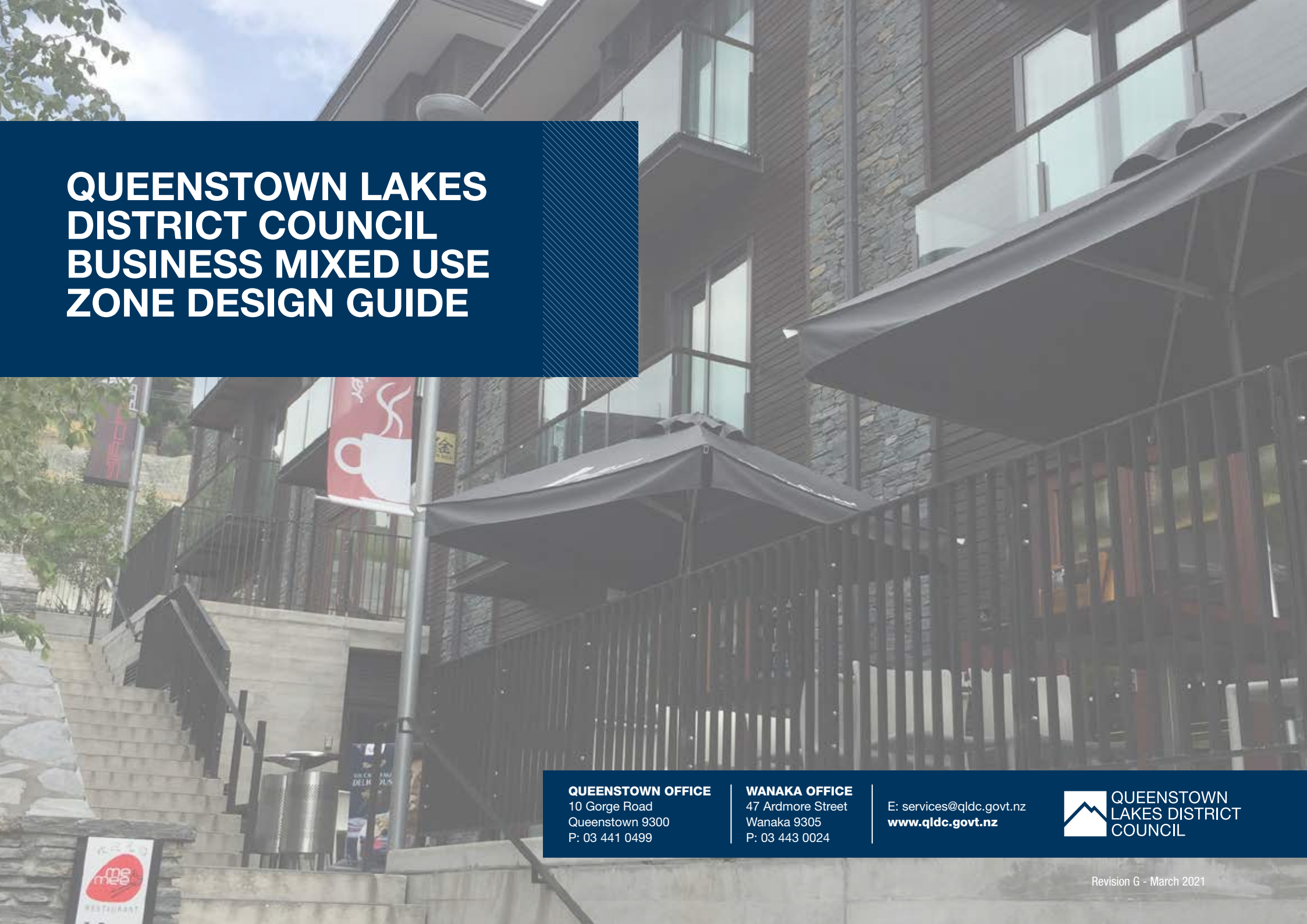
QUEENSTOWN LAKES DISTRICT COUNCIL BUSINESS MIXED USE ZONE DESIGN GUIDE



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QUEENSTOWN LAKES DISTRICT COUNCIL

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PROPOSED DISTRICT PLAN – DESIGN GUIDE FOR BUSINESS MIXED USE ZONE

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CONTENTS

1 THE PURPOSE OF THIS GUIDE

THE PURPOSE OF THIS DESIGN GUIDE IS TO IDENTIFY METHODS AND APPROACHES TO ACHIEVE HIGH QUALITY DESIGN OUTCOMES IN THE BMU ZONE.

BUSINESS MIXED USE (CHAPTER 16)

The purpose of the Business Mixed Use Zone (BMU) is to provide for a range of complementary activities that are supplementary to the established town centres of Queenstown and Wanaka. Areas that are BMU zoned are identified on the District Plan Maps. The zone requires that all buildings automatically require resource consent and that all development achieves good design. Good design will ensure that the design of buildings, places, spaces and networks that make up the BMU zone will work for everybody both now and in the future.

The BMU zone has a number of benefits including:

- Opportunities for increased residential densities;
- Establishing a mix of compatible activities which can promote economic growth;
- Reduced distances between residential and commercial uses;
- Placing more people within easy walking distance of services;
- Supporting pedestrian and bicycle-friendly environments; and
- Opportunities for greater intensity, form and heights of development providing high quality design outcomes.

Council understands that development has a variable nature and there is no strict formula to the creation of a good design. This has led to the preparation of this guide which is a tool to assist in achieving good design within the BMU zone.

Key design elements addressed in this Design Guide are:

01 Create a positive street edge and a sense of place

02 Building facade treatment

03 Building height and roof form

04 Signage

05 Open space provision and boundary interfaces

06 Accessibility

07 Parking areas

08 Waste and service areas

09 Private and safe environments

10 Building materials and lighting

11 Environmental Sustainability

12 Landscape materials and planting

THE COUNCIL WILL ENCOURAGE GOOD DESIGN BY

- Recognising where effort has been made to integrate and enhance existing and planned connections, stormwater paths, waterways and open spaces
- Striving to achieve integration, communication, transparency and partnership across Planning, Engineering and Parks teams to provide an effective and efficient regulatory process for the developer

STATUS OF THIS GUIDE

- This design guide is intended to complement and assist in the interpretation of the District Plan.

  The Design Guide has been incorporated by reference into the District Plan. It provides examples of how to achieve good design and outlines the key design elements to bear in mind when designing a development. The assessment of proposals against the Design Guide are not intended to be assessed in terms of compliance but rather whether a proposal has addressed the relevant good design elements promoted by the Design Guide. It is acknowledged that there may be suitable alternatives to the examples provided within the Design Guide based upon site specific characeristics and other factors that guide development.

- Version G MARCH 2021

II HOW TO USE THIS GUIDE

Would you like to develop your BMU zoned property? Follow these steps

STEP 1

READ THE DISTRICT PLAN

Read the Business Mixed Use Zone Chapter and others that may be applicable to development of your site.

STEP 2

READ THE BMU DESIGN GUIDE

This design guide is based on the seven C's of the New Zealand Urban Design protocol. It provides high-level design guidance to achieve positive development outcomes. Each design element introduces a key design aim that development within the BMU should strive to achieve. A glossary has been provided at the end of this guide to further clarify some design terms used in this document.

STEP 3

INCORPORATE DESIGN ELEMENTS

Twelve different design elements are highlighted to show design methods and techniques which can be used to minimise adverse effects even when a District Plan rule or standard is breached. Review these elements to see whether they have been addressed in the design of your development.

STEP 4

DESIGN YOUR DEVELOPMENT

Use the design guide as a tool when designing your project to ensure your project will achieve high quality design outcomes.

STEP 5

SEEK ADVICE / CONSULT COUNCIL

For further clarification or advice, ~~and~~ seek guidance from Council through the pre-application process before applying for a resource consent. It may be helpful to prepare a design statement to support your development proposal or seek advice through the Urban Design Panel process which a Council officer can assist with.

BMU BUSINESS MIXED USE

DESIGNING WITHIN THE BMU IS A CREATIVE PROCESS INVOLVING THE NEED TO DESIGN FOR COMPATIBILITY BETWEEN A VARIETY OF USES.

The zone provides for a range of diverse activities that are supplementary to that of the established Queenstown and Wanaka town centres. Successful mixed-use developments will respond to this context by elevating the quality of urban design, enhancing the sense of place, encouraging pedestrian oriented development and enabling compatibility and integration. Developments can potentially reflect some of the established character of good design within town center zones that contribute positively to the visual quality, vitality, safety and interest of streets and public places. This reinforces and strengthens local identity and helps create a sense of place. Importantly, the design of projects should reflect design elements of human scale.

A quality development should not only be designed to address the site, it should also contribute to and enhance the public realm, in particular the street and open spaces for people of all abilities. By contributing to a better public realm a development can enhance the desirability of a neighbourhood, increasing its value to buyers and tenants. First impressions also count, the perceived quality of a development when viewed from the street will influence its value and desirability to potential buyers and tenants.

