Find your way around the Design Guidelines
Welcome to Kāinga Ora outcomes for large-scale developments. This is Part 1, Module ‘b’ — the detailed design outcomes for large-scale projects. Each Module is contained in a separate PDF document.

Large-Scale Projects Design Guidelines

PART 1

1a Design Principles and Review Process

Start here for an overview of Kāinga Ora objectives for large-scale urban developments.

The module sets out the design outcomes which are required of our delivery partners, including masterplanners, architects and landscape designers.

Find out about the design review process for Kāinga Ora large-scale projects.

1b The Built Environment

Explore the detail of how to achieve our design outcomes in order to deliver housing and the public realm well, under Kāinga Ora Large-Scale Projects.

NOTE:
Please view all guidelines as mandatory for all proposals unless marked as ‘recommended’. We request that delivery partners also follow all recommended design guidance unless they can demonstrate a practical reason not to.
IMPORTANT

Compliance with the Design Guidelines will be assessed through a design review process. This module outlines what is reviewed, when, and by whom.

NOTE: This document will be reviewed and updated annually.

IMPORTANT

This module sets out detailed guidance for the public realm and residential buildings.

Designers of public realm (e.g. streets and parks) and residential buildings are to consider all ‘neighbourhood’ and ‘home’ guidance in both Section 1.0 Public Realm and Section 2.0 Building Design.

They are interrelated, and each section contains guidance valuable to the other. The integration of public realm and buildings is critical to achieving targeted outcomes, as outlined in Module 1a. The guidelines within this module directly relate to, and assist in achieving this.

Text that appears in a grey box has been sourced directly from Auckland Council and applies to all development as it does elsewhere in Auckland. All other guidance has been written to supplement this, specifically for Kāinga Ora part of the Large-Scale Projects (LSP).

All Built Environment Guidance should be adhered to by all development proposals unless otherwise stated (as ‘recommended’) in the following pages or superseded by neighbourhood-specific guidance in the relevant neighbourhood module.

Design guidance marked ‘recommended’ is expected within developments that pose no practical reason for it not to be met.
1.0 PUBLIC REALM

This section of the design guidelines covers public streets, (including pedestrian and cycling linkages), laneways, and parks and open space.

Guidance for streets in this part of the Design Guidelines is typically general and focused on the portion of streetscape that occurs outside the lot boundary.

Unless otherwise specified, streets guidance is intended for all streets regardless of their position in the network hierarchy, and includes pedestrian and cycling linkages.

The Building Typology Guidance that follows this section covers lot landscaping, fencing, interfaces etc, which are relevant and should be considered with all public realm frontage relationships, whether street, laneway or park.

In some instances neighbourhood masterplans also include neighbourhood specific design guidelines.

Those cover areas such as:
• Placemaking Opportunities
• Special Frontage Guidelines
• Landscape Character Guidelines

Please note, the neighbourhood specific design guidelines preside over this document.
1.1 Streets

When designing streets, consideration of the following movement hierarchy is critical:

1. Walking
2. Walking to public transport
3. Cycling
4. Driving
5. Service and delivery

The street network hierarchy is generally as follows

1. Arterials
2. Collectors
3. Local streets
4. Community streets and homezones
5. Pedestrian and cycling linkages
6. Laneways - refer to section 1.2 ‘Laneways’
   - Fronted/living lanes
   - Service/garage lanes
7. Shared driveways

The following guidance outlines design considerations required for both new development on new streets, and integrating new development within existing streets. Unless otherwise specified, it applies to all streets regardless of their position in the hierarchy.

Designers are also expected to follow current guidance such as Auckland Transport’s (AT) Urban Street and Road Design Guide, and Local Path Design Guide.
1.1.1 Convenience and Connectivity

Targeted outcomes: Liveability, Community

Street networks should be interconnected and cohesive, offering choice, convenience, directness, permeability and continuity to make leaving the car at home an attractive option.

1. Walking and cycling
In order to provide a feasible and attractive alternative to other modes of transport, pedestrian connections need to offer a clear and continuous path between places. Particularly where pedestrian connections offer a more direct path than other modes, the attractiveness of walking versus other modes of transportation increases, especially for shorter trips.

Consistent quality and safe crossings should be created for the entire network of pedestrian connections.

Permeability is related to the degree to which pedestrians and cyclists can ‘filter through’ the urban fabric. It is important that pedestrian connections avoid unnecessary detours, and offer shortcuts, such as mid-block crossings or opportunities to cut through large city blocks wherever possible. Pedestrians will always seek out the shortest path possible, and street design should cater to this desire. Where streets are steep, other continuous, low-gradient routes can provide an alternative for some users.

Cycling routes should be planned and designed to afford users of all abilities the most direct route between destinations, and to keep detours to a minimum. This is important because some people will opt for a different means of transport when a cycling facility is not more direct than other modes.

2. Linking to public transport
Public transport services should be seen as a network, along with walking and cycling trips at either end. Permeable street grids and small block sizes around public transport stops can help contribute significantly to patronage, while poor pedestrian linkages can substantially reduce walk-up catchment.

Public transport must be easy for users to find and understand.

The catchment of every stop should be as walkable as possible to support public transport. Public transport must be easily accessible by people on foot if it is to be successful. This means providing safe crossing opportunities at each bus stop, and ensuring that there is a safe and direct walking route to all potential origins and destinations.

Cycling can be used in several different ways to enhance the public transport system. Cycling can significantly increase the catchment of public transport stops, to around a 4km radius, rather than a 1km radius. This is especially effective for stops on the Rapid Network. This can be encouraged through providing safe and undercover bike parking at major stops and interchanges, and safe, direct cycling routes for all abilities.

Bike share to expand the catchment at key destinations can also be a good strategy.

Refer the AT Urban Street and Road Design Guide, Chapter 4, for full text.
1.1.2 Legibility and directness of route

Targeted outcomes: Liveability, Community, Identity

Routes should be direct and it should be easy for all street users to find their way around a neighbourhood and form a mental map of a place.

Environmental cues in the street network that can function as wayfinding devices are critical.

These may be in the private realm or the public realm and should include things such as:

- Buildings and landmarks (memorable features in the landscape)
- Letterboxes and numbering
- Signage (naming and wayfinding)
- Different street tree species
- Large scale existing trees retained
- Clear sight lines between destinations or landmarks
- Parks and open spaces
- Elements of randomness or variety amongst more uniform structures, such as street furniture, a widened berm, a play element etc.
1.1.3 Safety

Targeted outcomes: Liveability, Community, Identity

Streets should be safe for all users and at all times of the day or night. Street safety can be considered in two ways: social safety and road safety.

Where the network is designed with the safety of users of all ages and abilities in mind, the greatest number of potential users will be attracted to the network.

1. Social safety

Ensure appropriate levels of visibility and lighting for the intended use, e.g. bus stops should be located in visible and well lit areas, and clear sight lines should be provided through, and into, pedestrian linkages, parks and open spaces.

Encourage people outside into the street by including retail and commercial frontages on collector or arterial roads and ensuring a lively and attractive street atmosphere. Have sufficient ‘eyes on the street’ to provide informal surveillance and enhance crime prevention and safety. Eyes on the street are increased when habitable rooms face the street and front yard landscaping and fencing design allows sight lines to the street (refer 2.0 ‘Building Typologies’ for specific guidance).

2. Road safety

Key factors that designers should look to consider/incorporate include:

A gentle gradient
- In places, Auckland’s steep topography presents a challenge to achieving optimum safety. Streets must be designed to accommodate safety in regards to gradient as much as possible.

Reduction of vehicle speeds, through, for example;
- Narrower lanes
- Traffic calming tools such as speed bumps
- Pavement markings and signage
- Tight kerb radii

Prioritisation of pedestrians, for example through;
- Footpaths that continue at grade and are of consistent material, distinct from road or driveway materials
- Tight kerb radii
- Sufficient sight lines for drivers
- Careful design of laneway and driveway intersections, e.g. inclusion of steep ramp profiles that slow vehicles

All streets adjacent to parks/open space should include traffic calming measures along with pedestrian facilities that prioritise access to the park for park users.

It is important that where different types of road users cross each other’s paths, for example at intersections and street corners, that they meet at safe speeds with time to decide their next action. This is particularly true for where off road cycling networks join with on road ones.

Note: in all cases, street materials and furniture should be robust in their materials and construction.

Refer also: AT Urban Street and Road Design Guide and Local Paths Design Guide.
1.1.4 Parking Location and Supply

Targeted outcomes: Liveability, Community

Where a new street network is being created, streets should be designed with an overall concept for on-street parking, taking into account adjacent land uses and off-street parking provided as part of new development. The design of streets should include strategies such as providing parking bays, space for car sharing, loading spaces, mobility spaces, space for motorcycles, cycles and terminals for electric vehicle charging stations.

(AT Urban Street and Road Design Guide, pg 42)

New developments fronting streets should consider how the number and frequency of their driveway crossings impacts space for on-street visitor car parking, and aim to provide a balance of both wherever possible.

Thoughtful consideration of the relationships between all streetscape elements such as rain gardens, light-poles, street trees and driveway crossings is required in order to incorporate car parking appropriately. The car parking requirements of a neighbourhood may vary depending on its proximity to public transport, schools etc. If on street car parking is limited, it is important other forms of transport are provided for and emphasised.

Consider individual neighbourhoods’ parking requirements relative to demographics, Auckland Unitary Plan provisions and the Auckland Plan.

Parking is generally discouraged on Arterial Roads.

1.1.5 Integrating the natural environment

Targeted outcomes: Liveability, Identity

Streets provide one of the largest opportunities to integrate nature with the neighbourhood.

Designers should respect the existing natural environment of a neighbourhood and look to enhance it through appropriate use of planting, relationship with topography, stormwater integration and use of materials.

1. Street trees

Street trees fulfil multiple functions in street design and are an indispensable component of neighbourhood design. Street trees give definition and shape to the public realm, and when executed properly, give the street the feeling of an outdoor room. Street trees create a pleasant environment for pedestrians and provide physical separation and buffering from moving traffic. Street trees can break down the scale of tall buildings along the street and be a useful tool in resolving transitions between private and public space.

Street trees can provide order and legibility to a neighbourhood, which can assist with both orientation and neighbourhood identity. Street trees also absorb stormwater and filter carbon dioxide from the air. Street trees should be regularly and closely spaced, ideally not more widely spaced than 10m.

To maintain a visual connection across the street and maintain the integrity of the street as a whole, trees should not have dense foliage below the eye level. Street trees tend to slow traffic as they create a sense of enclosure and limit forward visibility. Tree planting should continue up to the intersection with the understanding that properly maintained trees provide minimal visual obstruction and they reinforce the qualities of a walkable neighbourhood or district.

(AT Urban Street and Road Design Guide, pg 42)
1.1.5 Integrating the natural environment

Targeted outcomes: Liveability, Identity

Streets provide one of the largest opportunities to integrate nature with the neighbourhood.

Designers should respect the existing natural environment of a neighbourhood and look to enhance it through appropriate use of planting, relationship with topography, stormwater integration and use of materials.

i. Established trees should be retained wherever possible and integrated within streets or plazas.

ii. The design of streetscapes should be considered as a whole and in an integrated way across the neighbourhood to include opportunities for large trees and groups of trees in the street.

iii. Designers should consider species with roots that minimise potential impact to underground infrastructure or paving.

iv. The number of front loaded narrow lots should be minimised to ensure regular spacings between street trees.

