

**MEMORIAL BUSINESS PARK SITE
PROPOSED FUTURE DEVELOPMENT
DESIGN GUIDELINES**

August 2014

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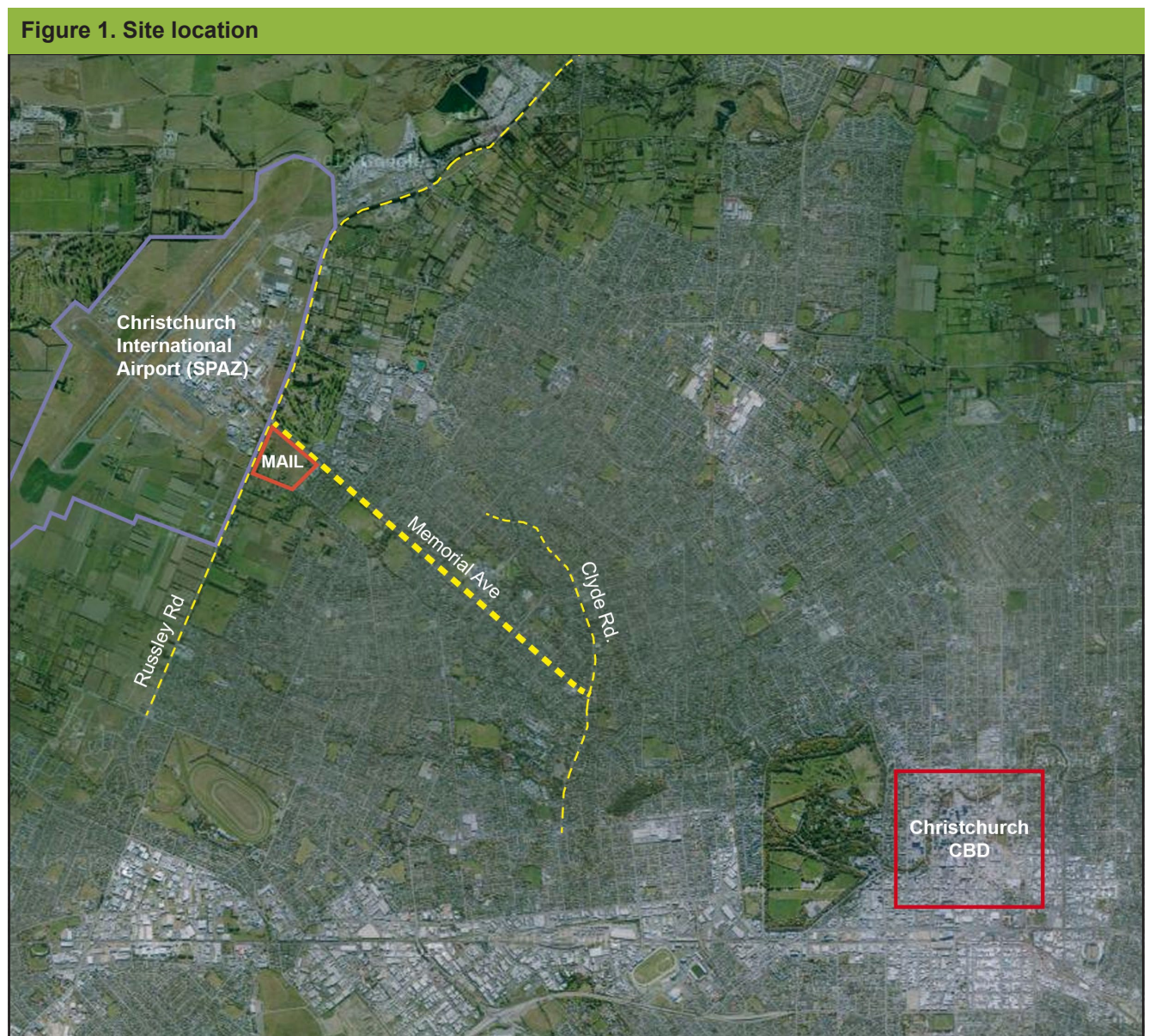


1.0 Background

1.1 Introduction

The Memorial Business Park (MBP) site is located at the intersection of Memorial Avenue and Russley Road (SH1) and is approximately 24.55 hectare in size. It sits adjacent to the Special Purpose Airport Zone (SPAZ) to the west and is in close proximity to Christchurch International Airport. Figure 1 shows the site location and highlights the significance of the site as a part of the gateway to the city.

