**5B Appendices**

**Appendix Petone Commercial 1**

**Part 1: Building Shape**

***AMENDMENT 284 - Amend section 1.1 Background of Appendix Petone Commercial 1***

**1.1** **Background**

Given the quality of old building stock ~~fronting Jackson Street~~ within the Jackson Street Heritage Precinct, refurbishments or new developments should reinforce the visual cohesion of the existing facades. Refurbishment or renovation of existing buildings should relate to the historical design traditions within the street.

* 1. **Design Performance Standards**

The design performance standards for the assessment of building shape are:

1. The extent to which building refurbishment or new development is designed with consideration for both;

(a)

b)

The historical design characteristics with Jackson Street.

*What to do with the space? Make it part of the street!*

Those buildings adjacent to the proposed refurbishment or redevelopment. See Figure 1.

**Figure 1**

1. The extent to which building refurbishment, renovation or replacement is designed to maintain the compatibility of cornice lines, floor to floor heights where these are strongly expressed, sign bands and other elements in adjacent buildings and strives to unify the street as a whole.
2. That buildings be built to maintain the compatibility of the streetscape frontage.

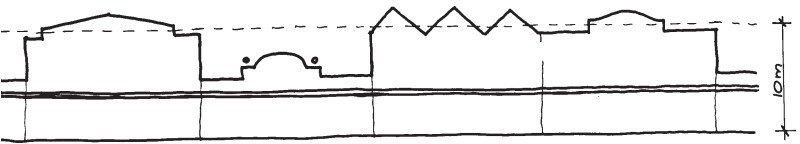
*Explanation: Buildings in Jackson Street are generally built up to the front boundary and this is a common unifying element in the streetscape. However, it is appropriate to consider situations where a building and the space created between the building and the street may together contribute to an interesting streetscape as a result of contrast.*

1. For buildings within the Jackson Street Heritage Precinct itself, the extent to which the new building is compatible with adjacent building heights.

*Explanation: Buildings in the area are generally single or two storey in nature. To encourage the strengthening of the traditional linear street form new developments will comply with this height requirement.*

See Figure 2

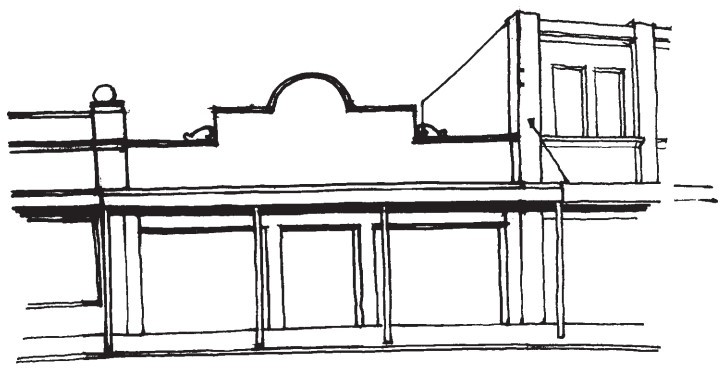
**Figure 2**



*Generally consistent facade height*

1. For buildings within Area 1 outside the Jackson Street Heritage Precinct, building heights may be up to six storeys, but should be designed to mitigate visual dominance and provide a coherent and definite transition in height occurring outside the boundaries of the Heritage Precinct.
2. Where single storey buildings are proposed and adjoining buildings are higher the extent to which designs use high parapets, false fronts and cornices to approximate more closely the average height of the neighbouring facades will be important.

See Figure 3

**Figure 3**

*Single storey designed to abut adjacent two storey building*

**Part 2: Buildings on Corner Sites**

* 1. **Background**

Opportunities exist at each street corner to emphasis the character of the building (and therefore the streetscape) and to make the building form three dimensional by creating an L­shaped facade.

Due to the prominence of corner sites, buildings in these locations have the potential to become landmarks. Emphasis can be achieved by chamfering the corner and introducing special elements such as towers, turrets, clocks and elaborate decoration, and corner entrances. Emphasis is also achieved by encouraging stronger vertical elements, such as doorways with a pediment, or full height columns. Where all the corner buildings at one intersection have used their position to advantage, the street pattern benefits from the drama created. Corner buildings also act as "book ends" for the buildings in between.

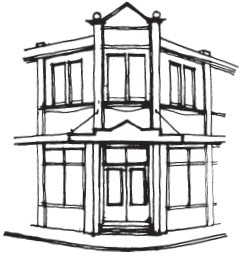
See Figure 4.

* 1. **Design Performance Standards**

The design performance standards for the assessment of buildings on corners are:

1. The extent to which refurbishment or redesign of corner buildings emphasises their corner location.
2. The extent to which building renovation or redevelopment includes the use of vertical elaboration in parapet and/or corner tower architectural features. Corner entrances and canopies with strong facade modulation will evoke a particular focus, acknowledge and celebrate the corner with all levels of the building.

**Figure 4**



Strong building design on corners will enhance the facade quality of the street

**Part 3: Building Modulation**

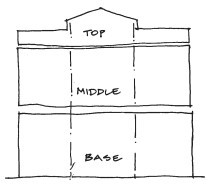
* 1. **Background**

The modulation of a building is the way the design divides up the facade into horizontal and vertical elements, resulting in a three-dimensional pattern.

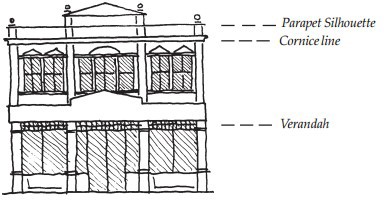
In Jackson Street the pattern is often symmetrical and provides a rhythm along the street with horizontal elements overpowering the vertical. Strong horizontal bands define the levels in the building. These are particularly the line of the verandah, cornice line and the parapet silhouette.

See Figures 5 & 6.

**Figure 5**



**Figure 6**

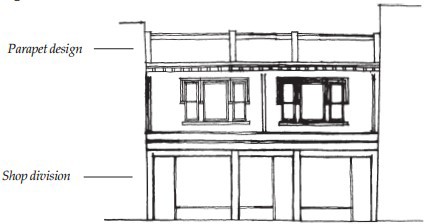


* 1. **Design Performance Standards**

The design performance standards for assessing building modulation are:

1. The extent to which building designs create a total building shape which reflect the traditional horizontal and vertical proportions and symmetry of building in Jackson Street.
2. The extent to which building designs emphasis the traditional strong horizontal elements of the verandah, cornice line and the parapet silhouette.
3. The extent to which the vertical lines will be less accentuated in the building design and occur as the structural bay columns of the building and the details of individual components such as doorways and shop front details.
4. The extent to which buildings which are continuous across a number of street level shops include modulation which is consistent at first floor level but is broken into rhythmical bays at parapet level to reflect the shop division below.

See Figure 7.

**Figure 7**

**Part 4: Wall Materials and Openings**

* 1. **Background**

The buildings in Jackson Street are predominately (80%) plastered brick work or reinforced concrete, while 20% are of weatherboards over timber. Sometimes one is made to look like another. A monolithic form dominates, i.e. the building appears to be solid with openings shown as punctuation rather than transparent.

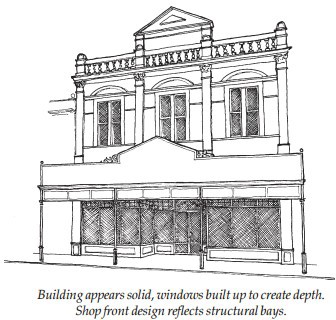
Often the thickness of the wall is emphasised by the built up reveal around openings, creating a shadow pattern. This can occur at parapet level where the thickness of the wall can be seen on its edges and cut outs.

There is a hierarchy in the size of the windows of a building, progressing from large at street level, and reducing in size and scale in the levels of the facade.

Along the street level, shop front glass covers most of the wall area, responding to the retailers need for display space. However structural columns are expressed at each bay and windows generally start a minimum 600mm above the footpath the shop fronts are divided by glazing bars to increase interest and reduce the scale. Often decorative tiles are used below sill level and the upper panes of glass are lead lights.

See Figure 8.

At first floor level, windows occur rhythmically along the facade, either as single vertical units at frequent intervals, or in groups of windows, where the proportion is square or rectangular. Some buildings have reinforced the shape of groups of windows by making them into bay windows.

**Figure 8**

* 1. **Design Performance Standards**

The design performance standards for the assessment of wall materials and openings are:

1. The extent to which the building design reflects the traditional pattern of wall materials and openings.
2. The extent to which the building will appear monolithic rather than having a skin or veneer.
3. The extent to which building designs have discrete openings, and decoration which provides a rhythmical pattern within the monolithic form.
4. The extent to which building designs follow the general pattern of display windows at ground floor and rhythmic units on upper floor. If windows are grouped their segments will be highlighted by solid glazing bars. The extent to which openings may be embellished with decorative surrounds which together with the variation in groups, will add interest to the building facade.
5. Large bands of glass uninterrupted by areas of wall, or patterns of glazing bars ARE NOT acceptable as they do not respond to the street's history or character.