2. Habitat provision and biodiversity

Street trees and other plant species used in streets should be appropriate to the local ecological context.

Tree and plant species should be native wherever possible, selected with the aim of bringing wildlife back to our neighbourhoods.

Tree and plant species in general should be selected through consideration of the following:

- Food sources for native birds and insects
- Nesting opportunities for native birds
- Habitat for pollinators (refer ‘Pollinator Pathways’ in AT Local Path Design Guide)
- Increasing biodiversity.

Exotic species may be required/appropriate in certain locations, selection of exotic species should avoid:

- Species with potential for spread of seed that could be detrimental to surrounding native areas
- Species with potential to detract from the pollination of natives
- Weed species.

Refer to individual neighbourhood guidance for specific planting and landscaping relevant to each neighbourhood.

3. Topography

Effort should be made in the design of new streets to work with existing contours. This minimises cut and fill, retains the integrity of the landscape and enables natural flow gravity drainage to be utilised. It can also help maximise views and retain the character of an existing neighbourhood.

4. Stormwater

Stormwater systems should reflect and support the desired urban context. Stormwater management should be considered as early as possible in the planning and design process. Stormwater management should be integrated into the street design, open space, and landscape design of subdivisions and neighbourhoods.

(AT Urban Street and Road Design Guide, pg 44)
1.1.6 Streets as Public Space

Targeted outcomes: Community, Liveability, Identity

Streets play a fundamental role in social connectivity alongside physical connectivity.

Ensuring a neighbourhood includes streets that are inviting, friendly, and fun to be in, is vital in encouraging people to spend time in them and watch them out their windows. This in turn increases opportunities for social interaction, connection with neighbours and passive surveillance.

In addition to the typical safe and friendly streetscapes throughout the neighbourhood, some specially selected streets should feature additional amenity to maximise the benefits to the neighbourhood of their unique features and/or location.

These places should be planned, designed and built in a way that is universally inclusive and free from obstacles or hazards.

1. Places to sit

Designers should consider localised widening of a road reserve to include small plaza spaces, widened footpaths or berms to include street furniture. These should be comfortable places to pause, rest and talk to someone in, encouraging people to spend time in the street rather than just move through it, to linger and to rest.

These can be appropriate anywhere in a neighbourhood. Some locations that can work well for this include:

- Ends of pedestrian links
- Corners
- Locations with views towards landmarks
- In association with a steep slope, as a rest point.

Locations should consider sun/shade, noise, adjacent traffic speed, and other environmental effects that may or may not make the space comfortable to be in.
1.1.6 Streets as Public Space

2. Places to play
Regular play is important for everyone, individually and together, regardless of age. Encouraging play in a neighbourhood’s streets can occur in a number of ways including:

- As people transition or move through a space, for example balancing, hopping or skipping
- As people gather in the street, for example a game of cricket in a cul de sac
- At a destination they seek out specifically, for example a set of swings

Opportunities for play should be a mix of formal and informal, encouraged through design elements in the streetscape, low speed environments, good visibility and as with ‘places to sit’, locations that are comfortable to be in.

3. Places to meet
Designers should consider localised widening of a road reserve to include small plaza spaces, widened footpaths or berms at locations where people might naturally gather such as:

- Outside a school,
- On the edge of a park
- At a neighbourhood retail area.

This is to allow people to comfortably gather and spend time in a space where they may have bumped into a neighbour or friend, this encourages people to spend time in their streets by providing somewhere to finish conversations before dispersing back into the neighbourhood or to meet someone to walk home with.
1.1.7 Acceptable Frontage Relationships

Targeted outcomes: Community, Liveability, Identity

Superlot masterplanning should ensure all street typologies, including pedestrian linkages feature the following frontage relationships, in order of priority:

1. Front to front
2. Front to side
3. Side to side.

Rear or back frontages are not acceptable facing streets or pedestrian and cycling links. This may mean some units have only front and side yards, or, feature two fronts. In this case, the highest priority frontage (for example, letterbox or main entrance way) should be orientated to the street highest in the streetscape hierarchy.

Refer to definition diagrams in Module 1a for frontage relationships.

1.1.8 Local Streets

Targeted outcomes: Community, Liveability, Identity

Local streets have very modest traffic volumes, as well as travel speeds of 20 to 30 km/hr. They are largely residential streets with occasional commercial and industrial uses. These streets have friction (trees, green infrastructure, parking, etc.) on either side of the street to slow speeds and allow for mixed traffic cycling. Local streets are some of the most important street types as this is where people live and play.

(At Urban Street and Road Design Guide, pg 53)

1.1.9 Community Street

Targeted outcomes: Community, Liveability, Identity

A Community Street is a new streetscape typology which is intended to function exactly as a Local Street does in terms of frontage relationships between units, neighbourhood permeability etc. A Community Street is narrower than a Local Street and should feature a higher level of landscape amenity and function as a positive communal space.

A Community Street may operate as a ‘home zone’ (refer AT Urban Street and Road Design Guide) or as a subset of a Local Street, with an asymmetrical cross section and footpath on one side only (located to the side with fewest driveways to create a pedestrian experience that is uncompromising as possible). The design of Community Streets should indicate that vehicles are secondary to pedestrians in these locations.

Community Streets may form part of a Local Path. Where this is the case they may also incorporate additional traffic calming or place-making design features to ensure the quality of this route.

Community Streets may be private or public in terms of their ownership structure, but in all cases, must be inviting and attractive for pedestrians. Vehicles should be welcome by invitation only. In the case of private Community Streets, an easement or other such mechanism should be in place to allow public access. When in private ownership, they should only be implemented if appropriate asset management mechanisms are in place, and there is an agreed strategy for mail delivery and waste collection.

Community Streets require fully integrated design including the buildings and landscapes that front them before approval can be gained.

Refer specific neighbourhood masterplans for proposed locations of Community Streets.
1.1.10 Local and Community Street Matrix

The table below outlines acceptable design solutions for aspects of street design. Designers are encouraged to select the relevant street type column for their situation and follow guidance i – iv.

<table>
<thead>
<tr>
<th></th>
<th>New Local Street* or Community Street**</th>
<th>Retrofit to Local Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>i.</td>
<td>Pedestrian priority</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Footpaths are to occur at the back of the berm, allowing them to remain flush and avoid level changes created through drop kerbs. Minimum width 1.8m. Typically, crossings are dropped kerb pram ramps. There are some opportunities for flush crossings/raised tables in certain locations as outlined by the masterplan. Ensure crossings at intersections align, especially on main walking routes. Look to create mid block crossings where walking routes would benefit.</td>
<td>Footpaths to be reinstated across the length of the new frontage. Minimum width of new footpath to be 1.8m for a logical length determined by a driveway or berm element either side of the new development block. Refer also to 1.1 ‘Streets’.</td>
</tr>
<tr>
<td>ii.</td>
<td>Cycling</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Typically in the carriageway without separation. May also be on a shared path as part of a Local Path. To be determined during masterplan stage between Kāinga Ora, their design team and AT.</td>
<td>Typically as per existing. Where there are exceptions, this will be considered in the masterplan.</td>
</tr>
<tr>
<td>iii.</td>
<td>Vehicles</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Max 30 km/hr design speed. Narrow carriageway (typically 5.5m sealed width). Tight kerb radius at intersections (typically 4m). Include appropriate traffic calming as required. Consider: emergency vehicle access, waste removal vehicle access.</td>
<td>Typically as per existing. Where there are exceptions, this will be considered in the masterplan.</td>
</tr>
<tr>
<td>iv.</td>
<td>Car parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mix of indented and in lane car parking depending on street cross section. Where indented, differentiate from driveway crossing by way of painted line and/or change in surface material. Indented parking: maximum of three parallel spaces between street trees, maximum of five perpendicular parking spaces between street trees.</td>
<td>Typically as per existing. Where there are exceptions, this will be considered in the masterplan.</td>
</tr>
</tbody>
</table>

* AT standard for new Local Street road reserve width is 14m.

** Refer to AT Narrow Streets Policy when designing Community Streets to vest.
1.1.11 Pedestrian and cycling linkages

Targeted outcomes: Community, Liveability

Pedestrian and cycling linkages ensure people have good access to safe, convenient walking and cycling connections to provide a variety of travel options other than motor vehicles.

The pedestrian and cycling access ways should be integrated with the local pedestrian and cycle movement network and, where possible, be orientated to reinforce the visual link between local landmarks and local attractions to assist pedestrians and other users.

The recommended width for new pedestrian links is 8m.

i. Pedestrian and cycling linkages should be considered at:
   - Cul-de-sac heads to provide a link to an adjacent road
   - Parks and reserves where part of that reserve has no road frontage
   - Schools and other community facilities where part of that facility has no road frontage
   - Any other location where the trip by road would be considerably longer than the most direct route.

ii. Pedestrian and cycling access ways must be designed and constructed to be safe, attractive and convenient. Quality pedestrian and cycling access routes include important characteristics such as:
   - Hard surfaces
   - Landscaped and vegetated areas
   - Street furniture
   - Proper lighting
   - Good sight lines (both through and along)
   - Opportunities for informal surveillance
   - Full accessibility to all users.

iii. Narrow existing pedestrian links should be widened and converted to function as cycling links as well, through the masterplan design process wherever land ownership and boundaries allow.

iv. New pedestrian and cycling linkages should be considered to maximise block permeability, safe routes to school and to provide the greatest possible choice for residents in terms of their daily travel modes.

v. Entrances to pedestrian and cycling links should be obvious and avoid conflict with driveways.

vi. Pedestrian and cycling links are best when short, straight and wide.

vii. The masterplan should look to co-locate these connections with streets, replacing pedestrian and cycling links with streets where possible/logical.

Refer to 2.0 ‘Building Typologies’ for fencing and walls, front yard landscaping, safety, activity and overlooking and other relevant guidance affecting interfaces with streets, including pedestrian and cycling linkages.

Refer also to the AT Transport Design Manual for further guidance on pedestrian and cycling linkages.
1.1.11 Pedestrian and cycling linkages

Achieves: ii.

Does not achieve: ii, vi

Achieves: ii.

Does not achieve: iii.
1.2 Laneways

Laneways are defined as a JOAL serving three or more units.

A lane’s primary function is to provide access to garages, serving units fronting public spaces that have access restrictions, or attached and apartment typologies which require narrow lots and/or rear facing driveways.

Lanes also play an important communal role as “shared” community spaces for the participating residents, and are part of a wider network of connections for the local community. They must accommodate pedestrians as well as cyclists and vehicles, so it is important that they are pleasant places to be in. For this reason a number of landscape and architectural devices are appropriate to enliven lanes and improve safety.

There are two types of lanes: fronted/living lanes and service/garage lanes. In either case, lanes are a key component of the urban form and are also seen as a positive communal space. The type of Laneway can be determined by the frontage relationships present.

<table>
<thead>
<tr>
<th>Fronted/Living Lane</th>
<th>Service/Garage Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front to Front</td>
<td>Side to Side</td>
</tr>
<tr>
<td>Front to Side</td>
<td>Side to Rear</td>
</tr>
<tr>
<td>Front to Rear</td>
<td>Rear to Rear</td>
</tr>
</tbody>
</table>

Lanes are typically in private ownership and should only be implemented if appropriate asset management mechanisms are in place, and there is an agreed strategy for mail delivery and waste collection. Access for emergency vehicles must also be considered.

