

Plan Change 29  
**Appendix 4**

# Evidence in the matter of RMA 1991 and SDC PC29

Evidence of Gabi Wolfer, Urban Designer, Selwyn District Council

## **1. Introduction/ Qualification/Experience**

1. My full name is Gabriele Tanja Wolfer. I work as the Urban Designer for the Selwyn District Council. I was employed between 2005-2010 in a similar position by a private planning, surveying and engineering consultancy. I hold a Masters Degree in Urban and Spatial Planning from the Technical University Kaiserslautern, Germany and a Certificate of Proficiency (Thesis) from Lincoln University. I am an Associate Member of the New Zealand Planning Institute (NZPI) and a member of the Architektenkammer Rheinland-Pfalz (Architectural Institute Rhineland-Palatinate, Germany). I have had 7 years working experience as an Urban Designer and Urban and Spatial Planner; the majority of which was in New Zealand working in a multi-disciplined team in the private sector. I have also gained work experience in Ireland and Germany, where I worked at universities as part of my studies. My work experience with the Council includes providing vector based graphics to illustrate the development and management of strategic growth areas, as well as developing scenarios and design options for residential and business development. I promote a high quality of urban design through providing expertise advice to the team for urban design guidelines and by developing solutions for town centres and intensification areas throughout the District.
2. My evidence is focussing on demonstrating with real life examples the practicality of the plan change, focusing on issues relating to: Relevance to small towns, shape of Business 1 zoning, small and large scale development and their design features and operational requirements, parking and site layout, public space and medium density housing.
3. I have been involved in the Plan Change process by preparing two background studies, which analyse the built form in the Business 1 zone of Southbridge and Rolleston respectively and being a co-author of the SDC Commercial Design guide. I have further prepared the brochure 'Design examples for Commercial development', which I refer to throughout this report and which I have attached as Appendix 1.
4. I have studied the submissions and further submissions made on PC 29.
5. I will first explain the need for PC 29 by giving a summary of the research I have done in preparation for this evidence and will then briefly conclude on the outcomes of the studies I have prepared for Rolleston and Southbridge, attached as Appendix 2 and 3. I will then address the individual submissions in relation to issues stated under point 2.

## **2. The need for Plan Change 29**

1. Selwyn District has become the second fastest growing District in the country. This rapid growth can be seen in the way the District's townships have expanded and developed. The heart of any of these townships is the town centre, zoned as Business 1(B1), and subject to this plan change. The substantial growth has not always resulted in the best possible outcomes of achieving a high quality town centre that boasts commercial vitality and community activity. More often than not town centres designed under the current set of rules focus on car parking provisions and uniform shop layouts that lack in attractive and vibrant spaces for people. In essence the high expectations of the Council and Selwyn residents have not been met. In order to provide a venue for public life and to be a place for commercial transaction the way town centres are designed needs to change.
2. Plan Change 29(PC29) has been considered necessary as current provisions in the Selwyn District Plan allowed for an unsatisfactory urban form in some of the District's town centres. Poor site layout is the basis for many issues, such as high car dependency, lack of pedestrian accessibility and a poor relationship between commercial buildings and public space. Especially Rolleston lacks in provisions that would define a high amenity town centre with quality spaces situated along attractive and safe pedestrian routes, next to thriving businesses. Instead, current provisions have allowed cars and car parking spaces to be the dominant town centre feature.
3. Rolleston which has been developed in the last 10 years exemplifies the issues of the District Plan. The main issues are: Poor site integration, poor pedestrian connections, limited amount of useful public space, prominence of car parking, buildings do not relate well to public spaces. My report on Rolleston (Appendix 2) describes these issues in detail
4. The report analyses a number of parameters for the establishment of a good quality centre and notes that Rolleston has failed to provide good outcomes in any of them. It makes the following observations:
  - The Town Centre lacks identity and is dominated by unsympathetic Large Format Retail with blank walls that do not create an interesting, attractive or active street scene.
  - Only about ¼ of the ground floor is developed with retail, the rest is used for providing space for car parking, clearly stating that car parking is the dominant landuse. There are no specific areas identified in any of the three commercial areas to be used for community activities or as specific space for public venues or activities.
  - Pedestrian routes in the Rolleston Township are limited to those along shop fronts; they are not direct or attractive. They do not continue through car

parking areas and hence increase the walking distance between the different shopping areas. Pedestrian crossings are poorly designed, perceived as unsafe and not located along pedestrian desire lines, resulting in pedestrian taking their own (unsafe) routes.

