

**TARARUA GROWTH AREA
Tararua Road, LEVIN**

DESIGN GUIDE

PREPARED FOR
Environmental Management Services
and
NZ WISE LTD
P O Box 1123
Levin

Debra Stewart ANZILA, Dip Hort (Dist)

TERRA.*forme*
LANDSCAPE ARCHITECTURE
1928 Maraekakaho Road
R D 1
HASTINGS

P. 06 879 6454 F. 06 879 6415 M. 0274 356 937

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1.0 PURPOSE OF THE DESIGN GUIDE

The purpose of the Design Guide is to provide a series of guidelines that will be used to influence the overall design quality of the Tararua Growth Area. It will also be used by the Horowhenua District Council in assessing resource consent applications where the Plan Change has reserved discretion to control design quality in relation to both subdivision and land use.

The aim of this document is to ensure there is an integrated approach to the design of the growth area resulting in a quality urban environment.

In particular the Design Guide aims to ensure each stage of the development is –

- Responsive to the context of the site and surrounding area
- Fit for its purpose
- Accessible and legible
- Safe and secure
- Coherent

2.0 PRINCIPLES OF GOOD DESIGN

It is important to acknowledge that the creation of quality environments relates to far more than just the appearance of the final product and it is contributed by a number of other factors.

This design guide is not intended as an architectural guide although it does refer to some matters which will be best dealt with through building design.

There are many principles of good design but those that are considered most relevant to this document are described as follows.

Fitness for purpose

- A primary consideration when designing landscapes and buildings is that as a matter of priority they must achieve their functional requirements. This includes such things as – access (vehicle and pedestrian); car parking; signage which is clearly visible; low maintenance landscapes.

Context of the site and surrounding area

- Understanding the site and the surrounding area through a thorough site analysis is important so that the site specific issues are understood and solutions respond directly to these attributes. For example the site which is the subject of this design guide is bounded by a diverse range of landuses and the treatment of these interfaces will be very important.

Accessible and Legible

- It is important that site users and visitors to the site are able to easily find and enter/exit the site, and once within the site it is easy to find their way around. To achieve this requires comprehensive consideration of transport (pedestrian and vehicular) networks, building form and location, and treatment of open space areas.

Safe and Secure

- A high priority should be placed on the safety and security of site users and visitors. This will include consideration of the principles associated with Crime Prevention Through Environmental Design (CPTED). Aspects considered include the integration of lighting, buildings, landscaping, and surveillance measures.

Coherent

- Visual or aesthetic coherence relates to the degree to which the landuse patterns relate to the underlying landform, natural drainage and vegetation patterns, and the cultural landscape. It is important that coherence for each part of the development along with the overall development is achieved. This includes continuity and consistency in the treatment of street frontages, signage, landscaping and planting and an overall good relationship between all the elements of the project.

In addition to the specific matters referred to above the principles promoted in the Urban Design Protocol produced Ministry for the Environment (March 2005) have been incorporated where appropriate. These are as follows -

Context

Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city.

Character

Quality urban design reflects and enhances the distinctive character of our urban environment, and recognises that character is dynamic and evolving, not static

Choice

Quality urban design fosters diversity and offers people choice in the form of our towns and cities, and choice in densities, building types, transport options and activities.

Connections

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people

Creativity

Quality urban design encourages creative and innovative approaches

Custodianship

Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions

Collaboration

Towns and cities are designed incrementally as we make decisions on individual projects

3.0 SITE CONTEXT AND PROPOSAL

In order to achieve an appropriate site specific solution it is important to understand and respond to the unique character of the site and location giving specific consideration to things such as -

- Form and architecture in the surrounding area
- Landscape – topography, vegetation, watercourses, landforms etc
- Linkages and movement
- Landuses
- Historical context

3.1 Site Description

The Taranua Growth Area is located approximately 4km from the centre of Levin on the south western side of the township. The site is currently grazed but it is bounded by a mix of landuses. It is in general a rectangular shaped site made up of several blocks with the longest boundary adjacent to Taranua Road.

South western Boundary

On the south western side of Taranua Road the site is bounded by rural zoned land which includes a mix of rural and to a limited extent industrial activities. These activities are stand alone with little reference to the surrounding area which is dominated by open space.

