

COMMERCIAL DESIGN GUIDE



Design Guide for Commercial Development

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Acknowledgements:



MWH

David Compton-Moen, Perspective sketches, p3, p19 and p20

SELWYN DISTRICT COUNCIL

DESIGN GUIDE FOR COMMERCIAL DEVELOPMENT IN URBAN AREAS

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1 Introduction

1.1 Purpose of this Guide

The purpose of this guide is to illustrate how commercial development can contribute to an attractive, lively and viable town. It shows how shops and other commercial development should fit in with their surroundings and form part of the urban fabric.

Whilst one aim of a guide such as this is to make sure that the district has good public space, it is not a guide to making good town centres as such. Its purpose is to illustrate the role of commercial development and how it should act as a component of a town. This is, however, probably the most important single action in creating successful centres.

The main focus of this guide is therefore on commercial development within centres. If development takes place in other areas such as living zones it must also respect the character of those zones. Some guidance is also provided on how this might be achieved, for both the living and rural zones.

This is not a guide for industrial development.

1.2 The Importance of Commercial Development in Town Centres

Town centres are more than a place where shops and facilities may be located: they are a civic heart; a venue for public life and a focal point for a community.

Commercial development is an important component in this mix. It adds life and vibrancy; reasons to visit the centre and creates an anchor for the public life of a town. A good town centre has good public space.

It provides a place for people to walk, to meet or to be. It has a mix of activities which support each other. It draws people in for a range of reasons.

In order to create a successful centre, commercial development must be incorporated into the mix.

Commercial Development means

- Retail and office buildings
- Other commercial and community uses such as pre-schools, medical practices, libraries and gyms.

Mixed use means residential development in commercial areas, or commercial development in residential areas.

Buildings must be designed to be appealing to visitors and passers-by; development must be laid out to provide public space for people to use; spaces must be attractive and interact with buildings.

There is a limited amount of commercial potential in the District. It is essential that the energy of business development is harnessed to create vibrant centres, wherever that development may occur. Development which does not provide for public life in effect privatizes the benefits of commercial activity. Care, attention and design flair is needed to make each development respect and enhance its surroundings.

The benefits of this approach are also commercial. A more concentrated town centre provides more customers in a smaller area and encourages comparison shopping. People stay longer and spend more. Increasingly, customers are seeking a retail experience for comparison shopping as opposed to running mundane errands in uninspiring surroundings.

This guide illustrates how the Council expects development to provide for public life.



1.3 The importance of walking

Typically, around a quarter of people in a New Zealand town centre will have walked there. These people will on average spend the same amount as those that arrive by car. But modern design often ignores the needs of this large and commercially important segment of the population.

Furthermore, however people get to the centre, everyone will be a pedestrian when they arrive. The ability to walk to and around a centre is fundamental to the creation of a successful civic and commercial heart.

The ability to walk is heavily influenced by the facilities that are provided. A walk through a busy, vibrant street can be an absorbing and exhilarating experience. By contrast, a walk next to a car park or a blank wall feels like a drag. The provision of direct and attractive routes gives people the choice to walk and invites them to do so. The lack of such routes has widespread consequences throughout the town such as an increase in traffic and costs for residents.



Furthermore, retailers typically underestimate the amount of trade that arrives on foot and take insufficient account of the opportunities for cross shopping; people arriving in a centre and making multiple stops without having to move their car. The inconvenience to people who do not wish to drive to individual developments is overlooked. As a result people spend less time and money in the centre; a lost opportunity for commercial and civic life.

International studies have shown that the overall attractiveness of a centre has more impact on commercial success than the supply of parking.

This guide shows ways to lay out development to provide attractive walking connections as a component of a successful town.

1.4 Components of Commercial Development

This guide is concerned with certain aspects of commercial development which affect the way that the public uses the site and the surrounding area. These can be thought of as the components of the development.

They are:

- 1 Commercial buildings
- 2 Civic Space
- 3 Active building frontage (see p10)
- 4 Walking routes
- 5 Car parking

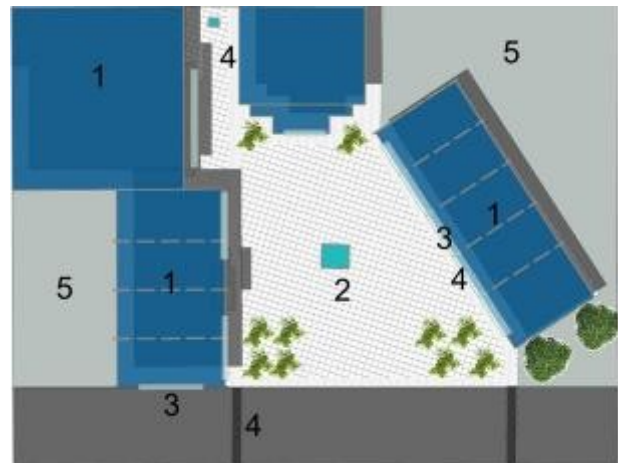


Figure 1: The components of commercial development

Between them, these components should define the form of development (how the site should be laid out). In addition, development needs to consider:

- Access to and from the site; identify main vehicular routes.
- Surrounding buildings and features: development needs to respect its surroundings.
- Landscaping: The use of landscaping to mitigate car parking and the backs of buildings
- Other design matters such as material, colour and signage.

2 What is good commercial development?

A good commercial building or development has the following qualities:

Acts as or forms part of a civic focal point

Concentrating commercial development gives structure to a town and allows people to combine more than one activity on a single trip. This has commercial advantages as businesses support each other, helps to create a sense of community and is more convenient for residents.

Is functional

The development provides the buildings and space that are needed by business. Sites are laid out to provide appropriately for vehicles and pedestrians. Facilities for deliveries, servicing and rubbish collection are included where necessary.

Provides or complements public space

Appealing public space for pedestrians is provided in all areas where people are present, whether these be on public space or private land. Good site layout creates sunny and sheltered public spaces and squares.

Is accessible

The development provides appealing and direct routes for walking and cycling from the entrance to all points from where people may approach it (surrounding roads, development and future development).

Is attractive

Each new development is attractive when viewed from public space, contributing to an interesting and vibrant centre. Public space is faced with active frontage which contributes to a sense of vibrancy.

Fits in with its context

New buildings respect the scale and character of their surroundings and there is a good transition between adjacent sites and uses. Buildings and signs are not overly dominant due to bright colours or overbearing scale, but blend in and complement existing styles.

Smaller Commercial Development

- May consist of smaller shopping developments or single commercial and community uses (e.g. neighbourhood centre or single shop)
- Will need to consider the interaction between buildings and public space.

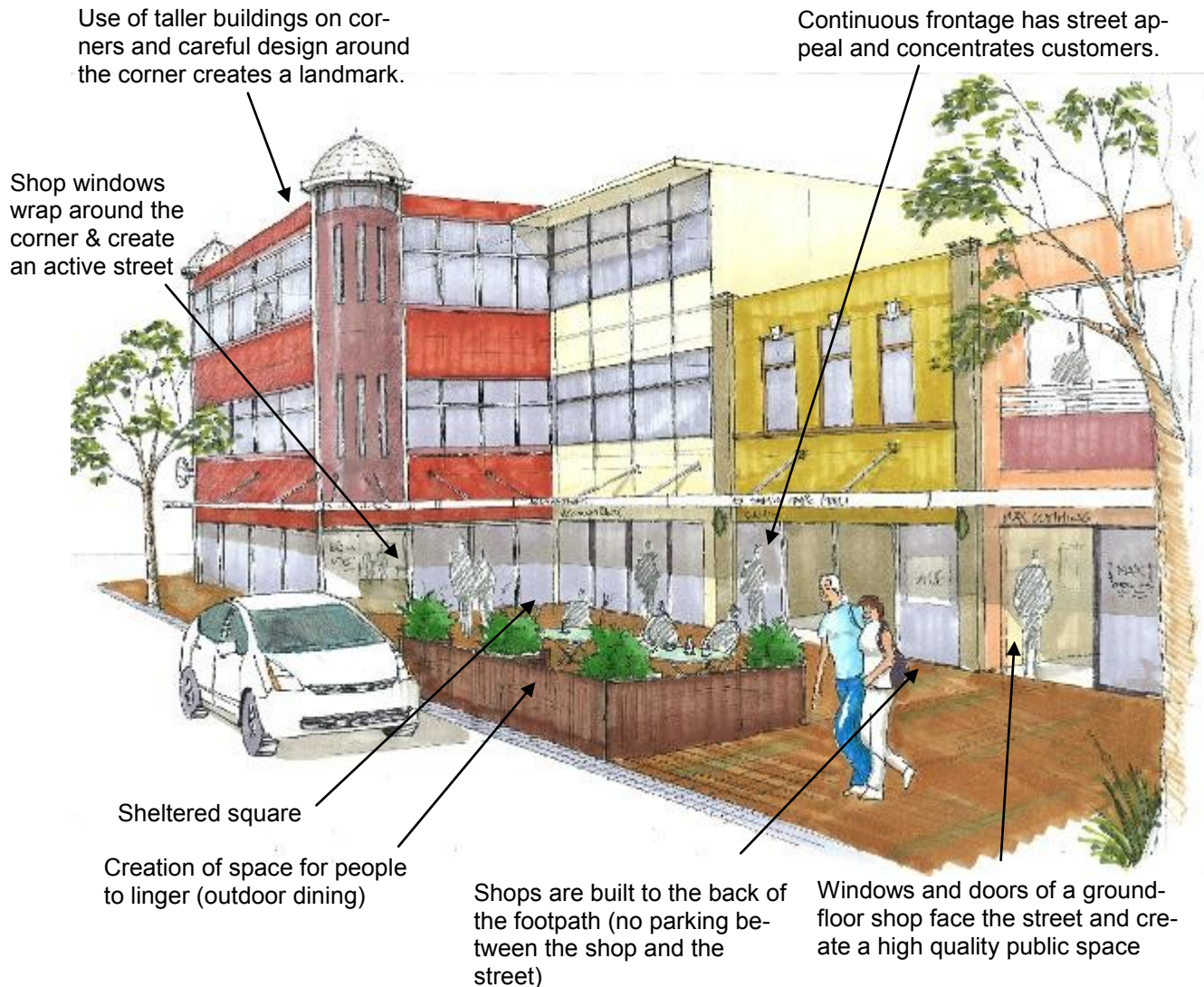
Larger Commercial Development

- Includes larger parades of shops. May be a mix of commercial community and residential uses (e.g. Town Centres)
- Will need to design space to be a quality place that complements its surroundings.