The application requests that the site, currently zoned Rural 5, is rezoned to an Industrial Park Zone. This plan change focuses on delivering a high quality built environment, as well as the social and spatial amenity features necessary to support emerging industries and business.



1.2 Objectives

The main purpose of this document is to outline a set of design guidelines that aim to deliver a functional and high amenity Industrial Park development on the site. These guidelines aim to ensure the development responds to the local context, character and significance of the application site, particularly in relation to Memorial Avenue, Russley Road (SH1) and Avonhead Road.

The strategic objectives for the MBP site are:

- **Conserve and enhance key features of the application site.**

Although there are no outstanding natural features on the application site, there are some key views that should be considered and incorporated into the design approach. Views to both the Southern Alps and the Port Hills can be captured along street corridors, as well as in proposed open spaces.

- **Develop built forms that integrate with the surrounding landscape and public realm.**

Ensure buildings create a successful interface with the street and surrounding areas by varying the density and activities within the application site. Consideration should also be given to adjacent land use and the local context of the application site.

- **Create a well connected, multi use movement network.**

A core requirement of the development is that the streets and open spaces perform a variety of functions for a diverse range of users, whilst at the same time providing attractive and safe streetscapes that encourage multiple types of uses (including pedestrians and cyclists).

- **Deliver high quality streets and open spaces.**

The streets and open spaces need to encourage a pedestrian friendly environment with strong connections throughout the site and passive surveillance to ensure that there is sufficient safety for the user. Consideration should also be given to pedestrian permeability along the edges of the application site, in particular Memorial Avenue.

2.0 Context (ODP)

2.1 Proposed master plan (Figure 2)

A key factor in the overall design is to address the three main public realm edge conditions. To achieve this the proposed internal road layout aims to encourage future buildings to address the existing public realm of Memorial Avenue, Russley Road and Avonhead Road. All three edges that face the public realm have an individual design approach that responds and enhances the character of the existing application site.

The proposed open spaces create high quality public spaces that are equally spaced throughout the application site allowing easy access for all users, as well as being buffered from the noise and visual impact of the Russley Road flyover.



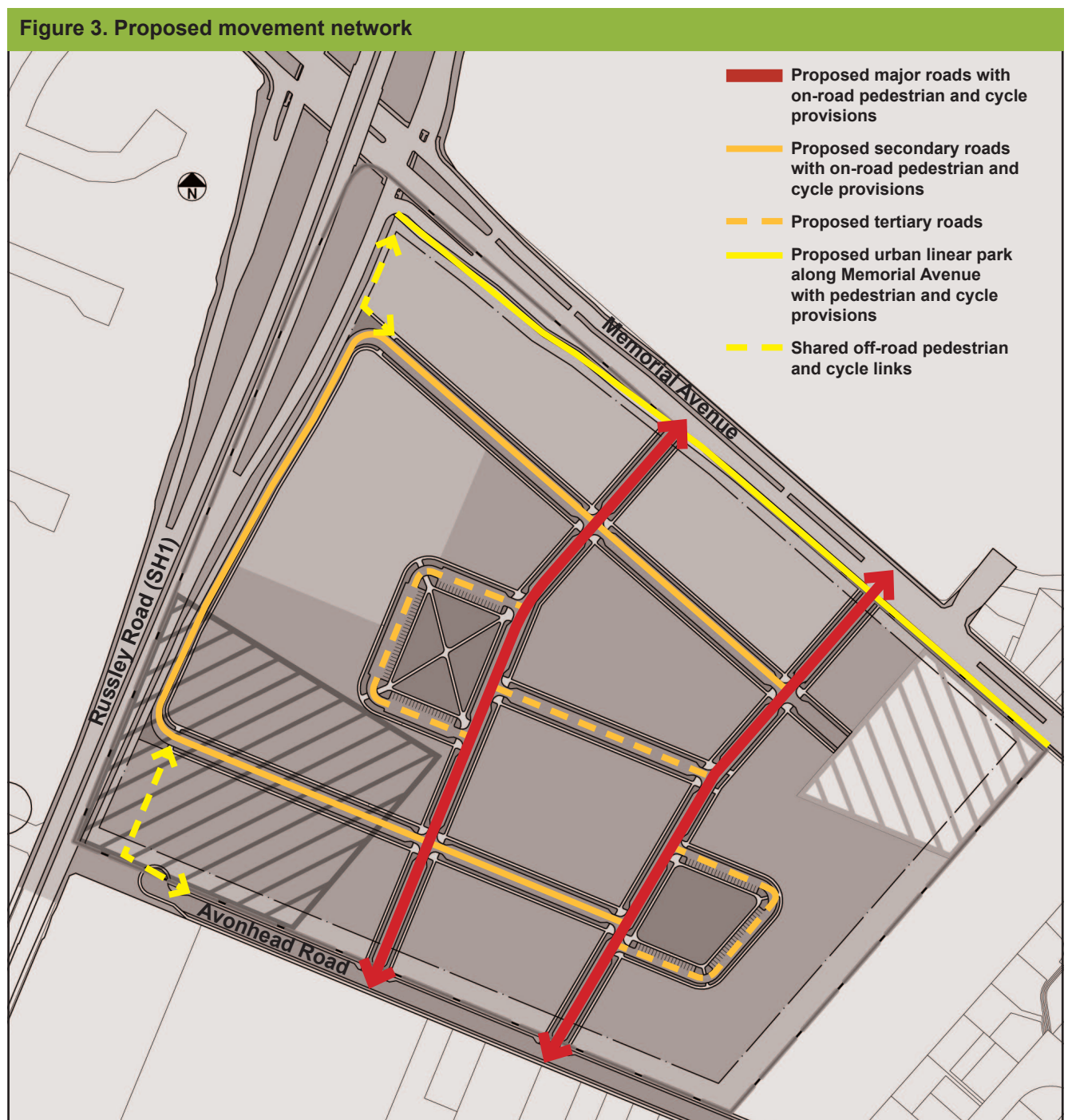
2.2 Proposed movement network (Figure 3)