The standards as set out in building typology guidance, which apply to buildings, servicing and frontages in general, apply also to lane frontages. Additional laneway specific guidance is as follows:
1.2.1 Landscaping within laneways

Targeted outcomes: Community, Liveability, Identity

i. Lighting should be provided along lanes and public street lighting should be aligned to the entrance to laneways.

ii. Physical speed restrictions such as vertical displacement, for example speed tables and horizontal displacement, chicanes and carriageway narrowing are encouraged.

iii. All lane accesses should provide a continuous connection through block and may allow rubbish truck access for refuse collection.

iv. Fences over 1.2m high should be visually permeable over 50% of their face (Refer fencing guidance).

v. Gateways to properties should be provided within the rear fence and the garage unit. Gates should allow good pedestrian access combined with ease of access for items such as wheelie bins.

vi. Landscape scale should be relative to architectural scale.

vii. Planting should be included, in consolidated blocks of mass planting for maximum growth potential, visual effect and amenity.

viii. Vertical landscape elements should be considered, for example climbers.

ix. Include a variety of surface finishes and materials along with a clear threshold between laneway and adjoining street. Shared surfaces are encouraged in order to indicate equal status to pedestrians and vehicles so that separate footpaths may not be required.

x. Refer also servicing and waste guidelines for relevant typology.
1.2.1 Landscaping within laneways

Achieves: iii., ix.

Achieves: ii., iii., vi., vii., ix., x.

Does not achieve: vi., vii., ix., x.

Does not achieve: ix.

Does not achieve: iv., ix.
1.2.2  Built form within laneways

**Targeted outcomes:** Community, Liveability, Identity

i. Building line variation and ground level, three-dimensional articulation should occur to both edges.

ii. Roofline variation should be considered.

iii. Distinctive changes to colour and material is encouraged.

iv. Laneways should have gateway buildings with height expressed at the entrance point overlooking the laneway.

v. A mix of garages and carports (solid and void) should be explored, with double garages utilising split doors to provide a finer grain or scale to the laneway.

vi. Lofts or living spaces over garages (in addition to gateway buildings) are encouraged to increase surveillance over the laneway increasing safety.

vii. Balconies serving accommodation built over garages should be used to increase surveillance of lanes.

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Achieves: i., ii., iii., v., vi.

Does not achieve: i., ii., iii., v., vi.
1.2.3 Fronted/Living Lanes

**Targeted outcomes:** Community, Liveability, Identity

Although the primary function of lanes is to provide for vehicle access to the rear of houses, in certain circumstances it is also permissible to construct housing fronting onto a lane, if:

i. A high level of landscape amenity is provided for residents and garage dominance is diminished.

ii. The primary frontage of a dwelling to a public street or public open space is not compromised and takes precedence over the lane.

iii. There is a direct benefit for enhancing surveillance and activation.

iv. The building typology is specifically suited to a lane situation in terms of its lot size (for example terrace housing, small houses), and lane fronting units occur in small numbers.

v. There is articulation of individual units at ground level.

vi. The front entrance to the dwelling is clearly articulated through both architecture and landscape elements, and is clearly discernible as the main pedestrian entry when viewed from the adjoining public street.

vii. The address/letterbox to the dwelling is located on the adjoining public street, (or in cases of five or more dwellings, along the lane and clearly visible).

viii. Where possible, lanes should run the width of the block. Mid-block pedestrian and cycling linkages are incorporated where lanes continue for the length of a block, to provide greater connectivity and amenity.

ix. Where there are five or more dwellings with an address associated with a private lane, the lane should be named to ensure a proper address for those residents.

x. Permanent, fixed lighting solutions should be included to ensure the lane is lit as an equivalent street would be.


Does not achieve: i., v.
1.3 Parks/Open Space

Interfaces with parks are no different to interfaces with streets. It is expected that designers consider Community, Liveability and Identity outcomes in the same way in all locations.

Buildings should front parks wherever possible and where they can’t, they are still expected to provide a high level of passive surveillance and positive interface.

Refer to 2.0 ‘Building Typologies’ guidance for fencing and walls, front yard landscaping, safety, activity and overlooking and other relevant guidance affecting interfaces with public realm including parks/open space.

Refer to individual neighbourhood modules for neighbourhood specific park interface guidance.

The following guidance topics are taken from Auckland Council’s Parks Provision Policy. They provide designers with a summary of important points for consideration during the design and integration of parks and open spaces. For further guidance on these refer to the original document.

Treasure our Parks and Open Spaces
- Create distinctive places
- Celebrate the coast
- Conserve areas of natural and cultural value

Enjoy our Parks and Open Spaces
- Make safe and welcoming places
- Create enduring spaces
- Be considerate of neighbours
- The right size and shape

Connect our Parks and Open Spaces
- Create a green network
- Link spaces together
- Create esplanade reserves

Utilise our Parks and Open Spaces
- Integrate with green infrastructure
- Consider resilience
- Support greater urban density
1.3 Parks/Open Space

Good examples of buildings fronting parks, where the interface with the park is considered in the same way as the interface with the street.
1.3 Building Design Guidelines

Guidance for building typologies is provided in the following typology categories:

- Standalone or Terraced Homes
- Apartments
- Marker Buildings

Guidelines for each typology are divided by sections:

**Neighbourhood** – Guidelines intended to cover how groups of homes or buildings come together.

**Home** – Guidelines intended to cover the design of an individual dwelling.

All designers must consider both ‘Neighbourhood’ and ‘Home’ guidance, regardless of the number of dwelling units they are designing.
2.1 Standalone and Terraced Homes – Neighbourhood

2.1.1 Designing in context

Targeted outcomes: Community, Liveability, Identity

Consideration should be given to the building’s surrounding built and natural environment to ensure it responds appropriately to its context and contributes positively to the overall neighbourhood. This is particularly important for any direct adjacencies and also applies to the neighbourhood character overall.

i. Built environment considerations should include:
   - Tenure
   - Height (note: acceptable storey height differential within the development block is two levels unless separated by 10m or more, for example a laneway)
   - Typology
   - Heritage character and historical development patterns
   - Architectural character
   - Existing movement patterns such as pedestrian desire lines, to support and enhance street and open space connections
   - Views and outlook from and to the building
   - Mitigation of negative aspects of the site such as visual intrusions or noise
   - Adjacent street typology and character
   - Planned future context.

ii. Natural environment considerations should include:
   - Specimen trees and mature bush, particularly native species
   - Important habitat areas and biodiversity links
   - Stormwater (flow paths, gullies, streams etc.)
   - Topography
   - Views and outlook.

2.1.2 Frontage relationships

Targeted outcomes: Community

Acceptable frontage relationships as viewed from the street or public open space are: front to front, front to side and side to side. The following guidance applies to front loaded homes, refer “1.0 Streets” for acceptable frontage relationship design for rear loaded houses within/across laneways. (Refer to Module 1a: Definitions for frontage types and relationships definition and diagram.)

i. All front loaded housing should be orientated to ensure no front to back relationships occur. (Exceptions may occur in laneways where designers will be expected to present sound rationale for the layout and appropriate landscape measures to ensure targeted outcomes are still met.

ii. All side façades facing the street require additional design consideration; refer 2.1.3 ‘Corner Lot Treatment’.

iii. All units adjacent or opposite parks or open space shall address the space in order to provide passive surveillance and positive engagement with the space, ensuring safety for park users. Homes fronting parks should exhibit a higher level of architectural quality.

iv. Where the rear of a lot fronts a park or open space, buildings should provide a positive interface and passive surveillance with the open space. A pedestrian gate must form a physical connection between the park and property (Refer to 2.1.4 ‘Gates’).
2.1.3 Corner lot treatment

Targeted outcomes: Community

i. Buildings on corner lots should be designed to address both frontages; overlooking or having a visual relationship and connected, open presence on both streets.

ii. These buildings should include some architectural features to reinforce the corner. These features should be three dimensional in nature. Windows alone are not typically acceptable.

iii. Windows play an important role in increasing surveillance of the street and their design and placement should consider this.

iv. Typically the front door should face the street with the highest priority in the street hierarchy. On corners where the streets are the same typology, front doors to corner lots may occur on either elevation.

v. In either case, front doors may occur on a different elevation to the garage or car park.

vi. Refer 'fencing guidance' for specific fencing applications.

Achieves: i., ii.

Does not achieve: i., ii.
2.1.4 Façade diversity

Targeted outcomes: Identity

Façades are the faces of a building visible from the outside.

The design of façades should clearly consider the composition, scale, materiality, texture and colour of the building in cohesion with the street.

i. **Façades facing streets should be designed to:**
   - Be in step with the overall rhythm and composition of the street
   - Create a diverse, interesting street appearance
   - Avoid excessive blank faces
   - Provide a strong and coherent human scaled street frontage
   - Emphasise the width of individual residential units
   - Create depth and visual interest of a three-dimensional nature.

Does not achieve: i.

Achieves: i.
2.1.5 Variety

Targeted outcomes: Identity

Variety is predominantly concerned with how many units appear the same or different along a street elevation. The degree to which variety is important will change depending on context.

i. It is expected that all houses display a legible difference to their neighbouring dwellings.

ii. Designers of detached residential units should look to express variety through form before colour and/or material. Key form considerations include and are not limited to:
   • Varied rooflines where the profile of the roofline against the sky provides interest and variety
   • The use of verandahs, porches, pergolas, balconies etc.
   • Building line variation.

Achieves: i.

Achieves: ii.
2.1.6 Arrangements and mix

Targeted outcomes: Identity

Consideration should be given to the arrangement and mix of façade treatments. There will be occasions where coherence may be achieved by a single façade treatment which continues the length of a block on one or both sides of a street. In other cases, the façades may vary as they progress along the block. Both solutions will be acceptable in various locations as long as the other requirements listed in these Design Guidelines are incorporated and the composition is appropriate for the site’s context and surroundings.

Care should be taken in the design of the architecture to reinforce the urban design intentions.

i. In all cases, the individuality of each unit or residence within the block should be expressed.

ii. Each building needs to be designed with consideration for its setting within the group, and its wider context, so as to ensure a sense of overall coherence.

2.1.7 Legibility and wayfinding

Targeted outcomes: Identity, Liveability

Home designs should contribute to the legibility of the wider neighbourhood as well as considering the legibility of their own entranceway.

i. In all cases, each unit or residence within the block should be able to be distinguished from the adjacent unit.

ii. Blocks could incorporate distinctive ‘gems’ in higher profile locations where the architectural language may vary in accordance with the location and form.
2.1.8 Passive surveillance

Targeted outcomes: Community

Open, highly visible architecture, landscapes and built environments contribute to passive surveillance of the streets and open spaces (including laneways) on which they are situated.

i. Openness, and feeling of community ownership over the street or open space is to be created through careful consideration of:
   - Window sizes and locations
   - Living in front yards (refer guidance)
   - Entranceways (refer guidance)
   - Location of habitable rooms (refer guidance)
   - Fence heights (refer guidance)
   - Minimising front setbacks.

2.1.9 House orientation to street

Targeted outcomes: Community

i. Homes should be orientated so they are square to their street front with their front door clearly visible.