Leeston High Street has many of the qualities of good commercial development

High Quality Commercial Development



Active and passive forms of enjoyment of public spaces

3 Contextual Analysis

When looking at a development, the starting point should be an analysis of the site and its surroundings. This will allow the development to take advantage of the way that the site functions as a part of a centre and how it will interact with neighbours and public space.

New development can be an opportunity to revitalise parts of a centre, for example by attracting shoppers to a focal point.

Good practice is to consider the area within 400m (a five minute walk) of the site.

3.1 Design parameters

Connections and Movement

Successful development depends on good access and connections. This especially applies to commercial development.

There is more to this than simply noting the position of accesses and linkages; Developers should understand how people get around a centre — the way the surrounding area functions. What are the pedestrian counts past the site? Where are they going?

Important considerations are:

- Access points for cars, pedestrians and cyclists.
- Position and frequency of public transport.
- Off site attractions such as busy shops next door.
- Routes for people to walk through the development, especially to off-site attractors and anchor tenants.
- Harnessing foot traffic by ensuring it passes in front of shops.

Communities

Understanding social dynamics can help developments reinforce local communities. This can include the effect of social and age structure or the difference between urban and rural catchments. For instance, the community in Darfield is likely to have different requirements to that in Lincoln.

Land Use

Due to its size and nature, commercial development affects the wider community as well as neighbouring sites. It should be viewed as a component of the wider centre rather than a stand alone project.

Existing activities nearby provide opportunities. Equally, the new development will affect the way neighbouring sites operate.

- What attractions does the centre offer and who will visit. How does the proposal complement this? Attractions can include the retail offer, cafes, schools and public space (such as seating or a park).
- What is the residential density around the area. How many people are within walking distance?
- What effect will the proposal have on neighbouring sites (for instance is there a need to protect residents amenity).

Place and Character

The perception of a place comes from its physical and human geography; how it has evolved in response to site constraints and past uses, landscape and history.

Things to consider are:

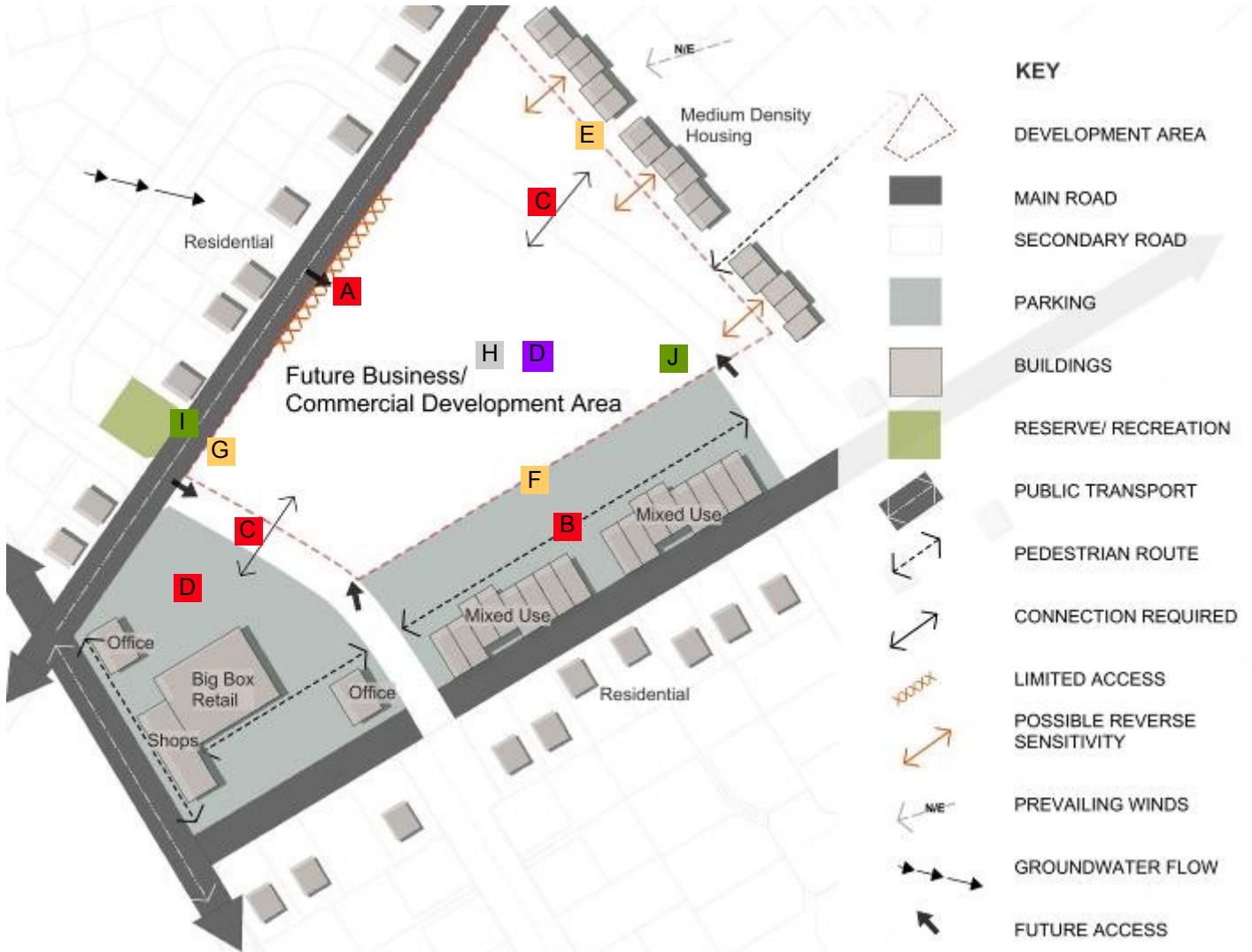
- Built form on the site and its surroundings. Is there a consistent building line or style of building?
- Heritage and other existing buildings and how they relate to the site.
- Natural features such as mature trees.
- Public space such as a square or other places people may congregate.






Future Vision

How will the development adapt to changes over time? What is the long term use of the area? Will a centre grow? What are the plans of neighbouring landowners?

Natural resources

These can include trees, streams, topography and prevailing winds. Consider whether features can be retained. Buildings should not create wind tunnels.



- | | | |
|---|----------|---|
|  | A | Limit access off main road; create bus stop to strengthen public transport |
| | B | Provide pedestrian and/or cycle links East/West and North-South for non-motorized accessibility |
| | C | Provide set pedestrian crossings at strategic points with high pedestrian frequency |
|  | D | Determine community structure (age, social structure) to identify immediate customer base |
|  | E | Provide setback and landscape treatment along boundaries with residential |
| | F | Locate new buildings to create back to back development with existing built form |
| | G | Utilise area opposite reserve for potential public space |
|  | H | Provide a comprehensive approach due to size/ nature of site; use similar bulk and design for new development to fit with the surrounds |
|  | I | Create a linkage to adjoining reserve and consider a green link within site |
| | J | Identify best possible location for stormwater management |

Example of a site analysis using the parameters listed under 3.1
(see p34 for an example of how this site may be developed)

4 Design Principles

This section contains principles for the design of good quality commercial development. The Council expects that new commercial development will adhere to these principles.

The District Plan contains rules which control some aspects of development, such as minimum car parking requirements and recession planes. However, a blunt one size fits all approach to regulation will not produce quality commercial development. Instead, each development should be designed around its location and intended use.

4.1 Fit in with the surroundings

This principle is concerned with the visual appearance of commercial buildings and the way they can be integrated.

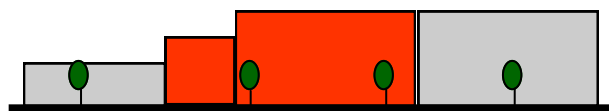
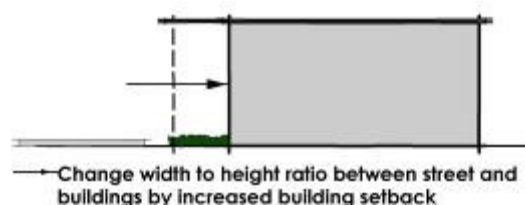
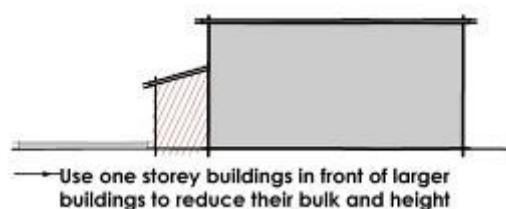
Development will need to relate well to its context in scale and building form, functionality and design.

Scale & size

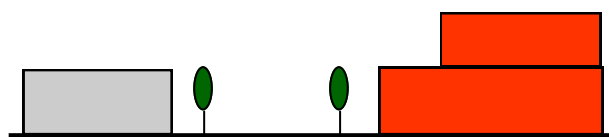
New development has an impact on the relationship with the surrounding urban structure and the neighbouring space. It should respect the scale and character of adjacent buildings and surrounding areas.

Tall commercial buildings can be dominant and overpowering to adjoining buildings. They are best placed on corners or at the end of vistas where they can be used to highlight significant locations.

- Where a tall building will be next to a residential area or single storey neighbour, developers should consider ways of managing the transition in scale. One way is to use a vertical step to create a smoother transition in scale.
- Problems of height difference between buildings can be resolved by a variety of measures i.e. wrapping multi-storey buildings with lower buildings. Larger buildings can be broken up into smaller modules with changes in height or roof pitch, steps in plan, variations in colours or materials.



A vertical step can allow a more gradual transition in scale along the street



Stepping the upper storey back can reduce the apparent bulk of buildings

Form & Configuration

Commercial buildings tend to be larger and less intricate than residential development and can look out of place in small townships, unless measures are taken to respect the surroundings.

- **Width.** Longer building facades should be broken into modules with a width of 5-10m. This provides a traditional street appearance of small scale activities and ties in with the usual width of shops. These modules will usually be divided by pillars at ground floor level. For two storey buildings, the upper storey modulation should reflect that of the bottom storey.

This approach to modulation provides variety with regularity: an interesting but visually coherent street scene.

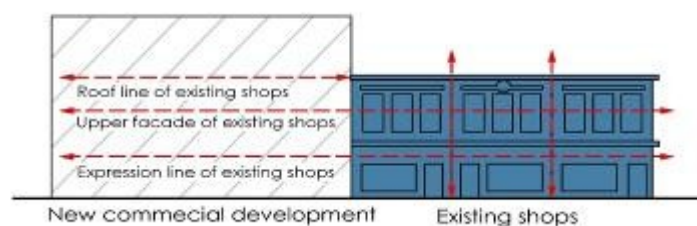
- **Depth** impacts upon artificial lighting, ventilation, internal planning and energy efficiency. The maximum depth for passive heating is around 14m. Shops are often around 20m deep.
- **Building Lines** New development should generally continue the existing building lines.



