

QUEENSTOWN LAKES DISTRICT COUNCIL RESIDENTIAL ZONE DESIGN GUIDE

A DESIGN GUIDE FOR RESIDENTIAL ZONES

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QUEENSTOWN
LAKES DISTRICT
COUNCIL

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PROPOSED DISTRICT PLAN – DESIGN GUIDE FOR RESIDENTIAL ZONES

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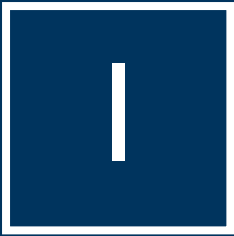
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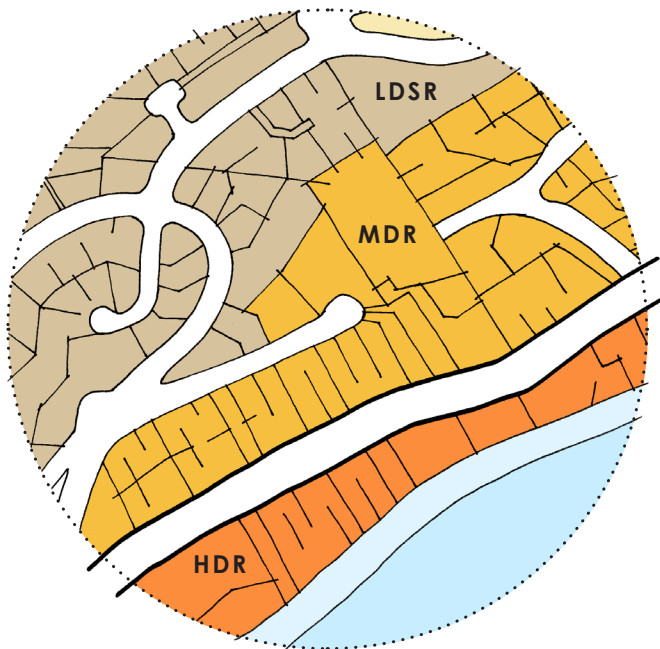
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THE PURPOSE OF THIS GUIDE

THE PURPOSE OF THIS DESIGN GUIDE IS TO PROMOTE GOOD DESIGN PRINCIPLES TO ACHIEVE HIGH-QUALITY, HIGH-AMENITY BUILT RESIDENTIAL DEVELOPMENTS WHILE PROVIDING FOR GROWTH IN THE QUEENSTOWN LAKES DISTRICT. THE DESIGN GUIDE APPLIES TO THE FOLLOWING ZONES:

- HDR HIGH DENSITY RESIDENTIAL (CHAPTER 9)**
- MDR MEDIUM DENSITY RESIDENTIAL (CHAPTER 8)**
- LDSR LOWER DENSITY SUBURBAN RESIDENTIAL (CHAPTER 7)**



There are variances between the objectives, policies and rules of each zone but there are key elements which are common to all residential developments. The guide presents 'exemplar' designs for each zone type and methods for addressing issues particular to that density type, before addressing different design or built elements individually. Residential zoned areas are able to be identified in the District Plan Maps.

This design guide is applicable to both permitted activities and applications for resource consent that breach district plan rules. The design guide will help developers, residents, visitors and the public experience good design outcomes.

Key design elements addressed in this Design Guide are:

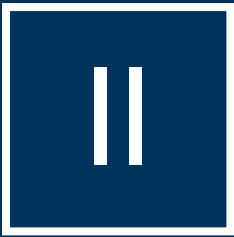
- 01 Building Diversity and adaptability
- 02 Entrances and detailing
- 03 Building dominance and sunlight access
- 04 Connections to open space
- 05 Outdoor living space
- 06 Accessibility
- 07 Waste and service areas
- 08 Private and safe environments
- 09 Site coverage and low impact design
- 10 Building materials and sustainability
- 11 Landscape materials and planting

THE COUNCIL WILL ENCOURAGE GOOD DESIGN BY

- Recognising where effort has been made to integrate and enhance existing and planned waterways, stormwater paths, pedestrian and cycle connections, within and between developments.
- 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 THE DESIGN GUIDE

- This design guide is intended to complement and assist in the interpretation of the District Plan. To this end, the Council will use this guide under section 104(1)(c) of the Resource Management Act to help it assess and make decisions on resource consent applications.
- The policies and rules of the District Plan chapter acknowledge that development has a variable nature and there is no strict formula to create a good design.
- Differences in neighbourhood character, environmental opportunities and constraints and the provision of infrastructure require a response tailored to each situation.
- Development that is consistent with the intent of the design guide is likely to be consistent with the relevant District Plan Chapter objectives and policies.
- Version 3.0 Draft May 2019



HOW TO USE THIS GUIDE

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

STEP 1

DETERMINE YOUR ZONE

The objectives, policies and rules which apply to land vary for each residential zone. An exemplar for the most common residential zones is described and illustrated in this guide, highlighting key elements which apply and need to be addressed. This guide applies to:



HDR High Density residential (Chapter 9)

MDR Medium Density Residential (Chapter 8)

LDSR Lower Density Suburban Residential (Chapter 7)

STEP 2

INCORPORATE DESIGN ELEMENTS

Eleven 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 infringed. Review these elements to see whether they have been addressed in the design of your development.

STEP 3

DESIGN YOUR DEVELOPMENT

Prepare a Design Statement to support your Resource Consent which outlines how key design elements have been incorporated in your proposal.

STEP 4

SEEK ADVICE / CONSULT COUNCIL

The earlier you talk to council, the more time you can save and reduce the risk of abortive work being undertaken. The design guide is based on creating positive design outcomes, which may in some cases infringe rules but do not result in adverse effects.

There is also the opportunity to present your proposal before the Urban Design panel. While a non-statutory review group, the panel consists of skilled and experienced practitioners who can offer and often add value to your proposal.

Consulting does not negate the RMA process but it can lead to a much smoother path and greater certainty of the outcome.

HIGH DENSITY RESIDENTIAL ZONES ARE LOCATED WITHIN CLOSE PROXIMITY OF TOWN CENTRES OR ALONG MAIN TRANSPORT ROUTES WITH THE PURPOSE OF CONSOLIDATING GROWTH IN EXISTING URBAN AREAS. THE OBJECTIVES, POLICIES AND RULES ARE CONTAINED WITHIN CHAPTER 9 OF THE DISTRICT PLAN.

As the Queenstown Lakes District continues to experience strong population growth, it is important to design efficient residential spaces with higher densities of housing. This is where the High Density Residential Zone becomes a key mechanism to providing a solution for the rapidly growing population and for creating and maintaining a vibrant and active town centre.

The High Density Residential Zone is generally located near town centres and is easily accessible from public transport routes, cycleways and walkways. Small businesses may also be found within this zone to support these intensified areas of housing.

Developments are likely to be multi-storey terrace or apartment style dwellings with no restrictions on density. These buildings should be designed to a high standard and reflect the character of the surrounding area in terms of form, materials, colour, setbacks and landscaping.

Higher densities have many benefits, including:

- Increased positive social interaction;
- Opportunities for improved community facilities and open space;
- Support for public transport, and;
- Avoiding urban sprawl by reducing the demand for development land.

Buildings should:

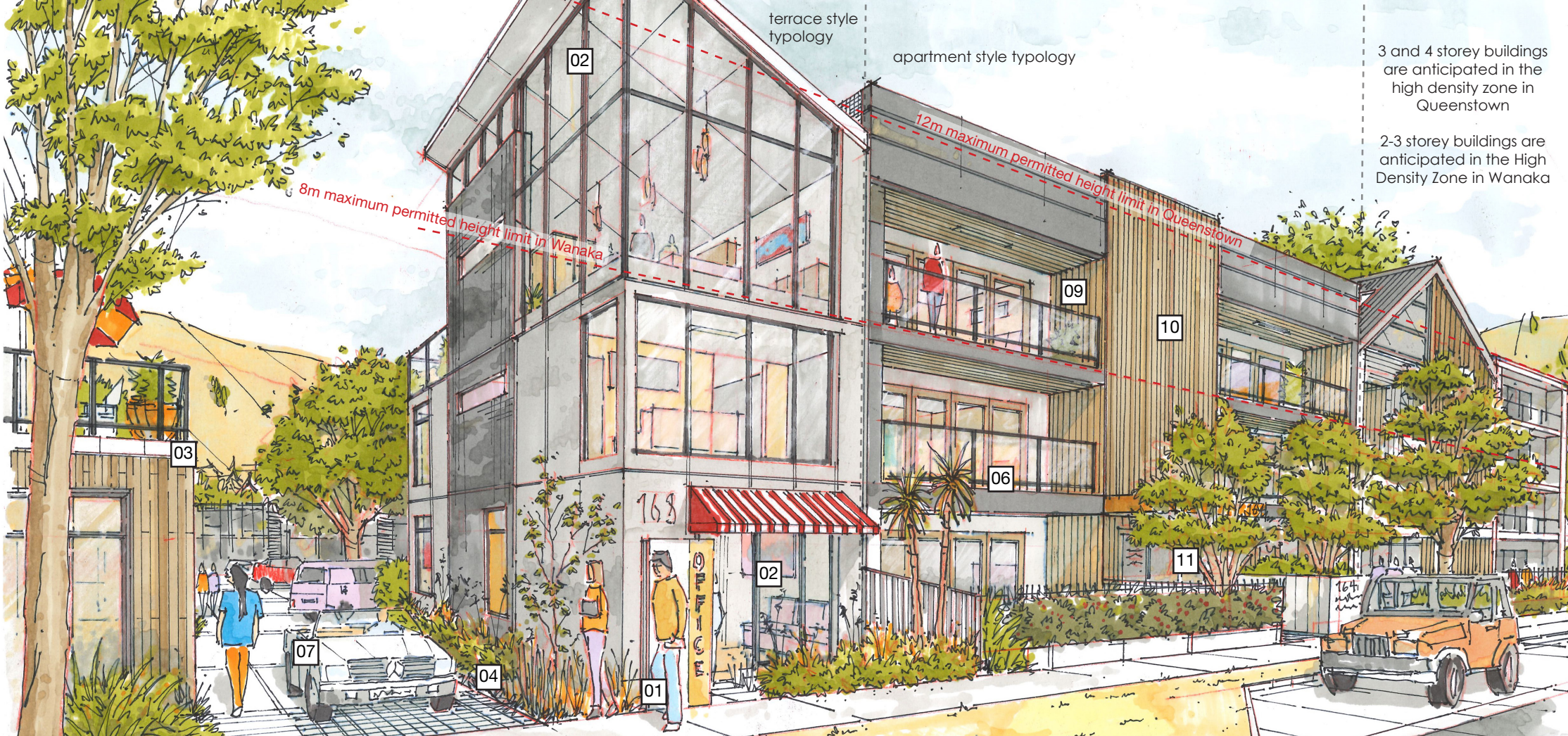
- Have a high-level of visual interest;
- Avoid blank or unarticulated walls and facades;
- Achieve a high level of natural surveillance over public spaces;
- Provide a greater level of housing choice, and;
- Have a positive relationship with neighbouring properties.

The illustration on the adjoining page is an exemplar showing how key design elements can be incorporated into high density developments to achieve a positive design outcome.



Developments in a high-density residential zone are likely to be 3 storeys and possibly four in some locations depending on their design. Small commercial offices or retail may be included. Dwelling typologies are likely to be either terrace or low rise apartment buildings

1. Adelaide Apartment
2. Hobsonville Point, Auckland
3. Hobsonville Point, Auckland
4. Riccarton, Christchurch



GOOD DESIGN ELEMENTS

- 01 Entrances and detailing**
Ensure entrances are clearly visible from the street and large blank walls are avoided.
- 02 Building height and roof form**
Look for opportunities where additional height can be provided without adversely affecting neighbouring properties or views. A higher ceiling stud on the ground floor can allow future flexibility of use.
- 03 Sunlight and recession planes**
Recession planes are required on boundaries with neighbouring sites but not along road frontages or reserves within town centres. Internal recession planes are not required.
- 04 Site coverage and low impact design**
Small changes to provide rain gardens, swales and on-site tanks can all contribute to reducing stormwater runoff peaks and demands on infrastructure.
- 05 Connections to open space** (not shown)
Providing gates and minimising fencing can have positive community outcomes, minimising travel times and encouraging social interaction between residents.
- 06 Outdoor living space**
Each unit should have access to an outdoor living space, whether at ground or a balcony, ideally directly from internal living areas.
- 07 Accessibility**
Consolidating vehicle crossings provides more on-street parking opportunities and improves pedestrian connectivity. Ideally parking is located to the rear, side or under developments to prevent facades being dominated by garages or vehicles.
- 08 Waste and service areas** (not shown)
Easily accessible communal systems are recommended for high-density developments, screened from public and neighbouring properties.
- 09 Creating private and safe places**
Ensuring windows, balconies and outdoor spaces are designed to provide privacy between units while allowing views over public areas to provide natural surveillance.
- 10 Materials and environmental sustainability**
Materials and systems should reflect the local character while not creating maintenance issues. Designs should encourage environmental sustainability including access to sunlight and north or west facing living areas.
- 11 Landscape**
The landscape treatment of a development can add significant amenity and value, and can be combined with low impact approaches to stormwater management. Also look to retain well-established trees if possible.

MEDIUM DENSITY RESIDENTIAL ZONES ARE LOCATED WITHIN CLOSE PROXIMITY OF TOWN CENTRES OR MAIN TRANSPORT ROUTES WITH THE PURPOSE OF CONSOLIDATING GROWTH IN EXISTING URBAN AREAS. THE OBJECTIVES, POLICIES AND RULES ARE CONTAINED WITHIN CHAPTER 8 OF THE DISTRICT PLAN.

The Medium Density Residential Zone provides for an increased density than the Lower Density Suburban Residential Zone and plays a key role in minimizing urban sprawl and increasing housing supply.

Medium Density Residential Zones are located within the urban growth boundaries as identified on the District Plan, generally near key town centres or areas of population growth.

Lot sizes within this zone are typically between 250m² and 450m². The main housing typologies anticipated are terraces, semi-detached and detached houses. These buildings should be designed to a high quality and reflect the character of the surrounding area in terms of form, materials, colour, setbacks and landscaping.

Well-designed medium-density buildings can contribute positively to urban settlements if the Design Principles are followed. Buildings can have a high-level of visual interest avoiding blank or

unarticulated walls or facades, achieve a high level of natural surveillance over public spaces, provide a greater level of housing choice and have a positive relationship with neighbouring properties.

The illustration on the adjoining page is an exemplar showing how key design elements relating to medium-density developments can be addressed to achieve a positive design outcome.



Developments in a medium-density residential zone are likely to be 1-2 storeys and possibly three in some locations subject to their design. Small commercial offices or retail may be included, particularly in the Wanaka Town Centre town centre overlay where they integrate with and support the role of the Town Centre. Dwellings are likely to be either terrace, duplex or detached buildings.

1. Shotover Country
2. Lake Hayes Estate
3. Christchurch City
4. Bullendale, Arthurs Point



gable end roofs may penetrate recession planes by no more than one third of the gable height

2 storey buildings are anticipated in the medium density zone

GOOD DESIGN ELEMENTS

- 01 Entrances and detailing** (not shown)
Ensure entrances are clearly visible from the street. The number of units facing the street should be maximised where possible.
- 02 Building height and roof form**
Look for opportunities where additional height can be provided without adversely affecting neighbouring properties or views.
- 03 Sunlight and recession planes**
Recession planes are required on boundaries of a flat site, but are only applicable to accessory buildings on sloping sites. Recession planes do not apply along road frontages or reserves within town centres.
- 04 Site coverage and low impact design**
Small changes to provide rain gardens, swales and on-site tanks can all contribute to reducing stormwater runoff peaks and demands on infrastructure.
- 05 Connections to open space**
Providing gates and minimising fencing can have positive community outcomes, minimising travel times and encouraging social interaction between residents.
- 06 Outdoor living space**
Each unit should have access to an outdoor living space, ideally at the same level as the principal living area.
- 07 Accessibility** (not shown)
Ideally garaging and parking are designed to minimise visual impacts on the streetscape and the building's facade.
- 08 Waste and service areas** (not shown)
Easily accessible communal or individual systems are recommended for medium-density developments, screened from public and neighbouring properties.
- 09 Creating private and safe places**
Ensuring windows, balconies and outdoor spaces are designed to provide privacy between units while allowing views over public areas to encourage natural surveillance.
- 10 Materials and environmental sustainability**
Materials and systems should reflect the local character while not creating maintenance issues. Designs should encourage environmental sustainability including access to sunlight and north or west facing living areas.
- 11 Landscape**
The landscape treatment of a development can add significant amenity and value, and can be combined with low impact approaches to stormwater management. Also look to retain well-established trees if possible.



LOWER DENSITY SUBURBAN RESIDENTIAL INCLUDING RESIDENTIAL FLATS

THE LOWER DENSITY SUBURBAN RESIDENTIAL ZONE IS THE LARGEST RESIDENTIAL ZONE IN THE DISTRICT AND ALLOWS FOR TYPICAL RESIDENTIAL DEVELOPMENT AS WELL AS THE INCLUSION OF A 70M² RESIDENTIAL FLAT (NON-SUBDIVIDABLE), SUBJECT TO MEETING BULK AND LOCATION REQUIREMENTS. THE OBJECTIVES, POLICIES AND RULES ARE CONTAINED WITHIN CHAPTER 7 OF THE DISTRICT PLAN.