2.1.10 Front setback

(Refer to ‘front yard’ guidance)

Targeted outcomes: Community

i. For front loaded homes with garage: front setback depth = usable outdoor space for sitting, but not enough to park a car.

ii. For front loaded homes without garage: maximum 6m.

iii. Homes with large front setback to occur in short runs between homes with small front setbacks.

iv. Rear loaded homes should look to minimise front setbacks where providing usable outdoor space for sitting. (Refer 2.1.19 ‘Living in Front Yards’).
2.1.11 Front yard landscaping

Targeted outcomes: **Community, Liveability, Identity**

Front yard landscaping is a vital part of the identity of a home.

i. Front yard planting must define front boundaries, reinforce entrances, soften hard surfaces, screen services and provide separation between each lot.

ii. Planting should be designed to create layers of height, texture and colour.

iii. Plant species should be selected with tenure and future maintenance programmes in mind to ensure they are appropriate in their application. The quality and longevity of gardens is important.

iv. Front yards with a setback of less than 2.5m are encouraged to be entirely planted (as opposed to lawn) where soft landscaping is required.

v. Where applicable, plant species should be in keeping with the ‘Street and Lot Frontage Planting Themes Plan’ in the relevant neighbourhood module.

vi. All front yard planting (excluding trees) must be:
   - Limited in overall height to maintain outlook to the street
   - Mass planted to achieve a continuous and even coverage once mature
   - A minimum grade of PB12 for hedges and screen planting and PB5 elsewhere
   - A single species used for hedges
   - Selected and sited for optimum growing conditions (e.g. for shade/shelter)
   - Appropriately selected for intended purpose (e.g. larger shrubs for screening)

vii. Planting of trees in the front yard should be accommodated on lots where there can be a minimum of 2m clearance from the trunk and the building façade.

viii. Care should be taken not to plant trees in conflict with buildings or other structures or hedges. Trees planted in front yards should be a minimum size of PB150. (Exceptions may be considered, subject to availability of particular species such as fruit trees).

ix. Where front yards are being actively used as private living spaces such as courtyards for seating and eating, designs should enable the creation of spaces that help reinforce these activities, for example through incorporating raised courtyards, simple hedges up to 1.2m, and deeper shrub planting beds that help create a feeling of privacy without unduly screening the area completely from view.
2.1.11 Front yard landscaping (cont.)

- Achieves: vi.
- Achieves: vi., vii.
- Achieves: vi., vii.
- Does not achieve: vi.
2.1.12 Fencing

Targeted outcomes: Community

i. Fences and walls in front yards:

ii. All lots should have a front fence or low wall combined with planting on the boundary line, except where the building is within 1.5m of the front boundary and separation is created by planting or other architectural elements (e.g. steps, terrace, verandah).

iii. On streets where the footpath is adjacent to the boundary, fences should be set back from the boundary 600mm to allow TUDS and other service lids to occur outside the fence.

iv. When designing the style of front yard fencing, care should be taken to avoid:
   - Long stretches of the same fencing type along a street
   - A different type on every lot
   - Predictable and repeated patterns of fencing types.

v. Front yard fencing should be designed to:
   - Be in keeping with the architectural character of the house without needing to match it in appearance, colour or materials
   - Achieve an appearance of substance and depth, using high quality detailing, construction and materials (i.e. not sheet panels).

vi. Fence height combinations:

   Note: Public realm facing rear yards are discouraged. Should any public realm facing rear fencing occur, public realm facing side fence guidance applies.
2.1.12 Fencing (cont.)

vii. Fences atop retaining walls on the front boundary:

- Achieves: i.
- Does not achieve: i.
2.1.13 Retaining walls on front boundaries

Targeted outcomes: Community

i. Timber pole retaining walls to the front yards should be planted, or screened from view. Treated pine walls must be stained or painted.

ii. The maximum height of a street facing retaining wall before it must be stepped to include landscaped terraces is 0.9m.

Recommended guidance: Retaining walls to front boundaries should be high quality materials such as dark coloured concrete block or natural or painted brick finishes.

2.1.14 Gates

Targeted outcomes: Community

i. Gates may be incorporated into fences and walls for pedestrian entrance paths or across a single home’s driveway.

ii. The gate should be in keeping with the scale of the fence or wall with which it is associated and should be visually permeable (semi-transparent).

iii. Gates to backyards visible from the public realm should appear seamless with privacy fences separating front and back yards.

iv. Where a property is located on a boundary with public realm, a gate should be located within the boundary fence allowing access from the yard. This gate should appear seamless with the fence.
2.1.15 Letterboxes and numbering

Targeted outcomes: Community, Identity

i. Each house should have an individual letterbox located on the front boundary and accessible from the path or driveway providing access to the front door.

ii. Letterboxes should be fit for purpose and functional, designed with balanced proportions and robust, quality materials.

iii. House numbers should be clearly visible from the street.

iv. Letterboxes should be integrated with a blade wall or fence wherever possible.

Achieves: i., ii., iii.

2.1.16 Planting for food

Targeted outcomes: Community, Liveability

Recommended guidance: Gardens containing edibles may be located in front yards and opportunities for edible plant species in lot landscape designs should be maximised.

Site design should consider space for vegetable gardens and/or fruit trees in locations that facilitate good growing conditions, particularly sunlight and shelter from wind.

Fruit trees are encouraged in front yards in locations that ensure trees have adequate space to grow, will not overly shade or block light from habitable rooms and that fruit is easily accessible.
2.2 Standalone and Terraced Homes – Home

2.2.1 Active habitable rooms and windows to the street

Targeted outcomes: Community

The placement of active habitable rooms is encouraged to the front of the site, to maximise passive surveillance of the street.

i. Ground floor street facing rooms should be active habitable rooms such as living or dining spaces, with windows generously sized and located to allow views over the street.

ii. Ground floor street facing kitchens may be acceptable provided they include generous windows overlooking the street and their layout is such that activity is focused toward the window, for example, locate sinks beneath the window facing the street to allow visual interaction.

iii. Ground floor street facing bedrooms are typically not acceptable; ground floor street facing main bedrooms are to be avoided in all homes. Where ground floor bedrooms do occur, privacy should be achieved through verandahs, raised thresholds or similar. Simply increasing the sill height of windows is not acceptable. ‘Ground Level Design’ guidance still applies. Refer also 2.2.15 ‘Fencing and Walls’ guidance.

iv. Habitable rooms, both active and passive, should occur across all levels of the front and any other street facing façade/s, with windows appropriately sized and located to allow views over the street.

v. Upper floor street facing bedrooms are appropriate and encouraged. Consideration could be given to window locations and sill heights to balance passive surveillance with privacy in these locations.

vi. Toilets and bathrooms facing the street are typically not acceptable.

Achieves: i., ii.
Achieves: i., ii., iv.
Does not achieve: iv.
2.2.2 Entrances

Targeted outcomes: Community, Liveability, Identity

i. Main entrances to homes should be by way of a clearly visible ‘front door’ located on a park or street frontage (Ranch sliders or similar are not appropriate as ‘front doors’).

(Diagrams below depict a narrow lot home, as this is typically the most difficult site to achieve this on).

ii. Main entrances should be well lit.

iii. Front doors should be square to the street (or laneway).

iv. Front doors should be clearly associated with an address.

v. The inclusion of associated windows is encouraged to allow the occupant of the home to see a visitor at their front door prior to opening it/inviting them in.

vi. Access paths should:
   • Be clearly discernible
   • Be distinct from the driveway or car pad
   • Be of an even, accessible surface and a durable non-slip material
   • Lead directly from the street to the front door.

vii. Where front entrance access paths incorporate steps, front setbacks should allow for appropriately sized landings at both the top and bottom to enable people to pause at either the front door or off the street footpath prior to entering.
viii. Units with frontages to both laneways and streets should have main entrances/front doors facing the street, for example:
2.2.3 Living in front yards

Targeted outcomes: Community, Liveability

Inclusion of outdoor space, preferably covered, (in addition to the required private outdoor space typically located in the rear) is encouraged in front yards in the form of porches, verandahs, and patios or similar.

i. These spaces should be sized and located to allow seating and views over the street.

ii. They should be considered as an integral part of the building frontage and appear as a balanced and integrated component of the building façade.

iii. They should also be inviting and comfortable spaces that encourage residents to spend time in them.

iv. These spaces should be separated from the driveway through gates, fencing and/or other physical barrier.

v. Openings to fronts of homes should be designed to allow seamless movement from internal habitable space to the front yard, leading directly into outdoor space.

In certain locations within the street network, or where front yards comprise the main/only private open space available to the residents of that unit, additional privacy measures may be required. Designers are encouraged to explore raised thresholds and localised privacy screens.

vi. Raised thresholds

vii. Localised privacy screens

All ‘Front Yard Landscaping’, ‘Fencing’ and ‘Retaining Walls/Front Boundaries’ guidance applies in these locations.

Recommended guidance:

viii. The access point or opening to the front yard outdoor space should occur in addition to the main ‘front door’.

(Note: this is ‘Recommended’ for affordable, small and state homes that have their main private outdoor space in the rear only and is considered mandatory for all open market homes or homes where the main private open space is in the front.)

ix. Front loaded lots narrower than 5m are exempt.
2.2.3 Living in front yards (cont.)

The following images depict a range of ways in which living in the front yard can successfully occur:
2.2.4 Driveways

Targeted outcomes: Liveability, Community

i. Driveways should be straight and short, allowing for good visibility and sight lines when manoeuvring and parking.

ii. Driveways should be separated from private outdoor space and front yard living by fences of a consistent height and finish to the adjacent front yard fencing.

iii. Landscaping and fencing either side of driveways should be kept low to allow clear sight lines for drivers and surrounding pedestrians. (Refer ‘Fencing’ guidance).

iv. Driveway widths should be equivalent to the width of the garage door, where there is no garage door, at a maximum of 3m wide for single or 5.5m wide for double driveways.

v. Rear lots should be avoided. (It is acknowledged that they may occur in some exceptional circumstances due to the geometry of the existing landholding. Where they are required, driveways must be designed to ensure vehicles are not required to reverse the entire length and all vehicle manoeuvring should be kept separate from private outdoor spaces and entranceways to homes through a mix of physical barriers and differentiation of pavements/edges).

vi. Where front entrance pathways abut driveways, the driveway should be distinguishable through differentiation of surface finishes.
2.2.5  Garages

Targeted outcomes: Community, Identity

1. Front Loaded
Minimising the visual impact of garages to the street is a priority. The following guidance applies to garages located on front and side façades of buildings on all street typologies.

   i.  A garage door facing the street should be no greater than 40% of the width of the front façade. (Single or tandem garages are encouraged, rather than double garage doors).

   ii. Garage doors are best set back from the site’s frontage boundary 1.5m or less, or a minimum of 5.5m to ensure footpaths are kept clear of overhanging cars.

   iii. The front façade of the house should project forward, with garage doors set behind by a minimum of 0.5m.

2. Rear Loaded
Refer to ‘Laneway design’ guidance in ‘Streets’ section.

Achieves: i., ii., iii.

Does not achieve: i., ii., iii.
2.2.6 Car parking

Targeted outcomes: Liveability, Community

1. Individual, on-site
Car parking can be provided on-site by way of garage, carport, paved driveway or open air car-pad.

i. Careful design is required to ensure the building mass, entries to the house, and car park are fully integrated with the landscape treatment for the site and streetscape.

ii. Where car parking is located in the fronts of homes, outside garages or securely lockable spaces, it should occur in one location only.

iii. Parking in front garden/lawn spaces is to be discouraged through fencing, garden beds and other physical barriers, along with a short front setback.

iv. External car park locations and corresponding building design (window locations etc.) should be carefully considered to ensure visibility of the parked car from the home to increase security.

v. Car park, carport and driveway locations should consider any potential adverse effects on streetscape such as long gaps between street trees or increased danger to pedestrians. (Front loaded narrow units should occur in short runs only).

vi. Carports may be located forward of the building line (unlike a garage) provided there are not more than three in a row and visibility of the home’s front door and architectural features are not obscured by the carport or any associated storage lockers.
2.2.6 Car parking (cont.)

