens

Rooftop gardens (intensive green roofs) are typically areas on the top of a building or terraces within that can include paving and usually grass, trees and shrubs. They provide useable outdoor areas, have good insulation capabilities and can assist with stormwater management.

Green structure as part of the facade

B. Green Roofs

Green roofs (extensive green roofs) consist of a vegetated roof area not designed as useable amenity spaces. They assist in increasing biodiversity, insulation capabilities and reducing water usage by the adoption of efficient water management system.

C. Vertical Green Treatments

Green walls, green indoor or outdoor atriums and landscaped balconies are all part of the vertical green spaces initiative. They are method for aesthetically restoring urban environments (visual relief for blank walls and tall buildings) and control noise pollution (soundproof capabilities).

Landscaped balcony

Non-Statutory Guidelines

1. Greening by roof gardens and vertical green treatment is encouraged. The spaces created can be publicly accessible (part of the park network), semi-public (for residents of a building) or not for use (design feature). If green roofs, roof gardens and vertical green treatments are to be used they should consider:

- waterproofing, drainage systems and appropriate structure strength to support any additional weight loadings;
- the plant species that are resistant to severe environments (wind and drastic changes in temperature), require low maintenance and low water use;
- soil mix and depth. Light-weight soil mix is recommended;
- maintenance procedures and access;
- the opportunity to use collected rainwater for irrigation; and
- plant types that maximise solar access in winter and control solar infiltration in summer.

Green wall

3.5 Managing Noise

The objective of this guideline is to encourage an urban environment where adverse noise effects are minimised. These guidelines must be read in conjunction with the District Plan - the Plan rules take precedence - the guidelines are suggestions.

A mix of uses in the Central Area is desirable. However, there is some potential for uses to have a detrimental effect on each other in regards to noise. The noise of evening activities such as restaurants, cafes and bars or community activities can disturb residents living above or adjoining.

Similarly, noise attenuation becomes an important matter to be addressed once residential units are designed attached to each other to ensure good levels of privacy.

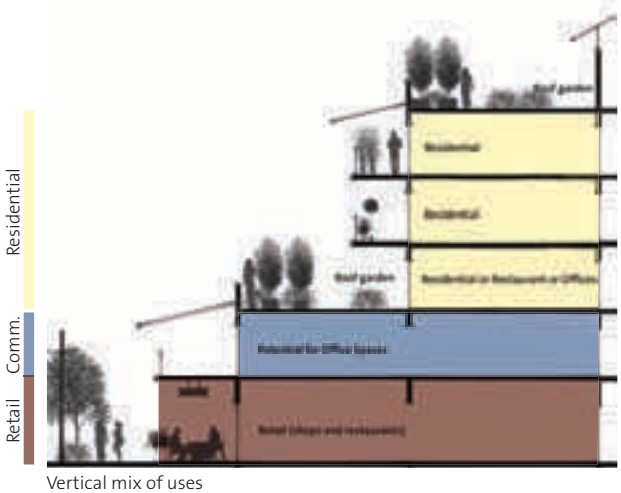
Non-Statutory Guidelines

1. The potential noise context of the site should be considered in the building design;

2. The location of commercial activities on first and second floors with retail on ground floor is encouraged; and

3. Acoustic design to manage internal noise (between tenancies or units) is encouraged.

Vertical mix of uses



Vertical mix of uses

3.6 Providing for Solid Waste

The objective of "Providing for Solid Waste" guideline is to encourage the provision of well screened and conveniently located rubbish storage areas on site. This guideline is to be read in conjunction with the guide to "Reducing, Reusing and Recycling Waste" prepared by the Hutt City Council.

Storage for rubbish bins can be associated with bin spaces for individual dwellings or retail tenancies or communal rubbish storage for multi-dwellings or commercial buildings.

Non-Statutory Guidelines

On site provision of solid waste should be:

1. Screened from public spaces and from building front façade;

2. Conveniently located to facilitate use and collection; and

3. Appropriately ventilated to avoid odours to adjoining activities

4. Appropriately sized according to users needs.


Storage bins screened room public spaces


Storage bins exposed to public views

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.

- Existing laneways to be maintained and improved
- New laneways to be incorporated into new developments
- Existing pedestrian lanes to be maintained and improved
- New pedestrian lanes to be incorporated into new developments
- Boundary

*The location of new pedestrian lanes and new laneways is indicative only. The final location is subject to further investigation and detailed design

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;

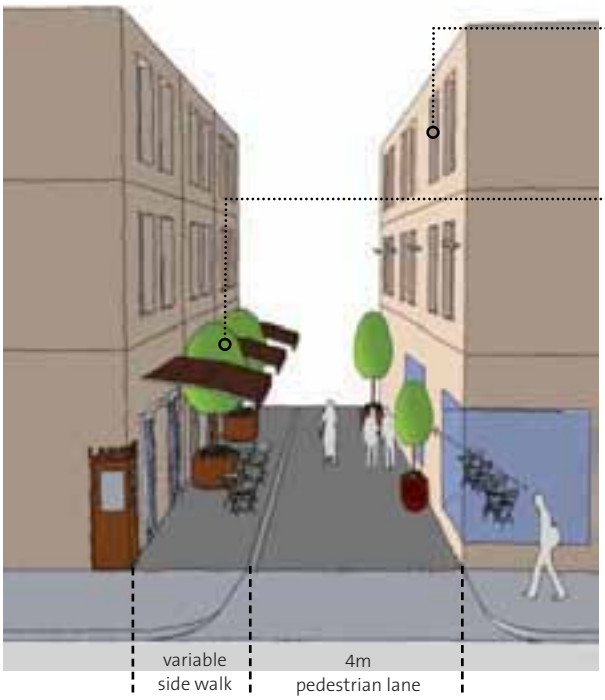
4. Developments will be encouraged to improve the permeability of existing large blocks by new lane through-linkages; and

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.

Unattractive side lane and inadequate width for vehicles.

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

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



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 dinning 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.

3.8 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.

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

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)

Loading zones visible from the streets

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