- Development in Rolleston provides a very poor street interface; buildings either turn their back to the road, face internally or have blank walls along public spaces.
  - The town centre lacks in quality usable public space; the limited public space has been provided in a very generic sense; the potential of multi-use car parks or areas set aside for public display and functions has been ignored and development does not integrate with the surrounding Rolleston reserve.
  - Off-road car parks are usually dominant, poorly landscaped and a barrier to pedestrian movement. Car parks take up the majority of space in the Rolleston town centre; they are placed between shops and the street, preventing shops from having active street frontage and essentially making them a street scene show case.
5. The report demonstrates that the District Plan has failed to ensure a good quality built environment is provided.
6. The District Plan fails to deliver in two ways. Firstly, the current rule package does not provide enough direction for developers how to choose a suitable site and develop it to achieve an attractive development that integrates well with its existing surrounds. The success of a site is largely dependent on the ability to accommodate and arrange all relevant design elements at the initial design phase, so that they complement each other and create efficient and attractive space. Secondly, the District Plan does not emphasise the numerous (economical, environmental and social) benefits of public space. It does not state where and how to integrate public space as part of (private) commercial development. Common practise has resulted in choosing unwanted corners or a 'leftover' area as 'public space' that is in no relation to the activities on site. This has resulted in money spent on locations that remain unattractive and underutilised, and public investment in reserves which are little used.
7. The current built environment does not meet the objectives of B3.4.4 which states: that "B1 zones are ...areas where people gather for work, social occasions or higher density living environments. Therefore, low levels of nuisance effects and good aesthetic standards are required" and does not achieve an outcome that makes up a well-designed and well received urban place. The Selwyn District town centres, especially Rolleston and Lincoln are growing in size and importance. There is also a need to protect the amenity of smaller centres like Leeston and Southbridge. PC 29 seeks to set a baseline for good urban design that reflects this importance in the way these townships are laid out, built and perceived.

## **Outcomes and objectives to be achieved within PC 29**

1. PC 29 seeks to have the shape of land to be rezoned to B1 tested before it can be developed. This ensures that the site has the required characteristics for the intended use. The majority of issues start out at the site layout stage, which is affected by physical constraints of the development site. If a site does not have the shape that allows for the intended use, the results will never be able to contribute to a high quality town centre. Policy B4.3.6 will be a tool to ensure that only land with a) the appropriate dimensions, e.g. to allow for development and car parking either side a road, b) a workable shape, e.g. rectangular or square and c) is situated in the right location for business, is going to be rezoned for commercial use.
2. The District Plan's previous provisions do not put a strong emphasis on the importance and benefits of public space as part of business development. Active street frontage in the way that buildings face the street has in recent designs been replaced with car parking. Pedestrian walkways and routes have to fit around car parks and do not provide direct safe connections; entranceways usually face car parks and do not link up with pedestrian routes.
3. PC29 includes Policy B3.4.23a which will ensure that a) different types of public spaces, b) active street frontage, c) pedestrian routes and d) the location of entranceways are considered and successfully integrated as a requirement and as part of the site layout design process.
4. Policy B3.4.27 incorporates the provisions of medium density and comprehensive living which will allow new housing options that will bring vital numbers into the town centre.
5. PC 29 will also provide robust assessment matters for Council staff that can be used when assessing an application for Resource Consent or a Plan change.