2. Clustered or group car parking
Clustered or group car parking may exist in some laneways, associated with terraced developments, particularly small homes.

i. Clustered or group car parking should be considered for locations where removing the car from the private lot may create improved outcomes for frontage relationships, streetscape, private outdoor space, laneway landscaping etc.

If this type of car parking does occur, it should be away from corner sites and designs should incorporate the following:

ii. A positive frontage to the public realm with quality boundary landscape treatment such as low hedging and fencing, which balances screening of cars with passive surveillance.

iii. Either clear delineation of pedestrian routes through the car park space, or a quality low speed shared space environment.

iv. Appropriate levels of lighting for safety and surveillance, particularly to pedestrian access-ways.

v. Where feasible, locate in a position where passive surveillance and overlooking from dwellings is possible.

vi. Adequate space for landscaping:

Note: All planted areas containing trees are to be a minimum of 1.5m wide.

Recommended guidance:

vii. Group or clustered car parking location and layout should be designed with the potential for future development in mind; locate and arrange space in a way that could accommodate the construction of new/additional homes when car parking is no longer required.
2.2.7 Servicing and waste

Targeted outcomes: Liveability

i. Wherever possible, rubbish bins should be sited in rear or side yards in a way that is not visually obtrusive when viewed from the public realm. (Refer also Module 3c: Waste Management).

ii. Clotheslines and garden storage should never appear in the front yard. On corner lots they should be located to the rear of the house, screened from public view.

iii. Care must be taken to ensure bin storage areas are large enough for the appropriate size and number of bins. Early consideration of waste collection is required, particularly for laneways. (Refer ‘Laneways’ guidance and Module 3c: Waste Management).

iv. Where bins must be stored in front yards, they should be located in enclosures associated with fencing or car parks and integrated with the front yard landscaping. Enclosures should be sized and orientated to ensure they are easily utilised while also being as unobtrusive as possible in their aesthetic. (Refer also Module 3c: Waste Management).

v. Meters, heat pumps and other electrical or mechanical plant such as kitchen vents, should be sited out of public view and positioned to minimise noise disturbance to neighbours.

vi. Waste water plumbing and other services ducting should be concealed from view from the street.

vii. Rainwater downpipes should be run with minimum bends.

viii. Rainwater tanks and associated pipework should be unobtrusive. Where the visual impact of tanks to the public realm cannot be practically mitigated to achieve an acceptable urban design outcome, or where the placement of tanks significantly compromises private outdoor space, underground tanks should be implemented.
2.2.8 Bike storage

Targeted outcomes: Liveability

Refer to the AT Bicycle Parking Guidelines. Refer to the Auckland Unitary Plan requirements.

Recommended guidance:
Designers should aim to make access to cycle storage easy and convenient to encourage residents to leave cars at home. The following guidance outlines considerations for achieving this.

Where bike storage is located within individual dwellings, covered, lockable bike storage that is accessible to the driveway without having to carry bicycles through the dwelling unit should be provided in all homes without secure garages. This may be in the form of a locker in a carport.

This storage should be appropriately sized to the expected number of cyclists based on bedroom numbers in the house.

Where bike storage is communal, for example as part of a laneway or communal outdoor space, refer 2.2.22 ‘Bike Storage’ for walk-ups and apartments.

2.2.9 Solar orientation

Targeted outcomes: Liveability

Passive sunlight access should be optimised through building orientation and maximising north facing windows while balancing the need for dwellings to front the street.

2.2.10 Flexibility

Targeted outcomes: Liveability

Recommended guidance:
Flexibility is about using the same space in different ways, for different things. Examples of flexibility designers are encouraged to pursue are:

i. Ensure the dining space is flexible and includes other amenities such as shelves and power outlets, allowing it to function well for other uses such as homework or hobbies.

ii. Consider sliding wall partitions or screens in living spaces, to allow the whole family to come together or create two separately functioning spaces, for example a teenagers’ gaming room as well as a quiet sitting room.

iii. Consider the ability for smaller office or study spaces to include a fold down bed to allow for guests or provide for family members who may only be there part of the time.

2.2.11 Adaptability

Targeted outcomes: Liveability

Recommended guidance:
Adaptability is to do with the evolution of a building or space over time and is concerned with the long-term ability to modify, for example renovate to add additional bedrooms.

Designers are strongly encouraged to consider the long term adaptability of their development.
2.2.12 Topography/levels integration

Targeted outcomes: Liveability

Considerable effort should be made to integrate as seamlessly as possible with existing topography to minimise the negative effects associated with extensive earthworks and retaining to the street.

i. Retaining walls to the street frontage should be avoided, or where necessary kept to a low height (refer fencing and retaining guidance).

ii. External retaining walls should be located with sufficient lot width to allow a minimum of 1m usable yard clearance outside of the wall and its footings (on at least one side), to allow circulation between the wall of the house and the retaining wall.

iii. Homes should have a finished floor level either at or above adjacent street level at their point of entry. (In exceptional circumstances where natural contour does not allow this, buildings may be exempted).

Refer also: 2.1.13 ‘Retaining Walls/Front Boundaries’

Recommended guidance:

iv. Wherever possible, retaining and level changes should be taken up in the floor of the building.
2.2.13 Materials selections

Targeted outcomes: Liveability, Community

i. Materials should, wherever possible, express what they are rather than attempt to represent another material.

ii. Materials should be durable and selected with future maintenance programmes in mind to ensure they are appropriate in their application.

iii. Materials should be selected for their quality and longevity.

Refer also: ‘Variety’

2.2.14 Colours

Targeted outcomes: Identity, Community

Colours play an important role in the individuality of buildings as well as their cohesive belonging and as such require careful consideration of the balance of these outcomes.

i. Colour selections should come from a considered palette appropriate to the building’s setting with strong place-based rationale around whether buildings appear cohesive with, or different to, those buildings adjacent.

ii. Front doors may be identified with accent colours.

iii. Care should be taken in colour selection so as not to alienate or draw attention to the tenure of the building.

iv. Colour assessment by the TAG or LSP DRP will not be subjective. Assessment will be made against the merit of the applicant’s proposed colour palette rationale.
2.2.15  Narrow Homes

Targeted outcomes: Liveability, Community

Narrow homes are homes, typically terrace typologies, which are 5m wide or less. These homes require careful consideration, particularly around their interface with the street. The following guidance is in addition to all other Module 1b guidance.

1. Rear loaded
   i. Rear loaded narrow homes are no different to other rear loaded homes and shall be subject to the same guidelines.
   ii. Careful consideration of bin storage may be required if bins are required to be kept in the front yard for street collection. This is required to ensure bins and associated screens do not impede the positive relationship between the home and the street. (Refer also Module 3c: Waste Management).

2. Front loaded with garage
   Where a front loaded home including a garage is so narrow that the floor plan does not include an active habitable room facing the street at the ground level, the following design guidelines apply:
   i. Design for a reduced front setback.
   ii. Include an active habitable room on level one overlooking the street.
   iii. Level one should overhang the driveway to reduce the visual dominance of the garage door and ensure the home engages positively with the street.
   iv. All upper levels should include large windows overlooking the street or public realm.
   v. Consider the location of rubbish and recycling bins. Sufficient and allocated space for these should occur in the garage or a bin enclosure should be included as per ‘Front loaded without garage’ narrow home guidelines.
   vi. Front doors should be clearly visible and distinguishable from garage doors, with front footpaths visually separated from driveways.
   vii. Homes narrower than 4.2m should be rear loaded or be served by clustered or group car parking elsewhere on the block.
   viii. Front loaded narrow lots should occur in short runs only, ensuring any negative effects created by multiple driveway crossings to the street, such as loss of street trees, is minimised to lengths less than 25m.

Recommended guidance:
   ix. The active habitable room on level one should feature an accompanying balcony overhanging the driveway.

Achieves: i., ii., iii., iv., ix.
3. Front loaded without garage

Where a front loaded narrow home includes car parking as an open air car pad between the street and house, the following design guidelines apply:

i. Front setbacks should be such that allow only one car carpark in front of the house.

ii. Homes not less than 4.7m wide should consider the following:

iii. Homes between 4.2m and 4.7m wide should consider the following

iv. Homes narrower than 4.2m should be rear loaded or be served by clustered or group car parking elsewhere on the block.

v. Front loaded narrow lots should occur in short runs only, ensuring any negative effects created by multiple driveway crossings to the street, such as loss of street trees is minimised to lengths less than 25m.

Bin enclosure screening bins from street while maintaining access from driveway. Positioned parallel to house and integrated with architecture in terms of material and finish.

Careful consideration required for ground floor window sill height to ensure above bin enclosure but still provides outlook and views over the street.

Planted garden including tree adjacent car park ensuring a minimum of 2m separation between driveways. (No fences – lot division created through planting only).
2.3 Walk-ups and Apartments

2.3.1 Designing in context

**Targeted outcomes:** Liveability, Identity, Community

Consideration should be given to the building's surrounding built and natural environment to ensure it responds appropriately to its context and contributes positively to the overall neighbourhood. This is particularly important for any direct adjacencies and also applies to the neighbourhood character overall.

This approach will lead to a coherent residential place with good quality buildings and open spaces, and with a consistent character and distinctive identity. Auckland Design Manual

**Built environment considerations should include:**
- Tenure
- Height (note: acceptable storey height differential within the development block is two levels unless separated by 10m or more, for example laneways)
- Typology
- Heritage character and historical development patterns
- Architectural character
- Existing movement patterns such as pedestrian desire lines, to support and enhance street and open space connections
- Views and outlook from and to the building
- Mitigation of negative aspects of the site such as visual intrusions or noise
- Adjacent street typology and character
- Planned future context.

**Natural environment considerations should include:**
- Specimen trees and mature bush, particularly native species
- Important habitat areas and biodiversity links
- Stormwater (flow paths, gullies, streams etc.)
- Topography
- Views and outlook.

Engage Mana Whenua at the beginning of the project to help advise how to appropriately respond to Whakapapa, Taiao and Mauri Tu. Auckland Design Manual
2.3.2 Placing the Building

Guidance within the grey boxes on the following pages has been sourced from the Auckland Design Manual and is to be considered ‘mandatory guidance’.

**Targeted outcomes: Liveability, Identity, Community**

1. Building placement

_**Design Checklist**_

1. The development has a clear network of routes and spaces within the site that are shaped by the creation of a strong relationship between the building and wider neighbourhood and clearly defined private and communal space.

2. The buildings are located to contribute to a positive streetscape character, with building frontages and entries onto the street.

3. The design responds positively to the existing site conditions, such as views, orientation, natural features and surrounding buildings.

4. The building placement demonstrates a clear public front and private back.

Careful attention to building placement can also produce multiple environmental benefits; including enhanced solar access, increased permeability and effective stormwater mitigation, and increased area for planting or productive gardens.

**Better Design Practice**

**A clear network of routes and spaces:**

The building location should enhance or establish a clear hierarchy of roads, paths and other ways of moving around and through the site by:

- Ensuring buildings address the street
- New roads or lanes are introduced to increase connectivity through larger sites
- Creating ‘through’ site links to improve connections through the block, where they provide a more accessible route or easier way to walk, and where they work with the overall street network. These must be carefully designed. It should be clear whether they are public or private, and they should be overlooked, clearly signposted, well-lit and safe.
- Ensuring good connections, a clear layout and internal wayfinding for all routes of movement.