**Part 5 Silhouette, Parapets and Cornices**

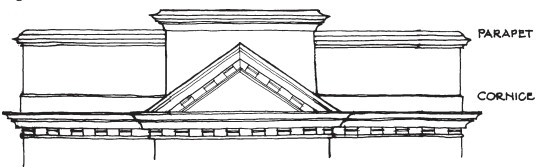
* 1. **Background**

Due to the varied heights of buildings and their definite parapet patterns along the street the silhouette is varied and interesting. It provides a vitality to the streetscape above the verandah which is very visible to the pedestrian at street level. Many of the buildings have lost much of the embellishment of earlier times. Accurate reconstruction of missing external details is encouraged on heritage buildings.

The parapet creates an illusion of height. This, together with decorative features including an intricate parapet outline and embellishments, and below, ornate cornice lines and or applied signs and decoration, create imposing facades to the buildings.

Almost all the buildings have a strong cornice line applied to the face of the building. This strong horizontal line, emphasised by the shadow it creates underneath, is a dominant feature.

See Figure 9.

**Figure 9**

* 1. **Design Performance Standards**

The design performance standards for the assessment of silhouette, parapets and cornices are:

1. The extent to which building design includes a parapet, the size and proportions of which shall relate to the rest of the building, both in height and complexity and the design of adjacent buildings.
2. The extent to which the buildings design includes decorative skyline features, these might include urns, balls, balustrades etc. constructed in modern materials which are not heavy masonry and therefore able to be fixed without compromising structural stability. Other appropriate parapet features include pediments, towers or cupolas, flag poles and turrets.
3. That buildings design will include a cornice line.

**Part 6 Decoration and Colour**

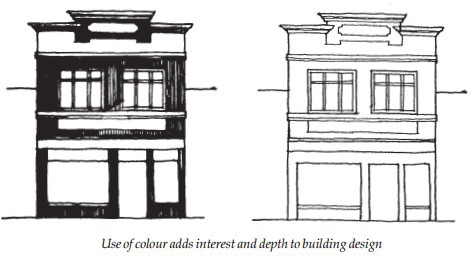
* 1. **Background**

Both decoration and colour, whilst being an integral part of a buildings character, can be replaced, added to or altered. These elements provide an opportunity to emphasise the character of the street itself.

Decoration should generally be applied as a complex pattern of small scale elements, which add up to an overall pattern and give an identity to the building. Decoration also indicates scale, adds stability and visual delight, and creates shadow effects.

See Figure 10.

Many older buildings in Jackson street have had their decorative features removed, partly in response to the perceived earthquake danger, and partly as architectural style changes to a more “modern” and uncluttered style. It is now recognised that the decorative features are important both to the character of individual buildings, and to the vitality of the street. Accurate reconstruction of missing external details is encouraged on heritage buildings.

**Figure 10**

* 1. **Design Performance Standards**

The design performance standards for decoration and colour are:

1. The extent to which the building design modulates its street facades with structural and decorative elements which recognise and respond to the diversity of the street in general and their neighbours in particular.
2. The extent to which renovations and alterations to older buildings reintroduce decorative features.
3. The extent to which colour schemes for buildings are designed to emphasise the decorative and structural elements of the facade.
4. The extent to which the overall colour scheme relates to both above and below verandah level.

**Part 7 Verandahs**

* 1. **Background**

The function of the verandah is protection from wind rain and summer sun. It was originally designed as an integral part of the building and was used to achieve a visual transition from facade to street.

Verandahs occur on almost all buildings, with corner buildings being the main exceptions. There are two traditional shapes. These are flat verandahs held up with hangers, or sloping verandahs with posts

Many buildings with flat verandahs have windows just above the verandah. This allows natural light into the high stud shops at street level.

Although the verandah was built primarily as a transitional shelter space, it also forms an enclosed space of human scale at street level. The arcade like atmosphere created by verandah posts is visually attractive to the pedestrian and provide separation from traffic. The use of verandah posts in Jackson Street is encouraged.

Verandah fascias are flat horizontal bands used as a facing to the street. Their main use is for applying signs, which indicate the name of the business available.

When verandahs are designed as an integral part of the building the facia was often deep and modulated, reflecting the forms of the parapet, emphasising a detail or entry.

See Figure 11.

**Figure 11**



* 1. **Design Performance Standards**

The design performance standards for verandahs are:

1. The extent to which building designs include verandahs based upon traditional designs.
2. The extent to which verandah designs include a modulated hierarchy of facia elements (perhaps responding to a significant point of entry) and vertical modelling of verandah details to emphasize variety of form and reflects features of the building.

**Part 8 Under Verandahs**

* 1. **Background**

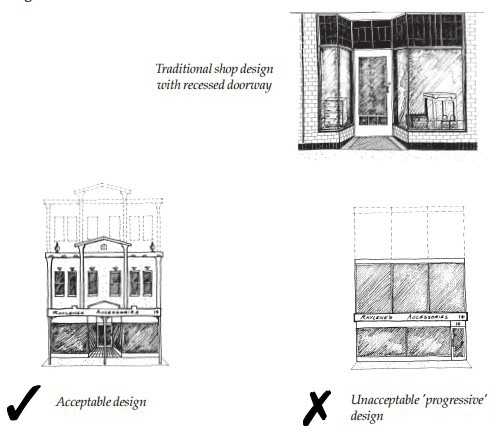
Shop fronts are the dominant visual element under the verandah, competing with each other to provide the commodities and services we require. Well designed shop fronts can enhance the street and compliment the design of the buildings in which they are set. Many existing shop fronts are subject to pressure for regular refurbishment, to maintain a “progressive” retailing image for the occupants, and so many have a relatively short life span. Because of this, and to maintain an overall street character, guidelines are desirable for existing and future occupants, developers and designers.

Entrances to shops are traditionally either centrally located with display windows each side (larger shop fronts) or recessed on one side of a more dominant display window. The recess allows a space for the shopper to pause and browse. A succession of these recesses, often reflecting the structural bays of the building above, provides a rhythm along the footpath and the street.

See Figure 12.

The position of the doorways within the bays of shops can be emphasised by a reflecting pattern on the verandah fascia, by a corresponding placement of verandah posts.

The use of glazing bars within shop fronts are an important historical detail. They give an intimate feel, consistent with the size of the shop behind, and introduce an opportunity for tile and leadlight decoration.

**Figure 12**

* 1. **Design Performance Standards**

The design performance standards for under verandahs are:

1. The extent to which new building, renovation or alteration design reflects traditional designs in the street. Entrances to shops should be either centrally located with display windows either side or recessed on one side of a more dominant display window.
2. The extent to which small retail units (or small frontage units to larger retail floor space) are included to re­ establish a reference to rhythm of original building modulation.
3. Recess doorways are preferred.
4. The extent to which detailed design features within the shop front will coordinate with the overall horizontal and vertical symmetry of the facade design.
5. During renovation or reconstruction the extent to which structural or decorative references to the facade above the verandah are reintroduced.

**Part 9 Signs and Lighting**

* 1. **Background**

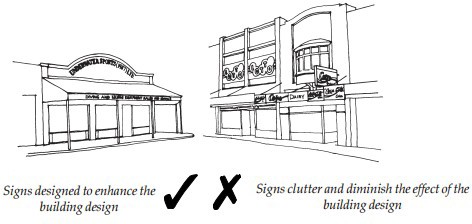
Advertising signs can have a dramatic effect on the whole appearance of a building facade, and character of the street as a whole. This effect can be positive or detrimental to the streetscape and quality of the environment.

Signs on facades or fascias are not isolated entities: they are part of the building facade. It is accepted that signs are an essential part of the commercial character of the area, but a balance must be achieved between commercialism and architectural and streetscape quality. In Jackson Street signage is a significant part of the vibrant, colourful street image, but this is not encouraged to the extent that appreciation of the architectural, historical and character qualities are unduly compromised.

The design of their position, size, shape, colour and, for signs, lettering style, must be carefully considered and assimilated into the design of the building as a whole. The result will either detract from or add to both the character and vitality of the street, the building, and the activity carried out within the building.

See Figure 13.

**Figure 13**



As a general rule, signs were originally painted of formed in plaster work on flat panels of the building facade : on the pediment or parapet, under the cornice line, on a frieze panel between floors, on glass panes in windows, or on the verandah fascia.

The layout of signs were always symmetrical about a central axis, and signs were rectangular or followed the shape of the architectural surfaces to which they were applied (e.g. a pediment). Lines were horizontal or curved, with an accompanying decorative pattern.

Letters were generally dark on a light background, and gold leaf was used on glass. The most common lettering styles, especially in older buildings, were Antique, Fat Clarendon and Sans Serif.

Less common were Tuscan, Fat­faces, Fat Italics, Fat Gothic and Sans Serif Compressed. See Figure 14.

Usually only one type face was used, except where one described the owner, and another the type of business.

A well lit shop front or building and attractive window displays tend to attract customers and increase trade. In addition well lit shops and under verandah areas are a method of providing security both to premises and passing pedestrians. Strip fluorescent should be avoided in favour of spot lighting or lighting which emphasise the architectural patterns, e.g. structural bays, verandahs posts, lead lighting.

