

Appendix 20

Centres Design Principles

The purpose of these design principles is to achieve high quality buildings, places and spaces in *centres*.

Council will require high standards of urban design for new buildings and significant additions and alterations in *centres* through design guidance assessment.

These design principles provide criteria against which the discretionary elements of development proposals will be assessed. They are intended to be used by both architects, designers and developers to facilitate design ideas, and also by Council in evaluating development proposals.

Applicants are encouraged to work with Council at the early stages of a development. A collaborative design-based approach, rather than conforming to quantitative standards, provides greater opportunities to find a solution that works for both the applicant and the public realm and achieve quality urban design.

These design principles are complementary to and should be read alongside the District Plan provisions for *centres*.

Design principles:

1. Mixed use activities in centres

- a. a streetscape character with active ground-floor *business activities* will be developed and maintained;
- b. *residential activities* in mixed use developments will be designed to:
 - i. be located above or behind *business activities*;
 - ii. provide a high level of on-site amenity for residents and adequate private outdoor space;
 - iii. minimise *nuisance effects* from *business activities*;
 - iv. have good access to public transport and support the safety, accessibility and efficiency of the *transport network*;
- c. commercial and residential entrances will be clearly separated and distinguished with residential entries provided directly from the public street; and
- d. on-site parking, loading and access will be provided away from the street.

2. Urban form and integration with infrastructure

- a. the scale, intensity and form of *development* will be consistent with the role of the *centre* within the centres hierarchy (LCZ-P3) and with the capacity of local *infrastructure* networks;

- b. development will provide for, and where practicable enhance, connectivity within the *centre* in which it occurs;
- c. development that is well integrated with the surrounding public environment – including public spaces, reserves, facilities and streets – will be promoted;
- d. practicable, development will be integrated with public transport networks and facilities;
- e. edge conditions will be actively managed to support the overall integrity of each centre's boundaries.

3. Built form, streetscape and sense of place

- a. built form will be responsive to and reflect the unique identity, heritage and sense of place of the centre in which it is located and the immediate and surrounding environment, including natural features and landforms;
- b. the location, scale and size of large format retail (including supermarkets) will be appropriate to the role and function of the centre;
- c. building design will be attractive and, where practicable, demonstrate innovative and sustainable building design;
- d. built form will promote the integration of public spaces, reserves and streets with developments to add visual interest and diversity to the appearance of the centres;
- e. development of both public and private areas will support the valued characteristics and, wherever possible, add to the visual interest and uniqueness of centres;
- f. built form will recognise and provide for existing local character values including those associated with identified character areas and precincts;
- g. a positive relationship between development and the street will be achieved in accordance with the Streetscape Strategy and Guidelines set out in the Council's Subdivision and Development Principles and Requirements 2012, the Crime Prevention Through Environmental Design Guidelines set out in Appendix 6, and the following principles:
 - i. buildings will provide well-defined, active edges to streets, public spaces and frontages to public carparking;
 - ii. buildings located at key street intersections will have a strong presentation to the intersection;
 - iii. effective lighting will be provided to enable night-time use and safety;
 - iv. service lanes will be provided where direct front access cannot be achieved;
 - v. street design will ensure the safe movement of public transport, private vehicles, bicycles and pedestrians;
 - vi. generous on-street parking will be provided for efficiency, convenience and as a means to keep the public realm active and safe;

- vii. trees and landscaping will be designed to provide relief from the built form; and
- viii. building and site design will provide for public shade and shelter.