Mixed-use developments typically accommodate two or more uses within a building, site or block. They can contain a diverse range of activities that can be organized vertically, horizontally or a combination of both. Future buildings, parking, connections, open space and landscaping need to respond to the existing context and anticipate likely development on adjoining sites. The placement and design of buildings relative to the site topography determine the levels of outlook, sunlight access and privacy received by occupants. It will also influence construction costs by determining the level of geotechnical engineering, earthworks and retaining required. Slope will impact the placement of access and parking and the quality of outdoor living spaces therefore needing early consideration in any project concept.

- Consider the existing site and identify what are its strengths and constraints. Integrate the site with existing uses and connections where there is opportunity. Identify the focus of development to provide a positive and where possible active frontage to streets, public spaces and common areas.
- Respond to the environmental context of the site such as sun, wind, nearby open spaces and watercourses, views across, into

Four to five storey buildings are expected in the Queenstown BMU (note this is in the Queenstown Town Centre).

One of the most important design aspects is ensuring developments relate well to their context and the street. Queenstown BMU developments may be 4-5 storeys but have the potential to be six-storeys. Consideration of the effects of height and bulk, modulation of facades and variation in material use is important to ensure that developments do not dominate their neighbours especially if close to residential uses.

Small ground floor units provide space for a diverse range of businesses.

Modulated building form with active edges can create visual interest and character.

Material changes and building modulation are considered positive design attributes.

and out of the site, and topography.

- Consider the needs of the occupants as well as the best outcome for the street and its surrounds. CPTED and Universal design considerations at concept stage will aid in ensuring your development will be more accessible, safer, and convenient for everyone regardless of age and ability.
- Provide for a range of activities and design to accommodate for compatible environments of high amenity.
- Avoid buildings which overwhelm or dominate the street or adjoining sites that are not designed to human scale and provide little opportunity for people to interact.
- Take a comprehensive approach to design that addresses and coordinates site planning, building design and landscape. Use local materials where possible to contribute to local identity and distinctiveness.

RELEVANT DISTRICT PLAN POLICES

BMU

16.2.1.1, 16.2.1.2, 16.2.1.9,

16.2.2.1, 16.2.2.3

Diversity in roof forms is considered a positive attribute.

One of the most important aspects is ensuring developments relate well to their context and the street. Wanaka BMU developments may typically be 2 storeys but have the potential to be 3 storeys. Modulation of facades, variation in material use and consideration of height and bulk form is important to ensure that developments do not dominate neighbouring properties especially if close to residential uses.

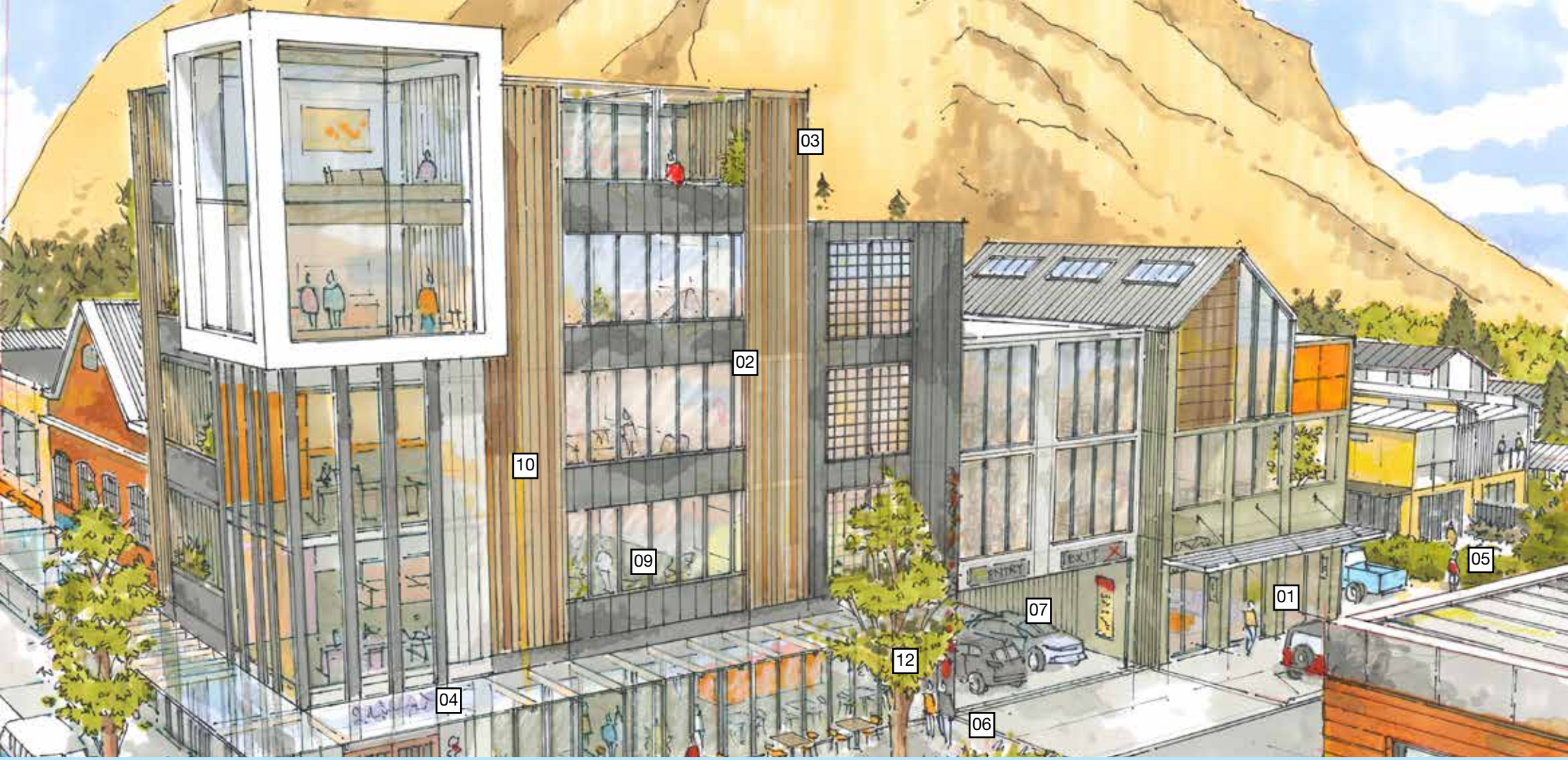
Mixed-use buildings can take a range of forms - this example has a ground floor office built to the street edge with residential activities above.

First floor balconies on a corner site create a positive relationship between the building and the street.

Carparking is located to the rear of the building with a cafe fronting the street to create an active frontage.

First floor residential units provide passive surveillance over public spaces at all hours.

Cafes and restaurants on the ground floor allow activities to 'spill out' into the adjoining space to create vibrancy and interest.



QUEENSTOWN EXAMPLE

GOOD DESIGN ELEMENTS

01 **Create a positive street edge and a sense of place**
Ensure positive edges to streets and public spaces by designing active frontages with clearly defined entrances and limiting/avoiding setbacks. Uses such as restaurants and cafes on the ground floor allows them to 'spill out' into the street can improve an areas vitality and interest and provides natural surveillance opportunities.

02 **Building facade treatment**
Use vertical and horizontal detailing on buildings to create human scale designs, rhythm and patterns, with verandas/canopies providing weather protection along frontages. For larger footprint buildings consider sleeving the building with smaller retail or commercial units with high levels of glazing.

03 **Building height and roof form**
Diversity in building height and roof form can be a positive design element reducing the perceived mass of buildings and allowing for variety in urban form where it does not result in adverse effects on neighbours. Locating taller buildings on corners or prominent sites can create landmarks and local focal points. Higher floor to ceiling heights on the ground floor allows flexibility and adaptability for a variety of activities.

04 **Signage**
Signage needs to be incorporated into building design so that it is integrated without adversely effecting amenity. Signage is important for legibility and to address way-finding but should not be the primary feature on a site or building. The best signs are of a scale and number that complement its 'host' building without creating visual clutter or dominance.

05 **Open space provision and boundary interfaces**
Provide for transitions in built form and reduce intensity of development near residential areas whilst ensuring compatibility of uses. Where needed allow for screening and buffering of areas in a way that is compatible with development and landscaping features in a way that reduces potential conflict of uses. Consider the potential to create public access to and potentially along watercourses or open spaces e.g. Horne Creek, Warren Park, and Domini Park in a way that is integrated with the comprehensive development of your site.

06 **Accessibility**
Promote alternative forms of active travel with a high level of pedestrian connectivity and accessibility around and through a site. Pedestrian routes should be well-formed and enhanced by using varied textural

WANAKA EXAMPLE

surfacing, landscaped buffer zones and low impact lighting. Cycle parking needs to be located in easily accessible, well-lit locations, preferably with shelter if for longer stays.