**Figure 14**



* 1. **Design Performance Standards**

The design performance standards for signs and lighting are:

1. The extent to which signs related to and assimilated into the design of the building as a whole.
2. The extent to which signs refer to the owner or name of the shop or business rather than to any product which is being retailed.
3. Signs will not be hung at an angle to the building, unless below the verandah.
4. The extent to which lighting is to be used to dramatise the shape and decoration of the building as well as to highlight signs.
5. Lighting and illuminated signage above the verandah levels must be sensitive to residential uses. Spot lighting or general floodlighting down the facade, which reinforces the architectural character of the building, or which highlights particular features or signs, are encouraged.
6. The extent to which below the verandah level lighting is provided within any design.

**Appendix Petone Commercial 2 Petone Mixed Use Activity Area Design Guide**

***AMENDMENT 285 - Amend Appendix Petone Commercial 2 - Petone Mixed Use Activity Area Design Guide***

1. **Introduction**
   1. **Objectives of the Design Guide**

The Petone Mixed Use Activity Area Design Guide provides the basis for the design assessment of new development in this area. The purpose of the guide is to both: (a) assist the achievement of the strategic objectives for the area as set out in the Petone Vision Statement; and (b) assist the area to transition from its current physical condition to a mixed-use environment that reflects good urban planning and design practice.

A key objective of the Design Guide is to improve the quality and appearance of the Petone West area.

Buildings, structures and associated outdoor areas should be functional, attractive and contribute to the quality of the environment.

The Design Guide is to be used by:

Hutt City Council (HCC) to evaluate development proposals as part of the resource consent process; and Property owners, developers, builders, architects, designers and planners who are considering investment, designing developments, and preparing consent applications.

Design guides are a tool commonly used throughout New Zealand in circumstances where Councils are seeking to improve urban environmental quality.

The Design Guide applies principles of good urban design. The NZ Urban Design Protocol, to which Hutt City Council is a signatory, is a reference.

The implementation of the Design Guide will be undertaken by the HCC. However, its success will rely on landowners, developers and their consultants sharing the common vision for Petone’s future and working with HCC through the design guide to help achieve it together.

* 1. **How the Design Guide Relates to the District Plan**

Under the District Plan rules, all new buildings within the Petone Mixed Use Activity Area will require resource consent from HCC. Small scale alterations and additions are exempt from the rules, in recognition that their influence on the quality of the environment will generally be less significant. Aside from small scale alterations and additions, new building developments are to be assessed against the Design Guide.

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. Corresponding objectives and policies within the District Plan which relate to the guidelines and the design objectives are cross referenced.

The Design Guide offers some flexibility to allow innovation and alternative design solutions that meet the design objectives set out in this document. Inconsistency of development proposals with the Design Guide objectives can be a basis for the HCC to decline resource consent.

Despite this, the Design Guide is just that – a guide. In using the Guide to evaluate applications, HCC will adopt a flexible approach rather than an absolute one.

The illustrations in the Design Guide are indicative only and are intended to further explain the design objectives. They should not be seen as requiring specific design responses. Innovative and creative design solutions that help achieve the intended future character of the area are encouraged.

***AMENDMENT 289 - Amend section 1.3 of Appendix Petone Commercial 2***

**1.3 How the Design Guide Relates to Petone Vision**

The Design Guide has been prepared taking into consideration the elements contained in the Petone Vision to 2027. The vision presents four elements that will guide the future of Petone (including Petone West) as follows:

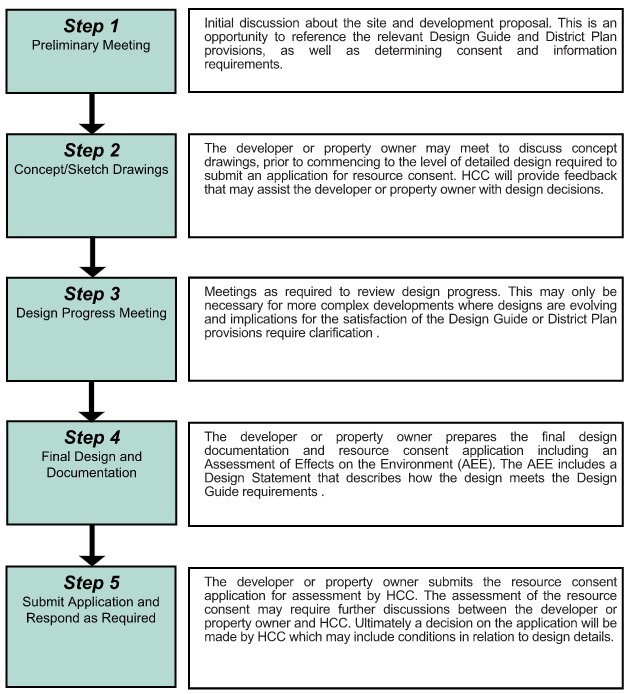
* Element 1: A distinguishing feature of Petone is it being a unique heritage place.
* Element 2: Growth in Petone will be managed in an economically and environmentally sustainable manner
* Element 3: We recognise that Petone has to be a real place for our people.
* Element 4: Petone needs an attractive and vibrant village culture at its heart.

It is important to recognise that Petone West has different characteristics and qualities from other parts of Petone. Variation between different parts of Petone is acceptable and the Design Guide does not require the replication of design styles found in other parts of Petone.

The Design Guide acknowledges that Petone West contains features of poor quality and aims to improve the character and quality of the area. Streets and sites with specific character or historical features, such as the ~~urupa~~ Te Puni Urupā and Jackson Street, are protected from development which would detract from these values.

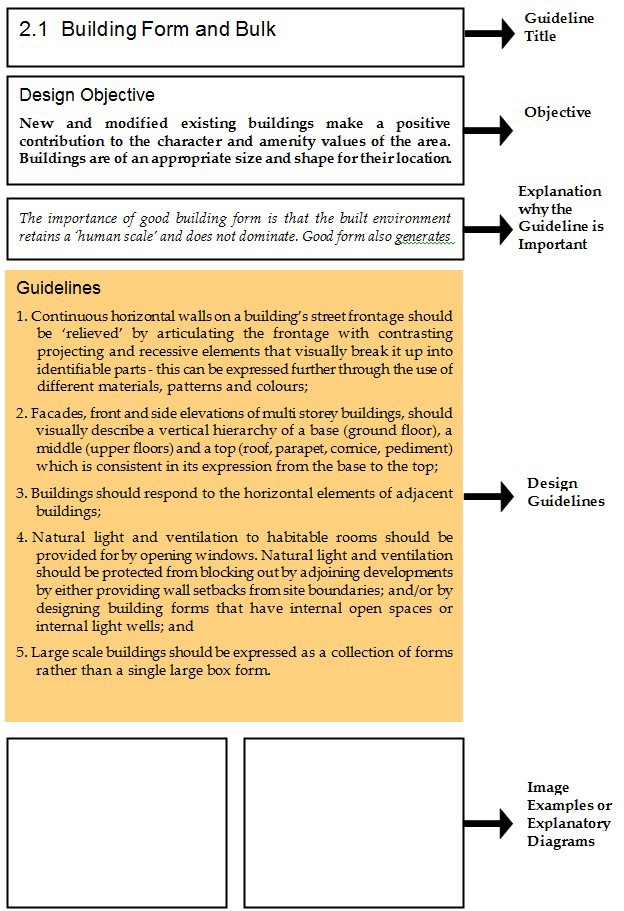
|  |  |
| --- | --- |
| **1.4** | **Approach to Working with Development Proponents** |

The Hutt City Council encourages landowners, developers, architects, landscape architects, planners and any other parties involved in the development of Petone West to work together throughout the development planning process.

An important part of the process is early collaboration before development proposals are committed to. This enables concepts to be discussed prior to commencing detailed design. A diagram of the desired process is described below. The need for all these steps will depend on the scale of the development proposal. Although this process is optional, it is intended to facilitate an efficient design and consenting process.

* 1. **How to Use the Design Guide**

Each section of the Design Guide is generally structured such that the content includes the elements (title, design objective, references to District Plan objectives/policies, guidelines, images) set out in the example below:



* 1. **Design Guide Area**

The Design Guide applies to any new development (except where the development is a permitted activity and does not require consent) located within the District Plan Zone “Petone Mixed Use Activity Area” as shown on the map below. The area is also described at times as “Petone West” in the Design Guide to reference its geographic location in the wider Petone context.

* 1. **Character and Context Description**

The existing physical condition of the Petone Mixed Use Activity Area has been influenced over time by its land uses, including industrial, service and retail activities. As this area transforms into a mixed use environment with a different range of activities, the character will progressively change. To assist in understanding the future character planned for the Petone Mixed Use Activity Area, the descriptions below compare and contrast the existing and future character proposed.

**Existing Character and Context**

The character of the west end of Petone derives from its history of use and occupation over time. Physical remnants of Maori settlement still exist (urupa and archaeological sites). The whole area and its relationship to the context of hills and harbour remain significant to tangata whenua and many of the people living and working in Petone. As an early settlement of the NZ Company, a formal, regularised street pattern was developed and is still reflected in the grid of streets along the foreshore and across Petone.

Much of the subject area was industrialised (meat works, timber mills) in the later 1800’s and land was amalgamated into larger blocks, many of which remain. A range of smaller servicing and trade­based activities associated with the larger industrial activities established in close proximity on nearby streets. The housing of workers occurred throughout Petone and the Hutt Valley, with the older housing stock, adjacent to the east of the Petone Mixed Use Activity Area now popular with people seeking the benefits of the coastal location and amenities of Jackson Street.