Eastern Boundary

The site only extends to SH57 at the northern end where residential is proposed. The industrial area is set back 350 metres from SH57 providing a rural buffer. On the eastern side of SH57 the land is also zoned rural and landuse in this area is predominantly rural/agricultural. These pastoral areas have developed in an adhoc manner with dwellings and farm buildings generally nearer to the road and anchored into the landscape by a mix of amenity planting.

North Eastern Boundary

To the north east the site is bounded by residential activity comprising a mix of new and established dwellings – these are generally single level dwellings orientated to the streets which are laid in a traditional grid pattern and consisting of cul de sacs, crescents and through roads. Again planting in these areas consists solely of amenity planting.

Western Boundary

On the western boundary the land is zoned industrial and contains a mix of activities typical of this zone including some large footprint multilevel buildings and some that are significantly more limited in their extent. It should be noted that within this industrially zoned area there remain some large tracts of pastoral land which are expected to be developed for industrial purposes in the near future.

All the land adjoining the subject site has similar topographical characteristics. It is generally flat although the landuse varies considerably.

3.2 Context Issues

The important contextual issues for the growth area include the

3.2.1 Landuse

Diversity of surrounding landuse which includes

- Rural residential, farming and business
- Residential
- Schools
- Industrial
- Major roads (State Highway 57 and Taranua Road)

The treatment of the boundaries between the existing activities and the proposed growth area will be important.

3.2.2 Natural Characteristics

There is an absence of significant natural features/characteristics. The growth area is

- relatively flat
- without significant vegetation
- no significant natural drainage patterns
- limited views to external locations except the Taranua Ranges in the east

The growth area will rely heavily on the proposed development to create a unique character and identity for the site.

3.2.3 Built Form

No coherent building style of form.

The growth area will rely heavily on the proposed development to create a unique character and identity for the site.

3.2.4 Movement and Linkages

Movement and Linkages

- SH 57 is a major through route
- Taranua Road will provide the main access to the site
- There will be a series of internal roads
- Currently no pedestrian/cycle provision in the area but this will become increasingly important as the development progresses

Most of the SH57 frontage will remain as a rural frontage with urban development set well back. However notwithstanding this, the area is strategically important contributing to the southern entrance to Levin.

Taranua Road will become an important connector road and will not only provide a significant portion of the access to the site but will also be an important link to Levin via Cambridge Road.

3.3 Proposal Description

The overall development encompasses a 38ha site and includes a mix of industrial and residential activities. The bulk (20ha) of the site is proposed to be developed as an industrial business park in the southern part of the site. A buffer of residential development (approximately 200 dwellings and associated facilities and services) is proposed along the entire length of the northern boundary. This area is estimated to be 18ha.

Detail of the proposed access to the site has yet to be finalised. However, it is not proposed to have any additional access points onto SH57. Principal access will be from Tararua Road. Residential road connections to the urban area to the north will be provided at Perth Street and Winiata Street and there will be local access connectivity within the residential area which will form a logical extension to the local road network to the north.



FIGURE 1 – Tararua Road Growth Area Structure Plan

4.0 OVERALL SITE DESIGN

The intention for the overall site is to create an integrated development with a positive identity, strong linkages both internally and to locations adjacent to site. Specific consideration must be given to the context of the site and particularly its location in relation to SH57, Tararua Road and urban areas to the north but also the other adjoining landuses.

The following is a simple diagram which illustrates many of the principles set out below and primarily seeks to provide an example /indicative plan of what part of the site could look like if the principles are committed to and applied in a consistent manner.



FIGURE 2 – Example Indicative site layout

The guidelines detailed below are to be considered and addressed in each stage of the development of the Taranua Growth Area.

4.1 Setback areas

4.1.1 Setbacks are proposed along three of the site boundaries as follows –

- Taranua Road: 8m including a planted buffer of 5m
- SH57 Residential: 10m including a planted buffer of 5m and which shall incorporate noise and vibration attenuation that ensures that noise and vibration standards in rules 14.2.8 and 14.2.28 are met at the boundary of any residential property within the growth area.
- Industrial / Residential Interface: 8m including a 5m planted buffer.