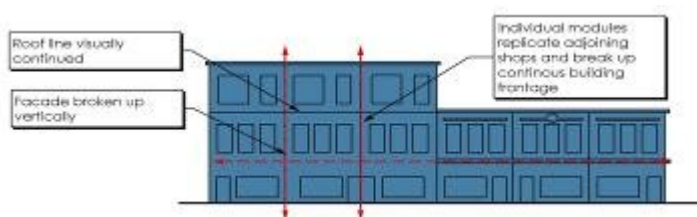
2-storey building with shops and offices in urban Nelson



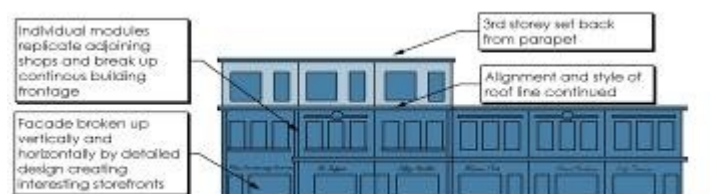
These shops in rural Darfield are distinct stand alone buildings



A planned commercial development should respect the building next door.



The proportions of this building continue the existing rhythm of the street. But the top storey will make the new building visually dominant.



This building also continues the existing detailing. By setting the top storey back, its dominance is reduced.

Larger towns suit a formal urban character, with longer parades of continuous shop frontage and continuous building lines.

This has advantages for efficiency of use and concentrating people into a smaller area. Setbacks may be appropriate to create a sunny enclosed space

Rural townships may have a more informal design, with a mixture of individual buildings and shopping parades to emphasize the small scale rural character.

Design

To integrate new buildings into the street, the following more detailed design elements need to be considered:

- **Style.** The characteristic style of commercial premises in towns should be maintained (for instance Leeston town centre has a formal style with a continuous built frontage, whereas Darfield is characterised by individual buildings sometimes set back from the road behind landscaping).
- **Roofscape.** Roofs are important and highly visible elements of a townscape.
Respect existing ridgelines and consider continuing the existing pattern (for example, a parallel ridge, or parapets)
Avoid or disguise highly visible equipment on roofs. Examples of this are air-conditioning units and lift mechanisms.
- **Finish.** Locally sourced or distinctive building materials such as riverstone can add special character to a centre, above that which is achieved by generic pre-cast concrete panels.



This building uses high quality materials and modulation

Colour

The visual impact of colours and finishes of walls and roofs should reflect the coherent style in the area, but should not be overly dominant, especially when the building is visible from long distances or standing on higher ground.

Strong colours should be confined to the façade facing the street and restricted to less than 25% of the area of that façade.



This building is painted in overly dominant colours

Categorising Colour

The British Standard BS5252 provides a way to categorise colour. It divides colours into five groups according to their greyness content.

- Groups D and E, which are vivid colours with low grey content, will not blend into the townscape.
- Group C colours are only suitable if they have low reflectivity (a reflectance value of less than 25%).

Paint retailers and manufacturers should be able to advise on BS5252.

4.2 Activate the Edges

Active frontages are those which have lots of visual interest and connect the public area with the activities taking place inside the building.

Long blank walls and buildings which turn their back on the street destroy the continuity and appeal of commercial centres and deprive them of vitality.

Some ways to avoid this are presented below and in Section 5.

Issues for Shops

Shops usually have a distinct front (which can have active frontage) and a back (where this is not possible). Some active frontage is usually also possible on side elevations. Where shops face a road or other public space, they should provide a high proportion of frontage as active frontage.

- Active frontage should provide a view into and from the commercial building or a window display. Views should not be obscured by glass with screens, blinds, paint, advertising material etc.
- Where shops face a private car park and public space, the need for active frontage facing the street must take precedence over any perceived advantages of fronting the car park.
- In larger developments shops may be 'back to back' so that one row of shops faces the main street and the other faces the car park.



Back to back retail development

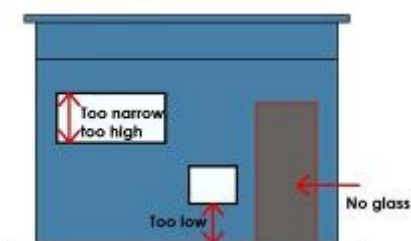
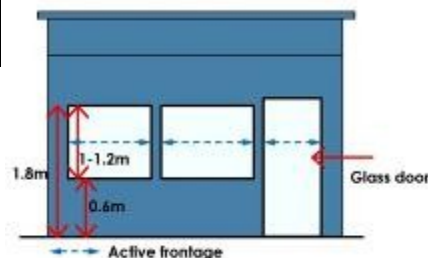


Active frontage creates an interesting street

Active Frontage

Active frontage is created by frequent entrances and windows and well articulated facades. Outdoor dining areas can break down the boundaries between public and private space.

A majority of the length of buildings which face space where people may be present should always be active frontage and most developments should have at least two thirds of these elevations as active frontage, as measured by length.



Big Box Retail behind shops with street frontage

Entranceways

The development should always:

- Present an appealing entrance for pedestrians. Main entrances should be onto the street.
- Where a direct entrance onto the street is not possible, it needs to be directly visible, easily accessible and as close to the street as practically possible, ideally within 5m of a legal road boundary.



Main entranceway onto street

Corners

Buildings on corners are highly visible which means that good design is especially important. The design of the building should respect its location:

- Active frontage should be positioned on both road frontages.
- Shop windows should wrap around the corner.
- Doors may be positioned to face the corner directly.

Changes in scale are easily absorbed into the street scene as they emphasise the prominence of the corner building.

Restaurants and bars make good use of building corners as they utilise the outdoor space and can have windows on two or more sides.

Backs of Buildings

The development as a whole should enhance the vitality of the town centre. Where active frontage cannot be employed, such as the rear of buildings, measures need to be taken to mitigate effects.

- Elevations should be landscaped with tall plantings to soften and disguise the blank frontage (refer to 4.6).
- Where they are unavoidable, Blank walls can be livened up with murals



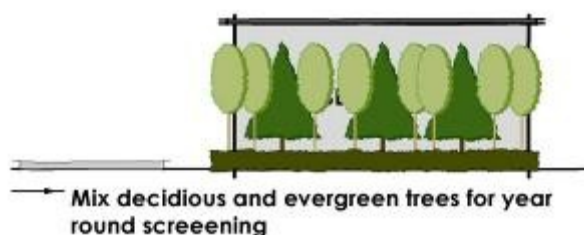
An attractive and inviting entranceway



This office uses landscaping and detailing to create separation from the foot-path (Christchurch)



This restaurant strongly addresses both corners



Mix deciduous and evergreen trees for year round screening



Use of a mural to brighten up a blank wall

4.3 Provide Space for Public Life

Public space, be it informal meeting places or areas for outdoor dining, needs to be threaded through the centre to enliven the town and encourage people to linger. It must be a pleasant space where people want to be.

The commercial advantage of including public space is that people will spend more time and money in a vibrant and attractive centre. The advantage for the community is that the commercial area becomes a civic space and a place they can be proud of.



People Oriented Space

A “people oriented space” is public space with high amenity and space for activity, not just movement. This space can be either publically or privately owned.

It is created by a combination of:

- An attractive interface with surrounding buildings (active frontage).
- Some enclosure (active frontage on more than one side, for instance across a street or at a corner).
- Defined space, exclusively for pedestrians (no cars)

Smaller developments will not usually need to provide pedestrian oriented space on site as they can create it by fronting roads.

Larger developments may need to provide additional space on-site that is enclosed by a street, a square or other similar form.

Go-to Spaces and Go-through Spaces

Go-to places are destinations; places that are worth visiting in their own right. These can be squares for dining, market squares or reserves. Go-through spaces have a primary movement function.

Some spaces have a dual function, such as a wide street with space for public activities (see pedestrian parade, below).

Each centre needs a hierarchy of spaces for different uses. Development should be designed with on-site space which connects with the surrounding area and its attractions

Creating People Oriented Space:

Creating space for people is primarily a matter of the thoughtful arrangement of buildings on the site rather than the need for additional space as such. Some suggestions are:

1. De-facto street

This will be an area designed in a similar manner to a street, with the fronts of shops facing each other over a vehicle accessway.

Such a street may include up to two rows of parking but should have footpaths and active frontage on both sides.



A de-facto street

2 - Pedestrian Precinct

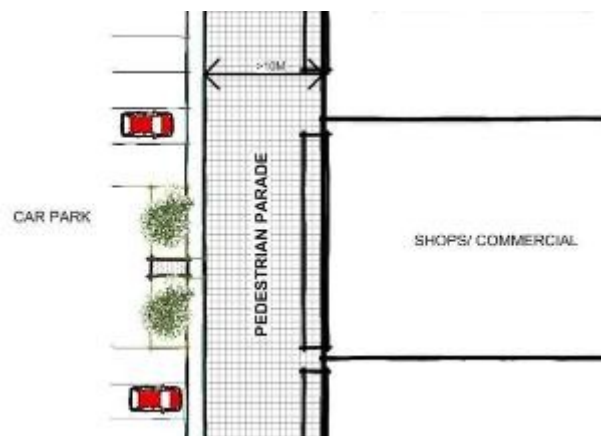
A pedestrian precinct is a traffic free street or lane. It may be quite short and narrow, with a character similar to inner-city laneways, or it might be wider and incorporate space for sitting or outdoor dining. It may have similar characteristics to an outdoor shopping mall.



A pedestrianised town centre precinct (Cromwell)

3 - Pedestrian Parade

A pedestrian parade is a wide pedestrian walkway with space for activities such as markets, outdoor dining and casual conversation. It may be located on the edge of a car park with shops on one side but should have a width of 6m. Landscaping with a height of at least 60cm should screen it from the car park and be used to break up the area into functional spaces. It should not be comprised of an expanse of hard surface.



Amount of People Oriented Space

For retail, at least a third of the building frontage which is visible from a public space (including car parks and other on-site public space) should face onto high quality public space. Active frontage should be provided for this interface. For offices, less is required due to lower volumes of pedestrians.

4 - Nooks and Corners

“Left over” space, such as the corners of car parks, can be an opportunity to creating places for people, by providing a reason to use the space, such as seating.

Such space should be landscaped in the same way as a pedestrian parade, in order to make it functional and attractive, and it should be faced by active frontage.



This leftover space has been turned into an attractive place to sit (Rolleston)

5 - Square

A pedestrian square is a “go-to place” where people may linger. It should have uses such as outdoor dining and it may be a place for market stalls or occasional small scale events.