Gear meat works, in the middle distance in this view from the early 20th century. In the foreground the Hutt Road doglegs and is crossed by the railway line. Beside the line are the railway workshops (left), beyond the hotel. Workers’ houses surround the industries.

ATL Albert Percy Godber Collection (PA­Group­00048) APG­0614­1/2­G



Aerial view of Petone looking west. Shows Petone Wharf on the left. Photograph taken circa 1930s. The grid street pattern is evident.

ATL 1/2­116645­F

Petone as a whole has a legacy of older Victorian era architecture, and in the central part of Jackson Street (outside of the Petone Mixed Use Activity Area) many of the original buildings remain. This central part of Jackson Street has become a boutique retail and café location and forms the Jackson Street Historic Retail Precinct. The portion of Jackson Street within the Petone Mixed Use Activity Area is currently dominated by a mix of larger format retail buildings and service industries. These are typically utilitarian structures, which make a modest contribution to the streetscape and do not warrant protection.

The railway line went through to the Wairarapa via Petone in 1874, and the Petone Railway Station sits adjacent to the Petone Mixed Use Activity Area providing good public transport connectivity into Wellington City and the wider region. The motorway runs parallel to the rail line. This transport corridor separates the Petone Mixed Use Activity Area from the area further west at the foot of the Korokoro hills. By the late 1980’s, most of the larger industrial uses closed down and were being replaced by offices and retail. Today the uses are a mix of older warehouses, distribution, service industries, trade supplies, large format retail (including supermarkets), food related industries and manufacturing.

The built form in the Petone Mixed Use Activity Area generally comprises lower height buildings (1–2 storeys) with a few exceptions being some taller (up to 8 storeys) buildings on The Esplanade and one on Jackson Street. Some of the light industrial and retail buildings in the area have large footprints. In the eastern part of the area the sites are relatively small and regularly shaped. The buildings on these smaller sites have a relatively uniform built form, being 1­2 storeys in height, with a setback of 5­8 metres from the front road boundary with on­site parking in front, and immediately abutting neighbouring buildings. Vehicle entrances, on­site parking and loading areas dominate streetscapes with limited pedestrian activity. In the block between Sydney and Nelson Streets these light industrial sites abut residential uses.

On the larger sites in the central and western parts of the subject area, most buildings are 1­2 storeys in height reflecting their large format retail and warehouse type uses. These larger sites also have wide expanses of on­site parking and service areas, with buildings typically free­standing within each site. The large sites are serviced from relatively few streets and some informal routes across these larger sites are used by pedestrians and vehicles as a short cut given the limited connectedness available within the transportation network.

The main street network is busy, with high vehicle volumes along The Esplanade and Hutt Road which are on the southern and western boundary of the subject area respectively. Jackson Street is also busy with a combination of stopping and shopping traffic mixed with connecting through traffic. Internally within the Petone Mixed Use Activity Area private car/vehicular

movements are the predominant mode of transport, along with a high proportion of heavy traffic associated with the industrial uses. There are limited non­vehicular movements (pedestrian and cycling) on the street network.

The Esplanade’s amenity is influenced by the traffic volumes, but it has a beach front and an attractive coastal outlook. Buildings variously adjoin or are set back from the street edge. Most have no direct ground floor relationship with the street edge.



The sites in the blocks between Victoria and Sydney Streets are relatively small (average 450m2), and many of the buildings are set back from narrow streets. Frontages are typically utilised for car parking and activities associated with the service/commercial uses.

These streets extend between The Esplanade and Jackson Street so are well located to shops and other services.



West of Victoria Street, Jackson Street has an open character with little street edge definition due to car based open parking areas.

Some buildings have a direct frontage to the street.



In the area north of Jackson Street the activities are similar in nature to those in the Victoria to Sydney Street blocks. The buildings vary more in height and type and there is a greater mix of setbacks and buildings built to the street edge. The street pattern is less regular than the Victoria to Sydney Street blocks.



Between Victoria and Cuba Streets, Jackson Street is a more defined ‘mainstreet’ space due to the continuous typically 2 storey buildings along its edge. This area is not in Petone West, but is contiguous with it. The heritage values and streetscape character of this section of Jackson Street are important to Petone’s identity, vibrancy and its attractiveness.



On Te Puni Street the urupa (burial ground) remains in use and is the only discrete green open space in the Petone West area. The visual connection from the urupa to the harbour and the Korokoro hills is important to iwi. Existing buildings encircle the urupa except where it is open to the street.

**Future Character and Context**

The desired future for the Petone Mixed Use Activity Area is that over time it transitions to become a place to live as well as to work. To successfully encourage people to live in the Petone Mixed Use Activity Area, new development will need to be of good quality and attractive. All development in the area will need to collectively contribute to the overall quality of the environment in order for the transition to be effective.

It is anticipated that improvements in the quality of development will allow for the intensification of existing and new activities on underutilised sites. This will lead to higher levels of use and increased vitality in the area. Increases in intensity of use and vibrancy will also be encouraged by promoting additional pedestrian and road connections within and across large sites.

At the same time, the historical values of streets and sites with specific character or historical features, such as the urupa and Jackson Street should be protected through sensitive adjacent development. It is important that Jackson Street’s character and qualities are protected to the east, and extended west picking up on building modulation and articulation, and the use of display windows and verandahs.

Taking into account the European and Maori history of the area and the presence of a culturally significant site (Te Puni Urupa), any new development in Petone West (particularly in the vicinity of the urupa) should consider the potential for other sites of cultural or archaeological significance (including burial sites) to be present below ground.

Development along the Esplanade should take advantage of the waterfront outlook available, while appropriately responding to the traffic and weather conditions of this location. Some of the existing buildings on smaller sites to the east of Victoria Street, may be suitable for conversion to alternative uses, such as residential apartments or townhouses.

It is desirable that development in Petone West provides for employment as well as residential activities. Additional building floor area can further diversify the employment base from service, industrial and retail activities to more office employment. There is also potential to create smaller scale workshops and business studios. It is also desirable to retain business service activities that contribute to the range of local services available and provide part of the working character of the area.

The design guide aims for more open space, less hard surfaces and more vegetation. It will be important for planting that the design is well considered in terms of the number and height of plants, quality and appearance of plantings and species composition being suitable for the location and intended maintenance regime. The intended result will be more landscaping and planting, a lower proportion of impervious surfaces and better management of stormwater.

There is a need for more connections, such as public streets or private accessways within the larger street blocks, to provide more richness and diversity of development. These new connections would encourage a higher level of non­vehicular movement (pedestrians and cyclists) within the area. There is also potential for greater use of public transport given the proximity of the Petone Railway Station and Petone Wharf, in addition to existing bus­stops and bus routes. Improving the quality of the walking experience within Petone West will be important to encourage its transition to a mixed use environment that is desirable to live and work in.

The comprehensive development of larger blocks of land in Petone West can achieve medium density development for residential and commercial office uses with open space combined. This will require existing uses and buildings to be replaced over time.



The smaller streets, like Victoria or Sydney Street, have relatively small sites and conversion or replacement of existing buildings can be undertaken site­by­site which allows for incremental change.



There is potential for conversion of existing warehouse type space to be ‘broken down’ to residential or other working spaces and green spaces inserted.

***AMENDMENT 290 - Amend section 1.7 of Appendix Petone Commercial 2 – Character and Context Description - Summary Table***

**Summary Table ­ Existing to Future Character**

|  |  |  |
| --- | --- | --- |
| **ATTRIBUTES** | **EXISTING CHARACTER** | **FUTURE CHARACTER** |
| Uses | Service, commercial, large format retail and industrial. | Mix of uses, including existing uses (service, commercial, large format retail and light industrial) plus medium density residential and retail (greater than 500m2) along Jackson Street. No residential uses on the ground floor along Jackson Street. |
| Densities | Low with a high amount of open areas with surface car parks. | Increased intensity of development, including public and private open spaces with a reduced extent of open surface car parks. |
| Heights | Low, mostly 1 or 2 storeys with a few taller (up to 8 storeys). | ~~Mix of low and taller buildings throughout the area~~  Buildings of any height are provided for except for limited areas around Te Puni Urupā |
| Architecture and Style | Range of eras and no specific styles, utilitarian sheds, simple box forms, basic materials ­ concrete, corrugated iron, little detail. | Contemporary, more articulation within forms. More attention to detail at street level, with a range of materials used. Conversions or replacement of existing buildings. Maintenance of existing heritage values in Jackson Street. |
| Built Form | Stand alone buildings with large floor plates mixed with adjoining smaller buildings on streets to the east. | Single use and mixed use buildings. New buildings provide opportunities for residential, commercial/business and light industrial activities. New buildings may ~~to~~ include medium density residential development around private or public open spaces. |
| Open Space | No green open spaces. | New developments have on­site courtyards or larger open space areas that provide contained sheltered open areas for occupants’ amenity. |
| Connections | Large blocks with limited connectivity for all transport modes. | Existing streets supplemented by new street and pedestrian connections. |
| Car Parking | Large areas of surface carparking fronting the streets. | Carparking is located either internally within buildings or behind buildings. |

1. **Design Guidelines**
   1. **Building Form and Bulk**

**Design Objective**

**New and modified existing buildings make a positive contribution to the character and amenity values of the area. Buildings are of an appropriate size and shape for their location.**

*The importance of good building form is that the built environment retains a ‘human scale’ and does not dominate. Good form also generates visual interest and provides relief from repetitious building elements. It also reduces the apparent bulk of larger buildings through the use of design features. These features help to create an environment that people enjoy being in, whilst supporting a greater number, variety and mix of buildings and activities.*

Design features which reduce the appearance of building bulk include: Varying roof lines and heights;

Use of skyline features such as cornice, parapet and pediments;

Varying building lines with recessive and projecting elements (such as balconies, verandahs, front gables, bay­windows, insets and setbacks);

Use of contrasting materials, patterns and colours;

Use of smaller scale shapes rather than a large box shape; Placement of windows and other openings; and

Use and placement of open space and landscaping.