## **Examples and solutions- Why the changes in PC 29 work**

1. Issue 1: Lack of coherent commercial development that integrates well  
PC29 introduces policies that protect our township's special features and expects new commercial development to fit in with the surrounds. Development needs to be assessed and addressed in context and not in isolation; special emphasis will be put on maintaining and establishing streets as the towns' most important public spaces.
2. Issue 2: Car dominance and lack of provisions for public space and pedestrian orientated space  
Additional policies provide increased guidance in terms of site layout and placement of buildings on site, essentially changing the hierarchy of design elements, car parking in particular. Alternative options for car parks and their placement on site will affect the

sites and buildings are viewed from the street, given visitors the all-important first impression of the township. Buildings that are positioned along the street will have immediate visual and long-term amenity benefits enabling active frontage and pedestrian activity along shop fronts and between public spaces.

3. Issue 3: Using sites that do not fit for rezoning to Business use

PC 29 introduces policies that require that the suitability of land for the intended commercial activity gets tested before land gets rezoned for commercial purposes. This ensures that land has the appropriate shape, dimensions and site characteristics to develop a town centre or neighbourhood centre of high calibre. The majority of site layout limitations can be eliminated or reduced by choosing the right site for the right use, or introducing the right mitigations.

### **Conclusions of Research to support PC29**

1. Research has been conducted in Rolleston and Southbridge in lieu of a larger growing township and a low growth smaller rural village. Rolleston has since the last census in 2006 nearly doubled in size and most of its business development has been built in the last 8 years. Southbridge on the other hand has stagnated in growth and development. Focusing on these two townships, six parameters were used to analyse the current urban form and its future potential. The six parameters where: 1. Built form, character& heritage, 2. Retail, community activity and infill potential, 3. Pedestrian routes and crossings and their accessibility and safety, 4. Street frontage (layout& quality), 5. Public & pedestrian orientated space (location, quality) and 6. Parking (location, layout, design).
2. The aim of the study was to identify what needed to be done to a) keep the current character (e.g. as in preserving heritage), b) to improve an area (e.g. landscaping and rebuilt) and c) to meet B1 Design standards.
3. The Rolleston study is attached in Appendix 2, the Southbridge study is attached in Appendix 3.
4. *Summary of findings Rolleston*
  - Elongated shape of B 1 zone and business zoning on one side only would have required the development of a 'de-facto' street to achieve active street frontage and development on 'both sides'; due to poor site layout and positioning of buildings only one row of shops setback from the road behind car parks has been developed
  - Business zone lacks a communal focal point or attractive public space that could form a town centre
  - Car parking is organised off-street in large car parks situated between the street and shops
  - Lack of a coherent and safe pedestrian and cycle network, which connects the three commercial areas along Rolleston Drive
  - Visual dominance of cars and car parks when viewed from public space

- Poor integration of large, dominant commercial buildings with their lower level surrounds (potential for reverse sensitivity issues between commercial and residential activities)

1. *Summary of findings Southbridge*

- Organically grown township, typical for a one-street village
  - Mixed activities within town centre could cause some reverse sensitivity issues (e.g. industrial next to residential use)
  - Three heritage buildings are within B1 zone, all of which have potential for development
  - High Street is main street through B1 zone and township, but has not been developed to its status and role (e.g. as boulevard)
  - Car parking is dominantly on-street
  - Older residential buildings have potential to be converted to business
  - Industrial buildings in town centre could be relocated to more appropriate location
  - Southern end of High street has traffic issues where four roads intersect at one point; this causes an unsafe environment especially for crossing pedestrians
5. Findings of these studies confirmed that private development has not always achieved a high quality interface with public spaces, is car focused and thus confirmed that current plan provisions are not sufficient to achieve Council's aim for town centres being high amenity places that attract people and are a symbol of community pride.