07 **Parking areas**
Ensure parking supply is not the dominant feature of the development. Ideally, on-site parking should be placed away from the street frontage positioned either at the side or rear of a development. When car parking is placed on-site directly in front of buildings this 'positive interaction' and well-defined street edge is diminished. Vehicle accesses should consolidate to minimize vehicle crossings. While private vehicles will likely be the dominant form of transportation to these facilities, the pedestrian traffic within the parking lots and between buildings and public areas must be addressed for matters of safety, practicality, comfort and amenity.

08 **Waste and service areas**
Incorporate, preferably communal, waste and service areas into the site layout to ensure they are screened from public spaces but are easily accessible and functional. With larger developments vehicle maneuvering space is important to allow bins to be serviced, as well as loading space for deliveries. These areas needs to be separate from areas with high pedestrian movements. (Not shown in sketch).

09 **Private and safe environments**
Residential uses at ground level should be carefully considered as privacy and amenity can be compromised for occupants, although this can be avoided though good design, Gorge Road consent is required for ground floor residential activity. Upper level residential units also benefit from improved access to sunlight and views, whilst also providing informal surveillance of public spaces. Locating office space directly above the ground floor allows for an activity buffer between commercial uses at ground level and residential use on higher levels.

10 **Building materials and lighting**
Variation in material use is required to provide interest to a building and can reduce its perceived visual mass. Ensure the vertical noise transmission between levels to be minimized by installing acoustic buffering walls and floors.

11 **Environmental sustainability**
Encourage environmental sustainability through the use of sustainable design options and materials, recognising the building code is the minimum standard allowable.

12 **Landscape materials and planting**
Encourage landscape planting to soften blank walls, hard surface areas and provide additional amenity. Use changes in materials to create high amenity, human scale spaces.

01 CREATE A POSITIVE STREET EDGE AND A SENSE OF PLACE

RELEVANT DISTRICT PLAN POLICIES

BMU

16.2.1.1, 16.2.1.2, 16.2.1.4, 16.2.2.1, 16.2.2.5

MIXED-USE DEVELOPMENTS CAN CONTRIBUTE TO CREATING LIVELY STREET ENVIRONMENTS WHEN THEY HAVE ACTIVE USES (SHOPS, CAFÉS, BUSINESSES OR COMMUNITY FACILITIES) AT THE GROUND LEVEL THAT PROVIDE A HIGH LEVEL OF LEGIBILITY AND VISUAL INTEREST WHILE AVOIDING BLANK WALLS OR FACADES.

Design needs to anticipate the wide range of activities within the zone and consider the adaptability and compatibility of buildings and spaces. Design and plan for active frontages along the street edge to enhance the pedestrian environment and positively address the street using commercial, retail or hospitality activities on the ground floor level. Active frontages are those that have lots of visual interest and connect the public area with activities taking place in the buildings. For a street to have a sense of place and vitality, care must be given to the design of the building frontages that line street edges. Long blank walls and buildings, including the use of opaque or reflective glazing that hides the presence of activity within buildings, that turn their back on the street cannot achieve this function and negatively impact on amenity and vitality. Designs should create opportunities for visual and physical interaction between the lower levels of the building and the street. In some instances small set-backs can be appropriate where they allow for the flexible use of ground floor tenancies such as outdoor dining space, yet it is important to retain a clear pedestrian path along the street and an active frontage.

Floor-to ceiling heights and setbacks are important factors in determining how well a building fits within its surrounding context and how successful it is in providing flexible and pleasant spaces for its occupants. Hospitality and retail are particularly well suited to corner establishments due to their likelihood to create street activation. Corner sites have the greatest potential for commercial exposure and can play an important role in defining the character of urban areas by creating building landmarks and improving legibility and way-finding.

Residential units at ground floor require consent in Queenstown and should be carefully considered elsewhere and along main roads. Ground floor, street facing residential units on rare occasions may be appropriate however finished floor levels, setbacks and screening will need to be carefully considered so as to provide appropriate levels of privacy for residents. Individual street-front entrances for residential dwellings can be used to provide added activity and interest to the public realm.

CLEARLY DEFINE ENTRANCES.

A building's entrance needs to contributes to the overall identity of the development and plays an important role in the impression and experience formed by visitors. An entrance may lead into a common entry foyer, directly into the private space of an apartment, or into a retail/commercial tenancy. Entrances should be considered as part of an entry sequence, from the point of entry onto the site to the reaching of the destination within the site. They should be easily identifiable, safe and should be designed so as to be clearly defined from the rest of the building for legibility and way-finding. -Main entrances should face directly onto the street, and not through a parking area.

All entrances should address a street or lane. Active frontages (having doors and glazing) allow natural surveillance over public and shared spaces. Access to the front door or entrance is clearly defined and visible from the street. Features such as verandahs help to activate the street edge and provide a human scale to the building, particularly if it is multiple storeys.

Businesses 'spilling out' into public spaces creates vibrancy

A diversity of spaces and the opportunity for people to interact with the street at more than one level.

Creating a diversity of entrance types out on to the street or lane helps to create interest and character

DESIGN ELEMENT CHECKLIST

A Create an active, interesting and engaging streetscape by providing a clear building line along the street edge. Ensure that buildings are located as close to the street boundary as existing or planned street frontage patterns allows. Design entrances to be a clearly distinguishable building element.

B Provide each different use within a building its own entrance with public and private entrances independent of each other. This includes where possible differing activities such as residential and commercial, pedestrian and vehicle entries into buildings and sites, direct ground floor unit entries, and areas where recycling, waste collection and removal are located.

C Ensure an active street frontage that contributes to an areas vitality and diversity. Allow for retail, hospitality and commercial uses to be located on ground floor areas that front the street.

D Limit wide building frontages for single use purposes especially if the hours of occupation are restricted, or the level of activity is low such as foyers to commercial offices or solely office space along the street with limited opportunity to activate the street edge.

E Ensure an active frontage, avoiding the use of blank walls, and opaque or reflective glazing that hides the presence of activity within buildings. This allows natural surveillance of the street, common and public space areas, so that occupants are able to maintain eye contact with people in these areas for natural and informal surveillance.

F Provide for the continuity and alignment of the built form to the street and ensure building frontages extend to street front boundaries.

G Provide verandas and canopies for weather protection.

H Ensure clearly visible way-finding signage is provided that is in character with the building and wider context.

I Designed for safe and secure entrances by avoiding the creation of blind spots and hiding spots. Establish a direct physical and visual connection to entrances between the street and the buildings' entrance.

J Enable a clear line of site from one circulation area to the next.

K Provide highly visible, well-lit and sheltered spaces in which to enter the building.

02 BUILDING FACADE TREATMENT

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.1.9, 16.2.2.1, 16.2.2.5, 16.2.2.6

TO CREATE HIGH LEVELS OF VISUAL INTEREST AND ARTICULATION IN BUILDING FACADES

It is essential that all building elevations are considered and designed as an integral part of the overall development. The facades of a building visible from a street play an important role in contributing to the amenity and attractiveness of an area. Facades should therefore be designed to have a pleasing scale and appearance, proportion and rhythm, solid-to-void relationship and materiality. Care and attention should be given to their design to ensure the building stands up to critical observation by designing their form, colour and texture to provide visual interest from a range of distances.

Design so as to express each level of a building clearly, notably the base, middle and top which also contributes to relative symmetry in form of neighbouring buildings.

Horizontal and vertical modulation of a building is required to reduce bulk and mass of a building. Avoid using the same treatment across a wide building facade, which has a horizontal emphasis lacking human scale. Instead, divide them facade vertically into multiple bays and apply vertical facade treatments such as windows and columns. Use variations in design details, materials, colour and proportions whilst ensuring each part is complementary to the whole.

Articulated facades and improved informal surveillance opportunities can also be achieved through the considered application of balconies and windows. Recessed balconies should be opted for where possible because they provide better privacy, better weather protection and often improved articulation than cantilevered balconies.

The use of colour on buildings has a significant impact on the streetscape and can create visual interest and character while being compatible to the surrounding environment. Use local materials where possible to contribute to local identity and distinctiveness.

Although the primary and secondary facade designs are of principal concern with respect to articulation, all building elevations should need to be considered to provide for some visual interest and articulation. The rear facade is often highly visible, especially when the development is taller than surrounding buildings. The rear is usually where services and storage areas are located which need to be carefully considered to ensure they do not detract from the aesthetic of the building through placement and screening.

Design large format retail and commercial developments for people and ensure an active street front. Sleeve larger commercial developments with smaller units to improve an active frontage and provide for further diversity and vitality of an area. Ensure that these smaller units face outward to the public realm and are articulated to provide visual interest at a human scale.

A mix of building materials and the inclusion of human scale elements creates a visually interesting building which is uniquely Queenstown.