[Refer also to District Plan Objective 5B 1.2.3 and relevant associated policies]

**Guidelines**

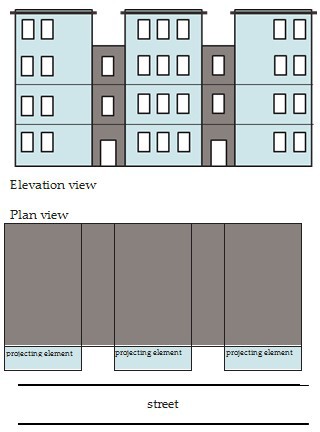
1. *Continuous horizontal walls on a building’s street frontage should be ‘relieved’ by articulating the frontage with contrasting projecting and recessive elements that visually break it up into identifiable parts ­ this can be expressed further through the use of different materials, patterns and colours;*
2. *Facades, front and side elevations of multi­storey buildings, should visually describe a vertical hierarchy of a base (ground floor), a middle (upper floors) and a top (roof, parapet, cornice, pediment) which is consistent in its expression from the base to the top;*
3. *Buildings should respond to the horizontal elements of adjacent buildings;*
4. *Natural light and ventilation to habitable rooms should be provided for by opening windows. Natural light and ventilation should be protected from blocking out by adjoining developments by either providing wall setbacks from site boundaries; and/or by designing building forms that have internal open spaces or internal light wells; and*
5. *Large scale buildings should be expressed as a collection of forms rather than a single large box form.*



This building has an external facade expressed as a series of forms including a projecting corner form. Various materials and colours emphasise the form variations.



Long blank walls are reflective of utilitarian and internal space requirements and can detract from local character and amenity.



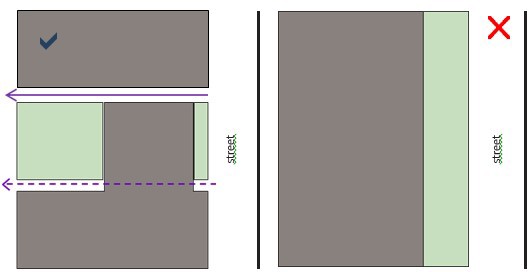
The impression of building bulk can be reduced by recessive and projecting elements. Variations in heights and colour or pattern can also be used.



Photo above (top) shows a residential building with projecting elements. Photo above (bottom) is an example of how larger buildings can use projecting elements, floor levels expression, colour and height changes to reduce apparent bulk and create visual interest.



Photo (left) shows building forms expressed separately with open space provisions (commercial building). The photo (right) shows a blank form and even with windows the building appears bulky.



The impression of building bulk can be reduced by designing for the site as a collection of forms (left) rather than a single large box (right). The provision for separate forms provides for natural light penetration into the buildings and allows for new connections through the block (left).

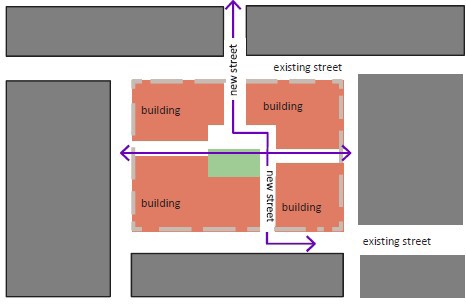
* 1. **Large Sites**

**Design Objective**

**Existing large sites are comprehensively planned to encourage a more diverse range of uses as well as additional street and pedestrian connections.**

*There are a number of large sites which currently support single uses and/or have large surface car­parks which present opportunities for comprehensive redevelopment. Comprehensive redevelopment offers a number of benefits, including allowing for an increase in the intensity and diversity of activities, improving connectivity/accessibility and creating room for open space.*

**Guidelines**



1. *Large blocks of land (including large street blocks) should be divided to create new streets, lanes and open spaces in conjunction with new building forms;*
2. *Reference should be made to the existing street pattern in the eastern area of Petone West when considering the number and spacing of new streets;*
3. *Design of a development should be undertaken comprehensively, and consider the relationship between building forms and the open spaces between them, parking layout, amenity for building occupants, energy efficiency and other sustainable initiatives;*
4. *Consideration should be given to the development aspirations of adjoining site owners (if known); and*
5. *Early discussion with HCC should be undertaken to look for ways to generate mutual benefits from new street connections, open spaces and reduced block size.*

Dividing a large block to create open spaces and new streets ­ the arrangement of building forms can generate internal block green space.



The sites in the western­most area of Petone are large and surface parking predominates. The subdivision of these sites over time to provide new streets, open space and increased intensity of use is intended.



New development that retains older buildings and arranges new buildings around green open space.



New development that forms open space and enables new connections for vehicles, walking and cycling through the block.

* 1. **Prominent Sites**

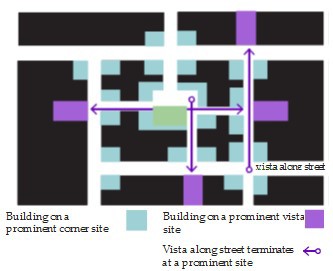
**Design Objective**

**New development on prominent sites is of high quality and positively contributes to a sense of place and local identity.**

*Buildings on prominent sites such as major roads and street corners have the ability to act as attractive markers or local landmarks, which signal both arrival at an important destination and assist with orientation. To improve the visual quality and character of the area, it is important that new developments on prominent sites are well designed.*

[Refer also to District Plan Objectives 5B 1.1.3, and 5B 1.2.3 and relevant associated policies]

**Guidelines**



1. *Buildings on sites at the end of a street should have a form and facade treatment that responds to the terminating street’s vista;*
2. *Buildings on corner sites should respond to their corner location (such as stepping down in height from the corner or extending a common facade surface treatment around the corner); and*
3. *Buildings on corner sites should be designed to complement existing buildings on the opposite corner.*

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



Building at a corner with its facade treatment, including window, wrapping around.



Building with an addition on top that is higher at the corner.

* 1. **Street Frontage**

**Design Objective**

**Development along street frontages provides an interesting and comfortable environment for pedestrians.**

*Attractive and pedestrian focused street frontages contribute to economic vitality, by encouraging pedestrian activity and visitation. They also maximise passive surveillance and contribute to a feeling of safety.*

[Refer also to District Plan Objectives 5B 1.1.2A, 5B 1.1.3, 5B 1.2.2, and 5B 1.2.3 and relevant associated policies]

1. **Continuity, Visual Connections and Entries Design Objectives**
   1. Provide a strong visual connection between streets and new development.
   2. New development along street frontages provides a well­designed façade.
   3. New development incorporates a well­designed entrance way.

**Guidelines**



1. *Buildings containing commercial, business and service activities should be parallel with and consistently aligned relative to the street frontage;*
2. *Buildings should have active frontages;*
3. *Continuous blank walls, opaque glazing, blanked out windows and doors, security shutters and roller doors on building frontages at street level should be avoided;*
4. *Buildings of more than one level should have windows on upper levels that overlook streets, parks, or lanes;*
5. *Entrances to buildings should be easily recognised and sheltered such as by the use of doorways within inset setbacks, bays and porches; or by the extension of canopies out to reflect the doorway positioning;*
6. *Separate door entrances for commercial and residential uses should be provided where the building has both activity types;*
7. *Entry areas should be designed as a transition from the public space of the street to the private or semi­ public space of the building inside;*
8. *Entrances should be able to accommodate push chairs, mobility scooters and bicycles; and*
9. *Consideration should be given to the provision of bicycle parking.*

This building with an ‘opening wall’ makes the entrance easily recognisable and there is a sheltering element above the doorway.



The entrance to this building provides informal seating opportunities, is accessible for people that are mobility impaired and has a good transition from the public space of the street to private street of the interior.

1. **The Esplanade Design Objective**

**New development is of high quality and complements The Esplanade’s visual prominence and existing visual amenities. New development provides safe vehicular and pedestrian movement onto the street.**

***AMENDMENT 291- Amend section 2.4 of Appendix Petone Commercial 2 – The Esplanade Design Objective – Guidelines***

1. Buildings should be of a high architectural standard and quality;

2. New buildings should have a modulated building form to prevent the appearance of a solid wall of buildings along The Esplanade frontage;

~~3. A frontage setback of 10 metres (except for those sites identified in the District Plan) should be provided and designed in conjunction with the building. This setback space may be used as open amenity space or parking;~~

~~4. The front boundary to the Esplanade is to have a minimum of a 2.5m wide planted strip incorporating trees (e.g. pohutakawa) capable of growing to 5m in height. Trees should be spaced no less than 10m apart and maintained with a clear stem to enable visual connections beneath the canopy from The Esplanade into the site;~~

Consider the use of a landscaped setback from The Esplanade to provide open space, improve sunlight access, and soften the presentation of the building toward the street and beach.