4.1.2 Setback areas specified are to be planted with species that are appropriate in form and context (with the proposed development and the surrounding landscape/landuse activities) ie in residential areas small to medium tree species are likely to be most appropriate; SH57 consideration should be given to the existing planted buffer either extending or integrating it into any proposed planting – larger tree species may be more appropriate along the development frontage at Tararua Road where planting will need to acknowledge this area as a the main frontage to the development but also address the predominantly rural interface.

4.1.3 Planting within setback areas should be designed to give consideration to CPTED principles, Transit requirements, traffic safety sightlines, provision of services and other site specific requirements – access points etc.

4.1.4 Planted buffers to be designed by an appropriately experienced and qualified landscape architect/designer.

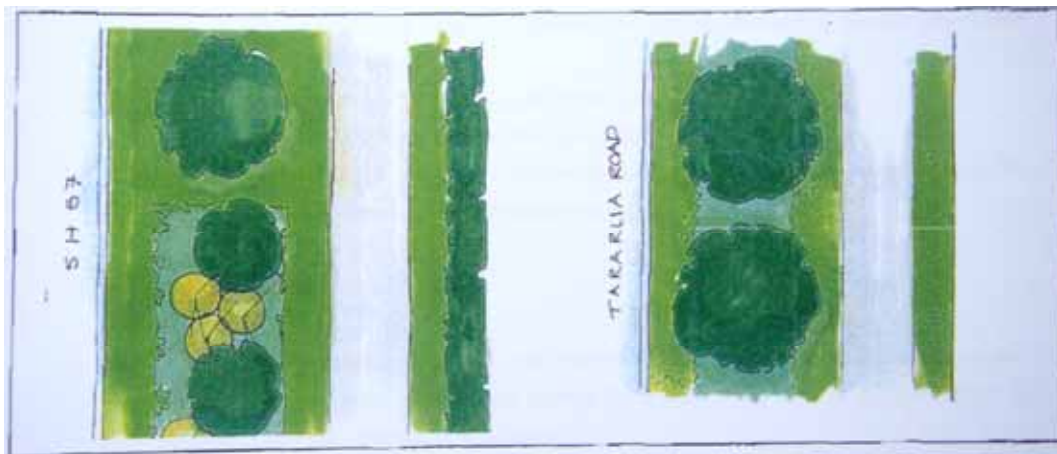


FIGURE 3a – Treatment of Setback SH57

FIGURE 3b – Treatment of Setback Tararua Road (which should include noise and vibration attenuation measures such as an acoustic fence)

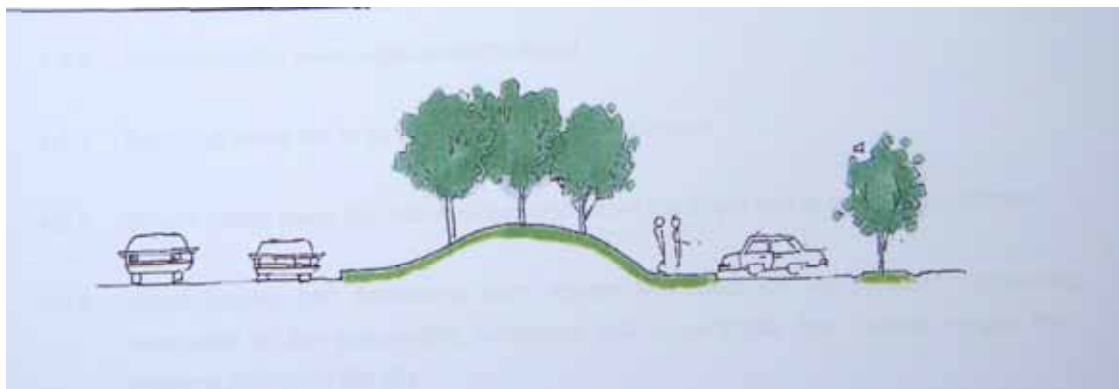


FIGURE 3C – Alternative setback treatment using bunding and planting

4.2 Fencing

- 4.2.1 Fencing to be integrated into planted areas where appropriate to minimise visual impact and intrusion.
- 4.2.2 Consideration must be given to the following aspects of fencing design and location –
- minimise the visibility of security fencing, maximum height and solid fencing particularly from roads and other public areas
 - hedges and planting should be considered as an alternative to solid fencing (apply CPTED principles)
 - Where fencing is essential consider the appropriateness of visually permeable fencing
 - Solid fencing to be limited in height to 1.2m*
 - Permeable fencing to be limited to a height of 1.8m*
 - A combination of solid and permeable fencing consistent with height constraints outlined above is considered appropriate.