Varying materials and modulation in the building facade can create visual interest as well as reducing the perceived visual mass of a building. A balance of glazing with solid materials is recommended to provide a human-scale feel to buildings. The provision of balconies is a simple solution to create modulation as well as provide outdoor living space amenity for occupants. Plant equipment is also screened from the street.

Building modulation helps to 'break up' a line of units without reducing development yield.

A modulated built form creates visual interest.

Level changes create opportunities to establish different spaces and entrances.

DESIGN ELEMENT CHECKLIST

A Design buildings to make a positive contribution to the public realm and neighbouring sites. Facades need to be well considered and designed as an integral part of the building and streetscape adding visual and textural interest.

B Avoid the use of blank walls, especially on the primary facade on any building. Any walls should include changes in materials, patterns, colours or other design elements to provide some visual variation and interest.

C Design for visual interest especially at pedestrian level. Well-designed facade elements help establish a sense of scale for pedestrians and can help define the public spaces as well. Buildings should be designed to frame adjacent streets and open spaces and provide a high level of transparency.

D Ensure that upper levels of buildings provide visual interest and engagement with the street. This may be achieved in many ways including varied glazing treatments recessed windows, detailed window surrounds, canopies and awnings, changes in plane, varied use of materials and colours, or the introduction of decks at residences and/or offices.

E Articulate and break up long facades to reduce the effect of massing and provide elements of human scale.

F Use a materials range that relates to and enhances the local character of the area, and provides visual interest from a range of distances.

G Locate drive through lanes so that this traffic does not disturb the movement of pedestrians on site or block the movement of other vehicles. Drive through lanes should not align with site boundaries adjoining the street. Where visible from public areas these lanes should be appropriately visually buffered with low planting or screening to avoid a bleak visual impression of the development.

03 BUILDING HEIGHT AND ROOF FORM

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.1.2, 16.2.2.1, 16.2.2.5, 16.2.2.7

TO ALLOW FOR FLEXIBILITY IN BUILDING HEIGHT WHERE DESIGN AND VISUAL INTEREST CAN BE CREATED WITHOUT RESULTING IN ADVERSE EFFECTS.

Differing heights are allowed within the BMU zone and have been based on shading, sunlight and overall relationship to the wider urban and landscape context desired within the zone. Buildings that appear similar in mass and scale help to maintain a coherent visual image and character to a site. Discretionary heights policy only applies to Gorge Road and Frankton Marina (Sugar Lane) in Queenstown.

It is important to allow for flexibility in building height where positive design resolve and visual interest can be created without resulting in adverse effects particularly if the additional height proposed enables further residential activity at elevated levels. For additional design advice regarding good design of high-density residential use refer to the Residential Design Guide but keep in mind that different standards apply to other zones.

Additional height should also be considered for corner sites that have the opportunity to create landmark buildings, to emphasise intersections as important nodes, without adverse effects on adjoining properties. With larger developments consider the height and massing of buildings carefully to create buildings that have high articulation and visual interest with diversity in vertical mixed-use activity. Consider the effect of additional height in relation to adverse shading, building dominance or privacy of neighbouring sites and in particular residences or public streets and spaces. This will affect the amenity of these areas which if adverse should be avoided. Ensure buildings are similar (but not always the same) in height and massing to adjacent buildings or provide a transition between buildings and / or adjacent blocks. Setbacks at upper levels should be incorporated into the design of buildings where building height affects dominance and shading of neighbouring sites. The design of the roof form and its components such as roof material, colour, trim and lighting needs to be an integral part of the architecture.

Local landmarks can be created using distinct roof forms. Equally, simple forms such as gable ends can create rhythm and character.

Providing greater height in some locations can result in a positive design outcome which would not be achieved if strict adherence to maximum height limits were enforced.

Emphasising a corner is considered a positive design treatment, assisting with legibility.

DESIGN ELEMENT CHECKLIST

A Parapet, roof and/or ridge heights need to be varied to add interest and reduce scale.

B Consider the use of overhangs and cornice features for decorative interest.

C Large roof surfaces require have variations in parapet height or offsets to break up the linear facade.

D Roofs should be earth toned or visually recessive colours and materials with low reflective qualities that complement the wider landscape.

E All roof mounted mechanical equipment should be screened and should not be visible from street level and public places. This includes views from elevated public areas such as from Ben Lomond.

Modulation of roof forms helps to reduce the visual mass and monotony of a development

Breaking up roofs and parapets into smaller units creates more interest and character.

04 SIGNAGE

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.1.7, 16.2.2.1, 31.2.1.1, 31.2.1.2, 31.2.1.5, 31.2.1.7, 31.2.1.8, 31.2.1.9, 31.2.1.12, 31.2.2.2, 31.2.2.5, 31.2.3.1, 31.2.3.2, 31.2.3.3, 31.2.3.4, 31.2.3.5,

IF WELL DESIGNED AND INTEGRATED INTO SITES AND BUILDINGS, SIGNS CAN PLAY A POSITIVE ROLE IN CREATING VISUAL QUALITY AND VITALITY OF AN AREA

Signage can be designed to complement the design aesthetic of a 'host' building, being sympathetic in size, design and appearance to the design aesthetic trying to be achieved. Designers need to anticipate signage and signage platforms when designing building facades so it can be visually cohesive, integrated and coherent.

Signage provides way-finding and orientation while also contributing to the character and vitality of a development. Way-finding signage is important for all but the simplest developments or building layouts.

Signage lighting should not negatively affect amenity values at night. Unless needed for way-finding, legibility and safety lighting of signage should only be used during opening hours of business and be designed in accordance with the Southern Lights Strategy.

Signage rules are contained within Chapter 31of the District Plan.

Signs can be integrated into lighting and other elements so as not to appear an add-on

Signs come in various colours and forms, and if designed well, can add an additional layer to the character of a development, improving way-finding. Equally, if signs including the use of corporate colours are poorly integrated, visually dominating their 'host' building, the effects can be significant (adverse).

Signage is a considered part of the buildings overall appearance.

Signage is contained within the building elevation which allows the skyline to be created by buildings rather than signs.

In the right locations and of the right scale, signs create character and interest as well as improving legibility.

DESIGN ELEMENT CHECKLIST

A Signage is best located to visually capture an audience without negatively affecting their experience with the surrounding environment through dominance. It is more important signage is complementary to the character of the building and provides way-finding or legibility.

B Design signage to complement the overall architectural form of the building in scale, design and overall appearance without being a dominant feature. Ensure signage does not block windows.

C Clearly define commercial signage zones so that expectations are clear for new owners/ tenants. Commercial tenants/owners may have custom brands and logos that clash with the building or neighbouring tenants. Clear rules should be established for these situations.

D Ensure that signage is readable from the street and in character with the building and wider context without adversely affecting the amenity in neighbouring area.

E Provide way-finding signage for orienting visitors (including pedestrians, cyclists and drivers). Visitors arriving by car for the first time are often distracted by maneuvering and need very clear signage to visitor parking areas and entry and exit points.

F Signage lighting should not create glare or detrimentally affect the ambiance and amenity at night.

05 OPEN SPACE PROVISION AND BOUNDARY INTERFACES

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.2.3, 16.2.2.5, 16.2.2.9, 16.2.2.4

TO CREATE PUBLIC AND COMMUNAL OPEN SPACES WHICH PROVIDE ADDITIONAL AMENITY TO RESIDENTS PROMOTING COLLABORATION, CUSTODIANSHIP AND TO MAXIMISE CONNECTIONS

Public and communal open space, if well-designed, can add significant benefits and value to a mixed-use development. When not considered to be 'left over' space, open space can be an opportunity to enhance the character of a site. Often the best designed spaces are those that integrate well with adjoining buildings and streets and enjoy a high level of natural surveillance from surrounding buildings. The spaces are highly accessible, and if successful can be a real focal point to build custodianship and collaboration opportunities for occupants and visitors. Spaces should allow a high degree of choice and flexibility for both passive and active use while recognizing the needs of users and businesses.

Where sites adjoin open spaces and natural features developments should be designed to positively integrate and enhance these areas such as Horne Creek and Domini Park.

Further provision of and access to communal open space and/or public spaces should be considered as part of any comprehensive site planning within the zone.

Accessibility and connections are very important to the success of a space, ideally with multiple entry / exit points (CPTED) and spaces being close to living areas. The simple inclusion of a lockable gate from a dwelling to an open space can mean the difference between space being used or not. Where privacy is required trees and hedging can be used instead of solid fencing, or possibly a combination of the two.

Mixed-use developments are required to be set back from adjoining residential properties, and with a combination of landscape design and appropriate site layout any potential adverse effects can be minimised. Consideration of screening and landscaping that are compatible in form with the design of adjoining properties are favoured. Visually impermeable fencing or walls with no additional landscaping or aesthetic design treatment is not an appropriate method of screening as it creates a visually dominant massing effect.