The Lower Density Suburban Residential Zone is the most common residential zone in the District providing for residential development within the urban growth boundaries.

Lot sizes within this zone are typically between 450 and 1000m² with the main building type being standalone housing. Houses should be designed to a high quality and reflect the character of the surrounding area and zone in terms of form, materials, colour, setbacks and landscaping.

There is provision to allow sites down to 300m² in area and larger comprehensively designed developments as for the construction of non-subdividable residential flats.

Well-designed low density developments can contribute positively to urban settlements if the Design Principles are followed. With larger sites, there is greater flexibility for design and site layout without adversely compromising

urban design principles. However, the Design Principles and Elements outlined above and following are still relevant, and contribute to creating a higher amenity, more connected community.

Community facilities and home occupations are anticipated in the zone, subject to controls as it is recognised that some activities are best suited to being within a residential community. However, commercial activities in general are not suited unless they are small scale and can show that residential amenity will not be compromised.

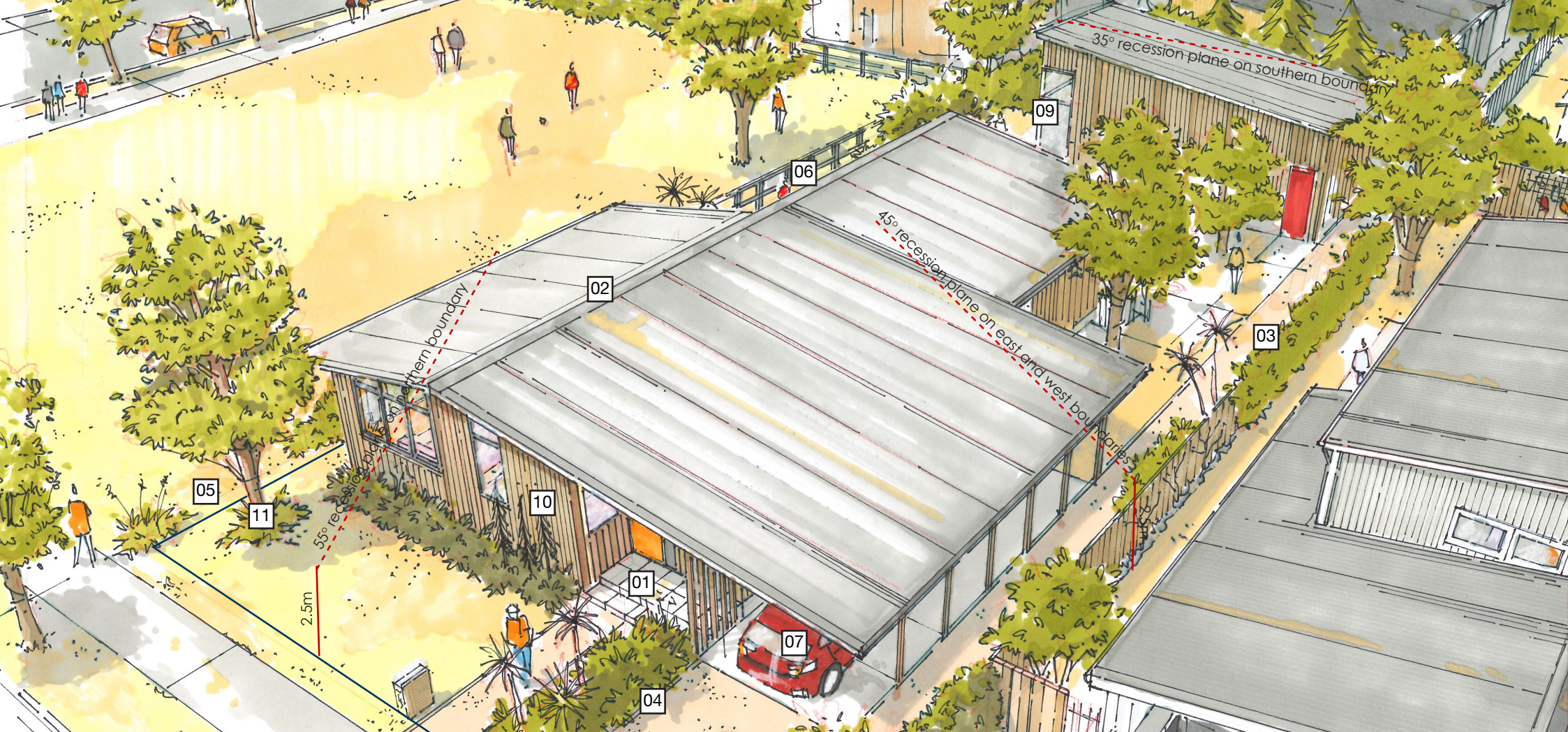
The illustration on the adjoining page is an exemplar showing how key design elements relating to lower-density developments can be addressed to achieve a positive design outcome.



Developments in a lower density suburban residential zone are likely to be 1-2 storeys. Dwellings are likely to be detached buildings with attached garages or carports. Some sites will include accessory buildings and subject to controls, may include a second residential unit up to 70m² in size.

1. St Albans, Christchurch
2. Silverstream, Kaipoi
3. Shotover Country
4. Jacks Point, Queenstown





GOOD DESIGN ELEMENTS

01 Entrances and detailing

Ensure entrances are clearly visible from the street and large blank walls are avoided. Windows can be added to garages or garages setback behind the front facade to ensure they do not visually dominate the streetscape.

02 Building height and roof form

Simple, uncomplex roof forms are best such as gables, hip or a mono-pitch.

03 Sunlight and recession planes

Recession planes are required on boundaries of a flat site, but are only applicable to accessory buildings on sloping sites.

04 Site coverage and low impact design

Small changes to provide rain gardens, swales and on-site tanks can all contribute to reducing stormwater runoff peaks and demands on infrastructure.

05 Connections to open space

Providing gates and minimising fencing can have positive community outcomes, minimising travel times and encouraging social interaction between residents.

06 Outdoor living space

Each dwelling should have access to a north or west facing outdoor living space, ideally directly accessed from internal living areas.

07 Accessibility

Ideally garaging and parking are designed to minimise visual impacts on the streetscape and the building's facade by setting back behind the front door. This also allows for on-site parking.

08 Waste and service areas (not shown)

Individual systems are recommended for lower density developments, screened from public and neighbouring properties

09 Creating private and safe places

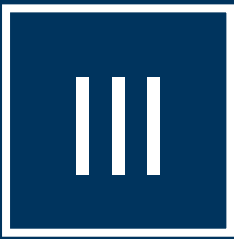
Ensuring windows, balconies and outdoor spaces are designed to provide privacy between dwellings while allowing views over public areas to encourage natural surveillance.

10 Materials and environmental sustainability

Materials and systems should reflect the local character while not creating maintenance issues. Designs should encourage environmental sustainability including access to sunlight and north or west facing living areas.

11 Landscape

The landscape treatment of a development can add significant amenity and value, and can be combined with low impact approaches to stormwater management. Also look to retain well-established trees if possible.



MULTI-UNIT ASSESSMENT MATTERS

MULTI UNIT DEVELOPMENTS IN RESIDENTIAL ZONES WILL BE ASSESSED AGAINST THE ASSESSMENT MATTERS OUTLINED BELOW. TO ASSIST WITH DESIGNING YOUR MULTI-UNIT DEVELOPMENT, KEY DESIGN ELEMENTS HAVE BEEN ASSIGNED TO AN ASSESSMENT MATTER, IN SOME CASES MULTIPLE MATTERS.

	MULTI-UNIT ASSESSMENT MATTERS		DESIGN ELEMENT
A	Location and external appearance, site layout and design of buildings and fences and how the development addresses its context to contribute positively to the character of the area	01	Building diversity and Adaptability
		02	Entrances and detailing
		03	Building dominance and sunlight access
		04	Connections to open space
		06	Accessibility
		07	Waste and service areas
B	Building dominance and sunlight access relative to neighbouring properties and public spaces including roads	03	Building dominance and sunlight access
		04	Connections to open space
		05	Outdoor living space
C	How the design advances housing diversity and promotes sustainability either through construction methods, design or function	01	Building diversity and Adaptability
		09	Site coverage and low impact design
		10	Building Materials and sustainability
		11	Landscape Materials and sustainability
D	Privacy for occupants of the subject site and neighbouring sites	05	Outdoor living space
		08	Private and safe environments
E	Street activation	02	Entrances and detailing
		06	Accessibility
		07	Waste and service areas
		11	Landscape materials and sustainability
F	Parking and access layout, safety, efficiency and impacts on on-street parking and neighbours	06	Accessibility
		11	Landscape materials and sustainability
G	Design and integration of landscaping	08	Waste and service areas
		09	Site coverage and low impact design
		11	Landscape materials and planting

01

HOUSING DIVERSITY AND ADAPTABILITY

TO ENCOURAGE HOUSING DIVERSITY WHICH CATERS TO A LARGE SEGMENT OF THE POPULATION, FOR ALL STAGES OF LIFE

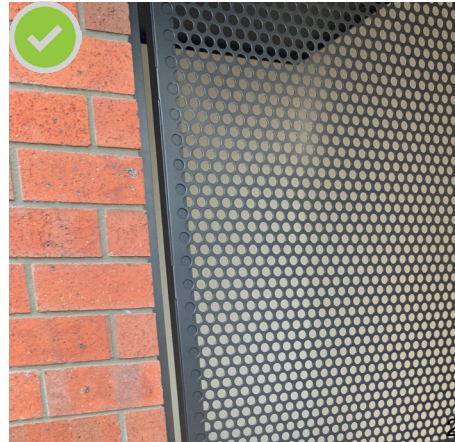
Diversity in building type and unit size is considered a positive attribute of designs which should be achieved where possible. Dependent on a development's location, providing a mix of house types is beneficial to the housing market and can assist with Housing affordability if done well.