* The above asterixed height and design standards shall not need to be met on the boundaries of the residential part of the growth area, especially in relation to adjacent residential and industrial uses / areas.

4.3 Location of Activities

- 4.3.1 Plan the site comprehensively and in an integrated manner so that the location of access routes, buildings, open spaces and utilities form part of an overall scheme which is consistent with the specifics of this Guide.
- 4.3.2 Avoid large blank walls adjacent to the street.
- 4.3.3 Avoid servicing areas adjacent to the street.
- 4.3.4 Servicing areas are to be integrated within the buildings.
- 4.3.5 Ensure public areas and activities generally front the street and or open/green spaces.
- 4.3.6 When locating and developing open spaces and roadways etc consider maintaining viewshafts to the surrounding landscape and in particular the Tararua ranges from locations internal to the site.

- 4.3.7 Ensure appropriate levels of separation between activities – public, private and servicing eg ensure good separation between building frontages and pedestrian activity eg use screening (vegetative or built) to achieve this.

4.4 Access Circulation and Movement

- 4.4.1 Prioritise where practicable pedestrian and cycle access and use of the site ensuring safe comfortable networks.
- 4.4.2 Ensure that pedestrian and cycleways within the site are linked to activities and networks in adjacent areas.
- 4.4.3 Footpaths and cycleways are to be appropriate width and constructed of a hard surface material to ensure all weather access and ease of maintenance.
- 4.4.4 The development of entry points to the site and within the site should create a strong sense of identity, be clearly marked entry points through the use of appropriate signage (not visually intrusive but clearly visible) and with consistent design detailing – open space, planting, signage etc.
- 4.4.5 Internal junctions and linkages between the residential and industrial areas will be designed so as to clearly distinguish between residential and industrial areas. Such measures should seek to strongly discourage industrial traffic from entering the residential areas, through use of materials, junction alignments and priority, entrance treatments / features and landscaping. These design measures need not entail physical barriers such as bollards.
- 4.4.6 Link the planted buffer where residential development adjoins SH57 with the planting that already exists through part of this section of road.
- 4.4.7 Encourage strong linkages between areas – via direct and obvious pedestrian and vehicle links; consistent use of planting and other landscape elements, and good building design.
- 4.4.8 Ensure deliberate separation of vehicles and pedestrians.

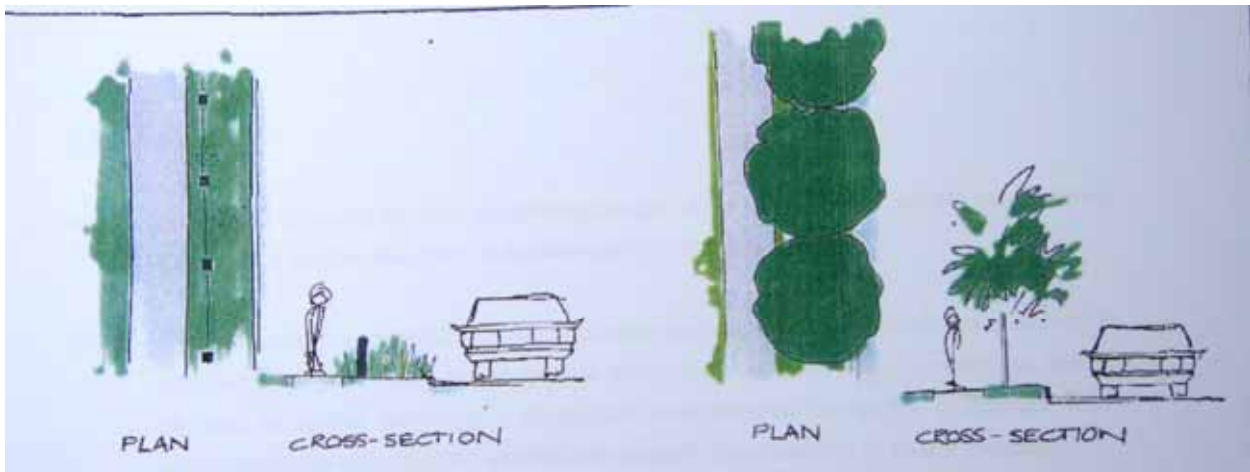


FIGURE 4 – Diagram showing alternatives for the separation of pedestrians and vehicles