The main objective regarding movement is to create a number of connections across the application site and promote a pedestrian friendly environment.

Figure 3 shows the proposed movement network which creates a logical block layout for development while allowing two entrances to the Memorial Avenue and Avonhead Road edges. The western entrance on Memorial Avenue is left in left out only.

The road design will allow for the incorporation of footpaths, street tree planting and car parking on both sides of the road. These streets will create comfortable corridors for pedestrian movement and a direct link for the existing community between Memorial Avenue and Avonhead Road.

Off-road pedestrian and cycle linkages will also be created to better connect the communities on both sides of the site together.



2.3 Proposed open space network (Figure 4)

The two main proposed open spaces are strategically located to ensure they are easily accessible for all users. Their locations create views at the end of two internal roads and capture both the Port Hills (to the south east) and the Southern Alps (to the west) in the background. In addition to this, they are surrounded by future buildings and roads on all four edges, which will maximise passive surveillance of these spaces.

These open spaces are also sized to deliver usable urban open space similar in area and shape of traditional Christchurch urban open spaces such as Latimer, Cramner and Victoria Squares.

There will be no additional buildings within the 'Commodore Land' at the eastern corner of the site.



3.0 Design guidelines

3.1 Memorial Avenue

The importance of Memorial Avenue is two fold: for the city of Christchurch, Memorial Avenue is one of the main gateways for people travelling in and out the city via both Russley Road (SH1) and the Christchurch International Airport. It is also carries special meaning for commemorating the fallen service personnel during World War II. For the MBP site, Memorial Avenue is an important edge for its visibility and accessibility.

Memorial Avenue amenity precinct is designed to protect and celebrate Memorial Avenue's importance for the city and utilise its potential for the development. The core objectives for this precinct are:

- Create a high quality urban edge along Memorial Avenue that enhances its gateway image.
- Improve existing public realm along the south side of Memorial Avenue.
- Improve landscape amenity of Memorial Avenue.
- Encourage passive surveillance within the public realm along Memorial Avenue.
- Creates pedestrian connections between the communities to the east, south and the SPAZ.

Proposed rules for Memorial Avenue amenity precinct:

1. Building design and amenity: all buildings within 50 metres of Memorial Avenue require consent for design and amenity:

- + To ensure the buildings along this edge actively address Memorial Avenue.
- + To ensure the buildings along this edge have quality buildings facades that enhance the gateway and memorial role of Memorial Avenue.