Not all house buyers are seeking the same number of bedrooms or lot size, have the same maintenance expectations or the same lifestyle. By providing diversity it is possible to cater to a wider proportion of the market, and positively, allows people to move within a community or neighbourhood when their circumstances change.

It is also important to create buildings, spaces and facilities which allow flexibility and adaptability of use. This improves sustainability of a development by allowing a building to be used for a variety of uses without significant changes.

Housing diversity in a development can contribute positively its character and functionality. All of the images to the right show different house typologies which will cater to the needs of different people.

1. Jacks Point, Queenstown
2. Central One, Christchurch
3. and 4. Waimeha, Kapihi Coast



02

WELL-DEFINED ENTRANCES AND DETAILING TO IMPROVE LEGIBILITY

TO CREATE BUILDINGS WHICH POSITIVELY ADDRESS THE STREET, PROVIDING A HIGH LEVEL OF LEGIBILITY AND VISUAL INTEREST WHILE AVOIDING BLANK WALLS OR FACADES.

In all residential developments, but particularly with higher density developments there is a risk that buildings become bigger and lack detailing at the human scale, making it difficult for residents to relate to or imposing adversely on the receiving streetscape. This can be prevented by using a number of simple design measures.

For example, dwellings should be clearly definable as individual units, designed and articulated to provide a sense of individuality. Developments should relate to the street. Often long narrow sites are developed as a series of dwellings accessed by a long driveway without any relationship to the street. There is little opportunity for residents to interact, and the parking areas can be unattractive.

A preferred design option is to maximise (as far as practicable) the number of dwellings that front the street to create a strong built edge to the street and encourage a sense of community. The design and treatment of 'end walls' should avoid large blank walls which give the appearance that a development is unfinished or does not take account of its setting. Many past and recent developments have a 'typical' building design which is replicated to achieve

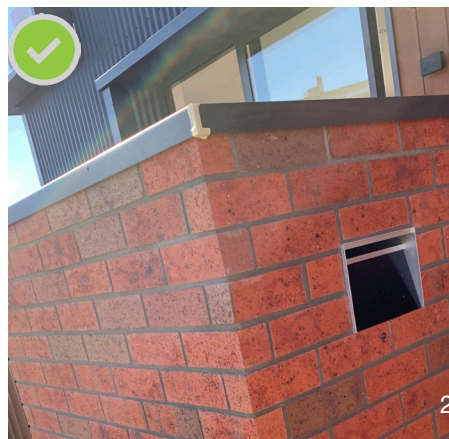
build efficiencies. This results in the end units being no different from the middle unit but can result in a reduction of natural surveillance over a public space or a side yard which is largely inaccessible. The placement of windows, doors and material changes in the end elevation all combine to avoid the adverse effects outlined above while providing a point of difference between units which may appeal to different residents.

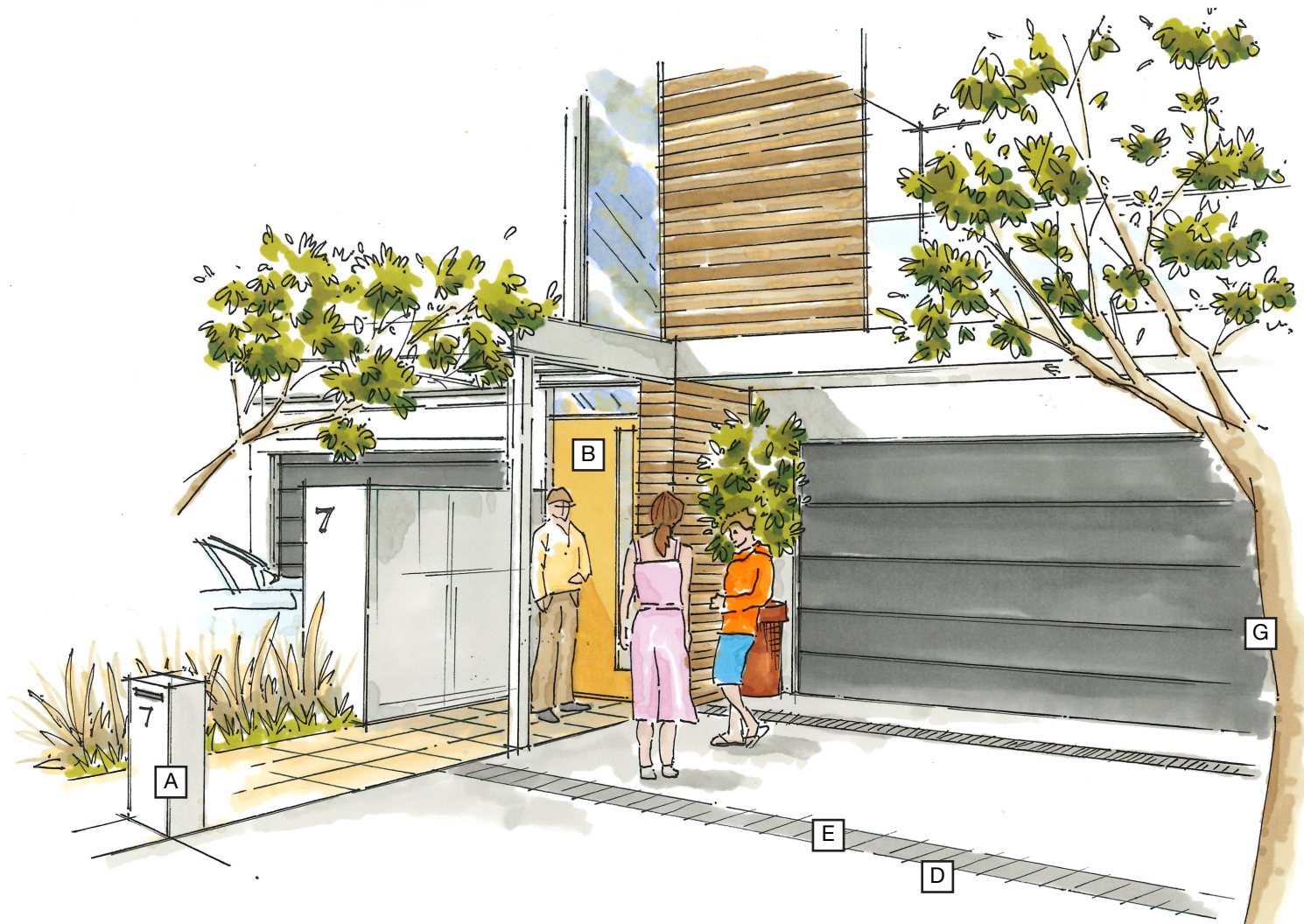
End units have an advantage in that if additional windows / doors are provided more natural light is allowed into a dwelling. The units are typically on slightly larger lots where the additional space can be utilised as a sitting or play space.

Blank walls do not create visual interest or allow natural surveillance over public or shared spaces. Access to the front floor is clearly defined and visible from the street.

Providing a sidelight adjacent to the front door is a small detail but allows for natural surveillance over the street and a strong visual connection between the dwelling and the street.

1. Central Christchurch
2. Central One, Christchurch
3. Hobsonville Point, Auckland
4. Lake Hayes, Queenstown
5. Hobsonville Point, Auckland





DESIGN ELEMENT CHECKLIST

A Minor changes to detailing and the placement of elements can have a significant effect on improving the legibility and amenity of a development, along the streetscape.

B Visibility of the front door from the street, along with either sidelights or windows in the door allowing people to see visitors, can improve people's understanding of where to go. Front doors located in front of the garage door to provide better legibility for pedestrians and visitors.

C End walls (not shown) on terrace buildings and apartment buildings have the potential to provide additional amenity to residents while avoiding large blank walls. End units often sell for more than middle units because of this additional amenity/space, providing further variation and choice within a development.

D Numerous vehicle crossings in close proximity to each other can have a negative effect on pedestrian accessibility and streetscape amenity. It can reduce the

amount of on-street parking available and the ability to plant street trees. On standard roads this can result in wider carriageways which in turn can encourage higher vehicle speeds where they may not be appropriate.