The design and layout of buildings should make it clear what each space around the building is intended for. Routes for movement and whether spaces are private or public should also be clear from the design and layout. Well designed developments do not need multiple signs to tell visitors how to move around the site.

The location of the building should allow for open spaces to be integrated into the overall development, to meet the functions of the building and occupants’ needs.

The new building acknowledges the importance of the mature trees on site and is deliberately offset from this. The trees can then act as feature for the development.
2.3.2 Placing the Building (cont.)

2. Positive streetscape character:
Where streets are to be edged and defined by buildings, design solutions could include:

- Aligning buildings to the street on streets that run east-west
- Using courtyards on streets that run north-south, and using L-shaped configurations with increased setbacks on north-facing side boundaries.

Enhance personal safety and perceptions of safety, and minimise potential for crime and vandalism by allowing apartments and other facilities to overlook streets and open spaces. This is especially important on routes to and from schools, public transport stops and other routes used at night.

Public fronts and private backs:
All buildings should have a public front and a private back. It is better to align buildings with public streets or open space and create a defined street edge, and to maximise back-to-back distances with other buildings. This pattern of development allows for ‘perimeter blocks’ which reinforce the street edge and maximise the available open space within the centre of the block.

On sites with limited road frontage, the access-way or lane becomes the equivalent of a public street, and this should be defined as the public front of the building. On these and any other awkwardly shaped sites, it is important to make it clear to the public how the building and spaces around it can be accessed.

Apartment buildings should not expose the ‘back’ of a building onto the ‘front’ of an adjacent building.
2.3.3 Upper level setback

Targeted outcomes: Liveability

Recommended guidance:
The street fronting face of floors five and above must be set back a minimum of 3m from the face of the fourth floor. Balconies above the fifth floor should not protrude into this zone.

The intention of the upper level setback is to maintain a human scale building frontage without restricting the overall height and consequent intensity and land value.

2.3.4 Design for the topography

Targeted outcomes: Liveability

Design Checklist
1. The building works with the existing topography to maximise views, privacy and other site opportunities.
2. Retaining elements are carefully integrated as a part of the design.
3. The design proposal maintains the important natural features within the site.
4. The building and site design respond to the landform; minimising the extent of earthworks.

Better Design Practice
Aim for changes to sloping land to appear as natural as possible by:
• Avoiding straight vertical or horizontal planes that stand out when looking at the site.
• Including space for planting and vegetation to soften the view of large scale engineering structures.
• Making stormwater ponds appear like natural bodies of water, not artificial ‘boxes’ with straight sides.
• Balance cuts into the land with fills, instead of using cuts or fills alone.
• Incorporate retaining as part of the overall building or landscaping proposal.
Design the building for ‘up-slope’ and ‘down-slope conditions’ relative to the street by:

- Carefully locating the building entry and car parking access, while creating a street presence.

- Minimising the setback to achieve a close relationship between the building and street edge. The setback of the building from the back edge of the footpath determines the extent of earthworks, the position of the entry level building platform and the length or cut of any vehicular drive.

- Use parts of the slope for the open spaces associated with the development, incorporating it as terracing. Create flat outdoor spaces around the building. Battering (creating a consistent slope) across the whole site creates unusable spaces.

- Utilise the slope for undercroft (undercut) or basement car parking wherever possible.

- Capture special views or outlooks.

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2.3.5 Legibility and wayfinding

Targeted outcomes: Identity, Liveability

Apartment buildings should contribute to the legibility of the wider neighbourhood as well as considering the legibility of their own entranceway.

Sites that require the highest level of design consideration within the fabric of the wider neighbourhood to ensure they contribute to legibility and wayfinding are:

- Corner sites, especially ‘neighbourhood gateway’ sites
- Buildings at ‘T’ road intersections
- Buildings fronting open spaces and pedestrian walkways
- Marker buildings (refer ‘Marker buildings’ guidance).

2.3.6 Safety, activity and overlooking

Targeted outcomes: Liveability, Community, Identity

Design Checklist

1. The apartment development is designed for safety and security for residents and visitors, and is perceived as such.
2. The apartment development contributes to the safety of the surrounding public space.

Better Design Practice

Design the building to maximise passive surveillance by locating windows and balconies to provide views onto the street and entrance areas or other open spaces.

Orientate living areas and apartment units that are designed for families to overlook over public or communal open spaces.

Use corner windows, bay windows and balconies that project beyond the main façade to enable a wider angle of vision to the street.

Provide casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.
2.3.6 Safety, activity and overlooking (cont.)

Avoid blind or dark alcoves near entrances, lifts and stairwells, and within car parks, corridors and walkways.

Create clear sight lines into the development, and provide well-lit routes throughout the development.

Provide appropriate levels of lighting for all indoor and outdoor common areas, and for car parks and their access points.

Ongoing management of the building is critical. Places that are kept tidy and attractive give the impression that the residents and management do not tolerate disorder and crime.

The property is well maintained and any signs of disorder or neglect are removed at the earliest opportunity.

Rule of Thumb

The more windows overlooking public and communal spaces the better.

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2.3.7 Front yard landscaping

Targeted outcomes: Community, Liveability, Identity

i. Front yard planting must define front boundaries, reinforce entrances, soften hard surfaces, screen services, and provide privacy to ground floor units.

ii. Planting in front yards should contribute to streetscape character and public amenity. It should be designed to relate to the proportions and character of the streetscape, mitigating the scale of the apartment building where necessary.

iii. Landscape elements should be appropriate to the scale of the apartment building and help soften or reduce the bulk of large blocks when viewed from the street.

iv. Planting design should create layers of height, texture and colour.

v. Plant species should be selected with tenure and future maintenance programmes in mind to ensure they are appropriate in their application. The quality and longevity of gardens is important.

vi. All front yard planting (excluding trees) must be:
   - Limited in overall height to maintain outlook to the street
   - Mass planted with continuous, even coverage once mature
   - A minimum grade of PB12 for hedges and screen planting, and min PB5 elsewhere
   - A single species used for hedges
   - Selected and sited for optimum growing conditions (for example for shade/shelter)
   - Appropriately selected for intended purpose (for example larger shrubs for screening)

vii. Trees planted in front yards should be accommodated inside the front boundary where the setback clearance between the front wall/fence and the building is 2m or greater in distance. Care should be taken not to plant trees in conflict with buildings or other structures, or hedges. Trees planted in front yards should be a minimum size of PB150. (Exceptions may be considered subject to availability for particular species such as fruit trees).
2.3.8 Accommodating cars

Targeted outcomes: Liveability, Community

1. Introduction

The arrangement and accessibility of parking, as well as its impact on the street and public spaces, are major considerations when designing an apartment building. As such, parking should be one of the first aspects of a development to be considered. Parking requires careful consideration to ensure it is integrated into the overall design of the building, has a good relationship with the street, and is functional, attractive and safe.

This section provides detailed design guidance on vehicle and pedestrian access and car parking, and gives guidance on different parking options.
2. Vehicle access

**Design Checklist**

1. The location and design of the site access enhances the apartment development, integrates with the desired character of the street and is convenient, safe and pedestrian and cycle-friendly.

The location, type and design of vehicle access points to a development will have a significant impact on the streetscape, site layout and the building façade design.

Vehicle access should be integrated with site planning early in the design process to avoid conflicts with streetscape requirements and traffic patterns, and to minimise potential conflicts between pedestrians, cars and cyclists.

Vehicle access must address vehicles of all types, including cars, service, and emergency vehicles.

Solutions that include ‘shared surface’ approaches may be appropriate to improve amenity value, pedestrian priority and efficiency of space.

**Better Design Practice**

**Increase pedestrian safety and convenience by:**

- Minimising the width and number of vehicle access points
- Ensuring clear sight lines at pedestrian and vehicle crossings
- Separating and clearly distinguishing pedestrian and vehicular access ways
- Using traffic calming devices.
- Improve the appearance of car parking and service vehicle entries by:
  - Visually screening rubbish collection areas and loading and servicing areas from the street
  - Recessing car park entries from the main façade line
  - Avoiding ‘black holes’ in the façade by providing security doors to car park entries; car park doors are an important part of the façade and, if visible, should be integrated into the overall design, use high quality materials and finishes and make a positive contribution to the overall design of the building
  - Where doors are not provided, ensuring that the visible interior of the car park is incorporated into the façade design, and that the visual impact of building services (i.e. pipes and ducts) is considered
  - Considering the visual impact of the car park entry recess when viewed from the street; the design of the entry can be improved through the use of landscaping and screening.
On narrow sites or frontages, the access-way itself will form a significant part of the landscaping at the street edge.

The design should use a range of high quality, low maintenance materials that integrate with the design of the street and the overall landscape plan for the development.

Where a ‘shared space’ access-way is proposed (i.e. the driveway is shared by pedestrians and cars), pedestrian safety and amenity should take priority over cars.

**The space should read as a place for people first, and cars second.**

This can be achieved by:

- Providing a range of high quality, low maintenance materials
- Using landscaping and surface treatment to reduce car speeds
- Avoiding speed bumps and use other measures such as changes of direction, cobbles, rumble strips or raised speed tables to keep speed low.

**Rules of Thumb**

Locate vehicle entries away from main pedestrian entries and on secondary frontages.
2.3.8 Accommodating cars (cont.)

**Car Parking**

*Design Checklist*

1. Car parking location and design are successfully integrated into the design of the apartment building, the overall site design and the design of the street.

2. The building maximises opportunities for the active use of street frontages, not for vehicle access.

3. The development provides appropriate car parking without compromising street character, landscape quality or pedestrian amenity and safety.

Car parking can have a significant impact on the quality of a residential development, particularly on the appearance and amenity of open spaces.

Poorly arranged parking can overwhelm the best design intentions.

How parking is accommodated should be considered within the local context and with residents’ expectations for a quality environment. The amount of parking should be influenced by the proximity to public transport facilities, services and recreational facilities.

In general, below ground or other forms of parking should be considered before surface parking.

*Better Design Practice*

Buildings should provide active street frontages and contribute positively to the street.

Car parking should never face directly onto the street and should be either above the street (above the first two storeys), behind the street or below the street.

Ensure that the design of the development mitigates any negative impact from parking on the streetscape and street amenity by:

- Avoiding exposed parking on the street frontage
- ‘Wrapping’ the car parks with other uses such as retail or apartments along street edges
- Concealing car parking behind the building façade, and ensuring wall openings are designed with respect to the scale and detailing of the façade
- Avoiding blank street edges where multi-storey and undercroft parking at ground level is proposed
- Within communal parking areas, locate wheelchair user parking bays at apartment building entrances or access cores
- Give preference to basement or undercroft parking whenever possible, particularly on sloping sites
- Undercroft parking should not be more than 1.2m above ground level
- Facilitate natural ventilation to the basement and undercroft car parking areas where possible
- Integrate ventilation grilles and screening of car park openings into the façade design and landscape design of the development
- Consider using the surface of a parking podium as landscaped open space
- Provide safe and secure access to parking areas for building users
- Provide a logical and efficient structural grid that works for structured car parking widths.

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2.3.9 Clustered or group car parking, at grade

Targeted outcomes: Liveability, Community

i. If this type of car parking does occur, it must not have a negative impact on the streetscape.

ii. Parking between the building and the street should be avoided; car parking should be located behind the building wherever possible.

iii. If this type of car parking does occur, it should be away from corner sites and designs should incorporate the following:

iv. A positive frontage to the public realm with quality boundary landscape treatment such as low hedging, which balances screening of cars with passive surveillance.

v. Either clear delineation of pedestrian routes through the car park space, or a quality low speed shared space environment.

vi. Appropriate levels of lighting for safety and surveillance, particularly to pedestrian access-ways.

vii. Adequate space for landscaping should be provided as follows:

Recommended guidance:

viii. Group or clustered car parking location and layout should be designed with the potential for future development in mind; locate and arrange space in a way that could accommodate the construction of new/additional homes when car parking is no longer required.