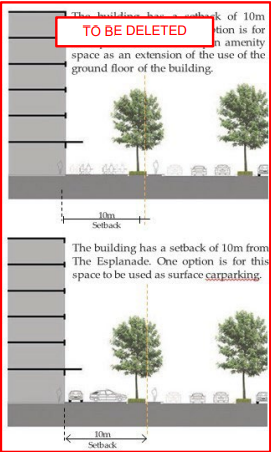
5. Developments should make the most of the views of the beach and face towards The Esplanade and beach with windows and doors that address The Esplanade; and

6. The access for vehicles to each site should occur from side streets where practicable, so as not to increase the number of vehicle crossings to The Esplanade.



Example of how frontage treatment can enhance development.

***AMENDMENT 292- Delete image from section 2.4 of Appendix Petone Commercial 2 – The Esplanade Design Objective – Guidelines – Image 2***

******

1. **Jackson Street**

**Design Objectives**

* 1. **New development is of high quality and complements the gateway role of the western section of Jackson Street as the entrance to the Jackson Street Historic Retail Precinct.**
  2. **New development along Jackson Street provides an active, transparent and continual frontage.**
  3. **The design of new development near the Jackson Street Historic Retail Precinct is complementary to the historical character of this Precinct.**

***AMENDMENT 293- Amend in section 2.4 of Appendix Petone Commercial 2 – Jackson Street Design Objective – Guidelines***

**Guidelines**

1. Residential uses along ground floor frontages should be avoided;

2. Buildings should be designed to address Jackson Street with road frontages featuring display windows and doors;

3. Buildings should be aligned with the Jackson Street front boundary and have a continuous frontage from side boundary to side boundary at ground floor level;

4. Corner buildings on Jackson Street should be built up to the street boundary and maintain continuity around the corner;

5. The access for vehicles to each site should occur from side streets and not increase the number of vehicle crossings to Jackson Street;

6. New buildings have a verandah or shelter attached between the ground and first floor level, extending the width of the site;

7. Buildings should be designed to reflect the modulation in the facade (including pattern of spacing in architectural elements) that exists with the buildings in the Jackson Street Historic Retail Precinct; and

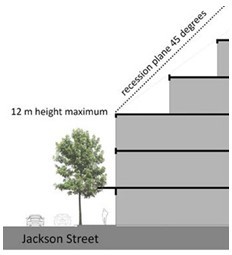
8. ~~Buildings in Jackson Street that are adjacent to the existing Jackson Street Historic Retail Precinct should be responsive to the form of those buildings to ensure the scale is complementary.~~

***AMENDMENT 294- Delete image and caption from section 2.4 of Appendix Petone Commercial 2 – Jackson Street Design Objective – Guidelines***



~~The building is fronting directly to Jackson Street and has a height of no more than 12m at the front. A higher height can be achieved in some locations where it is stepped back into the site.~~





The building is fronting directly to Jackson Street and has a height of no more than 12m at the front. A higher height can be achieved in some locations where it is stepped back into the site.

1. **Residential Development**

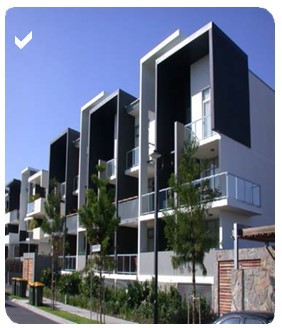
**Design Objective**

Residential development is of high quality and provides a quality living environment for occupants.

**Guidelines**

*1. Residential uses at ground floor level along the Jackson Street frontage should be avoided;*

1. *Features which create a degree of separation from the public street environment are encouraged, such as use of narrow front yards and level differences (no more than 1.2m);*
2. *The use of tall fences as a privacy screen should be avoided. The use of solid low­level fencing (up to 1.2m high) or semi­transparent screens would be acceptable;*
3. *Garages should be located behind the front elevation of residential buildings to avoid areas of blank walls and garage doors facing the street; and*
4. *Consideration should be given to the use of private and public open space. Open space can improve sunlight access and create a more open streetscape.*



Separation from the street front by setback and height variation.



Semi­transparent screen to street.



Poor quality frontage with car garages lining the streets and no separation from the street front.

* 1. **Adjacent Uses**

**Design Objective**

**Development provides an appropriate design response to sensitive adjacent uses, by minimising effects on adjacent activities and occupants.**

[Refer also to District Plan Objectives, 5B 1.2.3 and relevant associated policies]

1. **Buildings adjacent to the Urupa**

**Design Objective**

**New development respects and preserves the cultural and historical values of the urupa.**

*The urupa at Te Puni Street is a culturally significant site which remains in active use. Adjacent future development needs to achieve a respectful relationship.*

**Guidelines**



1. *New buildings should be designed to provide aural and visual privacy for both occupants of new buildings and people using the urupa;*
2. *New buildings should be designed to be respectful of the urupa and not dominate or generate significant shading of the open space; and*
3. *New buildings should be designed (as far as practicable) to provide good visual connections between the urupa, the harbour and the hills.*

The Te Puni Street urupa is located near to the coast and visual connections from the site to the harbour are important as they are reflective of the settlement here of Maori and the important relationship the people had with the sea. Similarly, views to the Korokoro Hills are important.

1. **Buildings Adjoining Residential Neighbourhoods**

**Design Objective**

**New development minimises adverse effects on adjacent residential properties and the residential amenities enjoyed by their occupants.**

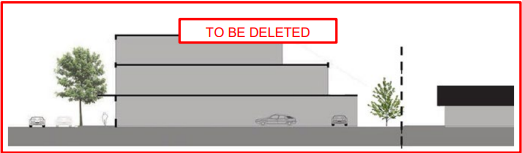
*Existing and new development along the eastern boundary of the Mixed Use Activity Area (fronting Sydney Street) backs onto an established residential area. It is important that the amenity of this adjacent residential area is taken into account and protected to the degree practicable.*

***AMENDMENT 296- Amend in section 2.5 of Appendix Petone Commercial 2 – Adjacent Uses – B. Buildings Adjoining Residential Neighbourhoods – Guidelines***

**Guidelines**

* 1. ~~A setback should be provided between new development and existing residential development. It is recommended that this setback be used for planting or open space;~~
  2. Screens and other devices should be provided to limit overlooking from new activities onto adjoining residential uses; and
  3. The scale and massing of new buildings should be sympathetic to adjoining residential uses and apply design features such as breaking larger building forms into smaller shapes, using stepped back forms, using residential scale shapes, placing windows and open spaces to punctuate facades and avoiding tall blank walls except where this forms a common wall.

***AMENDMENT 297- Delete image and caption from section 2.5 of Appendix Petone Commercial 2 – Adjacent Uses – B. Buildings Adjoining Residential Neighbourhoods – Image 1 and caption***

****

~~Moderating the effect of scale of new mixed use development on existing residential development can be achieved by a setback from the boundary and stepping back the building form.~~



Adjustable screens enable privacy and management of sunlight access/solar gain to residential development (apartment).



Using hedges and open space or other dense planting in conjunction with fences and walls to screen residential areas.

***AMENDMENT 298- Delete image and caption from section 2.5 of Appendix Petone Commercial 2 – Adjacent Uses – B. Buildings Adjoining Residential Neighbourhoods – Image 4 and caption***



~~Using a sloping roof form, building setback and trees provides a transition between the new taller corner building and the existing buildings to the right.~~

* 1. **Open Space and Greening**

**Design Objective**

**Increased provision of quality open space and quality landscaping.**

*The Petone West area would benefit from new green spaces for public seating, play areas and general amenity. Occupants of new residential development would benefit from on­site private open space.*

[Refer also to District Plan Objectives, 5B 1.2.3 and relevant associated policies]

1. **Residential Outdoor Areas**

**Design Objective**

**Ensure residential development provides quality private and/or communal open space.**

**Guidelines**



1. *Residential developments should provide outdoor areas in the form of private and/or shared open spaces;*
2. *Outdoor open spaces should be located where they will receive sunlight and be of a dimension that residents can functionally use; and*
3. *Privacy should be provided to private open spaces by incorporating planting and/or appropriate screening (such as louvres, shutters, blinds, balcony screens and low walls).*

Balconies as private outdoor areas in residential apartments or townhouses.



Internal courtyard type shared space provides places for play and provides light and air circulation to residential uses.



Internal courtyard type private space screened from adjoining properties by combination of walls and plants.



Another example of an internal courtyard type shared space.