E Large expanses of asphalt and concrete can have a negative effect on streetscape amenity but can be easily broken up.

F Bins and service areas are required to be screened from the street and public areas but often end up being placed in the front yard.

G Each development is required to have a percentage of landscaping (refer to section 11).

RELEVANT DISTRICT PLAN POLICES

HDR 9.2.2.1 (a) (b) (c), 9.2.5.1, 9.2.5.2, 9.2.6.2

MDR 8.2.3.1, 8.2.3.2

LDSR 7.2.1.2, 7.2.1.3, 7.2.3.2, 7.2.4.2

03

BUILDING DOMINANCE AND SUNLIGHT ACCESS

TO ALLOW FOR FLEXIBILITY IN BUILDING HEIGHT WHERE POSITIVE DESIGNS AND VISUAL INTEREST CAN BE CREATED WITHOUT RESULTING IN ANY ADVERSE EFFECTS DUE TO VISUAL DOMINANCE.

The height of a building plays an important role in the overall appearance and function of a street or neighbourhood. Maintaining consistency between building heights contributes to the character and overall feel of a street while variation in form, in particular roof form, can provide the variation necessary to create an interesting street scene.

Each zone has standards for the maximum height a building can be, with the HDR Zone allowing for taller buildings than the MDR and LDR Zones. Within those standards there may be different height allowances for buildings on flat sites and buildings on sloping sites due to the importance of maintaining views for residents on sloping sites. If any additional height is desired that does not meet standards, the following key design aspects should be considered:

- Building design
- Roof form
- Building dominance
- Sunlight access to neighbouring properties and public spaces (including roads)
- Privacy for occupants and neighbours
- Effects on public views

These aspects should always be considered when designing a building.



Roof forms should add variation to the surrounding development / streetscape. Additional height can be added to buildings in order to create visually interesting roof forms and detailing. Roof form is varied with added detailing, glazing and changes in materials. Materials are recessive in colour to avoid visual dominance.

1. Shotover Country
2. St Albans, Christchurch
3. Shotover Country
4. Jack's Point, Queenstown
5. Hobsonville Point, Auckland

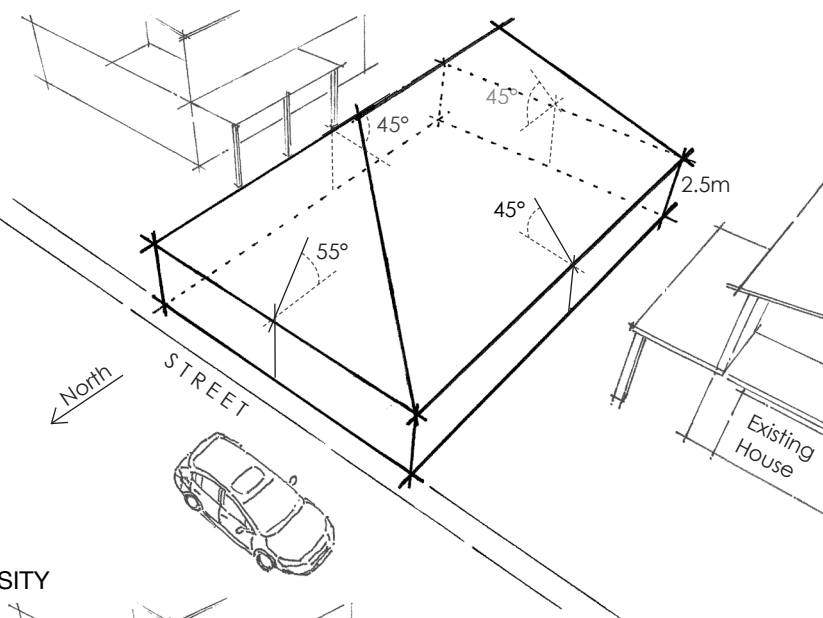


TO AVOID ADVERSE EFFECTS OF SHADING ON THE AMENITY OF ADJOINING PROPERTIES.

Recession planes are a control to ensure neighbouring properties are not adversely affected in terms of sunlight and/or privacy by a development while allowing for development and intensification to occur in residential areas. There may be a degree of change which occurs from existing conditions but at a level where change is considered to be acceptable. There are several methods which can be implemented to minimise adverse effects on shading including modulating the building form, setting buildings back from the boundary, or avoiding long, linear walls.

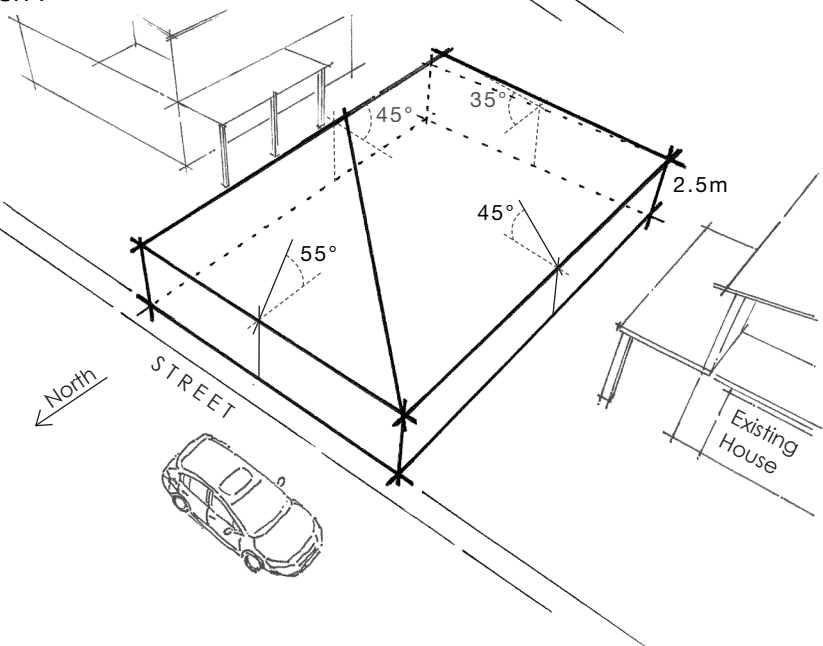
HIGH DENSITY

Recession planes for the High Density Residential Zone are 45° on all boundaries other than the northern boundary where a 55° recession plane applies.



MEDIUM / LOW DENSITY

Recession planes for the Low and Medium Density Residential Zones are 45° on the western and eastern boundaries, 55° on the northern boundary and 35° on the southern boundary.



DESIGN CHECKLIST

- A** Adding roof details like gables, dormer windows, balconies or parapets may be considered a positive design aspect and can make roof space usable without a great increase in height.
- B** Emphasizing corner sites with additional height can create local landmarks, helping to provide a sense of place without affecting adjoining properties.
- C** Dormer windows and balconies can create visual interest as well as providing additional space without increasing shading on adjoining sites.
- D** Has the building frontage been modulated to reduce effects on the amenity of adjoining residential areas, the streetscape and adjoining public space?
- E** Shading may be reduced by setbacks or modulation of the top storey. Buildings can be set back to allow for an outdoor area that does not shade the apartments below. Look at ways to minimise shading effects on neighbouring properties by modulating the built form or setting back buildings from the boundary.
- F** Minimise effects on amenity of the adjoining residential areas, the streetscape and adjoining public space by varying the built form and avoiding long, linear walls.
- G** No recession plane to road boundaries provides the opportunity to build higher up to the street edge.

RELEVANT DISTRICT PLAN POLICES

HDR 9.2.2.1(c), 9.2.2.2, 9.2.2.1 (d),

9.2.6.1, 9.2.6.2

MDR 8.2.3.1, 8.2.3.2, 8.2.6.1, 8.2.6.2,

8.2.6.3

LDSR 7.2.1.3, 7.2.1.4, 7.2.3.3

7.2.3.1(a), 7.2.4.1(a) (b), 7.2.6.2

04

CONNECTIONS TO OPEN SPACE TO CREATE SAFE, HIGH AMENITY SPACES

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 residential development. When not considered to be 'left over' space, open space can provide an opportunity to enhance the character of a site. Often the best designed spaces are those which integrate well with adjoining dwellings and enjoy a high level of natural surveillance from private living areas. The spaces are highly accessible, and if successful can be a real focal point to build custodianship and collaboration. Spaces should allow a high degree of choice and flexibility for both passive and active activities while recognising the needs of the residents / local community.

Accessibility and connections are very important to the success of a space, ideally with multiple entry / exit points (Crime Prevention Through Environmental Design (see glossary)) 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 possibility a combination of the two.



While the space in the photo top- right is centrally located, high solid fencing has resulted in the area appearing as a 'left-over' space with limited accessibility. In the other photos the space is easily accessible from dwellings with no fencing or open style fencing/landscaping in between the dwellings and the open space. Windows overlook the space creating a safe, usable space with a high amount of natural surveillance.