**SINGLE ROW**

- At least 1 tree and associated ground cover planting at the ends of all rows
- 1 tree and associated ground cover planting per 5 car park spaces

**DOUBLE ROW (BACK TO BACK)**

- At least 1 tree and associated ground cover planting at the ends of all rows
- 1 tree and associated ground cover planting per 6 car parks
2.3.10 Planting for food

Targeted outcomes: Community, Liveability

Recommended guidance:
Where there are the appropriate management mechanisms in place, gardens containing edibles should be located in communal landscape/open space. Opportunities for edible plant species in ground floor courtyard designs should be maximised.

Site design should consider space for vegetable gardens and/or fruit trees in locations that facilitate good growing conditions, particularly sunlight and shelter from wind. Fruit trees are encouraged in locations that ensure trees have adequate space to grow, will not overly shade or block light from habitable rooms and that fruit is easily accessible.
2.3.11 Entrances

Targeted outcomes: Community, Liveability, Identity

Walk-ups and apartments in suburban locations should be street based in their design. Their entrance types and locations play a large role in this. Entrances should be treated with the same level of consideration as a terrace or detached home. In many cases they require even more careful consideration.

i. The main/shared entrance to the apartment block should be located facing the street and be clearly visible/legible.

ii. Where walk-ups or apartment units are located on the ground floor and front the public realm, individual entrances and front doors should be provided.

iii. Separation of private and public realm should be obvious through the use of landscaping, fencing and raised thresholds etc.

iv. Main entrances and individual front doors should be well lit.

v. Main entrances and individual front doors should be square to the street.

vi. Access paths should:
   • Be clearly discernible
   • Be distinct from the driveway or laneway
   • Be of an even, accessible surface and a durable non slip material
   • Lead directly from the street to the front door.

vii. Where front entrance access paths incorporate steps, front setbacks should be such that allow appropriately sized landings at both the top and bottom to enable people to pause at either the front door or off the street footpath prior to entering.

Refer also 2.2.16 ‘Ground Level Design’.

2.3.12 Active habitable rooms and windows to the street

Targeted outcomes: Community

The placement of active habitable rooms is encouraged on edges that interface with the public realm to maximise passive surveillance of the street.

i. Ground floor street facing rooms should be active habitable rooms such as living or dining spaces, with windows generously sized, and located to allow views over the street.

ii. Ground floor street facing kitchens may be acceptable provided they include generous windows overlooking the street and their layout is such that activity is focused toward the window – for example, locate sinks beneath the window facing the street to allow visual interaction.

iii. Ground floor street facing bedrooms are typically not acceptable; ground floor street facing main bedrooms are to be avoided in all homes. Where ground floor bedrooms do occur, privacy should be achieved through verandahs, raised thresholds or similar. Simply increasing the sill height of windows is not acceptable. ‘Ground Level Design’ guidance still applies. Refer also ‘Fencing’ guidance.

iv. Habitable rooms, both active and passive, should occur across all levels of any street facing façade/s, with windows appropriately sized and located to allow passive surveillance and views over the street.

v. Street facing bedrooms on upper floors are appropriate and encouraged. Consideration could be given to window locations and sill heights to balance passive surveillance with privacy in these locations.

vi. Toilets and bathrooms facing the street are typically not acceptable.
2.3.13 Street to front door

Targeted outcomes: Community, Liveability, Identity

The success of a city is determined by how connected and well designed its streets are – and the way a street looks and feels is determined by everything from the front of the building forwards.

First impressions count, and the perceived quality of an apartment development is strongly influenced by the design of the approach or transition between public street and private building.

A well-designed approach can enhance the safety of users, reduce management costs and create long-term success. In urban centres, apartments may have commercial uses at the ground floor. In such cases the clarity of residential entrance vs commercial ground floors is equally important to resolve.

This section provides advice on the elements of the apartment building and site design that contribute to creating a successful street.

1. Relating the building to the street

   Design Checklist
   1. The design of the apartment frontage responds to the context of the wider street.
   2. The apartment building and any associated private spaces on the street front (e.g. a privacy strip or setback) are located next to the street boundary.
   3. The building entrance is welcoming, safe and clearly visible from the street. The space or spaces between the building and the street are designed as an integral part of the overall design.

   Better Design Practice

   Undertake an analysis of the wider area to help understand the characteristics of the street, including the built environment and private open spaces that line its edges.

   Reference or repeat existing patterns of setbacks from front and side boundaries, and reinforce or repeat landscaping. This will help the new development fit in to the existing area and reinforce a sense of place.

   Design the apartment development so that the massing of the building reinforces the street edge.
2.3.13 Street to front door (cont.)

The building frontage that faces the street should be well composed with careful attention to the arrangement of its components, such as entrances, windows and canopies, to support an attractive pedestrian experience.

Any drop-off facility or car parking between the street and the building needs to be designed to a high standard so as not to detract from the building frontage.

These facilities should be kept to a minimum and should not impede direct pedestrian access to the building, or sightlines to the entrance. Porte cochere structures are not acceptable.

Locate all services (waste, recycling etc.) away from the building frontage or entrances. Provide designated areas that are visually contained but easily accessible for residents.

Main entrances should face the street and provide shelter from the wind and rain.

Use landscaping at the front of the building to enhance the overall street character, supporting any locally relevant or positive features, and reinstating any planting that is part of a consistent pattern along the street.

Any private or communal open space located next to the street should be carefully designed to provide oversight to the street and privacy for the residents, without using high blank walls.

Consider building numbering and the location and design of letterboxes. These should be located close to entrances with ready access by postal services and residents alike.

Rules of Thumb

The building entrance and approach should be well lit and have level (or gently sloping) access from the street (1:12/1:20), to enable access for all.
2.3.13 Street to front door (cont.)

2. Boundary treatments

*Design Checklist*

1. The design of any street or public boundary contributes to a positive, attractive and safe public realm.

2. The boundary treatment balances appropriate views into any adjacent public realm, while maintaining privacy for building occupant.

3. There is a defined edge between public, communal and private open space.

4. There are defined transitions between areas within the development that have different functions or owners.

Front boundary elements such as fences and walls generally separate privately owned land from the public realm, often streets.

Boundary treatment considers those elements which delineate the site boundary or which serve to differentiate between public, communal and private spaces.

The boundary treatment should add to the positive identity of the development. This includes planting, fences, screening devices and/or changes in level.

The positioning, location and frequency (the vertical and horizontal rhythm) of street facing details, such as entrances, mailboxes, boundary markers and fence posts, can help the development respond to the overall context.

Auckland Design Manual
2.3.14 Access and Circulation

Targeted outcomes: Liveability, Community, Identity

The following guidance outlines considerations for entrance lobbies, stairwells and elevators, corridors, footpaths and breezeways.

i. Design these spaces as social spaces that encourage residents to linger and interact. Consider:
   • Natural lighting and ventilation
   • Seating and furniture
   • Fast and slow moving spaces in harmony with each other
   • Generously sized landings.

ii. In large apartment buildings, consider multiple elevators to minimise wait times for parents with young children and/or provide alternative options for residents requiring extra space for bulky items when accessing their unit or the street.

iii. Consider the impact of noise created through children playing and select materials accordingly.

iv. Ensure widths and spatial arrangements allow easy manoeuvring with prams, bikes and other bulky items.

v. Ensure pedestrian routes are wide enough for two people to comfortably walk side by side.

vi. Ensure there is enough space to stop and chat with someone as you pass without holding up other pedestrians/cyclists.

vii. Entrances/front doors to units should be set back/recessed from the main corridor, laneway or street frontage with enough space to pause with a pram or bike out of the main pedestrian through route, or to allow children to play on the ‘doorstep’.

viii. Offset entrances/front doors to apartments to increase privacy.

Achieves: i., v.
2.3.15 **Fencing and Walls**

**Targeted outcomes:** Liveability, Community, Identity

i. Careful fence and wall design can provide privacy and security while maintaining views, outlook, light and air.

ii. Soft landscaping and planted elements should be utilised to provide both views and privacy along the street edge and public realm.

iii. Where fences are implemented on any boundary shared with public realm they are to be max 1.2m high.

iv. Fences over 900mm high should be visually permeable across 50% of their face.

v. A threshold condition between 0.5m and 1.0m should be incorporated for ground floor apartments, minimising direct sight lines from the street into the private garden or terrace.

vi. Where additional screening may be required for privacy of ground floor units, screening devices (which may be adjustable) may be incorporated around an outdoor living area rather than at the boundary.

vii. Continuous monotonous lengths of wall at street level are not acceptable.

viii. Planting should be used to soften the appearance of any street facing walls or terraces such as those required for undercroft car parking.

ix. Retaining against the street edge should be kept to a minimum (refer 2.2.4 ‘Design for the Topography’).
2.3.16 Ground level design

Targeted outcomes: Community, Liveability, Identity

The ground level in all units is significant because it offers the potential for a different set of amenities to both the residents and the public realm over that of the upper levels. To maximise the opportunities of the ground level consider the following:

i. Provide clear demarcation between private, semi public and public space, particularly at ground level.

ii. Provide an outlook from living rooms fronting streets and open spaces while maintaining visual privacy for occupants by the use of appropriate fencing, landscape treatment and changes in level.

iii. Avoid blank façades and ground floor parking beneath apartment buildings which is visible from the public realm.

iv. Development in Kāinga Ora part of the LSP is street based, so all ground floor units should have individual entrances at ground level in order to contribute to safe and active streets and provide visual interest to the public realm.

v. The main/shared entrance to the apartment block should be located facing the street and be clearly visible/legible (refer 2.1.18 ‘ Entrances’ and 2.2.13 ‘Street to Front Door’ guidance).

Note: this guidance is for residential ground floor use. For mixed use ground floor design refer to Auckland Design Manual guidance for mixed use.
2.3.17 Living in front yards (ground floor units)

Targeted outcomes: Community, Liveability

Private outdoor space in walk-ups or apartments is typically provided for via balconies. In some circumstances, such as in ground floor units, private open space may occur in the front yard. Additional to the Unitary Plan requirements for private open space these spaces should:

i. Be sized and located to allow seating and views over the street.

ii. Be considered as an integral part of the building frontage and appear as a balanced and integrated component of the building façade.

iii. Be inviting and comfortable spaces that encourage residents to spend time in them.

iv. If individual driveways occur, these spaces should be separated from the driveway through gates, fencing and/or other physical barrier, at a maximum of 900mm high.

v. Consider the design and location of openings into units to allow seamless movement from internal habitable space to the front yard, leading directly into outdoor space.

vi. The access point or opening to the front yard outdoor space should occur in addition to the main ‘front door’.

vii. Consider the use of additional privacy measures, particularly if this is the main/only private open space such as:
   - Raised thresholds
   - Localised privacy screens.

All Entrance, Active Habitable Rooms, Fencing and Walls and Ground Level Design guidance applies in these locations.
2.3.18 Outdoor Spaces

Targeted outcomes: Liveability, Community

1. Introduction
The design of the outdoor space is as important as the building. It helps to meet people’s fundamental expectation to be able to enjoy the outside environment. The arrangement and quality of the spaces will have a significant impact on residents and neighbours.