1. **Public Open Space**

**Design Objective**

**New areas of public open space are accessible, of good quality and form part of a network of public open spaces.**

*Public open spaces include open green space, open hard­landscaped areas, as well as public roads, laneways, cycleways, pedestrian paths and road verges/berms.*

**Guidelines**



1. *Provision of public open space is encouraged and where it is provided it should be developed in relation to local demand. Consider if the space is to be used by workers during lunch time (seating places, lunchtime sun, shading) or by residents (playground, seating places, “kick and play”);*
2. *Open space intended for public use should be located where it is accessible (on walking/cycling routes), highly visible (“eyes on the streets”, visual linkages and no hidden spaces), and encourages use by pedestrians and cyclists;*
3. *Open spaces should be designed in conjunction with any associated buildings to ensure the open space receives a minimum of 2 hours of sun per day from 12pm to 2pm during mid­winter;*
4. *The selection of trees and plants should be appropriate to the location, type and scale of the open space and its use, recognising for example climatic influences, maintenance requirements, irrigation regimes, and mature height of trees; and*
5. *Outdoor lighting should be provided for open spaces. Lighting should minimise light pollution.*

The location of new open space should be considered in conjunction with building development. Petone West would benefit from sheltered and contained open spaces that provide a range of options for uses at different times and in different climatic conditions.

Large open spaces with no shelter will have less amenity.

1. **Greening Design Objective Design Objective**

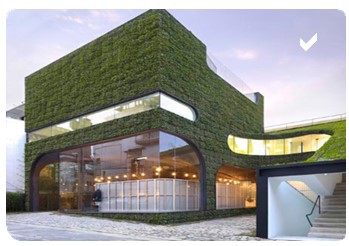
**Promotion of alternative forms of landscaping and open space provision.**

**Guidelines**

1. *Roof gardens and vertical green treatment is encouraged. The spaces created can either be publicly accessible (e.g. as part of the open space network), semi­public (e.g. for residents of a building) or not for use (design feature). If green roofs, roof gardens and vertical green treatments are to be provided, consideration should be given to:*
   1. *waterproofing, drainage systems and structural strength to support weight loadings;*
2. *plant species that are resistant to severe environments (wind and drastic changes in temperature), require low maintenance and low water use;*
3. *soil mix and depth;*
4. *maintenance procedures and access;*
5. *opportunities to use collected rainwater for irrigation; and*
6. *plant types that maximise solar access in winter and control solar infiltration in summer.*



Green roof and balcony.



Greening of building facade.



Roof top garden with shelters for plants ­ vegetables and other plants grown.



Green wall grown from base on facade framework.

* 1. **Stormwater**

**Design Objective**

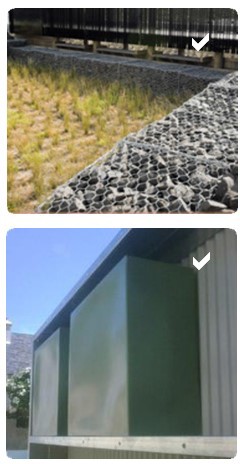
**Stormwater capacity and water quality in the harbour (Te Whanganui­a­Tara) are improved by the use of on­site stormwater systems.**

*On­site stormwater systems offer benefits in terms of increasing the storage capacity of stormwater and treating stormwater prior to discharging into the reticulated network.*

[Refer also to District Plan Objective 5B 1.1.2A and relevant associated policies]

**Guidelines**

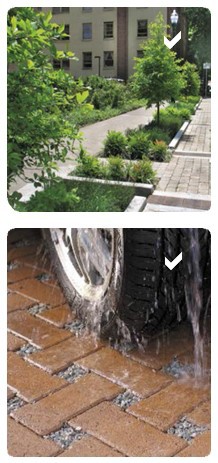
1. *Measures to improve stormwater quality and reduce the volume of stormwater should be considered at the design phase of development;*
2. *Low impact design (LID) practices should be considered in order to reduce the volume of stormwater runoff and improve the quality of stormwater runoff. A range of LID techniques can be used including storage of water in larger gutters, storage and reuse on site for toilet flushing or plant watering, increasing on­site infiltration, and the use of swales and rain gardens;*
3. *Permeable surfaces are encouraged to reduce the volume of stormwater ;*
4. *Rainwater collection from roofs is encouraged, as a source of water for watering gardens and flushing toilets; and*
5. *The future management of LID devices to ensure their ongoing effectiveness should be provided for in their design, such as access for cleaning and replacement of elements.*



Stormwater detention can occur by the use of storage areas as part of the landscape, or tanks can be used to collect roof runoff and reuse.



Stormwater devices can be incorporated into the landscape design of new developments.



It is important to minimise impervious surfaces by using porous paving as much as possible.

* 1. **Car Parking**

**Design Objective**

**Development provides appropriate levels of parking in a visually attractive manner.**

*Large areas of surface parking and car parking structures can, when poorly designed, dominate the streetscene and compromise the quality of the street environment*

[Refer also to District Plan Objective 5B 1.2.4 and relevant associated policies]

1. **Locating On­Site Car Parking within a Building**

**Design Objective**

**Car parking provided within buildings has an acceptable visual appearance.**

**Guidelines**



1. *Car parking within buildings should avoid directly fronting onto streets or open spaces. Parking should be set back into a building structure so as to be enveloped by associated active residential, commercial or other uses;*
2. *Car parking above ground level should also be within a building structure so as to be enveloped by active uses. However, if this is impracticable, the building should incorporate design features such as green walls and screen devices to minimise the visual impact of parking floors on public spaces;*
3. *Car parking within smaller scale building developments, such as for townhouses or terrace houses, should be located in garaging (or surface parking) at the rear of the building with access via a service lane or access from the street; and*
4. *Car parking within smaller scale building developments that incorporate a garage with direct access from the street should have a garage frontage that is less than 50% of, and is set back from, the frontage of the building.*

Green walls are a good solution to minimise the negative visual effects of car parking above ground within a large scale structure.



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

1. **Surface Car Parking**

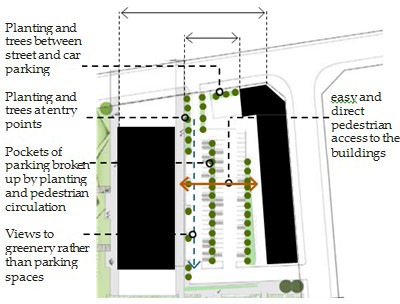
**Design Objective**

**Surface car parking is of acceptable visual appearance.**

**AMENDMENT 299- Amend section 2.8 of Appendix Petone Commercial 2 – Car Parking – B. Surface Car Parking – Guidelines**

**Guidelines**

1. Location of Any surface car parking should be located behind buildings is encouraged;
2. Surface parking should not exceed more than 50% of the site’s frontage;
3. Trees and planting should be located to alleviate the negative visual effects of car parking and to provide shading for cars and pedestrians;
4. Surface car parking should aim to provide 1 tree per 4 parking spaces, along with low maintenance shrubs; and

 5. Permeable surfaces including porous pavement (permeable pavers, concrete and asphalt) and grasscrete are encouraged.

Surface carparking with tree planting.



Surface parking fronts the street and landscape treatment is of insufficient scale to mitigate the negative visual effects.



Trees, shrubs and appropriate paving minimise the visual impact of large surface car parking area.



Surface car parking at the rear of terrace houses with landscaped courtyard setting.



Surface car parking as part of landscape treatment reduces its dominance.

* 1. **New Connections**

**Design Objective**

**Large street blocks are subdivided into smaller sites by creating new through connections in the form of streets or lanes.**

*Reducing street block sizes and improving accessibility will enable more intensive use of existing and new buildings. This in turn will encourage a more vibrant and diverse residential and commercial mixed use environment.*

[Refer also to Design Guideline 2.2 Large Sites]

**Guidelines**



1. *New connections are encouraged, with the aim being for across block connections to be no more than 100 metres apart;*
2. *Large sites should be comprehensively planned to include new connections;*
3. *Paving, lighting, landscaping, servicing and provision for pedestrian, vehicle and cycle movements should be considered for all new connections; and*
4. *New connections should reflect expected traffic volumes. Smaller scale streets and lanes are encouraged to provide a ‘hierarchy’ of connections within the area.*

New street with cycleway, vehicle lanes, parking and stormwater management.

* 1. **Wind**

**AMENDMENT 300- Amend section 2.10 of Appendix Petone Commercial 2 – Wind – Design Objective**

**Design Objective**

**Development does not increase wind intensity in streets and public places.**

*Buildings which are designed to minimise wind effects and create sheltered, safe and comfortable outdoor areas, can provide a more attractive residential and commercial mixed use environment. This is particularly important in coastal locations, such as Petone.*

[Refer also to ~~District Plan Objective 5B 1.2.3 and relevant associated policies Chapter 14M Wind~~]

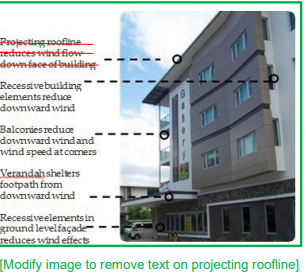
**Guidelines**



1. *Buildings should be designed with reference to the existing wind patterns of the site and not increase wind speed at ground level;*
2. *Projecting and recessive elements (such as balconies, verandahs, set­backs) should be used to reduce the adverse effects of wind at street level; and*
3. *Consideration should be given to providing sheltered open spaces which respond to the predominant wind directions.*

Windy streets are uncomfortable and can be dangerous in high wind speeds. This discourages their use as public spaces.