1. Hobsonville Point, Auckland
2. Central One, Christchurch
3. Styx Mill, Christchurch
4. Silverstream, Kaiapoi
5. Shotover Country, Queenstown





DESIGN ELEMENT CHECKLIST

- A** Designs should integrate well with adjoining and proposed open spaces, with building layout and landscape treatments designed to maximise connections and the ability for people to enjoy/ utilise the amenity of a space.
- B** Landscape treatment can have a significant impact on the character of a development. The proposed landscape treatment should reflect the character of the area and/or enhance resident's amenity.
- C** Providing connections throughout a development creates choices for residents, in the best-case scenario creating links which promote active forms of transport, thereby reducing vehicle usage for short, local trips.
- D** In a worst-case scenario open space is completely screened from a residence with no accessibility or connectivity. Properties adjacent to an open space should have direct access with gates (lockable) incorporated into the design.
- E** Providing a mix of open and close style fencing can provide the necessary privacy for residents while allowing residents to have a sense of custodianship over the adjacent open space.
- F** Views from principle living areas, both indoor and outdoor, can be possible of the open space providing natural surveillance.

RELEVANT DISTRICT PLAN POLICES

- HDR** 9.2.2.1 (d), 9.2.6.1, 9.2.6.2
- MDR** 8.2.6.1, 8.2.6.2, 8.2.6.3
- LDSR** 7.2.1.4, 7.2.3.3

05

PROVIDING OUTDOOR LIVING SPACE FOR RESIDENTS' AMENITY

TO PROVIDE OUTDOOR LIVING SPACES THAT ARE ACCESSIBLE AND ALLOW RESIDENTS TO RELAX OUTSIDE

All residential dwellings should have access to an outdoor living space that is ideally directly accessible from the indoor living areas.

Key points to consider:

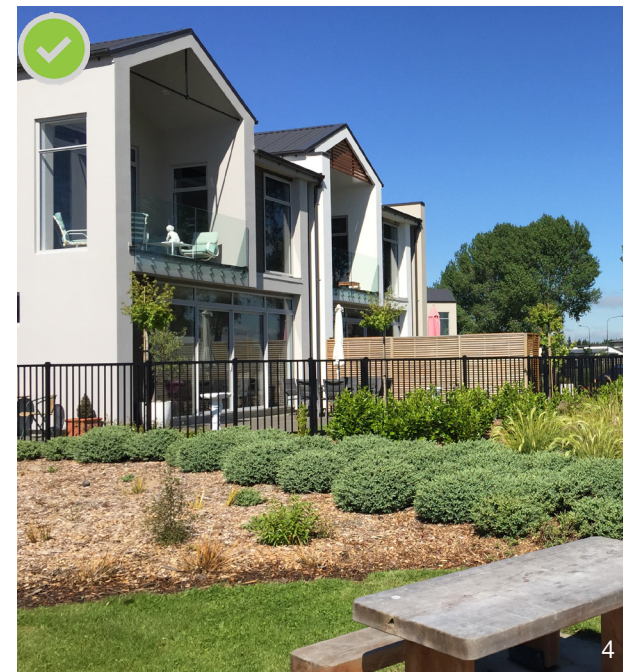
- Outdoor living areas can be in a number of forms - balconies, rooftop gardens, ground level back or front yards.
- Sun path - what side of the site will get the most sun during the day? Ideally outdoor living areas should be north facing.
- Context - where are neighbours yards located? Is the yard adjacent to any public open space or other public land e.g.. walkways? (Consider connectivity if there is - gated access etc) Where are neighbours buildings located?
- Outdoor living areas should be purpose built. For example, a small apartment should not have a huge rear yard as generally apartment style living is low maintenance and should have a smaller, easily maintained outdoor living area.

- The spaciousness of the outdoor area should be maximised. For example, creating one larger outdoor living area rather than multiple small outdoor areas around the dwelling, avoiding small narrow spaces.
- Access should be off the main living area if possible.

For LSDR developments, infill developments should be provided with a separate outdoor living space.

The most desirable option is to provide direct access and large glazing to allow free movement between indoors and out. The size and nature of the space will depend on the type of development and its proximity to other amenities. End walls on HDR and MDR developments can be treated to provide additional value and amenity for residents. Often end units and more sought after and can provide a premium to developers

1. Atlas Quarter, Christchurch
2. Central One, Christchurch
3. Shotover Country, Queenstown
4. Silverstream, Kaiapoi





DESIGN ELEMENT CHECKLIST

- A** The amount of private open space provided is directly related to a development's proximity to public amenities or communal spaces. Close proximity to communal open space or public amenities can offset a lower provision of private outdoor space.
- B** Landscape treatments can have a significant impact on the character of a development. The proposed landscape treatment should reflect the character of the area and/or enhance resident's amenity, using a mix of hard structures and soft planting landscape materials.
- C** The design of open spaces can create opportunities for variation and choice within a development. Side gardens provide an opportunity to create additional amenity/value.
- D** Ideally outdoor living space is directly accessible from indoor living spaces, i.e. from lounge, dining or family spaces, and receives direct sunlight.
- E** Well-defined spaces allow residents to take ownership of a space but this does not necessarily have to be at the expense of openness.

RELEVANT DISTRICT PLAN POLICES

- HDR** 9.2.2.1 (d), 9.2.6.1, 9.2.6.2
- MDR** 8.2.6.1, 8.2.6.2, 8.2.6.3
- LDSR** 7.2.1.4, 7.2.3.3

06

CREATING HIGH LEVELS OF ACCESSIBILITY FOR ALL TRANSPORT MODES

TO CREATE A HIGH AMENITY STREETSCAPE WITH HIGH LEVELS OF ACCESSIBILITY FOR ALL MODES WHILE MINIMISING THE VISUAL EFFECT OF VEHICLES AND GARAGING.

Providing for carparking and vehicle access often plays a significant role in the design process at the expense of other attributes. A preferred design solution is for vehicle movements and parking to play a secondary role to pedestrian movements and streetscape amenity, creating active frontages and/or north facing outdoor living spaces. Ideally carparking should be located either underground, at the rear of a site or via a laneway where accessways can be shared to reduce the number of potential conflict points with pedestrians walking along the street.

Garaging, large areas of driveway and vehicles parked in clear view of the street can have a significant adverse visual impact on the quality and appearance of a development. With increased density also comes the need for more efficient land use, including more creative responses to on-site parking. Communal or shared facilities are one response but must be designed well. Safe and convenient access for pedestrians and in larger developments for cyclists and service vehicles should also be ensured.

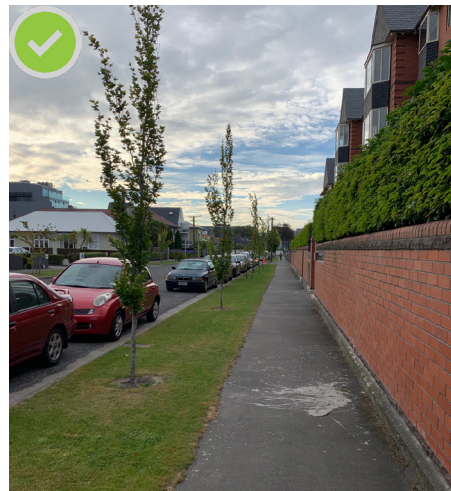
Communal parking at the rear allows buildings to front the street and minimises manoeuvring space for multi unit developments. Blank or unmodulated walls and facades should be avoided.

Blank walls do not create visual interest or allow natural surveillance over public or shared spaces.

The front door is clearly visible from the street, and with glazing in the door and the side window a strong visual connection is created between the house and the street.

Windows have been added to the end wall allowing the side yard to be a usable space. The addition of doors and a pergola would have added further value and functionality to the side yard.

1. and 3. Parkview, Christchurch
2 and 4. Hobsonville, Auckland
5. Lake Hayes Estate, Queenstown





Laneway or minor street
where low vehicle speeds
are anticipated

DESIGN ELEMENT CHECKLIST

- A** The incorporation of pedestrians, cyclists and vehicles into a design can have a significant effect on people's choice of transport mode, how they move through a space and on the functionality of the adjoining streetscape.
- B** Large expanses of hardstand area for vehicles, especially if immediately adjoining a street, can have a negative effect on the character of a development or street. Landscape treatment can be used to 'soften' and improve the character of a development.
- C** Not all locations have the same 'modal' requirement with developments closer to public amenities, including public transport, allowing the flexibility of less garaging but potentially more storage space. The design should reflect a site's location to allow residents a degree of choices.
- D** Providing for different vehicle modes provides an opportunity for creativity to solve 'space-demanding' modes. On higher density developments there is an opportunity to investigate communal spaces or accessways.
- E** Even on lower density developments laneways can be incorporated to remove vehicle parking and garaging from the front yard and allow for a more pedestrian orientated street.