4.4.9 Avoid large car parking areas adjacent to the street.

4.4.10 Do not allow parking to dominate street frontages and entry areas.

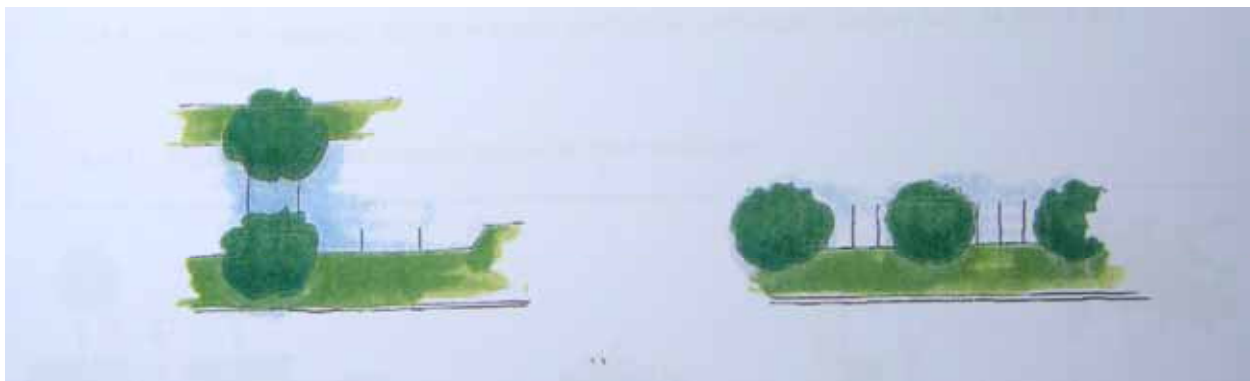


FIGURE 5 – Options for addressing parking adjacent to the street

4.4.11 Encourage joint use of well designed parking areas.

4.4.12 Encourage diversity in parking options eg smaller numbers (2 -10 parks) in association with entry area and larger clustered parking to the rear/internally within the site.

4.4.13 All parking areas must be integrated with appropriate (size, species, form) landscaping.

4.5 Landscape

- 4.5.1 Encourage diversity (through car parking design, entry development access etc) in street frontages in combination with consistent planting themes.
- 4.5.2 Focus planting for maximum impact in a scale appropriate for the surrounding activity i.e. adjacent to primary roads larger species which are mainly viewed by passer bys should be used to anchor buildings; in pedestrian environments (footpaths, pedestrian links, entry courtyards etc) - smaller species with specific consideration to design detailing.
- 4.5.3 Use planting combined with hard landscape to define spaces car parks, entry courtyards, access routes etc.
- 4.5.4 Plant species selection to focus on permanence and longevity, quality design solutions, and minimal maintenance requirements.
- 4.5.5 Plant for maximum long term impact particularly in strategic locations such as entries and entrances
- 4.5.6 Encourage the use of native species in plant selections.