The creation of high quality, highly accessible open space should be encouraged.

Open space should be considered a positive element of a development providing amenity to visitors and residents

Communal open space provides the opportunity to workers, residents and visitors to relax if well designed. Successful spaces often have active edges, surrounded by a mix of activities and with multiple entry/ exit points. Seating and shelter are important aspects as well as the ability for people to sit and watch other people. Natural surveillance from surrounding buildings is important.

The design of open space can give a development character and interest, allowing visitors to linger longer in a place.

Building design should respond positively to a space by creating direct, preferrable level, access into adjoining outside areas.

Laneways provide open space amenity as well as improving connectivity.

DESIGN ELEMENT CHECKLIST

A Open space needs to be visually and aesthetically attractive and integrate well with surrounding buildings. Public and private spaces should be clearly defined through landscape or material changes.

B Views between private and public spaces are encouraged to allow for informal surveillance and social interactions between the private and public realm. The development should offer visual, and where possible physical connections through to adjoining open spaces.

C Consideration needs to be given to whether the open space is intended to be held in private or public ownership and how the maintenance of these spaces will be managed.

D If intended to be held in public ownership, the space should be in accordance with the Parks and Open Space Strategy. Talk to the QLDC Parks and Reserves team for advice in this regard.

E If intended to be held in private ownership, consider the intended users and how they will use these spaces.

F The design of the open space should provide opportunities for its intended users to encourage the activation of the space. This could be in the form of connections, seating, shade and amenity and passive and/or active recreation.

G Universal design and CPTED principles should be considered in the design of open spaces and common areas.

06 ACCESSIBILITY

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.1.2, 16.2.1.9, 16.2.2.4, 16.2.2.9

TO CREATE HIGH AMENITY STREETSCAPES AND SPACES WITH HIGH LEVELS OF ACCESSIBILITY FOR ALL MODES

Early on in the design process, consideration needs to be given to movement in to, out of and within a site for pedestrians of varying abilities as well as consideration of vehicle movement and placement. Pedestrian connectivity and Universal access should always be given priority consideration as a base for any development.

Ensure that clear and safe connections in to, out of and through sites are provided as this improves site permeability. The provision of connections such as lanes between and through blocks is important in developing an urban form of finer grain and is appropriate in providing integration opportunities across sites.

Establish and improve connections to open spaces and nature, as this is important for amenity and the overall health of occupants and the wider community.

Ensure that universal design has been integrated into developments to accommodate users of all levels of mobility. Provide universal access along routes that link up key destinations - for instance, from the parking space or exit lobby to the front door. When designing connections for both vehicles and pedestrians, raise the kerb treatment to avoid vehicles parking across pedestrian allocated space.

Ensure all connections are both wide enough and at a grade to accommodate two-way traffic. Ensure pedestrian routes between private and public areas, the street and buildings, and parked vehicles and car park entry/exits are direct and intuitive. Provide for pedestrian routes of suitable width to cater for pedestrian and universal access commensurate to the anticipated usage of the route to avoid crowding on footpaths. Reducing crowdedness also reduces possible tension between the users of the space. This is particularly important in places with higher foot traffic, such as areas with bars, restaurants, or other entertainment venues.

Design connections and facilities for pedestrians and cyclists that safely and comfortably accommodate their needs. When preparing detailed designs, imagine using the proposed spaces from every conceivable approach and user's perspective. For example, envisage needing to access the building entry with a pushchair in the rain. Picture crossing the car park in a wheelchair. Is it safe? Is it convenient? Is it attractive?

Support the social life of the street and accommodate anticipated pedestrian traffic. Consider the range of people who will be using the footpath including people with impairments, wheelchairs and prams, all of whom have different abilities and travel at different speeds.

Minimise changes in footpath levels and avoid physical barriers.

Breaks in blocks and frontages can improve connectivity as well as providing additional amenity.

Building up to the street frontage rather than placing car parks in front of a building promotes walking and cycling and creates a more active street frontage. Accessibility for cyclists and pedestrians can be improved by designing clear through routes, suitable surfacing and well-positioned cycle parking.

Creating flush entrances into buildings through spaces allows ease of movement.

Bicycle parks are provided adjacent to the front door.

Level surfaces and flush kerbs provide a high degree of mobility for all modes and abilities.

DESIGN ELEMENT CHECKLIST

A Flush entries into buildings is ideal to allow universal movement, allowing all people to enter or exit through the principal entrance.

B Where required refer to New Zealand Standard NZS 4121:2001 Design for access and mobility for design requirements. Ensure cross-falls greater than 2% are avoided where possible.

C Provide clearly defined, safe, well-lit connections to entrances, car parking, public facilities and cycle facilities with suitable signage for way-finding and legibility. Ideally pedestrian routes are 1.8m wide, free of street furniture or landscaping.

D Provide secure bike parking, for both short and long term, and where possible shower and change facilities to encourage more people to cycle for longer trips.

E Provide street furniture and landscaping in zones to maintain through clear through routes while providing amenity shade, buffering and street enclosure.

07 PARKING AREAS

RELEVANT DISTRICT PLAN POLICIES

BMU

16.2.1.1, 16.2.1.2, 16.2.2.1, 16.2.2.3, 16.2.2.8

29.2.1, 29.2.2.1, 29.2.2.3, 29.2.2.4, 29.2.2.9, 29.2.4.9

TO DESIGN PARKING AREAS TO ENABLE VEHICLE AND CYCLE ACCESS WHILE PRIORITISING PEDESTRIAN CONNECTIONS AND AMENITY VALUE

Vehicle parking is an important consideration of development that enables people to access commercial activities. By carefully locating and designing parking areas , amenity values can be maintained and walking and cycling can be promoted as alternative modes of transport.

Although the design of a parking area is based primarily around the movement of vehicles, for every vehicle parked there is at least one pedestrian that needs to exit and re-enter the parking area. Good quality parking area design ensures the safety of pedestrians and provides them with a clear and easy route to and from their vehicle. For mixed use developments with retail uses, the ease of use of a vehicle park for pedestrians is important to foster repeat visits - if a customer knows they can easily park and access shops or services they will be more inclined to return. Therefore a balance between convenience of parking provision and the need for pedestrian amenity and active street frontages needs to be carefully considered.

There are often several options for providing parking on a site. These should be considered early on in the design process as it impacts many elements of a building, including access, street frontages and response to wider urban structure. Provision of parking that is the 'right fit' for the development is key to ensuring adequate and appropriate levels of parking are provided without adversely affecting amenity. Efficient and effective management of parking will ensure it is functional and safe for drivers and pedestrians, while also integrating with the overall design of the building and surrounding public spaces.

Where sites are to be solely for residential use, additional considerations can be included in parking area design. Help with designing these spaces can be found in the Residential Design Guide.

The location and design of on-site parking should:

- Be easily identifiable, efficient, attractive, safe, and logical for all users to navigate;
- Be located to the rear, side, underground and preferably not in between the building and the street or interrupting an active street frontage;
- Be screened from public view by safe and attractive landscaping or building facades, depending on their location;
- Minimise exposed hard surface areas by creating opportunities for sharing or co-locating;
- Accommodate space for maneuvering vehicles and loading bays;
- Provide cycle parking where appropriate, in convenient and visible locations;
- Comply with Parking requirements (if any) in Chapter 29 – Transport, of the Queenstown District Plan.

Consider active street frontage when designing parking at the rear. Council recognises that it can be difficult for commercial developments to have an active frontage facing the street as well as an attractive interface at the rear. However, the need to provide an active street frontage must take precedence over the desirability of addressing the parking area. Where buildings back onto a parking area some of the following measures can be used:

- Windows, doors and building modulation
- Create entrances to upper floors for uses such as offices
- Place residential use to the rear
- Link the car park to the front with safe and direct pedestrian links

Concealing parking within buildings or potentially underground can be an effective way of mitigating the adverse effects associated with parking.

The top image parking area shows no allocated pedestrian routes or refuge for safety and no features that promote amenity such as landscaping. Where possible, minimise exposed hard surface carparking. The other images identify parking areas that support and promote pedestrian connections and enhancement of these areas which is of key importance.

Large surface carparks built up to the street edge with limited landscape planting and no pedestrian routes identified.

Clearly defined pedestrian paths are provided through this carpark along with landscape elements improving amenity.

Buildings are built up to the street edge with on street carparking broken up with landscape planting.

DESIGN ELEMENT CHECKLIST

A Design for slow moving traffic and car parking areas to enhance pedestrian safety.

B Car parking areas in front of buildings often have a negative impact on the streetscape. Instead, place parking in areas so that the physical impact of parking areas are minimized, such as the rear or side yard areas or beneath the building.

C External parking areas can be enhanced by the placement of landscaped islands and/or trees at regular intervals to soften the visual impact.