2. Maximum building height adjacent to Memorial Avenue:

- Building adjacent to Memorial Avenue: 12m; and

- + To ensure appropriate urban density along Memorial Avenue while maintaining the scale of the road (road width versus building height)

- Guest accommodation (within the Special Amenity Area): 20m

3. Minimum building setback adjacent to Memorial Avenue: 10m (Figure 5, page 9)

- + To create a landscape zone within the building setback that enhances the visual amenity along the Memorial Avenue edge.
- + To encourage positive public interaction between the built form and the public realm (Memorial Avenue) and the future developments in the MBP site.
- + Create a wider public walkway/shared path (if supported by Council's transport strategy) as well as space for memorial interpretation signage and/or public art. To allow space for creating a high quality urban edge that works with the building setback.
- + To provide high pedestrian amenities to support the development along this edge.

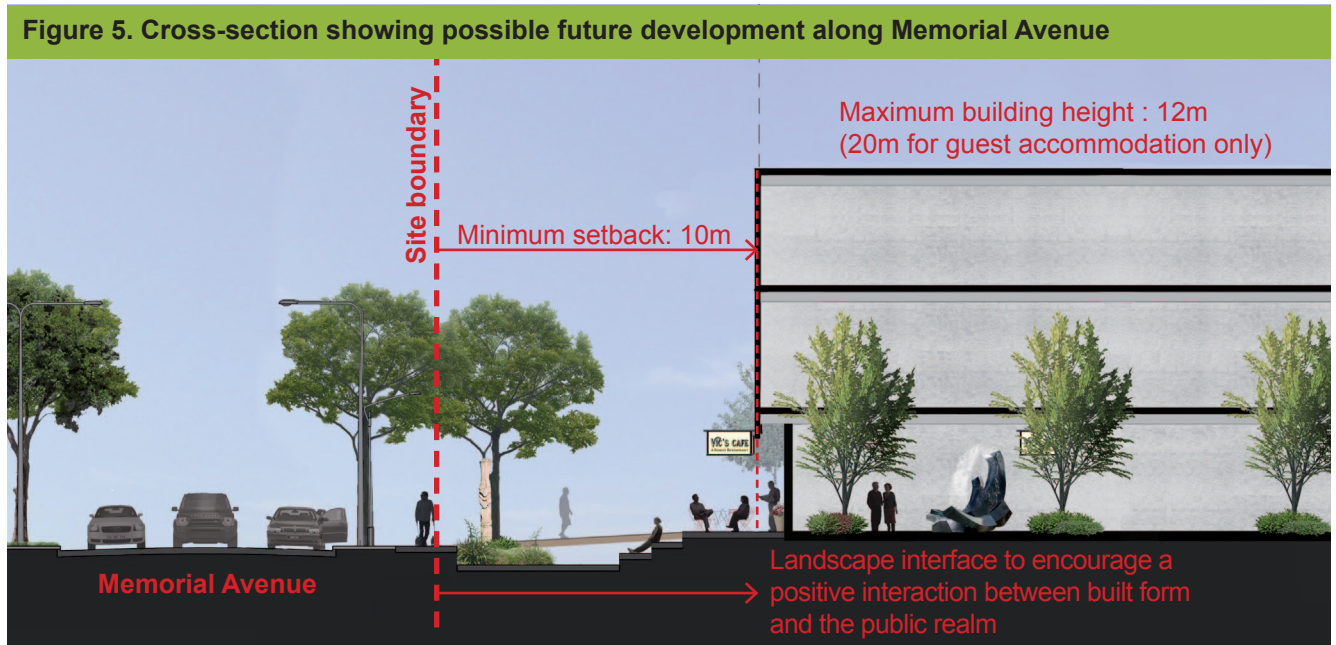
4. Other rules adjacent to Memorial Avenue:

- No vehicle access directly from Memorial Avenue (excluding two site access roads);

- + To create an urban edge along Memorial Avenue where pedestrian movement has dominance over vehicular movement.

- No on site car parking fronting Memorial Avenue;
- Signage within 20m of Memorial Avenue - no more than 2 signs up to 10 square metres per side, for directional purposes only; and

- No outdoor storage within minimum setbacks.
- + To reduce the visual impact of the proposed development by eliminating potential visual clutter.
 - + To promote a positive image of the development to the users of Memorial Avenue.
 - + To protect the gateway and memorial role of the Memorial Avenue.



3.2 General guidelines

In order to ensure a high quality development throughout the MBP site, the following key objectives should be followed:

- Enhance the visual amenity along Russley Road (SH1), minimise the potential negative impact from the highway and its proposed future upgrade.
- Improve the amenity along Avonhead Road and reduce visual impact of the future developments on existing residential areas across the road.
- Provide setbacks from the south-eastern boundary site and for the existing activities in the neighbouring Commadore Hotel.
- Ensure future developments fit the overall objectives of the MBP site.
- Create a high quality streetscape to encourage pedestrians and cyclists.