**AMENDMENT 301- Amend image in section 2.10 of Appendix Petone Commercial 2 – Wind – Guidelines**

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* 1. **Amenity**

**Design Objective**

**New development provides an acceptable degree of amenity for future occupants in terms of privacy, outdoor space, useable internal space, sunlight, ventilation, noise and access to waste facilities. Design features which improve the amenity experienced by future occupants are included in new development. Design features which reduce operating costs and improve energy use are promoted.**

*A reasonable level of amenity for future occupants is essential to ensure that occupants can achieve an acceptable standard of living, which avoids harm to human health. The acceptable level of amenity for occupants of residential buildings is higher than for other types of uses. The District Plan contains minimum performance standards for ventilation, noise insulation and outdoor space provision for residential activities.*

*High levels of onsite amenity for occupants is encouraged. Designs which incorporate natural light, natural ventilation, good quality useable space and noise attenuation provide higher levels of amenity for occupants. The provision of low energy and waste management features can reduce operating costs for occupants. Both these options create more attractive residential and commercial mixed use environments.*

[Refer also to District Plan Objective 5B 1.2.3 and relevant associated policies]

1. **Light, Ventilation and Energy Use**

**Promote design features which maximise sunlight access, natural heating and ventilation.**

***AMENDMENT 302- Amend section 2.11 of Appendix Petone Commercial 2 – Amenity – D. Quality of Internal Residential Space – Guidelines***

**Guidelines**

1. Developments that include residential dwellings should have appropriately proportioned spaces that enable comfortable use by the occupants including habitable rooms (dining, living and bedrooms) that have a minimum dimension in any one direction of 2.8m;

2. The minimum floor to ceiling height in habitable rooms should be 2.7m between finished floor level and finished ceiling level;

3. Habitable rooms should have windows to the outside and the living area should have direct access to an open space area with a minimum size of 20m2 at ground level or 5m² as a balcony

4. Design proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring properties, the street and other public spaces;

5. All developments are encouraged to provide storage space for cycles and other equipment; and 6. The number of dwellings accessed from a single corridor is recommended not to exceed 8 per floor. Corridors should receive natural light and adequate ventilation.



1. **Waste Managment**

**Design Objective**

**Promote well located and designed rubbish/waste collection facilities.**

Rubbish/waste collection facilities are an essential facility for modern living with most businesses and residents expecting easy access to waste and recycling facilities. Well located and designed rubbish/waste collection facilities encourage use and minimise potential visual and odour effects on surrounding areas.

**Guidelines**



1. *Rubbish/waste containers or storage areas should be screened from public spaces and be located away from the building front façade;*
2. *Consideration should be given to the placement and ventilation of rubbish/ waste containers and storage areas, to avoid smells/odours affecting nearby residential occupants. Placement next to windows of residential occupants should be avoided;*
3. *Rubbish/waste containers or storage areas should be conveniently located to facilitate use and collection and appropriately sized to meet user needs; and*
4. *Provision of recycling bins and other forms of waste minimisation facilities are encouraged.*

Storage bins exposed to public view.



Storage bins screened from public spaces.

1. **Noise**

**Design Objective**

**Consideration is given to design solutions to minimise noise experienced within buildings.**

*A range of design options are available to attenuate noise experienced by occupants of buildings, which increases the level of amenity available to occupants and hence their attractiveness.*

**Guidelines**

1. *The potential noise context of the site should be considered in the building design;*
2. *Acoustic design should address potential for noise to be created within the building (e.g. between tenancies or units). Available options include insulation of floors and walls and arranging uses to provide a degree of separation between the quietest and noisiest areas.*
3. *Consideration is given to minimising noise generated by external appliances and equipment associated with the use of buildings (such as air conditioning, utility cabinets and extraction/ventilation equipment), so as to avoid noise disturbance to occupants of residential units/dwellings.*

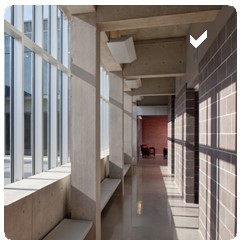
A mixed use building

1. **Quality of Internal Residential Space**

**Design Objective**

**Promote design features which maximise the usability and functionality of living spaces.**

*Providing good quality internal residential spaces will increase the attractiveness of residential development and will enhance Petone West’s reputation as a good place to live.*

**Guidelines**

1. *Developments that include residential dwellings should have appropriately proportioned spaces that enable comfortable use by the occupants including habitable rooms (dining, living and bed rooms) that have a minimum dimension in any one direction of 2.8m;*
2. *The minimum floor to ceiling height in habitable rooms should be 2.7m between finished floor level and finished ceiling level;*
3. *Habitable rooms should have windows to the outside and the living area should have direct access to an open space area with a minimum size of 20m*2*;*
4. *Design proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring properties, the street and other public spaces;*
5. *All developments are encouraged to provide storage space for cycles and other equipment; and*
6. *The number of dwellings accessed from a single corridor is recommended not to exceed 8 per floor. Corridors should receive natural light and adequate ventilation.*

Corridors should be light and limited in the number of dwellings they provide access to.



Dwellings should have a reasonable head height, not be long and narrow, and have natural light.



Storage for bicycles and other equipment.

* 1. **Adaptation and Resilience**

**Design Objective**

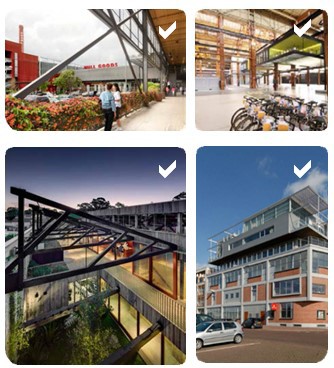
**New and modified buildings have built­in flexibility for future alternative uses and greater resilience to natural hazards.**

*Buildings with higher flexibility for a range of uses and higher resilience to natural hazards provide greater opportunities to retain buildings in active economic use for longer.*

[Refer also to District Plan Objective 5B 1.1.2B and relevant associated policies]

1. **Design for Adaptation and Change**

**Guidelines**



1. *Buildings are recommended to provide a minimum floor­to­ceiling height of 3.4 metres at ground floor level and 2.7 metres thereafter;*
2. *The provision of separate entrances to ground and upper floors is recommended;*
3. *Buildings with a depth between 10 and 15 metres are recommended to maximise adaptability between residential and commercial uses and to provide for natural light and ventilation;*
4. *Additions and alterations should respond to any positive attributes of the character of the building or area, including any heritage values associated with adjacent buildings; and*
5. *Extensions or alterations to existing high quality buildings should be in harmony with the old structure and should not dominate the original building.*

The existing large floor plate warehouse type structures and smaller industrial buildings may be adapted to new uses.

1. **Natural Hazards**

**Guidelines**

1. *Developers/landowners should investigate and understand potential natural hazards affecting their site;*
2. *Building design should appropriately respond to the potential risks from natural hazards the area presents (including seismic risk, sea level risk and other potential climate change effects); and*
3. *A precautionary approach should be adopted in relation to use or development affected by potential natural hazards.*

Further information and guidance on how to incorporate hazard resistance into the design of buildings can be provided from the Council upon request.

* 1. **Large Format Retail**

**Design Objective**

**Large format retail developments make a positive contribution to the character and amenity values of the area. Buildings are of appropriate size and shape for their location.**

*Well­designed large format retail developments can make a positive contribution to the attractiveness and vibrancy of the Petone Mixed Use Activity Area. In contrast, poorly designed large format retail developments diminish the attractiveness of commercial areas and are to be avoided. It is important that large format retail developments maintain or enhance the urban fabric of the area, through the use of good design techniques.*

[Refer also to related Guidelines for 2.1 Building Form and Bulk, 2.4 Street Frontage and 2.8 Car Parking]

**Guidelines**

1. *The following poor urban design practices are to be avoided: featureless walls on street edges, ‘box­like’ bulky buildings, inactive street frontages, large setbacks of buildings into sites with little or no street connection, and large areas of surface car parking fronting streets or without landscaping;*
2. *Where proposed development has a frontage exceeding 100m in width, a through block pedestrian link or new street should be provided; and*
3. *Car parking within structures or on roof tops is encouraged.*

Blank walls to streets are to be avoided.



This building has an external facade expressed as a series of forms including a projecting corner form. Various materials and colours emphasise the form variations.

* 1. **Signage**

**Design Objective**

**Encourage the use of signage that maintains or enhances the attractiveness of the Petone Mixed Use Activity Area that is also effective at attracting people’s attention and identifying retail or business premises.**

*Well­designed signage can make a positive contribution to the attractiveness and vibrancy of the Petone Mixed Use Activity Area. In contrast, poorly designed signage can diminish the attractiveness of commercial areas, compromise the design of buildings on which they are sited, visually dominate their surroundings and lead to visual clutter.*

[Refer also to District Plan General Rules for Signage in Chapter 14B]

**Guidelines**



1. *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; A good fit with architectural features or ground floor windows;*
   4. *Located below the parapet or roof line of a building; and*
   5. *Suitable number and type for the site area, to avoid a proliferation of signage and visual clutter.*

Poor signage ­ obscures building features and windows and generates visual clutter.



Good signage ­ simple and use of building material that reflects brand.



Poor signage ­ whole building painted which dominates street environment and various signs all over building generates visual clutter.



Good signage ­ simple and works with building corner feature and also lights the entrance area.