D Carparks can be designed primarily for the safety of pedestrians and key pedestrian routes and connections should be established during early carpark design stages.

E Equal consideration needs to be given to access to and from the car park, and the routes through it, both for vehicles and pedestrians. Ensure that parking provisions and vehicle routes do not compromise a good walking and cycling environment, i.e. raise kerb treatment to avoid parking across pedestrian allocated space.

F Large areas of exposed car parking ~~where~~ visible from public areas is not appropriate.

G Manage traffic volumes and lower vehicle speeds through sites by designing and reducing access widths while still providing for safety. Reducing the spatial proportion of land available for vehicle access and parking where possible improves the pedestrian environment ~~that~~ which is fundamental to good design.

H Ensure that service vehicle, access and loading areas are separate from pedestrian movements where possible to minimize potential conflicts and the loss of on-street parking.

I Provide for traffic safety and calming treatments such as islands, medians and crossings to aid pedestrian connectivity.

J Widen footpaths to improve the pedestrian condition.

K Avoid level changes that interrupt the footpath and cycle connectivity which should have priority
Do not configure parking layouts that create long or convoluted routes from car parking spaces to building entrances.

L Where possible developers should co-ordinate and share parking with neighbouring premises for land use efficiency.

M Carpark design ensures personal safety and does not encourage crime.

08 WASTE AND SERVICE AREAS

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.1.8, 16.2.2.3, 16.2.2.8

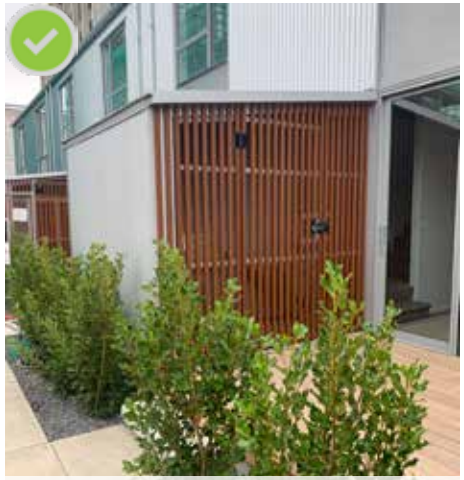
TO PROVIDE WASTE AND SERVICE AREAS THAT ARE FIT-FOR-PURPOSE AND HAVE MINIMAL ADVERSE EFFECTS

Service elements need to be considered throughout the design process to ensure they are well integrated into the building's overall form. Special consideration should be given to their aesthetic impact on visible roof areas and facades to ensure they are not a predominant feature upon any elevation, including the roof.

The location of mechanical and utility systems, outdoor storage and waste collection areas is an important consideration in functional design of any development. Often these uses are overlooked in the building design process, and yet play a key role in the day-to-day function and appearance of any building.

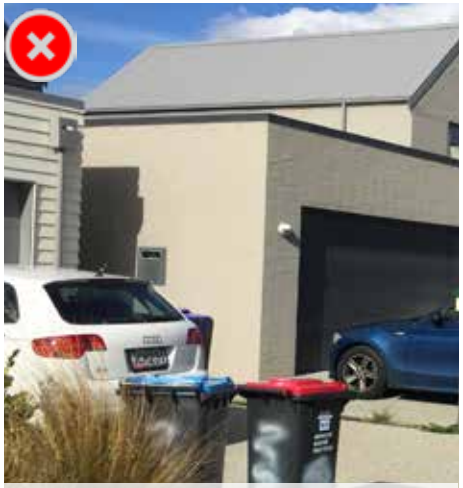
Ensure waste and service areas are located in less prominent locations to reduce their potential effect on amenity value. Noise and visual impacts of these utilities can be adverse and therefore should be located as much as possible in remote areas of the site and not visible from the right of way or adjacent properties. Utilities units should be screened, recessed or enclosed. Screening materials should be carefully selected to be visually compatible with the overall building composition or landscaping of the site.

Ensure that regular rubbish collection is facilitated to reduce the risk of odour and bins clogging the footpath on collection day. Waste and service areas should not be prominent in form but need to be accessed easily. Encourage combined service areas for multiple uses on a site.

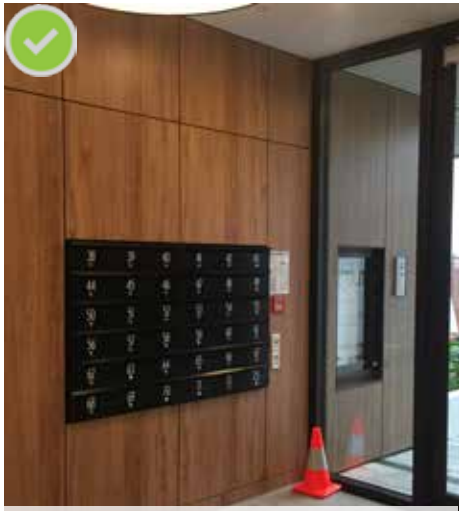


Each unit is provided with screened storage facility

The scale and form of service areas and storage will depend on the scale and activities of a development. The key aspect is that sufficient space is provided in a location which does not affect the amenity of the site or the accessibility for pedestrians but is still functional for its required purpose.



Bins typically end up in the most convenient location so it is important to consider their inclusion during the design proces.



Locating letterboxes where people often walk past is preferred from accessibility and convenience perspectives.

A simple timber screen maybe all that is required to screen a service area

The use of materials matching the built development help to improve the amenity of a development.

Maintaining a clear pedestrian path adjacent to shop windows and entrances.

09 PRIVATE AND SAFE ENVIRONMENTS

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.1.9, 16.2.2.1

TO CREATE DEVELOPMENTS WITH A HIGH LEVEL OF PRIVATE AMENITY BALANCED WITH CREATING PUBLIC SPACES WITH HIGH LEVELS OF NATURAL SURVEILLANCE

Developing a mixed-use project can be more complex than a single use project. Compatibility of uses is something that needs to be considered to ensure reverse sensitivity is prevented. It is important to consider:

- hours of operation
- different types of servicing (car parking, rubbish collection, etc.)
- different effects that may need to be managed such as noise and traffic.
- sensitivity of the proposed activities in order for them to function effectively, such as daycare centres.

Where compatibility is an issue, consider if spatial, built or landscaped buffer zones between uses would be effective. Minimise signage on glazing to facilitate natural surveillance and promote engagement between interior and exterior spaces.

Crime Prevention Through Environmental Design (CPTED) is based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. The key qualities, includin the 7 C's of the NZ Urban Design Protocol, which need to be considered when designing within the BMU zone are contained in the glossary.

Balconies provide safe outdoor living space but need to be designed to prevent privacy issues.

Windows elevated above street level provide privacy for residents while maintaining passive surveillance over the street.

Slat screens provide privacy without creating CPTED issues for public spaces.

Windows overlooking public spaces with 'clean-stem' trees allows a high level of passive surveillance.

Incorporating windows on the ground floor and balconies and windows on upper floors when designing to promote visual connection and interest between the people inside (private space) and outside (public space). The design, location and frequency of openings also contribute to the sense of safety of the users by informal surveillance. Contribute to safety by ensuring that building entrances are directly visible from the street with the ability for these areas to be informally monitored by passers-by.

Planting can provide a soft buffer between private and public spaces without needing fencing.

DESIGN ELEMENT CHECKLIST

A Provide for well-defined straight and clear routes, spaces and entrances that allow for ease of navigation, convenience and safe movement without compromising security.

B Ensure all publicly accessible spaces have access to natural surveillance and have clear sight lines. Suitable lighting should be provided for appropriate levels of visibility.

C Ensure the site layout, building and landscaping is designed to discourage the opportunity for crime, enhance the perception of safety and help with orientation and way-finding.

D Encourage human activity appropriate to the location. Create a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.

E Ongoing management and maintenance of the design need to be considered from the beginning of the design phase to incorporate ways of discouraging crime and promoting community safety into the design. Places and spaces that are well-maintained help to enhance the perception of a safer environment for users.

F Where necessary, well designed security features and elements should be integrated into design measures without detracting from the amenity of spaces.

10 BUILDING MATERIALS AND LIGHTING

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.1.7,16.2.1.9, 16.2.2.1

TO ENCOURAGE THE USE OF HIGH QUALITY MATERIALS AND MATERIAL VARIATION TO CREATE VISUAL INTEREST AND AMENITY, REFLECTING THE QUEENSTOWN LAKES DISTRICT

Traditional materials typical to the Queenstown Lakes District vernacular can be used in a modern medium with great success to reinforce local character, identity and distinctiveness. Building design - consider the scale, texture, reflectivity and patterns of the building materials by utilizing them in common recognizable applications. Buildings may have primary and secondary facades that are treated differently with similar complementary building materials and colours.

Use low-reflective glazing in windows. Metal frames, eaves and guttering should consist of a matte finish. For roofs and walls, materials with a non-shiny, textured or matt /powder finish are preferable to glossy or shiny finishes.