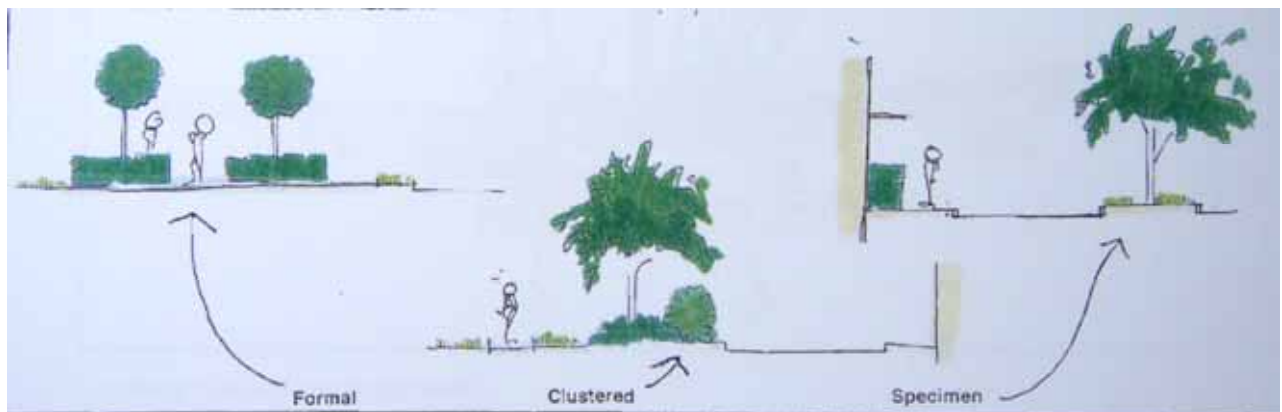


FIGURE 6 – Suggested Plant combinations

- 4.5.7 Use planting in combination with other landscape treatments – surface treatment, lighting, signage, street furniture etc to ensure a legible site where users know where they are going, are safe and have an enjoyable experience.
- 4.5.8 Provide street and footpath lighting which enhances the overall amenity and ensures site safety and security. Lighting to be directed towards the ground and to employ soft glow where practicable, in order to reduce night time glare. All street lighting shall meet standards set out in NZS 1158 – lighting standard for lights on streets.

- 4.5.9 Prepare landscape and planting plans for the entire site which detail proposed planting in the buffer areas – consideration shall be given selecting trees and shrubs which are an appropriate scale for the type of development proposed and particular using planting which defines areas, minimises the potential visual impact (scale and visibility) of the activities and provides a framework for future development of the site.
- 4.5.10 Retain where possible and appropriate existing tree species currently found within the subject site (likely to be in association with existing dwellings). A qualified landscape architect or arborist should be consulted to ensure that only healthy, good quality specimens are selected.
- 4.5.11 All landscape works are to be designed and detailed by an appropriately qualified and experienced landscape architect.
- 4.5.12 Promote the use of low impact storm water solutions including swales within road berms and soakage to landscaped areas (rain gardens).

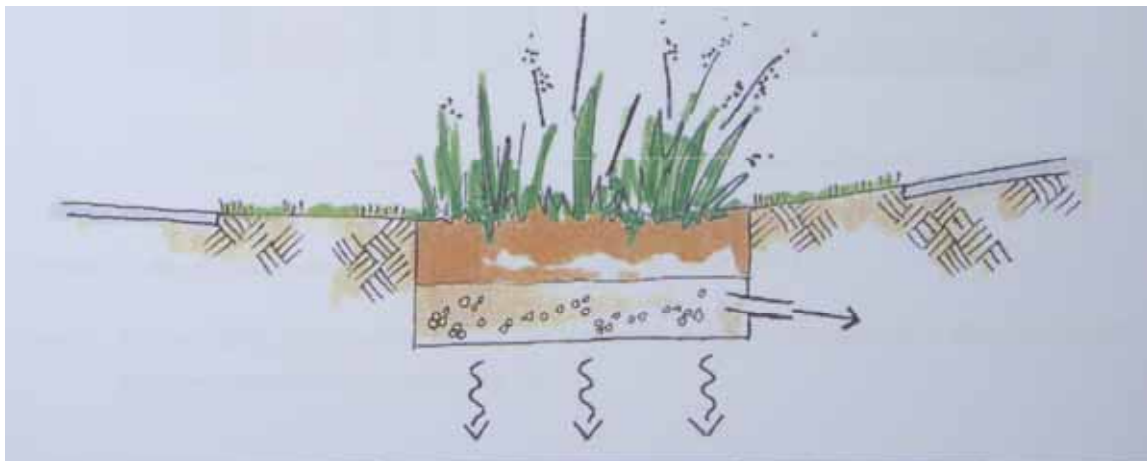


FIGURE 7 – Possible stormwater solution

4.6 Buildings - Location and Design

- 4.6.1 Encourage diversity in buildings in a style that is appropriate in the context of the surrounding environment.
- 4.6.2 Encourage diversity in building frontages that adjoin streets – combined with consistent landscape themes.