It should be enclosed on two or more sides by active frontage, have dimensions of at least 10m*10m and be screened from any parking areas in the same way as a pedestrian parade.



This square forms a focal point within an office development (Christchurch)



There is no reason to visit this uninviting space

4.4 Favour the pedestrian

A thriving and vibrant town centre relies on people being in the town. Clear, safe, continuous pedestrian routes benefit businesses in the town. People who can walk around easily will make more stops at different shops.

Pedestrian routes

Direct and attractive pedestrian routes must be provided through a commercial area. They should link the entranceways of the development to each other and to:

- Adjacent commercial and community activities
- Adjacent streets and residential development
- Transport infrastructure (car parks, cycle paths and bus stops).

Site design

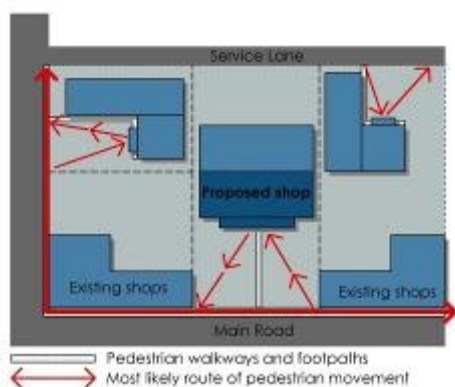
The layout of buildings (site design) will need to take account of future pedestrian movement.

Pedestrian desire lines must be identified prior to designing the layout of buildings.

Once these have been identified, buildings can be positioned to provide for and complement suitable pedestrian connections.

If buildings are positioned without regard to pedestrian routes, pedestrians could end up being directed around the edge of car parks (which is not direct) or through car parks (which is not attractive).

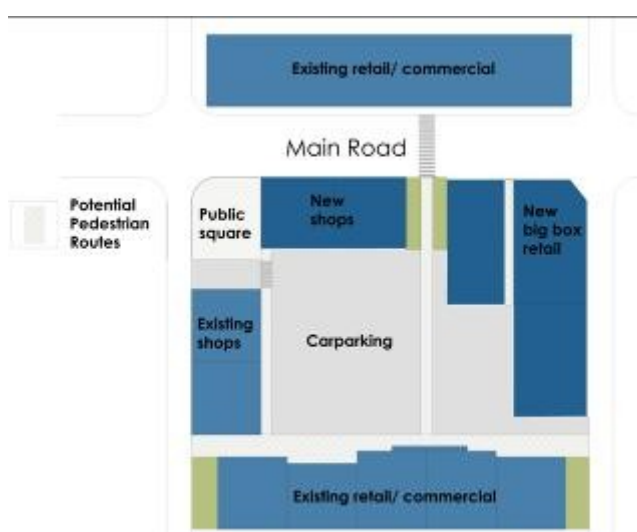
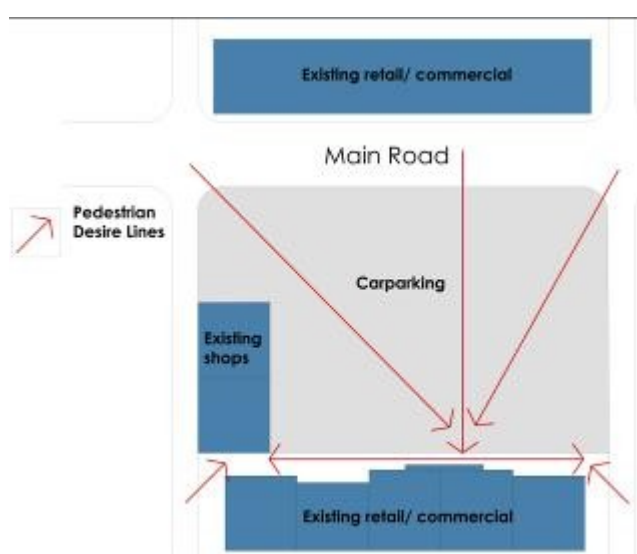
Interruptions to continuous frontage can cause pedestrians to zig zag and be off putting, especially if people are forced to cross or skirt round the edges of a car park.



Shops should front pedestrian routes



This development has attractive pedestrian routes built in (Riccarton)

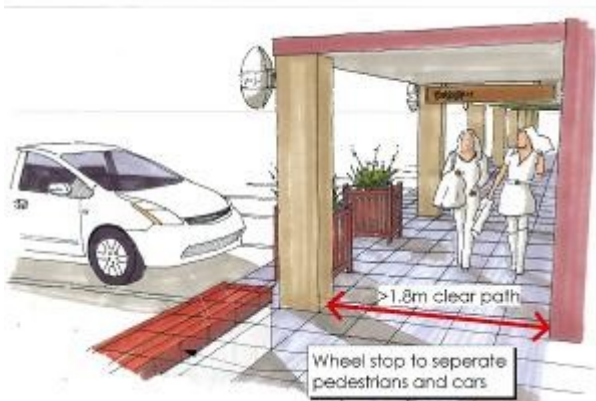


Development should respond to pedestrian desire lines

Footpath Design

Footpaths should be of sufficient width for the anticipated level of foot traffic and free of obstructions, such as overhanging shrubs or outdoor displays of goods and signs.

- Build footpaths at least 3m wide and include a clear path with a width of 1.8m.
- Create space for sandwich boards, bins, seats and landscaping as part of the design and layout of the site.
- Generally, footpaths should have a kerb to separate pedestrian space from vehicle space.
- Include dropped kerbs which are helpful for people pushing prams or trolleys or those in wheelchairs and mobility scooters. Consider positioning dropped kerbs near to main entrances or disabled parking spaces.



Design of footpath includes space for landscaping and signage



Paths through car parks

Car parks can be stressful spaces for people with shopping and children if danger from vehicles is perceived to come from many directions. Pedestrian paths through car parks will help to create safe routes for people to reach their cars and should be designed in the same way as footpaths.

These should have a width of at least 1.8m. This space needs to be protected from encroachment by cars so kerbs or wheel stops should be used.

See section 4.6 for how pedestrian paths can be integrated into car park design.



Whilst there is a path provided between parked cars, there is nothing to stop cars parking over it

Walking connections in a centre should:

- Form part of a wider network, which connects all the commercial premises and other points of interest in the centre.
- Be direct and attractive. The desire and ability to walk is affected by distance and the level of activity and interest on offer on the route.
- Pass directly in front of shops and other premises.

4.5 Car Parking

The need to provide car parking for users of commercial premises is both a fundamental driver of site design and perhaps the most important single influence on the vitality of a town. Parking will often require more space than the buildings and therefore accommodating it, while still maintaining the attractiveness of the centre, is a huge design challenge.

Although car parking is important it must not dominate town centres. Car parks which are poorly designed and positioned are not acceptable.

On-Street Parking

On-street parking is a long-standing component of main street character and does not disrupt the ability to provide active frontage.

On street parking can be provided in the form of:

- Parallel Parking which is both efficient and well used.
- Angle parking in front of commercial premises, if sufficient road width is available.

Additional parking created this way can be counted as part of the parking required by the District Plan.

On street parking (especially angle parking) may not be appropriate in every situation as it can disrupt the movement of traffic on busy roads.



This development has created additional parking in the road reserve

On-Site Car Parks

The layout and position of on-site parking will need to be carefully considered as part of the site design at the earliest stage.

Car parks should be designed to be:

- Efficient, attractive and safe.
- At the rear or side of a development not at the front.
- Not located between the building and the street, particularly for retail activities.



New development with shops positioned behind parking



On street parking is part of the character of commercial areas (Lincoln)

Parking at the Rear

Parking at the rear of premises works best when there is a clear view of the car park from a public area, for instance from the side, to allow people to see the car park from the road.

To allow convenient access for pedestrians, straight connections of at least 6m width from the car park to the street may be needed.

For larger developments, the car park can be absorbed into a block structure.

It can be difficult to design shops with frontage to streets which also provide an attractive interface at the rear.

The need to provide street frontage and enclosure must take precedence over the desirability of addressing the car park. Where shops back onto a car park, some of the following measures may be used:

- Windows, doors and building modulation
- Entrances to upper floor uses such as offices (which over look the car park).
- Residential accommodation at the rear of the shop
- Landscaping (See section 4.6)

See section 5 for more details and examples.

Shared Parking

For smaller sites, the Council encourages developers to co-ordinate and share parking with neighbouring premises. This has many advantages including:

- Shared parking is more efficient as it is not necessary to provide for peak demand for each individual site.
- It can also be more efficient as it requires less space to be wasted on accessways.
- Larger car parks are often more attractive for customers who will consider they have more chance of finding a space.

The Council will try to facilitate the sharing of parking areas across multiple land ownerships.

Staff parking is expected to be accommodated on-site but should be allocated away from prime car parking areas.

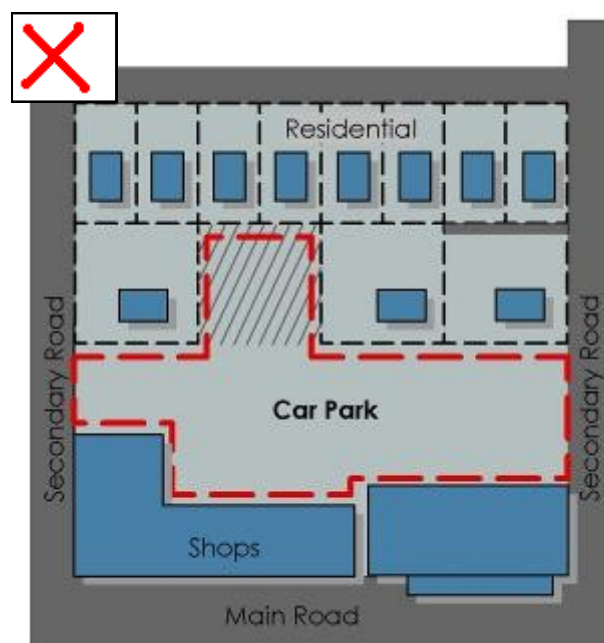
Straight boundaries to car parks are preferable as they allow for a more efficient layout and minimise the interface with adjacent sites. Protrusions into residential areas by utilising back land should be avoided as these will reduce the amenity for residents.



Mixed use with shops on ground floor and living upstairs with parking at rear of shops



Shared car park located to the rear of shops (Riccarton)



Protruding boundaries of car parking area affect adjacent residential area

Car park layout

Car parks must be designed to provide an efficient and logical layout for cars. They also provide safe pedestrian routes, both for people who have parked their cars and those who are walking through the car park to points of entry and exit.

Safety

An entranceway to a busy car-park is similar to a road junction and its position requires a similar level of planning.