Proposed rules (Rules within Section 3.1 overrule this section):

1. Building design and amenity: all buildings within 50 metres of Russley or Avonhead Road require consent for design and amenity:

- + To ensure the buildings along this edge face Russley Road or Avonhead Road.
- + To ensure the buildings along this edge have quality buildings.

2. Maximum building height:

- Guest accommodation (within the Special Amenity Area): 20m; and
- Rest of the development: 15m

3. Minimum building setback:

- Adjacent to Avonhead Road: 15m, with a minimum 7.5m wide landscaped area adjacent to the road boundary and the remaining setback may be utilised for car parking (Figure 6, page 11);

+ To reduce the visual impact of the proposed development on the existing properties along Avonhead Road.

+ To enhance the landscape amenity along Avonhead Road.

- Adjacent to Russley Road: 10m (Figure 7, page 11);

+ To create a landscape zone along Russley Road to reduce visual impact of the highway and its proposed upgrade.

+ To allow for an internal road to encourage future built forms to positively address the Russley Road interface.

- Adjacent to Commordore Hotel: 20m; and
- Rest of the development: 1.5m for office or retail activity adjacent to primary or secondary road; or for sites with two road boundaries, applicable to setbacks from primary or secondary roads only.

To maintain an active edge along all road frontages within the development

4. Other rules:

- Any outdoor storage area shall not be located within minimum setbacks.

+ To reduce the visual impact of the proposed development by eliminating any potential visual clutter.

+ To promote a positive image of the development to the users of Russley Road and Avonhead Road.

Figure 6. Cross-section showing possible future development along Avonhead Road

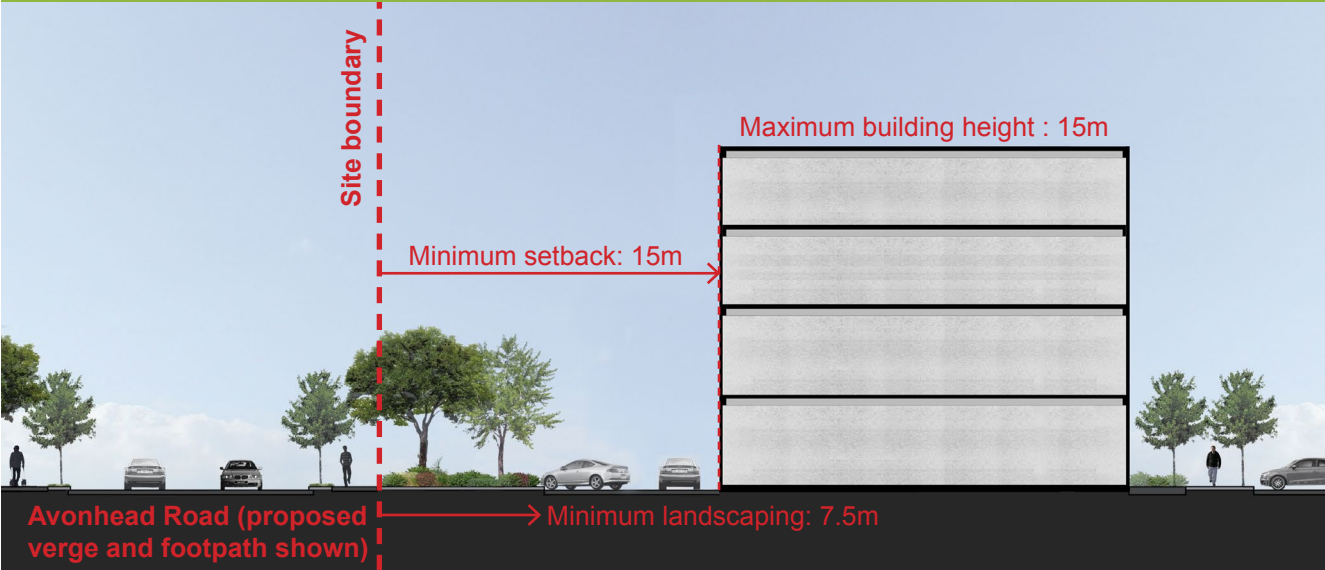


Figure 7. Cross-section showing possible future development along Russley Road