RELEVANT DISTRICT PLAN POLICES

HDR 9.2.1.2, 9.2.6.1, 9.2.6.2,
9.2.6.3, 9.2.6.5,

MDR 8.2.1.4, 8.2.1.1, 8.2.1.2,
8.2.1.3, 8.2.2.3, 8.2.5.1,
8.2.5.3, 8.2.8.7

LDSR 7.2.6.1, 7.2.6.3

07

HOW TO INTEGRATE WASTE AND SERVICE AREAS SO AS NOT TO AFFECT AMENITY

TO ENCOURAGE USEFUL STORAGE AND SERVICE AREAS THAT HAVE MINIMAL ADVERSE EFFECTS ON RESIDENTS AND NEIGHBOURS.

As intensification occurs with more people residing in an area, the provision of space for storage and service areas becomes more important. This is particularly noticeable on collection days when footpaths are often blocked by numerous bins, creating hazards for pedestrians, cyclists and motorists. With larger developments, individual 'wheelie' bins may not be practicable for each unit. Options for communal storage and collection systems are encouraged for high density developments and larger medium density developments.

For medium and low density developments, more conventional systems may be used as units will typically have their own street frontage or own ground level yards allowing for the placement of bins. The placement of bins should aim to minimise adverse visual effects on the street and neighbours. Ideally bins should not be located in the front yard, but where this cannot be avoided they should be screened and not affect access to the front door.

Service areas free up internal space by providing storage space for recreational or maintenance equipment, larger household items or clothes lines.

HDR	Communal
MDR	Communal or individual
LDSR	Individual



Some developments include lockable storage areas. In the example top right, bins are being stored on the driveways beside the rear access lane, negatively affecting the visual amenity of the lane and creating hazards for pedestrians, cyclists and motorists.

Bins, gas bottles and other equipment have been hidden behind timber screens but are integrated into the landscape design. This avoids any adverse effects the bins have on the visual amenity of the street.



DESIGN CHECKLIST

- A** Provide each unit with access to a storage and service space
- B** Service areas are required to be screened from the street
- C** On sloping sites, ensure it is possible for bins to be easily moved to the street side for collection.

RELEVANT DISTRICT PLAN POLICES

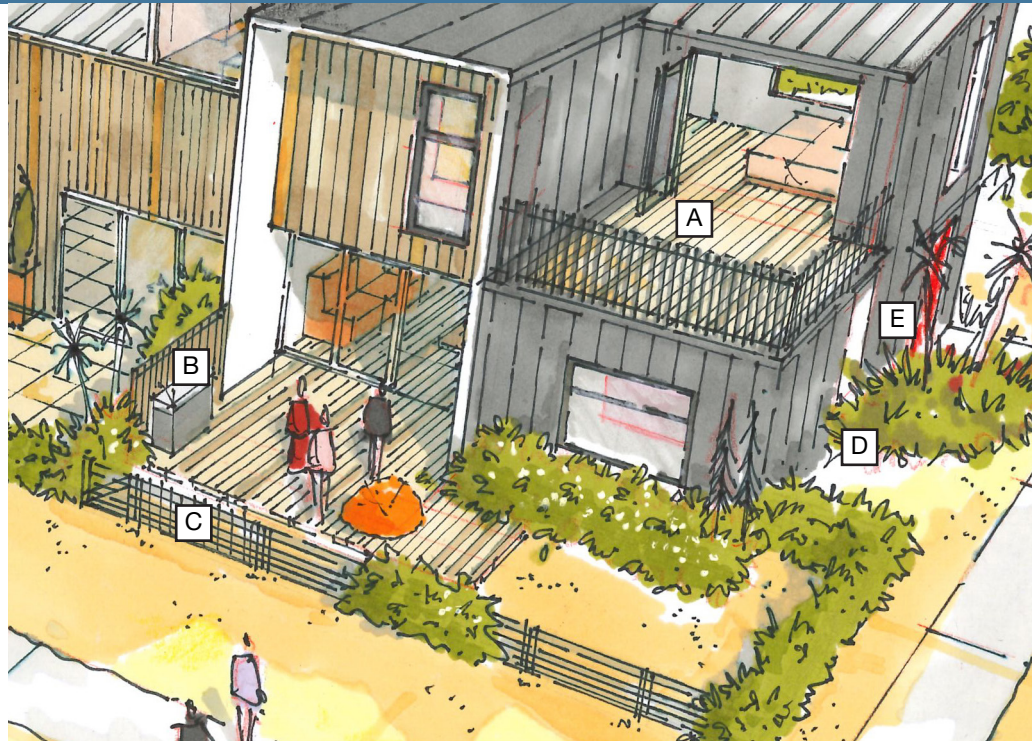
HDR	9.2.3.2, 9.2.3.3, 9.2.3.1
MDR	8.2.3.1, 8.2.3.2, 8.2.2.2
LDSR	7.2.1.1

08

CREATING PRIVATE AND SAFE ENVIRONMENTS

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

Good developments have a successful balance of private amenity and a high level of natural surveillance over public spaces. Custodianship, collaboration and connection principles have a key role to play to ensure poorly designed developments are not created, where the living area of one unit looks directly into the outdoor living of another. Poor design can be mitigated through building design and modulation, site layout, landscape elements or a combination



Windows are oriented to the street rather than toward adjacent properties to provide increased natural surveillance over the street and to maintain privacy between dwellings.

A mix of solid and visually permeable materials provides a balance between privacy and natural surveillance over public spaces.

1. Jacks Point, Queenstown
2. Central One, Christchurch

DESIGN CHECKLIST

- A** Setting back balconies from the main wall as opposed to extending the balcony out forward of any party wall provides privacy from elevated views.
- B** Solid or semi solid fencing between units to a height of 1.8. Slat fencing can be used but slats must be close enough to ensure direct views through are not possible.
- C** Privacy and safety can be achieved with a mix of permeable (see-through) and solid fencing.
- D** Raising the ground floor level of the development above the street level to allow people to clearly see out but not in (not shown).
- E** Placing higher kitchen windows on the frontage so that occupants are often looking out over the street (not shown).

RELEVANT DISTRICT PLAN POLICES

- HDR** 9.2.3.2, 9.2.3.3, 9.2.3.1
- MDR** 8.2.3.1, 8.2.3.2, 8.2.2.2
- LDSR** 7.2.1.3, 7.2.3.1(b)

TO PROVIDE SUFFICIENT SPACE FOR OUTDOOR LIVING, WASTE AND STORAGE AREAS, AND ON-SITE VEHICLE MANOEUVRING WHILE LIMITING STORMWATER RUNOFF PEAKS

Maximum site coverage limits ensure sufficient space is provided for different functional requirements of a development. Often there is a tendency for buildings to be limited to a single storey which can have a detrimental effect on the amenity or character of a development. Higher site coverage is permitted in higher density developments to allow for larger buildings, but there is still an expectation that other amenities and manoeuvring can be provided on site.

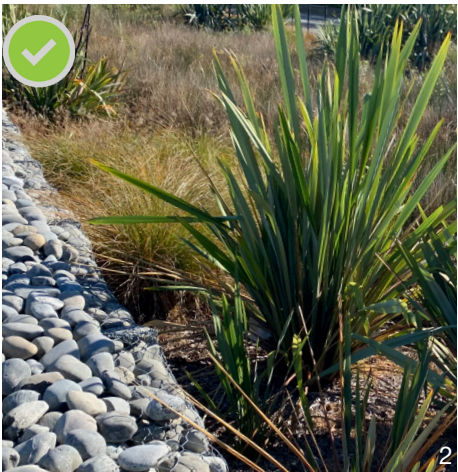
In terms of stormwater runoff, it is possible for low impact design solutions to be incorporated on-site to minimise runoff and peak flows with a view to achieving stormwater neutrality or at least a reduction. All of the systems are cost effective if incorporated during the

design phase (as opposed to being retrofitted) but require maintenance to ensure their effectiveness is retained. By implementing systems such as these they can reduce peak stormwater discharges reducing the impact on Council owned stormwater infrastructure, subject to on-site solutions being well-designed and maintained.

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.

- 1. Rain garden, Central Christchurch
- 2. Planted retention basin, Marshlands
- 3. Planted swale, Waimeha, Kapiti
- 4. Rain tank, Kapiti
- 5. Minimising impermeable surfaces, Kapiti

	Site Coverage (maximum building coverage)	Permeable Surface (minimum)
HDR	70%	20%
MDR	45%	25%
LDSR	40%	30%





DESIGN ELEMENT CHECKLIST

A

Living Roofs

Living roofs are able to capture rainfall - 80l/150kg/m² substrate based green roof. Are there opportunities to reduce the potential for runoff from roofing through the use of Living Roofs?

B

Rainwater Storage

Rainwater storage tanks can be located on the roof or in the ground. Can rainwater storage tanks be used to capture the runoff from roofs and store it for later uses (e.g. watering the garden)?