## **Submissions**

Council has received 16 submissions and 8 further submissions. This evidence is focusing on submission points raised on the following issues:

1. **Relevance to small towns** (Submitters 2 and 8)
2. **Shape of zoning** (Submitters 3, 9,11,12,13 and 15)
3. **Small Scale Development** (Submitter 2, 10,11,12,13 and 15)
4. **Large Scale Development incl. design features& operational requirements** (Submitter 7,9, 10,11,12,13)
5. **Parking and site layout** (Submitter 2, 3,11, 12,13,15)
6. **Medium Density Housing** (Submitter 13)

I have put my comments in *italic*, while describing the submission in plain text for easier reference.

### **1. Relevance to small towns**

Submitters 2 and 8 both raise the concern that Policy B3.4.22 and Rule 16.9 are too restrictive; they state that no particular allowance has been made for the circumstances of small townships in general and Southbridge in particular. Submitter 1 states that it would be difficult to achieve internalisation of car parking in Southbridge.

1. *In response I have been researching the urban form of Southbridge as a representative for a small rural village. I have analysed the current status quo of its built structure. The summaries of my findings have been listed in Conclusions of Research to support PC29 page 3; the full report is attached as Appendix 3, which also includes an executive summary on page 2.*
2. *In response to submission point 1 I consider B3.4.22 an appropriate measure to protect and enhance the listed heritage buildings and public spaces in the B1 zone of Southbridge. Southbridge is the only village in the District that contains three well preserved heritage items within a B1 zone. The township has also got a strong main street character, which is worth retaining and enhancing. This can only be achieved if the quality of these township character elements is acknowledged and protected. I see the level of control proposed in B3.4.22 necessary to achieve a stronger protection for heritage buildings and public spaces in town centres to ensure the unique character of individual villages in Selwyn.*
3. *In response to the second point that 'it would be too difficult to achieve internalisation of car parking' I would like to mention that this would only ever apply to a small portion of the sites in the B1 zone, as stated in the Southbridge study. The majority of buildings along High Street are built on the road boundary and have on-road car parking. In the case where residential housing is setback on site and these buildings would get converted to a new commercial use, there could be the need for a limited amount of off-street parking, depending on the actual activity on site. This limited amount, for example when a residential building gets converted into offices or consultation rooms, is expected and acceptable if the village character of the township is maintained. This could be achieved by limiting the amount of hardstand in the front yard, mitigate it with appropriate landscaping and retain an attractive street view. The artist's impression in Appendix 3 pg.18 of the Southbridge study shows the limited number of sites in the B1 zone in Southbridge that could potentially require on-site car parking.*
4. *Findings in the study in regards to car parking confirmed that the High Street road reserve and corridor has ample opportunity to provide for parallel and angle parking in addition to the community car park. Appendix 3 pg. 18 gives an artist impression how High Street could look like.*
5. *In my findings I conclude that the uniqueness of each township should be embraced and acknowledged. I see the suggested policy and rule effective measures to ensure that the special features of any township, independent of size and population number, are protected and enhanced.*

## **2. Shape of zoning**

Submitters 3, 9,11,12,13 and 15 raise concerns in relation to the site layout, site shape and the location of car parks within B1 zones.



- Submitter 3 considers that B3.4.22 and the control on design and form of town centres does not fit within this policy.
- Submitters 11, 12 and 13 consider that P B 3.4.23a fails to take into account the constraints that exist in the Rolleston Town Centre; they see achieving street frontage and active frontage by means of the position of buildings as being overly prescriptive impractical to achieve.

*Prior to this plan change I have been researching the urban form of Rolleston and its Business 1 zone. I have analysed the current status quo of Rolleston's built structure and the location, layout and design of existing car parks. The summaries of my findings have been listed in Conclusions of Research to support PC29 page 3; the full report is attached as Appendix 2, which also includes an executive summary at page 2. I would also like to refer to Appendix 3 of the Rolleston study which includes a site analysis of the Rolleston B1 zone.*