The use of painted plaster, painted timber weather-boards and trim, schist stone with raised tuck-pointing and corrugated iron are common building materials used in the area. Other traditional materials such as Oamaru stone, exposed stacked schist stone, vertical timber cladding can also be used to strengthen a buildings character and connection to the locale.

Modern materials include glass, textured and patterned pre-cast concrete, plywood and composite panels. The use of plain, smooth face concrete walls or panels is strongly discouraged.

Lighting

Lighting around entrances and in common areas should provide for safety, functionality and contribute to amenity without excessive energy use. Lighting can improve the perception of safety on dark paths however should only be used on paths that are intended for use at night. Lighting rules within the zone are intended to reduce glare and adverse effects on amenity values. This includes the protection of unnecessary light spillage across sites, and to protect the night sky as outlined in the Southern Lights Strategy.

Using local stone helps to reinforce the Queenstown Lakes vernacular, creating a unique character.

A variety of materials have been used to create a visually aesthetic design using materials that reflect the character of the surrounding area. Materials used are common and sourced from sustainable sources. Lighting in communal areas such as globe lights and LED strip lighting enhances safety and provides visual amenity.

Lighting can be functional as well as improving legibility.

Even blank walls can provide amenity and character if the right material is used.

Having a mix of materials creates interest and amenity to spaces.

11 ENVIRONMENTAL SUSTAINABILITY

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.3.1

TO ENCOURAGE THE USE OF SUSTAINABLE DESIGN SOLUTIONS, MATERIALS AND TECHNIQUES IN DEVELOPMENTS

Following on from the Building Materials section, the sourcing, choice and application of materials can have a considerable effect on long-term maintenance requirements and sustainability. Materials that require less maintenance with a longer design life are more suitable for mixed-use developments, particularly when multiple parties are involved. The durability of materials can be improved by ensuring adequate protection from the corrosive effects of the elements, for example by incorporating eaves and flashings in the design.

Developments should be designed to maximize natural potential, i.e. potential solar access, minimize energy and water consumption, reduction of stormwater run-off. Buildings should be orientated to maximize northerly aspect and solar access where possible noting that the built relationship to the street is equally important. Ideally buildings are designed and constructed so they can adapt to accommodate a range of uses over time, with higher ground floor stud heights allowing flexibility in activities. Buildings should be designed to minimize water consumption and stormwater run-off, incorporating Low Impact Urban Design solutions and adopting water-sensitive design principles where possible. Landscapes should be low maintenance, designed to optimise water infiltration and support plant growth. Promote landscape planting with indigenous vegetation to support native ecosystems and biodiversity.

Water tanks reduce stormwater runoff peaks while providing water for irrigation

Sustainable material use, renewable energy technologies, and water sensitive design can all contribute to create sustainable designs

Reducing stormwater peak runoff are achieved using a combination of different techniques which collectively reduce demands on public infrastructure, and in some examples assist with improving plant growth and health. With higher site coverages it will be necessary to look at the site holistically to ensure the minimum permeable surface amount is achieved while also achieving other functional requirements.

Solar panels can be integrated into a building's design.

Open waterways provide amenity and ecological benefits to developments.

Green roofs have insulation properties and also reduce peak stormwater runoff.

DESIGN ELEMENT CHECKLIST

- A Install solar panels to utilise energy from the sun.
- B Consider installing living roofs which are able to capture rainfall reducing potential water runoff from roofing surface areas.
- C Rainwater storage tanks can be located on the roof or in the ground. Consider installing a rain water storage system to capture rainwater runoff and store it for use, such as watering plants in garden areas.
- D Rain gardens can be located to filter runoff from hard surfaces such as driveways or carparking. Consider integrating rain gardens in development to filter and reduce the runoff that goes into drainage systems.
- E Incorporate swales into site design to naturally filter run off from hard surfaces, such as driveways or carparks. Planting is also a great way to increase the absorption of stormwater, in particular trees as they can absorb larger amounts of water through their roots.
- F Permeable paving can be used for driveway and carpark areas instead of hard surfacing such as concrete to allow the water to filter through to the ground.

12 LANDSCAPE MATERIALS AND PLANTING

RELEVANT DISTRICT PLAN POLICIES

BMU 16.2.2.2, 16.2.2.3, 16.2.2.9

TO CREATE HIGH QUALITY, HUMAN-SCALE, LOW MAINTENANCE SPACES WHICH ENCOURAGE COLLABORATION, CREATIVITY AND CUSTODIANSHIP.

Landscaping is a design element that can provide amenity, add character, define spaces or provide a buffer between spaces. Consideration of both soft and hard landscaping features, and their ongoing maintenance is important.

Native landscape plantings create high amenity spaces and not all surfaces need to be sealed.

Tree planting is an important part of any development to provide amenity.

Pot plants and climbers provide amentity in locations where in ground planters maybe not be possible.

Low level fencing and/or planting delineates spaces without 'boxing' people in.

Tree species with a clear trunk can be used to maintain sight lines while providing shade and amenity. Planters and climbers can be used to create human scale gathering spaces. Permeable fencing and planting visually softens the street edge while defining the boundary between private and public. A planting palette is attached which identifies common species found in the area that can be used for effective landscaping however this list is not exhaustive.

DESIGN ELEMENT CHECKLIST

A Plant areas to define transitions between public spaces and aid in defining public and private spaces. Visually permeable fencing should be used where fencing is required but privacy is not an issue

B Use local materials where possible to contribute to local identity and distinctiveness.

C Design landscaping for year-round visual interest. Choose plant varieties that are disease resistant and provide seasonal colour.

D Strategically locate deciduous trees and plants to provide shade and windbreaks to reduce building energy use and not impeding views (both into the site and out to the surrounding landscape) or negatively impacting circulation of vehicles.

E Landscape design should consider climate, urban and natural context, and local character. The effects of solar access and shade on roads and footpaths should be considered when locating landscape materials.

F Maintain visual clearances for public safety by avoiding the placement of tall plant material near the intersections of driveways, pedestrian pathways and in public gathering spaces. Maintain visual clearance into all retail and tenant spaces.

G Incorporate perimeter planting to screen vehicle headlights.

H Use planting measures to screen utilities and service areas

I Enhance streetscape character by planting and landscaping at the street edge while also providing for privacy and screening where necessary

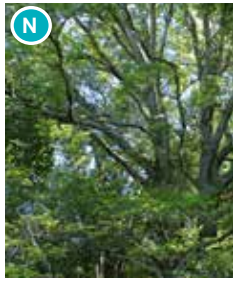
J If street edge activity and transparency is required consider providing low planting areas and/or trees with canopies maintained above eye level

K If a buffer zone between street and private open space is required consider a semi visually permeable hedge or low planting deep enough to provide sufficient separation levels for privacy.

L Contribute to streetscape character and the amenity of the public domain by relating landscape design to the desired proportions and character of the streetscape.

M Incorporate landscaping and planting elements appropriate to the scale of development and as mitigation where appropriate for example to visually soften or break up the bulk of built form.

TREES (MEDIUM - LARGE)



Mountain Beech
(Fuscospora cliffortioides)

Kowhai
(Sophora microphylla)

Makomako / Wineberry
(Aristotelia serrata)

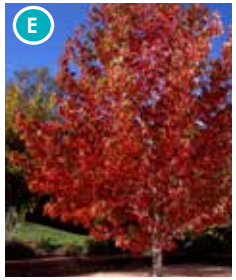
Mountain Ribbonwood
(Hoheria lyallii)

Silver Beech
(Lophozonia menziesii)

Cabbage tree
(Cordyline australis)
(not in lawns)

Mahoe
(melicytus ramiflorus)

Pin Oak
(Quercus palustris)

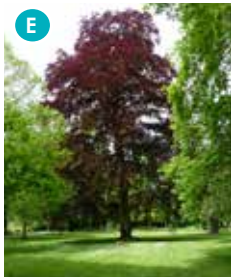


Liquidambar
(Liquidambar styraclifua)

Red Beech
(Fuscospora fusca)

Lemonwood, Tarata
(Pittosporum eugenioides)

Ornamental Pear
(Pyrus calleryana)



Copper beech
(Fagus sylvatica purpurea)

Marble Leaf
(Carpodetus serratus)

Species not appropriate for North Frankton Flats BMU area but can be used elsewhere

TREES (SMALL)

Mountain Totara
(Podocarpus cunninghamii)

Toothed lancewood
(Pseudopanax ferox)

Lancewood (horoeta)
(Pseudopanax crassifolius)

Boxleaf azara / Vanilla tree
(Azara microphylla)

Manuka
(Leptospermum scoparium)

Kōhuhu / Black Matipo
(Pittosporum tenuifolium)

Camellia
(Camellia sasanqua)
Deleted Species: Marble Leaf

Flowering crab apple
(Malus tschonoskii)

Akiraho
(Olearia paniculata)

Five Finger
(Pseudopanax laetus)

SHRUBS (MEDIUM - SMALL)

Monro's daisy
(Brachyglottis monroi)

Rose
(Rosa - flower carpet form)

Rose 'Frau Dagmar Hastrup'
(Rosa rugosa)

Southern Tree Daisy
(Olearia arborescens)

Pittosporum 'Golf Ball'
(Pittosporum tenuifolium)

Mountain Flax
(Phormium cookianum)

Mexican orange blossom
(Choisya ternata)

Silverbush
(Convolvulus cneorum)

Mingimingi
(Coprosma virescens)

Hebe
(Hebe spp.)