- Care needs to be taken at entranceways to ensure that pedestrians can cross the accessway easily.
- Pedestrian routes should be provided at every other carparking aisle to give pedestrians a direct route.
- Provisions for disabled carparking and car parks for families with strollers should be made along internal pedestrian routes and close to entranceways.



Footpath through a car park

Orientation

Larger car parks are best laid out so that the access aisles run at right angles to the shop frontages. This allows for pedestrians to walk along the traffic aisles to and from the shops, rather than walking between parked cars.

See section 4.4 for details of footpath design.



Example of pedestrian routes within carpark

4.6 Landscaping

Good landscaping is an important part of creating a pleasant ambience in and around a commercial area, adding richness to the mix.

It can also help to mitigate some of the adverse visual effects of developments (such as car parking) but it should not be seen as a way to compensate for poor site layout; landscaping is an integral component of development design.

For all types of landscaping, larger, continuous areas are often more successful as they are easier to maintain and make more of a visual impact.

This section discusses the role of different landscaping types.

Landscaping of car parks

Car parks are inherently unattractive. When empty, the large expanses of asphalt are stark and unexciting and their appearance is scarcely improved by cars.

Landscaping in car parks has three functions:

- To break up the expanse of asphalt when seen from inside the development (landscaping within the car park)
- To disguise the presence of cars and asphalt when seen from the outside (perimeter landscaping)
- To frame the street scene in the absence of buildings.

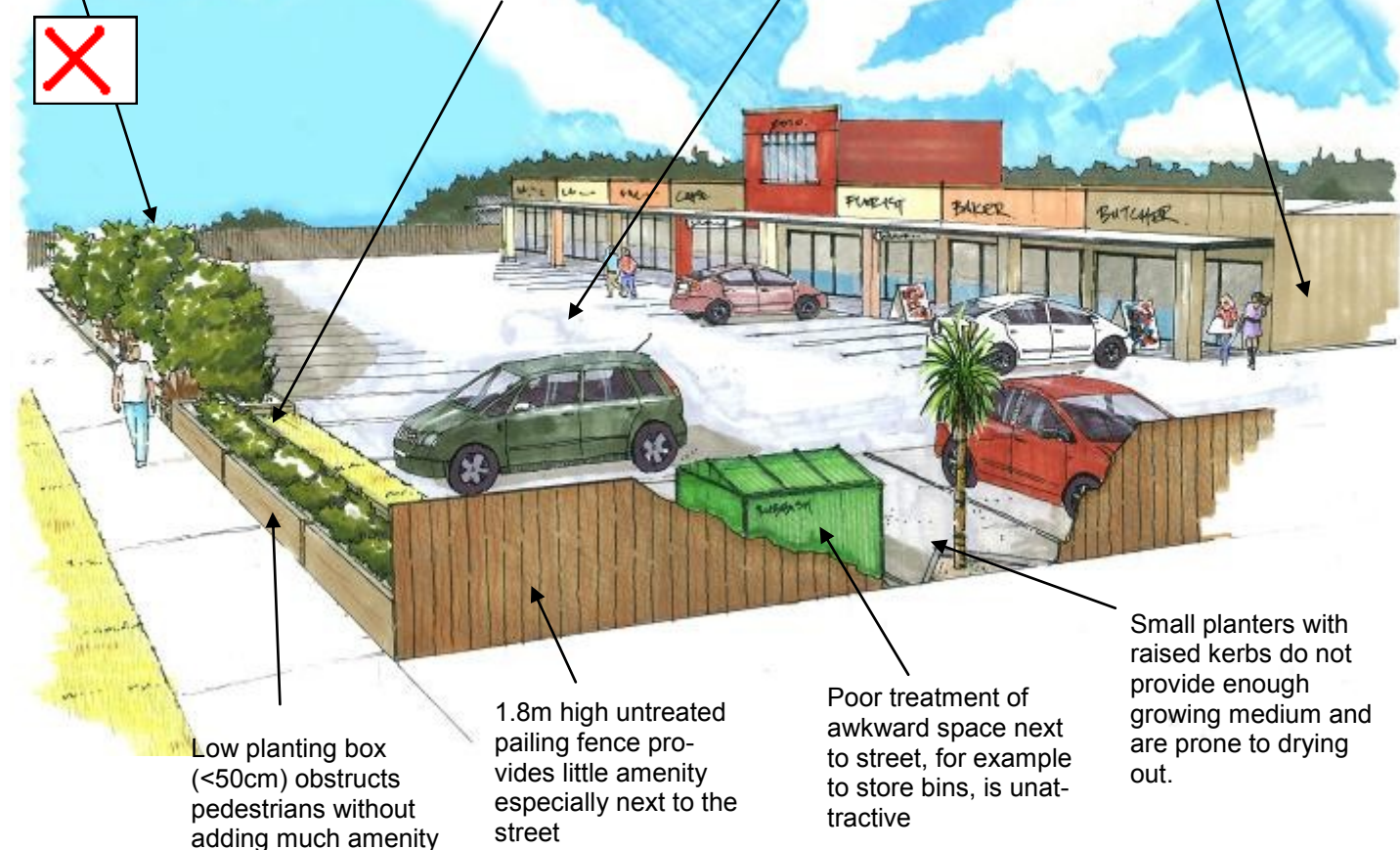
Where “big box” buildings are developed, landscaping open areas like car parks will help to add interest to the large, blank elevations.

Intermediate height screen planting blocks views into site from passers-by, preventing interaction between the shops and the street

Raised planters prevent stormwater run-off making plants prone to drought.

Lack of pedestrian connections across car park

Blank walls with insufficient space for landscaping



Example of a poorly landscaped commercial site

Perimeter landscaping

Where car parks are adjacent to public space such as roads, landscaping will need to be substantial enough to provide a feeling of separation for passers-by and to effectively disguise the presence or absence of cars.

This can be achieved by a landscaping strip with low level planting, combined with trees to provide higher-level greenery. There should be a “window” between the low and high levels to provide views into the site.

For the low level landscaping, a low, solid hedge of 1m height will be high enough to disguise a substantial proportion of cars and asphalt. It should be provided in a planted bed with a depth of 1.5m to create sufficient pedestrian amenity.

Alternatively, a deeper (3m) planting bed, substantially planted with shrubs with a height of at least 60cm can be used.

In both cases, to provide greenery at a higher level, trees should be planted at intervals of 6-10m.



A 1m high hedge combined with trees creates separation and interest



Example of the successful use of different landscape elements within a commercial development

Landscaping within the car park

Low level landscaping will break up the expanse of hardsurface. It is most effective when placed in prominent locations such as the ends of parking aisles.

Trees should also be carefully positioned so that their benefit is maximised, for example planting them at the entrance, in corners or in the centre of the car park. Trees have the additional benefit of providing shade to parked cars in summer.

Typically, trees require a planting bed of 2m*2m to grow to a mature height. When placed in undersized planters (such as between 4 parking spaces) they often do not prosper. A better solution is to use larger planting beds on the ends of rows of parking spaces or linear beds between rows.

Planting should be selected to be hardy and low maintenance. Deciduous trees reduce the risk of ice forming in the winter due to shading.

The appearance of a car park can also be improved with the use of changes in colour or texture, or the use of materials like cellular grass paving (grasscrete).



Landscaping at the end of aisles



Trees hide the bulk of the big box behind



This car park has no low level landscaping and trees are squeezed in between parking spaces

Landscaping of pedestrian areas

Planting between car parks and pedestrian areas contributes to the visual appearance of the development. It also creates a barrier between the two areas, making the pedestrian space feel safer.

It is obviously important to make sure that there is still good access between the car park and the pedestrian area, although there does not necessarily need to be direct access from the footpath to every car.

Solutions for this area include:

- The use of planter boxes with space in between for people to walk through
- The use of a clear path between two spaces to provide an obvious point of entry to the car park



Landscaping between pedestrian areas and parking

Landscaping, Buildings and Fences

Blank elevations should be avoided where possible. Where they are unavoidable they should be landscaped with tall planting which substantially disguises the wall. This should be a combination of tall evergreen trees and low level planting.

Trees and planting will normally need to be provided around the perimeter of the site, to screen fences and backs of buildings and to provide a buffer between residential uses and car park activity.



4.7 Servicing

Servicing is an important component of commercial development. It is especially important for retail activities to plan for the location and layout of deliveries and waste collection facilities.

Position of Service facilities

Where traffic flow allows, smaller developments can be serviced from the road or provided dedicated service bays.

For larger developments, with big service vehicles and frequent deliveries, it becomes important to segregate service areas from pedestrian areas. Service vehicle access should be:

- Incorporated into the building where possible or located to be visually unobtrusive (behind screen fences or planting)
- Not be clearly visible from street
- Kept well away from areas where customers are parking, walking or congregating
- Be designed to be compatible with residential neighbours and not create undue noise, vibration, dust or other nuisance
- Visually and acoustically screened with planting and solid fencing from residential properties that adjoin commercial sites.



Service and delivery lane separated from residential area by planting

Rear service lanes

In some situations lanes providing access to the rear of premises will be possible. These have the advantage that they separate service vehicles from customer vehicles. A rear service lane which serves properties on both sides is a good design solution as it screens service activities and can be lockable after hours.

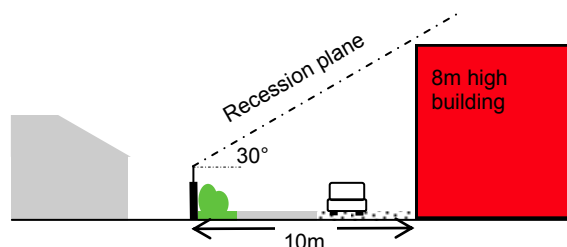


A rear service area between two rows of development

A common solution is to have a rear access lane along the site boundary. This can be a useful way to separate a large building from a residential boundary. However, care must be taken to ensure that servicing activities do not cause a nuisance to neighbours.

Service lanes can also be a useful place to accommodate staff car parking.

Co-operation between adjoining property owners will often be necessary to enable a rear access lane to be created.



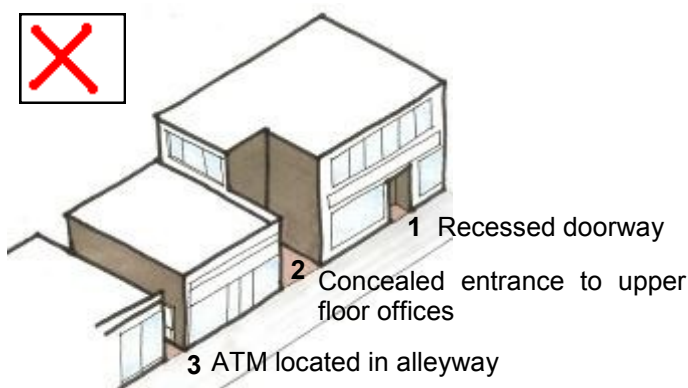
A 10m building setback from a south boundary will enable an 8m building height, along with planting, a service lane a parking and service forecourt.