4.6.3 Buildings should have obvious entry points enhanced by good landscaping and building design which incorporates signage and lighting. Lighting to be directed towards the ground and to be shielded where practicable to reduce night time.

4.6.4 Rear servicing areas to be integrated into the development.

4.6.5 Use buildings to define and enclose the spaces.

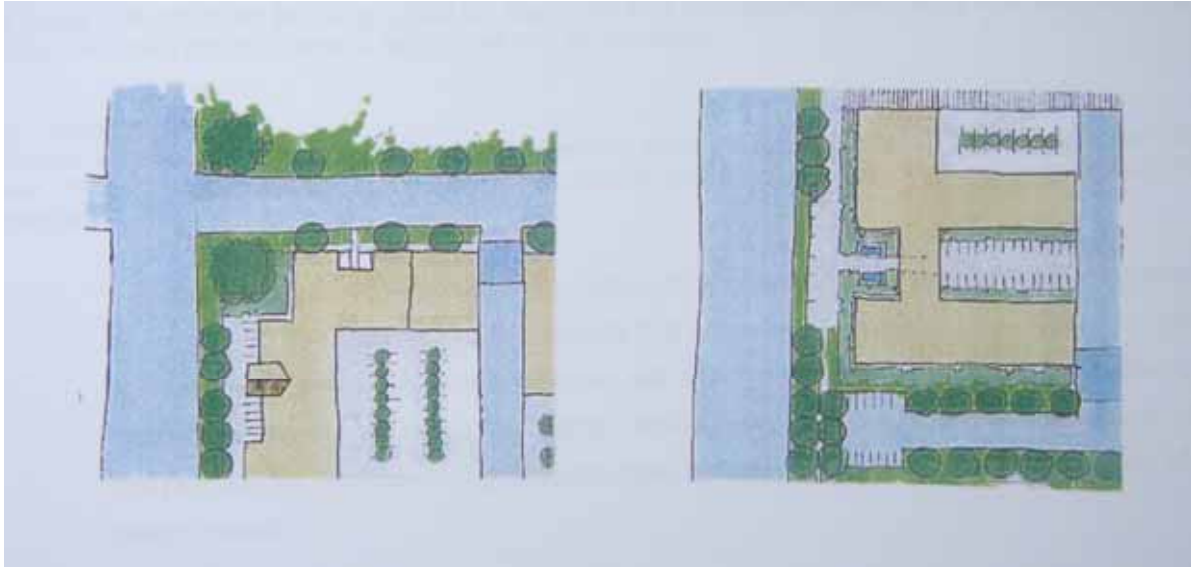


FIGURE 8 – Diagram demonstrating how buildings can be used to define spaces

4.6.6 Building form, mass, scale and height should be designed to respond to the site context and other developments within the site.

4.6.7 Buildings fronting Tararua Road should be designed to achieve scale transition between rural and urban area. Hence the design, mass and height of buildings in this location should respond positively to and relate to adjoining off site uses and buildings.

4.6.8 Consider the creation of new landmarks when designing buildings for the site.

4.7 Safety and Security

The basic CPTED Principles that require consideration through this design guide are as follows –

i. Activity Support

Places that are active ensure people are there to provide help for the victim and create the risk of detection for the criminal.

ii. Surveillance

Places that have people passing by or windows that look over a place, provide the victim with the possibility of help and the criminal with risk of detection.

iii. Access Management

Limits the ease of access to places for those that should not be there. Methods used to attract people and vehicles to some places and restrict them from others.

iv. Territorial Control and reinforcement

Places that are clearly seen as being owned by someone with clear boundaries, sends out a message that this place has guardianship and that criminal activity will not be tolerated. Boundaries between private and public space clear.

v. Quality Environments

Places that are seen as being cared for managed and maintained, send out a message that this place is cared for and criminal activity will not be tolerated.

vi. Target Hardening

Target hardening covers active security measures such as fitting locks, CCTV, security guards etc. These measures make crimes harder to commit and raise the risk of detection and possible capture.

- 4.7.1 It will be necessary to demonstrate compliance with the CPTED principles in any design solution put forward for the site to ensure that those working within and visiting the site are safe and secure. Specific measures will include installation of lighting; location of footpaths in most visible/open locations; making sure planting which is undertaken for one purpose such as screening does not have a negative result in relation to another site design aspect.