Good design is about getting the maximum value and enjoyment from these spaces, and designing them for a wide range of uses. As sites get smaller, the quality of outdoor spaces is even more important.

Well designed outdoor spaces significantly enhance apartment developments, are highly valued by residents and should be provided for all dwellings.

Outdoor space mitigates the effects of living in smaller dwellings and improves the overall liveability of a development. Outdoor spaces provide areas for children and young people to play, and help to foster a sense of identity amongst residents.

Outdoor space may be public (accessible to members of the general public), communal (shared by residents) or private (associated with a single apartment for the exclusive use of the occupants).
2.3.18 Outdoor Spaces (cont.)

2. Communal outdoor space

*Design Checklist*

1. Communal outdoor spaces are overlooked by adjacent apartments and provide for residents’ recreation.

2. Outdoor spaces are designed to be accessible, usable and attractive for all residents.

3. Outdoor spaces are easy to maintain and have well defined boundaries with no ambiguity or leftover areas.

4. Outdoor spaces provide a pleasant outlook and visual amenity for all users.

Communal outdoor space refers to the spaces that can be shared by more than one apartment within the development. It can be shared by residents of a small number of apartments, by residents on a single floor, or by residents in a whole building or development.

*Better Design Practice*

Design communal outdoor spaces as ‘outdoor rooms’ that require the same amount of careful design and furnishing as any other room in a development.

Design for both day and night time use. Good lighting helps to ensure that communal spaces are attractive and aids surveillance after sundown.

Provide appropriately sized, furnished and located formal and informal play spaces that are suitable for the intended apartment mix and future resident demographics, particularly children of different ages.

Design outdoor spaces appropriately for their location (i.e. inner urban, suburban) using relevant open space types. Urban settings where space is at a premium may require more structured or efficient types of space that are integrated with other built elements such as car parks. The provision of open space should be informed by the availability and type of public open space that is nearby. Buildings next to a park may require less communal open space than those further away.

Use a water sensitive design approach and locate outdoor areas to suit the natural overland flow path.

Size the outdoor spaces relative to the number of residents; making sure that these are appropriately landscaped and contain the appropriate facilities, e.g. trees for shade in summer.

Communal outdoor space may be accommodated above the ground floor level, provided that adequate amenity and universal access can be achieved.

Consider providing both communal and private outdoor spaces depending on the type of development and nature of the apartments.
2.3.18 Outdoor Spaces (cont.)

Design communal spaces so there is a clear distinction between any areas designated for servicing (rubbish collection, outdoor washing-drying spaces) and communal amenity spaces.

Use both soft landscaping (trees, shrubs, grass, planted beds etc.) and hard landscaping (paving, furniture, fixtures etc.) to define areas.

Locate outdoor spaces to ensure direct solar access between March and September, and to provide appropriate shading in summer.

Use productive gardens and trees to aid amenity.

Locate ventilation duct outlets from basement car parks to avoid contamination, noise and the loss of amenity of open space.

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2.3.19 Service Elements

Targeted outcomes: Liveability

The location and scale of service elements associated with walk-ups and apartments typologies can have a significant impact on the public realm surrounding the building. The following guidance for provision of services applies:

1. Meters, heat pumps and other electrical or mechanical plant such as kitchen vents or waste storage ventilation, should be sited out of public view and positioned to minimise noise disturbance to neighbours.

2. Waste water plumbing and other services ducting should be concealed from view from the street.

3. Rainwater tanks and associated pipework should be unobtrusive. Where the visual impact of tanks to the public realm cannot be practically mitigated to achieve an acceptable urban design outcome, or where the placement of tanks significantly compromises private outdoor space, underground tanks should be implemented.

4. Clotheslines and other storage spaces should be screened from public view.

2.3.20 Waste

Targeted outcomes: Liveability

Waste storage and collection for walk-up and apartment buildings typically occurs in grouped or communal locations. Design of these should be in accordance with the relevant collection type (council or private) and careful consideration of a number of factors.

Designers should look to:

- Locate waste storage in a high pedestrian area, increasing ease of access to all residents and encouraging good housekeeping.
- Ensure bins are visually unobtrusive and appropriately screened from the public realm and surrounding units.
- Consider the importance of weatherproofing for the context, scale and bin type etc.
- Locate waste storage an appropriate distance from dwellings to reduce noise and odours.
- Ensure proximity to dwellings sharing the storage location is convenient, encouraging regular use and easy waste separation.
- Consider how waste will be collected to reduce the need for manoeuvring to a collection point.

For further guidance, refer to module 3c: Waste Management.
2.3.21 Service Areas

Targeted outcomes: Liveability

Design Checklist

1. Service areas are well located in relation to street access and scheme design.
2. The service areas are well designed and located for ease of use, encourage waste minimisation and facilitate composting.

A service area is different from a service court, which is a private or communal outdoor area used for garden sheds, clotheslines etc.

Often the service area is a concealed space in the basement designated for waste or recycling. Where this isn’t possible, designing for at-grade storage and collection of waste is important. Such design contributes to the visual appearance and overall amenity of a development.

Recycling is becoming increasingly important and therefore designing in flexibility and space for increasing levels of recycling is a good idea.
Better Design Practice

Locate storage areas for rubbish bins away from the front of the development where they can have a significant negative impact on the streetscape, the visual presentation of the building entry and on the amenity of residents, building users and the general public.

Bins should be located in places that are convenient for residents, but far enough away from access-ways and open space so that they are not a nuisance. Consider placing rubbish near to the path most residents will walk during the day, or:

- In the car park near to the stairs or lift
- Near the main route to the building’s front entry or letter boxes
- Dispersed in different screened areas through the development.

Consider the location of any bins or refuse stores.

These should be convenient to the main access point to the car park and convenient to the occupants of the building, but removed from the building entries and away from any private or communal open space. Bin areas should be screened, covered and should include a hose point (from ‘Surface Parking’ guidance).

An important part of the design process is to identify the best form of rubbish collection as early as possible.

You can also use Auckland Council’s Solid Waste Calculator to determine space requirements for storing waste for your project.

Different rubbish systems have different design solutions.

Having rubbish collection that is twice as frequent will require half as much storage for bins.

Careful use of planting or screens can help to shield and blend shared storage areas into the overall development.

Provide facilities on site for green and compostable waste, glass, plastic and paper.
2.3.22 Bike storage

Targeted outcomes: Liveability

Refer to the AT Bicycle Parking Guidelines.
Refer to the Unitary Plan requirements (Chapter E27).

Recommended guidance:
Bike storage is expected to be provided for all walk-up and apartment units. Designers should aim to make access to cycle storage easier and more convenient than car parking. The following guidance outlines considerations for achieving this.

i. Bike storage should be accessible to the street without needing to carry bicycles through the dwelling unit.

ii. Locations should be appropriately sized to the expected number of cyclists based on bedroom numbers in the apartments.

iii. Secure storage locations should be sheltered and weatherproof.

iv. Designers should avoid steps and narrow access-ways leading to and from bike storage areas.

v. Ensure any doors or gates into storage spaces are wide enough to easily navigate a bicycle through, and include shelter over the entrance.

vi. Locking mechanisms should be simple enough to use while holding a bicycle and entering/Exiting the space.

vii. Residents should have peace of mind that bicycle storage spaces are safe and secure. To achieve this, designers should consider:
• Location
• Provision of good lighting
• Natural surveillance
• Where appropriate, extra surveillance systems, locking mechanisms and security should be provided.

viii. Storage should be provided for a range of bikes and users including children’s bikes and cargo bikes. Storage mechanisms should be considered for the accessibility of all users.

ix. Designers should consider pods of bicycle parking in developments with a large number of units.

x. Storage locations should also include provision for:
• Charging for e-bikes
• A water source for cleaning bikes (if storage is located indoors this should be provided near an entry point).

Bike storage must be attractive and user friendly, eliminating the need for residents to take wet or dirty bicycles into their living spaces and discouraging storage on balconies.

xi. If bike storage is located within the building such as in a basement or internal storage lockers:
• It should be placed as close as possible to the main entry points
• Wall mounted bike hangers at the end of a parking space in a parking garage are discouraged/generally inadequate due to confined space and inconvenient storage exposing bikes to theft or vandalism.

xii. Where storage is located outside of the building in a separate area:
• Reduce distances between the storage location and building entry points.
• Any sheds or enclosed areas should be designed with the landscape and architecture of the building in an integrated way.
2.3.23 Adaptability

Targeted outcomes: Liveability

Recommended guidance:
Adaptability is to do with the evolution of a building or space over time and is concerned with the long term ability to modify, for example, easily renovate an apartment block to combine smaller units to create larger units within the same building structure.

Designers are strongly encouraged to consider the long term adaptability of their development.

2.3.24 Flexibility

Targeted outcomes: Liveability

Recommended guidance:
Flexibility is about using the same space in different ways, for different things. Examples of flexibility designers are encouraged to pursue are:

i. Ensure the dining space is flexible and includes other amenities such as shelves and power outlets, allowing it to function well for other uses such as homework or hobbies.

ii. Consider sliding wall partitions or screens in living spaces, to allow the whole family to come together or create two separately functioning spaces, for example a teenagers’ gaming room as well as a quiet sitting room, as required.

iii. Consider the ability for smaller office or study spaces to include a fold down bed to allow for guests or provide for family members who may only be there part of the time.
2.4.1 Marker Buildings

Targeted outcomes: Liveability, Identity

A marker building is a complete building design that sets itself apart from its surroundings. It can be achieved through a stronger articulation of existing context or the development of a new form. In all cases, the architectural form should be clear and coherent, the building may increase in scale and the public and private interface is critical.

Marker buildings could be any typology. All relevant typology guidance applies in addition to the following:

Marker buildings play an important role in a community. They:

- Provide a natural reference point to act as an organiser for people's mental map of the area
- Have the potential to be functionally different (all or in part) from a more general surrounding function
- Have the ability to heighten a sense of connection and community for the inhabitants of the area
- Have the ability to shape and organise adjacent buildings and public open space.

A marker building should therefore receive added prominence by:

- Being "obvious" in its makeup and placement within the spatial framework
- Being able to accommodate activities other than, or in addition to, nearby largely residential occupancy
- Evoking a distinctive, high quality and well-articulated building form
- Demonstrating a clear appreciation of the urban context unique to its setting.

All marker buildings should have regard for their specific location and should be designed to:

- Display added prominence through their building form and/or height and to enhance existing site qualities
- Ensure that ground floors have additional ceiling height
- Achieve a positive interface with the adjacent public realm
- Be architecturally superior through high quality design and detailing
- Be skilfully integrated into their setting by careful consideration of the space around.
General location categories for marker buildings have been identified in specific neighbourhood modules.

Where a marker building occurs adjacent to or overlooking an open space, it should be considered as a focal point within an open space setting.

Where a marker building is a new building close to identified heritage buildings and open spaces it should demonstrate a sympathetic response to such buildings or spaces. It should have regard to scale, proportion and setting, but should employ a contemporary design approach to materials and detailing to compliment identified heritage and architectural values.

A marker building occurring at a junction should address and activate all its street frontages and should observe the minimum allowable setback. The design of the building should acknowledge the significance of the corner location and it should have a minimum additional height (all or in part) of 1.5m above the roofline of adjacent buildings.
PLEASE GET IN TOUCH IF YOU HAVE ANY QUESTIONS IN REGARDS TO THIS DOCUMENT.

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