4.9 Design to prevent crime

Well designed commercial premises and centres can discourage crime and anti-social behaviour. Creating plenty of opportunity for casual surveillance, high levels of activity and clear definition of ownership will all help to prevent crime or fear of crime. The principles in this guide are consistent with this approach.

Other matters to consider include:

- Locating bus stops so that they are clearly observed from the surrounding area
- Locating toilets and ATM's in a clearly visible place and not tucked away. Toilets may be better located within a building and closed after hours
- Ensuring that staff do not have to retrieve their cars late at night from secluded car parks
- Designing buildings and landscaping for ease of maintenance in order to avoid a spiral of neglect
- Selecting and locating fixtures and fittings such as lights and signage so that they are not susceptible to vandalism
- Providing good lighting
- Avoiding places of concealment or entrapment, such as hidden recesses in buildings.



Examples of design providing opportunities for crime

4.10 Respect residential neighbours

Commercial development will often be adjacent to, or across the road from residential properties. There will always be some effects at these boundaries, but commercial activities should be designed to minimise nuisance to nearby residents.

The District Plan contains some basic rules to prevent common problems such as the blocking of sunlight.

Development should also be respectful of:

- **Privacy.** Upper floor windows should not directly overlook windows or private gardens unless they are setback from the boundary by 10m or more.
- **Light pollution.** Avoid brightly coloured, illuminated or flashing signage intrusively visible from nearby houses. Make sure security lighting is not encroaching onto residential property.
- **Visual Impact.** Avoid brightly coloured or highly reflective walls adjacent to residential properties and provide a planted buffer strip and solid fences around the site boundaries
- **Noise.** Site noisy plant equipment away from property boundaries and make sure engines of delivery vehicles do not have to idle alongside property boundaries
- **Tidiness.** Provide enclosed rubbish areas to avoid litter blowing into surrounding gardens. Make sure service yards are enclosed.



This building has predominantly muted colours, is well articulated and well set back from nearby houses

5 Commercial Development Types

This section looks at how varying sites can be used and provides site layout options for some different forms of development.

The guidance is broken up into two sections (for small and large developments), each of which provides some examples of how buildings can be positioned to comply with the principles in this guide.

Reference is made to the design principles in section 4 when these are of particular relevance.

5.1 Small Commercial developments

These are typically either a single quarter acre section or two or three sections combined into a single site.

With these smaller development, it is important that the buildings are designed to fit in with neighbours and make a positive contribution to the wider commercial area. They will be perceived as a component of a street scene rather than standing alone. This means that particular attention should be paid to making the building complement its surroundings.

Where a new building is fitted between two existing buildings, it should be appropriate in scale, design and position. This does not mean that it has to copy the adjoining buildings, but has to be compatible.



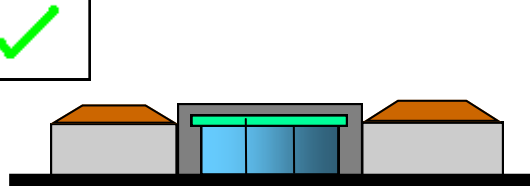
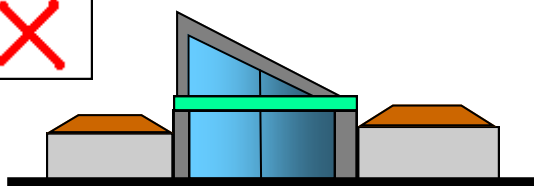
A new retail building fronting the street (Halswell)



This building has car-parking at the front and no direct connection with the street

Some important considerations are:

- Changes in scale: A transition in scale (for instance to a second storey building) will need to be handled with care (See section 4.1).
- Ground floor frontage: Buildings should continue the rhythm of the street by having similar modulation and continuing the existing building line. Active frontage should face the street (refer to 4.2).
- Access for car parking and deliveries: This is a critical consideration as car parks in front of commercial premises are to be avoided. Shared access to the rear is a distinct advantage, allowing more floorspace and car-parking to be provided.



Both these buildings are quite different to their neighbours in their architecture, but the one on the left is out of scale and will look incongruous.

Single Sections

The typical allotment configuration in Selwyn townships is 20m wide by 50 metres deep. The amount of floorspace that can be accommodated is related to the minimum parking requirements, which vary with township and zone.

Some design options are:

1- Parking at rear

Parking at the rear accessed via a pedestrian footpath, which allows 11 spaces and 300m² of retail. It accommodates the parking required, but has disadvantages such as:

- Customers may be put off using the rear car park for small developments because they cannot see it and it does not feel like public space.
- The shops may also be deeper than is typically required.

Other layouts (as suggested below) are more efficient and better choices.

2 - Parking at rear with office

An alternative is to use the rear of the site for offices.

This is a more efficient use of the site and office and shop staff will be more comfortable using the car park.

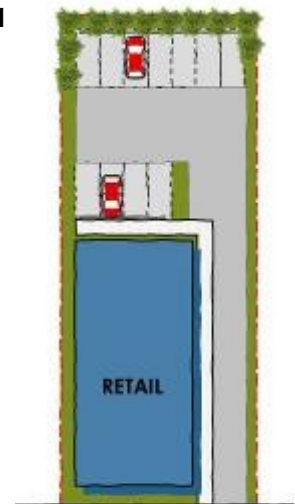
This option works well if some customer car parking can be accommodated in the road berm.

3 Parking accessed from neighbouring site

Shared parking allows for efficient utilisation of the site (3 or 4 shops can be built).

Customers will feel comfortable using larger car parks, as they will have more certainty of being able to park.

Option 1



Option 2



Option 3

Multiple sections

The development of groups of 4 to 10 shops is common. It will usually mean the development of two or three traditional size sections with shops facing the street directly. As with single sections, the layout will be influenced by the way parking is accommodated.

One solution is to provide parking at the rear which can be reached by an accessway, similar to option 3 on the previous page.

In some situations, parking may be provided to one side of the building. This can be appropriate on the edges of commercial centres, in rural townships or on secondary streets. It will be important to ensure that the building has a good frontage to the street.

Parking at the side is suited:

- To activities such as agricultural supplies, veterinary practices, doctors surgeries or restaurants.
- Between commercial buildings (but in these cases should not have a width greater than 20m).
- To a small rural township, where comparison shopping is less prevalent (but the width should still not exceed 20m).
- To developments at the edge of the centre where it will not interrupt a continuous retail frontage.



2 sections with rear car park



Retail premises with parking at the side



The use of adjoining section for parking



The use of an intermediate section provides parking for the buildings either side.

Corner Sites

As with other smaller developments, the challenge for corner sites is to accommodate parking in a sensitive manner. Some options for this are:

1- Parking behind the shops

The preferred solution is for car parking to be provided behind the building. Ideally it will link to a car-park for the adjacent premises, or will be able to link with such a car park when the site is later developed.

2 - Parking next to a secondary road

There may be some potential for car parking to take place between a minor road and the fronts of shops or offices facing that road, if the development as a whole provides good frontage.

This would generally be suitable at the edge of a centre where there is no potential for further development beyond the site.



This building has strong corner frontage with shops at the rear located behind parking (Pegasus Town).

Re-using existing (character) buildings

Character buildings lend themselves to some types of commercial use. Retaining these buildings adds to the identity of the town centre or residential locality.

Cafes, specialist retailers, offices, and health services can all occupy old buildings without the need to make major alterations to their external appearance. For some uses the character of the building will be part of the attraction for customers.

Existing gardens may also be useful as part of the business. They may be used as an extension to the floor space e.g outdoor dining or display of goods or simply as a foil to the building.



Neighbourhood and Local centres

New neighbourhood and local centres are small scale developments which will be self contained (rather than being a component of a larger centre).

Location

New neighbourhood and local centres need to be located where they can attract passing trade, as well as customers from their immediate residential catchment area. They are often best located alongside a busy road and not necessarily in the physical centre of the neighbourhood.

The street and pedestrian network of the neighbourhood should, however, focus on this activity centre to bring people as many people as possible past it on their everyday journeys.

There may be higher density housing in and around the centre and mixed use is encouraged (see section 5.3).

Orientation

The orientation of these centres is important, to ensure that sunny footpaths and outdoor dining areas can be formed and wind tunnels avoided.

A centre located on the south eastern corner of a road junction will often work well.

Activities and Use

Local centres may contain small scale retail facilities like a shop or café but they are not purely retail destinations.

They are a focal point for facilities such as schools, medical centres, childcare, public transport, playgrounds or postboxes. Grouping these facilities will help to provide critical mass which will help commercial activities to succeed.

Neighbourhood centres are larger centres that serve a wider catchment and may also include a small shopping parade.

While a neighbourhood is developing the centre could accommodate temporary users with a variety of activities. Potential users could be: an information centre, real estate agents, garden centre, a place for mobile shops or services to park, a farmers market, childrens playground, public garden or community meeting space etc., until more permanent uses become viable.

Layout

Neighbourhood and local centres should be laid out without parking in front of shops. Parking at the side of a small complex is a good solution.



Craft Market in Botany Town Centre



Outdoor dining in Nelson Town Centre

5.2 Large commercial developments

A larger development, containing a supermarket, “big box” retail and several large and small shops can form an anchor within a community. It can reinforce the existing centre when successfully integrated in the existing urban fabric.

Layout and Design

The layout must be derived from the pedestrian circulation around and through the site and the need for active frontage facing public areas.

This will usually involve the creation of a street environment with shops on both sides over much of the site or a series of pedestrian squares.

Larger developments are more complex and must have regard to all of the design principles in section 4. Some important considerations are:

- The creation of pedestrian amenity on site as the dominant character (refer to 4.2)
- The development provides direct walking routes through the site (see 4.4).
- Shops fronting parking areas are minimized
- The development addresses roads and public space (4.3). It may not be possible to face all roads, but active frontage should always face the main street (such as Gerald Street in Lincoln) .

On larger sites there is likely to be scope for a variety of building layouts, with opportunity to orientate properties and arrange uses to take advantage of northern or western aspects.