Dwarf toetoe
(Chionochloa flavicans)

Oakleaf hydrangea
(Hydrangea quercifolia)

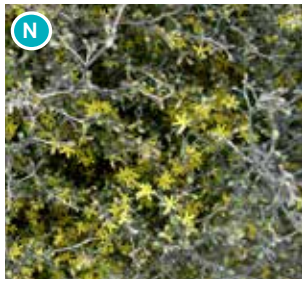
Marlborough rock daisy
(Pachystegia insignis)

Viburnum
(Viburnum davidii)

Shrubby tororaro, Mingimingi
(Muehlenbeckia astonii)

HEDGES

Coprosma Middlemore
(Coprosma 'Middlemore')



Korokia
(Corokia cultivars)

Broadleaf, Kapuka
(Griselinia littoralis)

Box hedge
(Buxus sempervirens)

GROUNDCOVERS / GRASSES

Tasmanian Flax-Lily
(Dianella 'Little Rev')

NZ iris
(Libertia peregrinans)

Creeping fuchsia
(Fuchsia procumbens)

Makura Sedge
(Carex secta)

Purple bidibidi
(Acaena purpurea)

NZ daphne
(Pimelea prostrata)

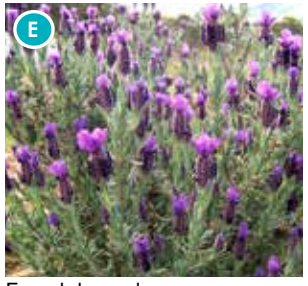
Heartleaf burgenia
(Bergenia cordifolia)

Bush lily
(Astelia fragrans)

Prostrate coprosma
(Coprosma acerosa 'Hawera')

Silver Tussock
(Poa cita)

Pohuehue
(Muehlenbeckia axillaris)



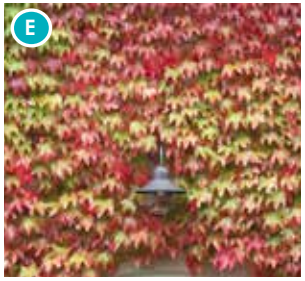
French lavender
(Lavandula stoechas)

Turutu
(Dianella nigra)

CLIMBERS

Star Jasmine
(Trachelospermum jasminoides)

Yellow jasmine
(Gelsemium sempervirens)



Boston Ivy
(Parthenocissus tricuspidata)

E = Exotic
N = Native

III GLOSSARY

ACTIVE EDGES
A building frontage that directly interacts with an adjacent space. This could be via doors that allow people to move between inside and outside. Active edges are distinct from interactive edges, where buildings overlook the street and passersby can see activities inside the building, but do not physically access these activities directly. This permits building occupants and passersby to see one another. Examples of active edges include street cafes that positively enhance the adjacent open spaces. Examples of interactive edges include office space visible from the street, but accessed elsewhere.

ARTICULATION
A term typically used to describe the parts and composition of a facade, how they are joined, and what they are used for.

NZ URBAN DESIGN PROTOCOL 7C'S

CUSTODIANSHIP
Custodianship allows people to take a sense of ownership or responsibility over a space, promoting a degree of stewardship and care. Custodianship also relates to environmentally sustainable design solutions that promote energy efficiency, recycling and reuse to minimise waste disposal, access to transport, sunlight and public outdoor spaces. The principal includes the concept of kaitiakitanga.

CREATIVITY
Creativity allows for artistic and individual design approaches to enhance neighbourhood amenity and character on buildings and in landscape design. Creativity adds richness and diversity, and turns a functional place into a memorable place. It can utilise architectural elements to create designs which have visual interest and cohesion in terms of scale, rhythm and detailing while avoiding inappropriate and overly repetitive facades.

CONTEXT
Context recognises the importance of how a building or development will relate to and integrate with its neighbours, street, walkways or public space. Developments should present themselves as a 'good neighbour' in terms of their relationship to adjacent and nearby properties, access to sunlight and views, access, and integration of utility and storage areas that could potentially affect people's amenity.

CHARACTER
A term used to describe the appearance, qualities and combination of attributes of an area, place, street or building that helps to give that place a distinct identity. Character can provide a neighbourhood, street or public space with a unique urban feel, adding richness and value as well as improving legibility. Character can be created by several methods. Attention to the detailing of façade design, materials used, site layout, roof lines and landscaping can all contribute positively to the development of a unique character to build a sense of space.

CHOICE
Choice provides people and potential purchasers with options and flexibility in terms of building types, business size, and outdoor space. The greater degree of options, the greater proportion of the market can be serviced. Adaptable designs that provide opportunities to create flexibility in terms of future uses is considered positive.

COLLABORATION
Collaboration promotes good communication between all parties and disciplines involved in the design process.

CONNECTIONS
Connections relate to how people move and interact in any mode, within a development, along a street or through a public space. Strong connections with the careful placement of facilities can lead to reduced travel times and support social cohesion. Connections to tracks and open spaces also help to improve accessibility, create lively and safe public spaces and greater amenity for residents and businesses.

CPTED (Crime Prevention Through Environmental Design)
This acronym stands for Crime Prevention through Environmental Design. It is a crime prevention philosophy based on good design and effective use of the built environment leading to a reduction both in the fear and incidence of crime, as well as an improvement in the quality of life. The use of CPTED is intended to reduce crime and fear by reducing criminal opportunity and fostering positive social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment.

HUMAN SCALE
The size of a building, space, or constituent parts, relative to the physical size of a person, so that they feel comfortable rather than overwhelmed in those surroundings.

LEGIBILITY
This term refers to the ability of people who are unfamiliar with an area to be able to find their way. Legibility instills a sense of confidence in users of public space and can be achieved though the identification of designated pedestrian routes through the use of signage, lighting and suitable landscaping.

LOW IMPACT DESIGN
The design of a place or buildings to have low environmental impact by managing, protecting and incorporating natural systems and natural components of the landscape (for example, stormwater management). Sometimes referred to as water sensitive design.

MIXED USE
A mixture of activities such as residential, business, retail, or hospitality that occupy space within the same building or within the same street block or area.

MODULATION (HORIZONTAL AND VERTICAL)
An architectural technique to vary or change a facade to make it appear as a collection of smaller components.

NATURAL SURVEILLANCE
To overlook an area with the aim of making the space a safe and pleasant environment. A beneficial side effect of passive surveillance is the potential to foster social engagement between people.

PUBLIC REALM
The public realm refers to all parts of the urban environment that people can experience or access - public space and buildings, and those parts of private development that impact on public space. (MfE)

PUBLIC SPACE
This term refers to both: a) spaces that are publicly owned and which are intended for use by the public, and b) spaces that are privately owned and which are intended for use by the public.

REVERSE SENSITIVITY
The potential for the operation of an existing lawfully established activity to be constrained or curtailed by the more recent establishment or intensification of other activities which are sensitive to the established activity

SENSE OF PLACE
A person or community's appreciation of the special and unique qualities of their neighbourhood, city or environment that is different from other places.

SITE PERMEABILITY
The degree to which an area has a variety of routes to move through and connect with adjacent spaces. (ADM)

SLEEVED
Location of small buildings, tenancies and/or activities located on the outside edge of a larger building or structure that does not offer an adequate level of amenity to the street. Sleeved structures help create an active street frontage with entrances and windows orientated to the street. It may also help mitigate the effects of large expanses of blank unarticulated walls.

SOLID-TO-VOID
The solid to void ratio refers to the relationship between the voids (i.e., openings and gaps along a facade, windows and door openings) to the solid (i.e., proportion of a building facade that comprises a blank or solid wall). A balance should be achieved between the two.

SOUTHERN LIGHTS STRATEGY
The Southern Lights Strategy (updated in 2017) is a QLDC guiding document aimed to facilitate the community and developers to deliver a comprehensive and unified approach to lighting in the district.

STREET FRONT
The interface between public or private places and a street. In an urban situation this would typically be a building overlooking the street.

TEXTURE
An architectural and landscape architecture term that suggests a contrasting and rougher surface treatment to a wall or a ground plane. Texture may include using a range different building materials on a facade or a variety of planting within an area.

UNIVERSAL DESIGN
The design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.