C

Rain gardens

Rain gardens can be located to filter runoff from hard surfaces such as driveways or carparking. Are rain gardens being used help to filter runoff and reduce the amount that goes into the drain?

D

Swale (Planting)

Swales can run along the property boundary to naturally filter runoff from hard surfaces. Planting is also a great way to increase the absorption of storm water, in particular trees as they can absorb larger amounts of water through their roots. Does the design use planting and Swales as a natural drain to filter runoff?

E

Permeable Paving

Permeable pavers can be used for driveway and carpark areas (the paver has a flowrate of no less than 30l/s/m²). Are Permeable paver being used instead of hard surfacing such as concrete to allow the water to filter through to the ground?

RELEVANT DISTRICT PLAN POLICES

HDR 9.2.6.4

MDR 8.2.2.4, 8.2.5.2, 8.2.8.1, 8.2.8.2, 8.2.3.1, 8.2.3.2

LDSR 7.2.3.1(c), 7.2.4.1(a)(b)

10

BUILDING MATERIALS AND ENVIRONMENTAL SUSTAINABILITY

TO ENCOURAGE THE USE OF LOCAL, SUSTAINABLE MATERIALS AND SYSTEMS TO SUPPORT THE REDUCTION OF LONG TERM MAINTENANCE COSTS

The choice of building materials can have a considerable effect on how a development is perceived as well as on long-term maintenance requirements. Materials that require less maintenance with a longer design life are more suitable for higher density 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.

Artificial lighting around entrances and in common areas should provide for safety, usability and contribute to amenity without excessive energy use. Review the Southern Lights strategy.

- Provide safety signage and lighting that integrates with the building design.
- For additional character consider engaging a lighting designer to provide attractive exterior lighting around entrances and street facades.



Timber cladding utilises a renewable resource but may result in additional maintenance requirements. Materials used are common and sourced from sustainable sources. A variety of materials have been used to create a visually aesthetic design using materials that reflect the character of the surrounding area.



DESIGN CHECKLIST

- A** Will the choice of cladding require ongoing maintenance to protect its appearance from exposure to the elements?
- B** Are the communal areas sufficiently lit?
- C** Does the dwelling provide sheltered outdoor areas with natural light?

RELEVANT DISTRICT PLAN POLICES

- HDR**
- MDR** 8.2.1.4
- LDSR** 7.2.1.2, 7.2.4.1c

11

LANDSCAPE MATERIALS AND PLANTING

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

Landscape materials (surfacing, letterboxes, seats, fencing) and planting should be low maintenance but of a quality and style which enhance the amenity of a development. They should be designed to appear integrated with the building development / layout so that the use of the site is efficiency utilised. It may be possible to retain existing vegetation which can give a development a sense of establishment and character, particularly if it is large mature tree.

Large paved or hardstand areas should be designed in a way to reduce their perceived visual expanse by adding detailing, material changes or different finish treatments such as honing or decorative saw cuts. Detailing can also be used to delineate carparking areas without needing to paint white lines which is considered something to be avoided if possible as it appears more commercial than residential.

Planting can be used to delineate property boundaries, having a softer more aesthetically pleasing appearance than a solid, close board timber fence. Open fencing should be used where fencing is required but privacy is not an issue. Suitably sized trees should be incorporated where possible, including

large trees where room allows. Trees provide significant amenity and can assist with privacy issues by screening views into upper storey rooms.

On the following pages are plants which are suitable for residential developments within the Queenstown Lakes District.

RELEVANT DISTRICT PLAN POLICES

HDR 9.2.2.1(d), 9.2.6.1, 9.2.6.4

MDR 8.2.2.5, 8.2.8.3

LDSR 7.2.3.1 (a) (b) , 7.2.3.3, 7.2.4.1(c)

Examples of how a mix of hard and soft landscape materials can provide a high level of amenity to residential developments



TREES (MEDIUM - LARGE)



Lemonwood (tarata)
(*Pittosporum eugenioides*)



Kowhai
(*Sophora microphylla*)



Makomako / Wineberry
(*Aristotelia serrata*)



Mountain Ribbonwood
(*Hoheria lyallii*)



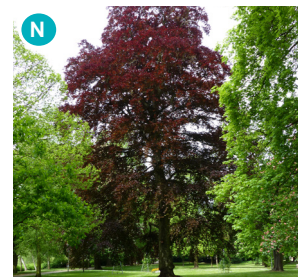
Cabbage tree
(*Cordyline australis*)
(not in lawns)



Mahoe
(*melicytus ramiflorus*)



Ornamental Pear
(*Pyrus calleryana* 'Aristocrat')



Copper Beech
(*Fagus sylvatica*)

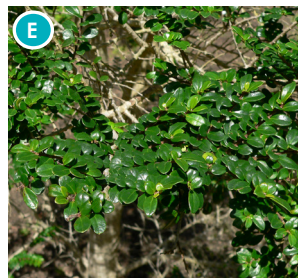
TREES (SMALL)



Marble leaf (Putaputaweta)
(*Carpodetus serratus*)



Toothed lancewood
(*Pseudopanax ferox*)



Boxleaf azara / Vanilla tree
(*Azara microphylla*)



Manuka
(*Leptospermum scoparium*)



Camellia
(*Camellia sasanqua*)



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*)



Mexican orange blossom
(*Choisya ternata*)



Silverbush
(*Convolvulus cneorum*)



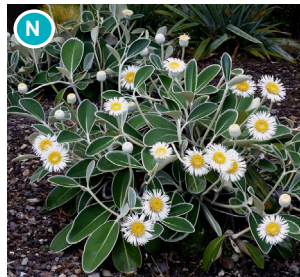
Mingimingi
(*Coprosma virescens*)



Hebe
(*Hebe* spp.)



Oakleaf hydrangea
(*Hydrangea quercifolia*)



Marlborough rock daisy
(*Pachystegia insignis*)



Viburnum
(*Viburnum davidii*)



Shrubby tororaro, Mingimingi
(*Muehlenbeckia astonii*)

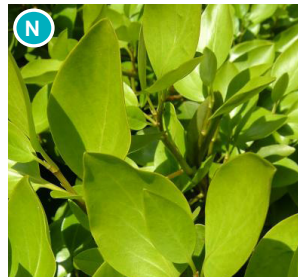
HEDGES



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*)



NZ daphne
(*Pimelea prostrata*)



Heartleaf burgenia
(*Bergenia cordifolia*)



Bush lily
(*Astelia fragrans*)



Prostrate coprosma
(*Coprosma acerosa* 'Hawera')



Silver Tussock
(*Poa cita*)



Pohuehue
(*Muehlenbeckia axillaris*)

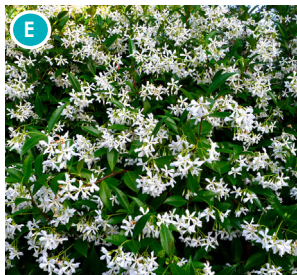


French lavender
(*Lavandula stoechas*)



Turutu
(*Dianella nigra*)

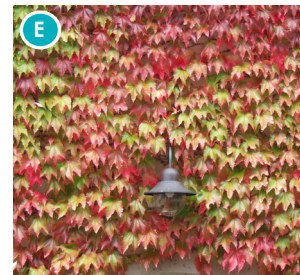
CLIMBERS



Star Jasmine
(*Trachelospermum jasminoides*)



Yellow jasmine
(*Gelsemium sempervirens*)



Boston Ivy
(*Parthenocissus tricuspidata*)

E = Exotic
N = Native



GLOSSARY

THE FOLLOWING TERMS ARE BASED ON THE NEW ZEALAND URBAN DESIGN PROTOCOL WHICH PROMOTES THE SEVEN 'C'S AS ESSENTIAL DESIGN QUALITIES FOR CREATING QUALITY URBAN DESIGN.

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

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 facade 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 typologies, apartment or house size, and outdoor living. The greater degree of options, the greater proportion of the market can be serviced. Not all people want, or can afford, a 3-bedroom single storey dwelling on a 500m² section but may want to live close to their work or amenities. Adaptable designs that provide a mixture of unit sizes and numbers of bedrooms to create flexibility in terms of future reuses over the longer term is considered positive.

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 also relate to how garages and carparking is treated with their placement having a considerable overlap with character. Easy access to public transport or even simply the footpath can lead to less reliance on private vehicles for short trips. Connections to tracks and open spaces also help to improve accessibility, create lively and safe public spaces and greater amenity for residents.

CREATIVITY

Creativity allows for artistic and individual design approaches to enhance neighbourhood amenity and character on buildings and in the landscape without elements adversely competing for individual attention. 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. It can assist with removing blank or uninteresting walls.

CUSTODIANSHIP

Custodianship allows residents 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 outdoor spaces. The principal includes the concept of kaitiakitanga.

COLLABORATION

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

OTHER TERMS

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.