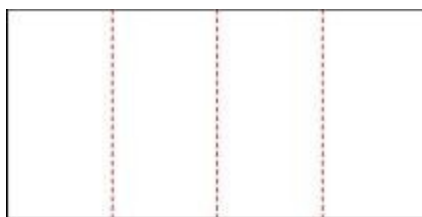
Example of good pedestrian connection between shop frontages



Napier Town Centre provides public amenity and space as well as interesting facades



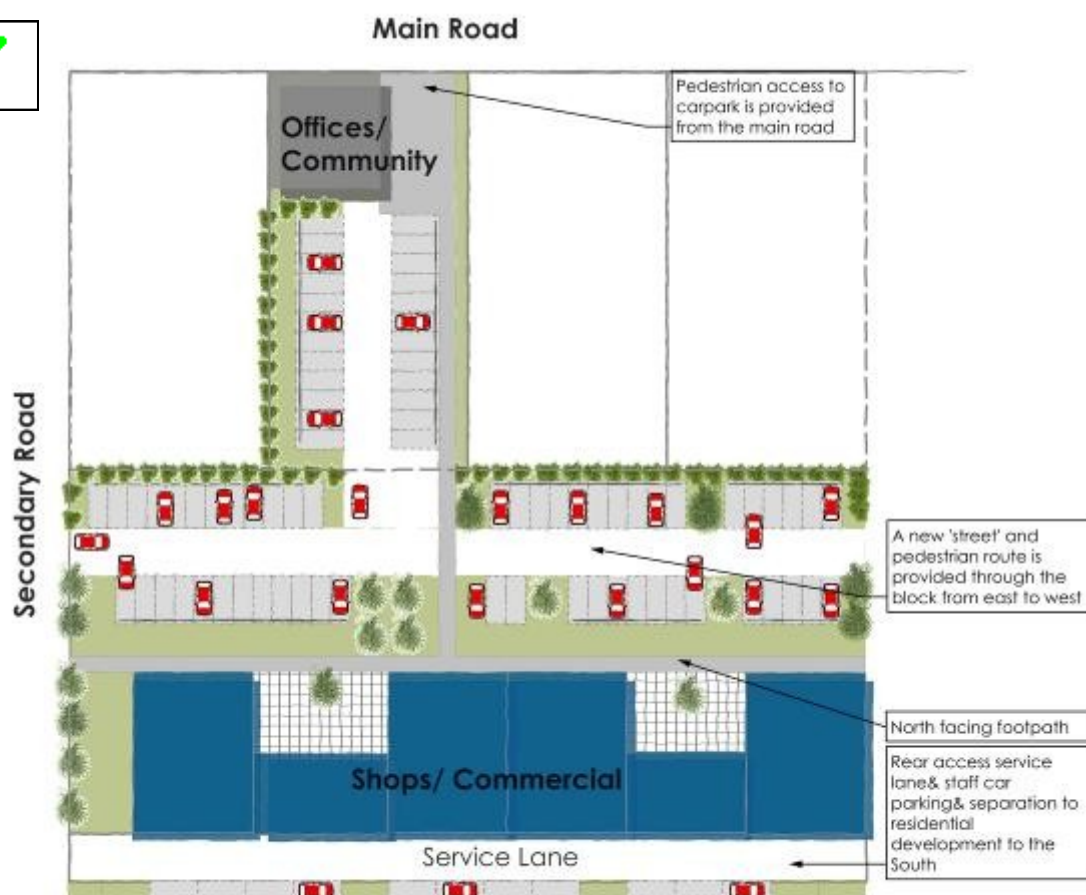
This building in Ashburton has strong street frontage and is well integrated with surrounding sites



Multiple sections before development



Combined use of multiple sections for a large commercial development



In this example, a large rear site has been given exposure to the main road by the purchase of a section in front.

‘Big box’ retail and stand alone supermarkets

These are typically large single warehouse style buildings with few windows or architectural features. They may be part of a mixed development including some small shops.

Big box retail are aimed primarily at car borne patrons, although some customers will arrive on foot. Supermarkets or big box retail may act as an anchor for a mixed development.

Retail warehouses are difficult to integrate visually and spatially into the Selwyn townscape, where the size of lots, scale of building and extent of open hard surfaced areas is generally much smaller.

Designers should aim to achieve a development which :

- Is integrated with existing development and is not out of scale (refer to 4.1)
- Provides a good amount of attractive frontage to public space (ref. 4.2 and 4.3)
- Caters to pedestrians including those walking to parking and to other sites(4.4)
- Is not dominated by car parking (4.6)
- Makes good use of landscaping (4.7).

Design solutions

Variation and Modulation

Variation in building and roof alignment, materials and colours and the emphasis of entrances can all be employed to add interest to the ‘box’ like nature of the store.



Example of standalone supermarket with variation in colour and material in facade



Variation in colour and symmetry in form provides an interesting façade

Scale and Form

A standard building design will not be appropriate for all surroundings.

Where there is single storey low density housing on the opposite side of the street, rather than commercial premises, the front portion of the building will need to be lower rise or setback from the road with intervening landscaping.

An rural setting will require a different design to an urban setting.



Supermarket -Urban scale



Supermarket- Rural scale



Providing Active Frontage

Large retail warehouses should be part of a development that has a good interface with the street.

The length of active frontage should be maximised and used to best advantage. An active frontage along at least half of the length of building elevations that can be seen from public space is a good target.

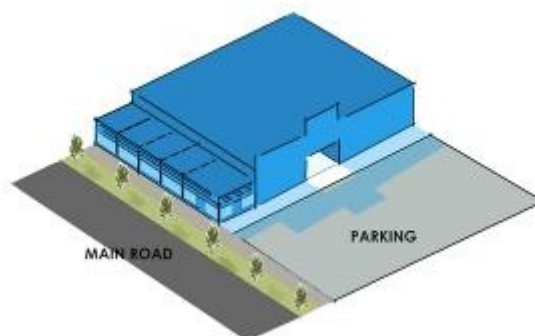
This can be achieved by:

- Sleeving with small shop units or housing (Example 1),
- Windows and entrances to the retail warehouse; located where they give a clear view through to the shop and wrapping around the prominent corner. If this is not practical, some windows can be display windows (see Example 2).

If siting the retail warehouse close to the street is not practical, it should be positioned behind existing or new free standing premises with active frontages to the main street (see Example 4).

Corner sites can be problematic as it may be hard to provide active frontage on more than one side. Solutions are:

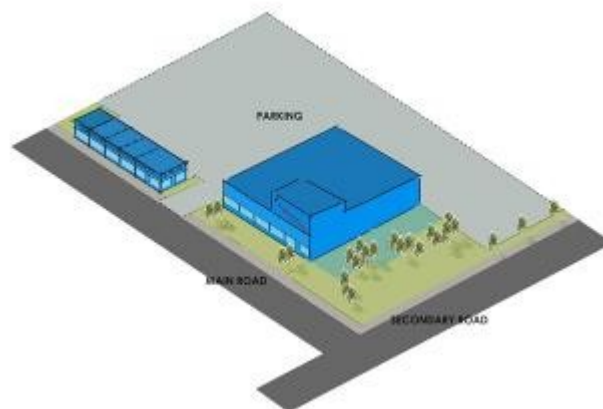
- A generous landscaped setback on one street frontage and glazing on the other (Example 3), or
- If a small complex is located on the corner, the 'big box' retail could be set back on its site.



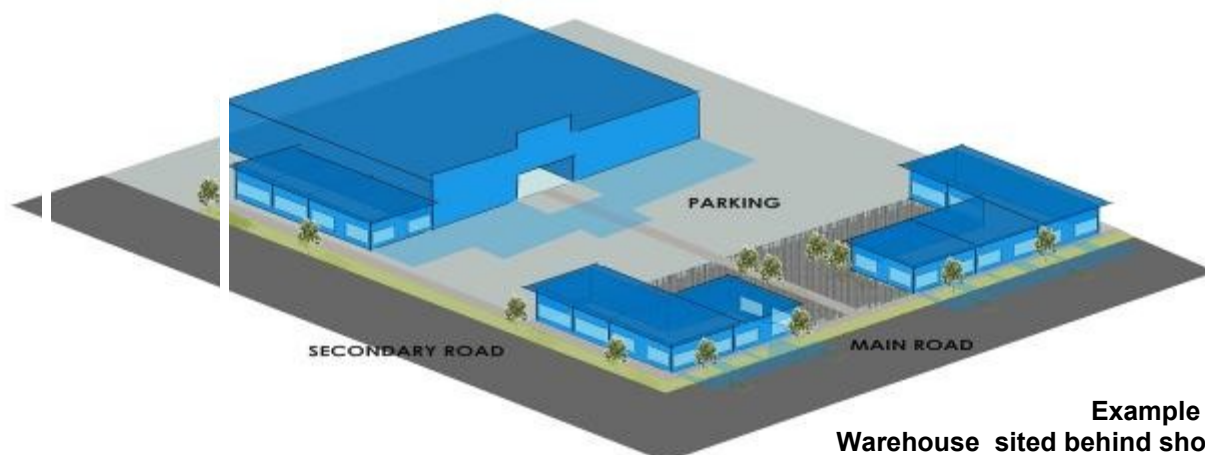
Example 1- Sleeving with small shop units



Example 2- Windows face the street and wrap around the corner



Example 3– Warehouse sited behind landscaping



Example 4– Warehouse sited behind shops



5.3 Mixed Use

Small developments may contain offices, space for health services or leisure activities and community facilities, such as a library or meeting rooms. These activities can be located above or behind retail premises.

Residential use in Commercial Zones

In some situations residential use can be incorporated in commercial developments. This has many advantages such as:

- **Activity.** People living in a centre bring extra activity to the centre;
- **Safety.** People are present at all time including after shops and offices have closed;
- **Access.** Residents have immediate access to goods and services;
- **Choice.** It provides another housing choice of generally smaller homes;
- **Convenience.** Owners can live above or adjacent to their business.
- **Amenity.** Houses can hide the backs of shops.

Location

Residential uses are encouraged above or behind the commercial activities where they do not take up prime commercial frontage.

They are also well located towards the edge of the commercial centre, where they will not interrupt the continuity of retail frontage in the centre.



Apartments above shops



Standalone houses interrupt the continuity of shop frontage (although they may be converted to business use)

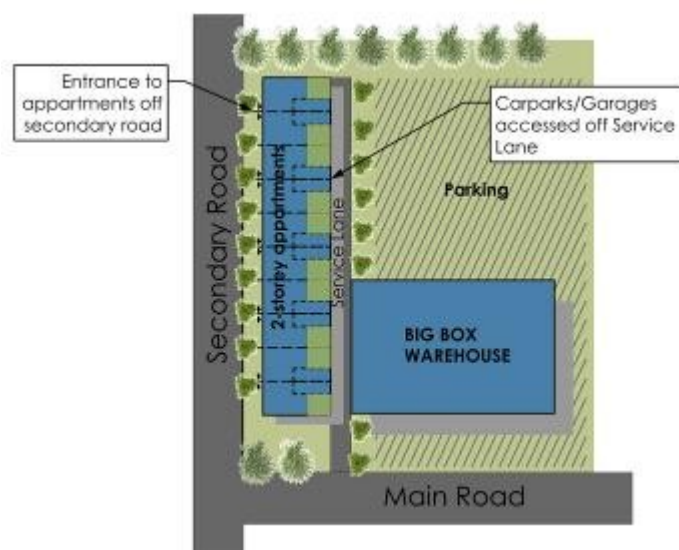


Examples of mixing uses on different levels

Design

- Distinguish business entrances from residential. Both should be separate and the residential entrance must appear private.
- Provide dedicated parking for residents, even if shoppers parking is available to them out of hours.
- Provide access to private outdoor space for residents (e.g. a deck or balcony if a ground floor garden is not possible).
- Utilise residential buildings to 'sleeve' large commercial buildings to mitigate blank walls.

See the Council's Medium Density Housing Design Guide for more information.



Using houses to sleeve retail

Commercial development in residential areas

Commercial uses may be located in living zones if they are compatible with residential activities. Generally they will be small scale activities with relatively low traffic movements, often replacing or utilising an existing (character) home.

It is important that new commercial buildings do not disrupt the existing development form, affecting privacy and the view along the street.

- Single storey buildings with pitched roofs will usually fit better into residential streets.
- Signage should be limited to that which is necessary to identify the business (e.g. a brass name plate, a hanging sign or signage incorporated into a low wall).
- Ensure that car parks are sympathetically located and well landscaped; ideally position the majority of parks behind buildings, not in front(see 4.7).
- Avoid tall fencing in front of the building as this has a stark and unattractive appearance.
- Corner sites may offer more scope for a good design.
- Sites located within or adjacent to local and neighbourhood centres are preferred; the extra traffic will help to support local facilities such as shops and cafes.



Appropriate signage for commercial development in residential neighbourhood



The premises at the top uses fencing to hide its car park. The examples above and below use landscaping to soften the asphalt.



This childcare centre has a “domestic” appearance and its grounds are well landscaped



In new subdivisions, the majority of car parking should be behind the buildings, not in front



Two adjacent premises, such as this medical centre and pharmacy, could provide a shared parking area between and behind the buildings.

Commercial Development in Rural Areas

Commercial activities often seek to establish in rural areas. Whether this is acceptable can depend on matters such as traffic and the effect of the activity on a nearby commercial zone. Where it is acceptable there will be a need to ensure it has a rural character.

Rural areas are defined by low site coverage and a predominance of open space and greenery. The intrusion of buildings, car parking and the display of goods such as agricultural machinery all affect the rural amenity and sense of space.

Some matters to consider are:

- **Landuse.** Some activities, such as garden centres or petting zoos, are more suitable for a rural area and may use a larger proportion of the site. Others, such as wineries, are ancillary to conventional rural activities.
- **Site Coverage.** Rural areas are defined by low site coverage and a predominance of open space and greenery. Buildings and car parking areas should be softened by planting but it may not be appropriate to screen the whole site.
- **Setback.** Buildings should be set back from the road and occupy a minority of the site (adhering to rural setbacks and site coverage). Bright colours should be avoided and buildings should not draw attention to themselves.
- **Car Parking.** Car parking should not be provided in such a manner that it is obvious from outside the site. It should generally be disguised by tall planting and should form a small proportion of the overall site coverage (less than 5%).
- **Open space.** Whilst there will be “spare” space on the site, this is simply a result of the use of a rural site and it should be left open. This balance land should not be used for commercial purposes such as the display of goods.
- **Landscaping.** Perimeter treatments should be appropriate for rural sites. There should be some preservation of open views, although parts of the site may be screened with landscaping. Post and rail fences and shelterbelts are a traditional boundary treatment.
- **Outdoor Advertisement.** Signage should not be over-powering. A single free standing sign is appropriate. Display areas visible from the road should be designed as part of the site layout and landscaped appropriately.



This garden centre site has extensive screening and appropriate signage

6 Rezoning

It has been historic practice to allow rezoning to Business 1 without specific plans for how the land might be developed.

In reality, the shape of the land rezoned affects the way that it is developed and the ability for a vibrant centre to be achieved.

Whilst it is not essential for developers to commit to specific plans at rezoning stage, it is important for them to demonstrate how the land might be developed and that it is a suitable size, shape and location for the form of development envisaged.

Main Streets

A main street with shops and commercial development on both sides is a highly desirable feature.

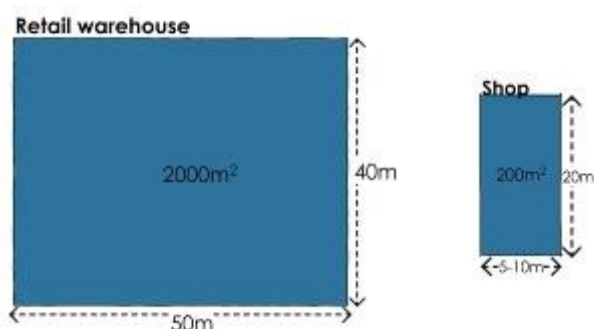
The best way to achieve a main street is to use an existing busy road, with existing vehicles and pedestrian traffic, and line it with shops on both sides. This concentrates critical mass and creates vibrancy.

Rezoning applications should consider both sides of a street, not simply land that falls with a single ownership, and the likelihood of redevelopment of different sites.

Boundaries

The best place for the boundary between a business and living zone is mid block, not at the road boundary. This allows the creation of streets with shops on both sides and helps avoid problems with retail backing onto roads. Residential use is an effective way to sleeve the backs of commercial buildings.

It is critical that this is considered at rezoning stage as the increase in land value that accompanies a change in zoning can make residential use uneconomic.



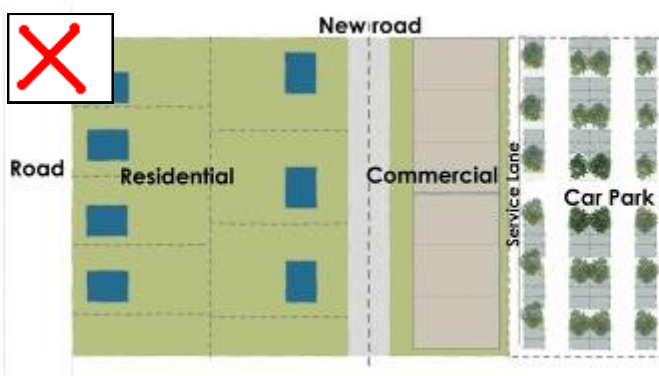
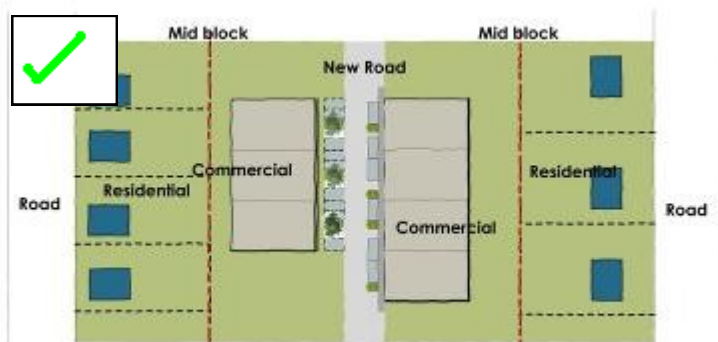
Components of Development

There is no fixed size for shops and offices, but they have general requirements which can be used to indicate if land has suitable proportions for business use.

For instance:

- Small shops are usually around 20m deep and 5-10m wide.
- Retail warehouses and supermarkets are usually around 40m deep.
- An accessway with parking at 90 degrees on both sides and two footpaths will be around 24m wide.
- A rear access is around 6m deep.
- In retail developments parking will generally occupy at least the same amount of land as buildings.

These measurements can be used as a basis to estimate what might be accommodated on the site. This analysis is a good way to illustrate what problems are inherent to the site. The applicant must then demonstrate how they intend to respond to these issues.



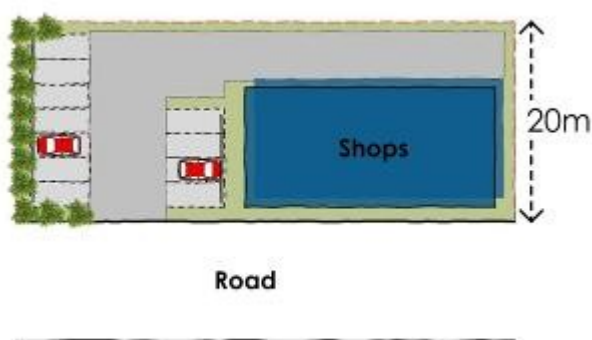
Changing the zone mid-block makes it easier to achieve good outcomes

Some Development Layouts

Wide, Shallow Parcels (with a depth of 20-30m)

A wide parcel of land with a depth of 20-30m will be suitable for a short parade of small shops. Parking can be accommodated at the side. For longer parades, a greater depth is required to accommodate parking at the rear.

For this reason, shallow zones, greater than 50m long, are not well suited to commercial use without alternative parking arrangements.



Example of narrow parcel with parking at the side

Parcels with a depth of 40-60m

A depth of 40m is enough to allow for shops in front with parking at the rear. Consideration will need to be given to access. A corner site is ideal as it allows parking to be sited at the rear, visible from the street. Otherwise, parcels with this width should be wider (40m or more) to provide space for an inviting entrance to parking at the rear.

Parcels with a depth of 70-100m

A depth of 70-80m will allow for two rows of shops to face each other across a street.

This format is not well suited where the shops will back onto a road. In these cases, the shops should face outwards with car-parking internalised within the block.

Consideration will need to be given to the rezoning of land opposite to create a two-sided street.

Stand alone centres

Where larger rezoning is proposed, there is more flexibility. Respecting the proportions of likely uses is less important than ensuring that frontages are well designed and connections achieved, in line with section 4 of this guide.

The use of medium density residential units to screen the backs of development is recommended and this should be identified at rezoning stage.

Outline Development Plans

Where rezoning is proposed without specific development plans, it may need to be accompanied with an outline development plan. This should show:

- Key connections within and through the site
- Key frontages
- The position of main public spaces
- The general location of car parking
- Phasing. This should include when connections can be made and an indication of which frontages should be established in comparison with specific areas of car parking.

A relatively fine grain of development, with a pedestrian grid of no more than 100m*100m is appropriate for commercial areas and ODPs should be designed with this level of connectivity in mind.



Example of two rows of shops with setback warehouse, facing each other