1. *In response to submission point 1: I do not agree with the submitter that the policy includes any controls on design or the form of town centres. The policy does not dictate the particulars e.g. architectural style and colour, but seeks to protect and enhance public spaces and avoid reverse sensitivity between activities in the B1 zone. I consider the amendment of policy B3.4.22 to be necessary to improve the built environment, particularly where buildings adjoin public spaces or a town centre contains outstanding features, such as heritage items that are worth protecting.*
2. *A number of submitters raised concerns about policy B3.4.23a in terms of not taking into account site specific constraints within the Rolleston Town Centre that make it impractical to achieve some of the design principles listed. I agree with the submitters that the shape, dimension, orientation and height difference of the Rolleston Business 1 zone is challenging from a site layout point of view; however this is the case for many larger commercial sites and not exclusive to Rolleston. I also believe that the separation of the business zone into three areas made it harder to develop a coherent pedestrian network. However I do not consider that site constraints listed above justify below standard outcomes or bad design; once limitations are identified it is a design issue to work around them and develop the site accordingly. In the case of the Rolleston Town Centre site, which is confined to one side of Rolleston Drive only, the challenge was to overcome the lack of street frontage and to provide linkages between the different areas to give the impression of 'one town'.*

*One way this could have been achieved is with a well-designed 'de-facto' street, which would have allowed for development either side, and parallel parking in front of buildings. Public spaces and north-west facing outdoor seating areas could have developed along a continuous pedestrian network. Looking at the site dimensions of the B1 areas in Rolleston I can confirm that they have enough depth (80m+) and length to develop such a 'de-facto' street. The different models in the 'Design examples' brochure attached as Appendix 1 on page 17 illustrate that 65m is enough for a two-side development. I have also demonstrated on page 8-11 how the 'Masefield Mall site' could have been developed in different ways, all*

*of which provide a better design outcome than the previous resource consent option. I therefore consider that it is possible to meet the requirements of B3.4.23a within sites that have constraints in general and Rolleston in particular.*

*In regards to the submitters point that achieving street frontage and active frontage by means of the position of buildings is being considered as being overly prescriptive. The points listed within B3.4.23a are a catalogue of design principles that together make up attractive spaces and good urban design- street and active frontage being one of them. How they are interpreted on site depends on the individual circumstances and how site dimension and proposed activities work for each other. In my opinion it is the developer's responsibility to demonstrate how to achieve a good outcome for their commercial site. In order to achieve active frontage the orientation of buildings on site and the location of car parks are the determining factors. The option for achieving active street frontage with a de-facto street as mentioned above is one method, but it is by far not the only one.*

*I consider the points under B3.4.23a as comprehensive, but not overly prescriptive in the way they can be achieved.*

### **3. Small Scale Development**

Submitters 2, 10, 11, 12, 13 and 15 raise concerns in relation to existing development constraints and active frontage, retail fronting on-site public spaces and design features adjoining a road boundary.

Please note that submissions on the location of car parks in the Business 1 zone for small scale development have been addressed in **Parking and Site Layout**.

- Submitter 2 considers that the commercial makeup of the B1 zone and the orientation of development on the Plunket site make Rules under 16.9 inappropriate
- Submitter 10 considers rules 16.11.1.1(2) and 16.9.1.4 unnecessary and onerous

1. *I disagree with submitter 2 that onsite constraints in Southbridge and the Plunket site in particular requires exceptions to rules 16.9.1-4 and 16.9.2. Development on the site is established and has existing use rights, which means consent is not required for the current activity. Looking at the site and how the individual rules would affect it, I have assessed it as follows: the activity is situated on a corner site, is north-facing and accessed from the south. The site has active frontage with High Street and Gordon Street via large bay windows (Rule 16.9.1.2), a car park is provided not between the frontage of the plunked rooms, but next to them (Rule 16.9.1.1). The fence on the southern side exceeds the 1m maximum permitted (Rule 16.9.1.3), but the increased height could be justified to keep children safe. I consider the requirement for a veranda under rule 16.9.1.4 as not appropriate in this particular circumstance.*

*However, the proposed rules are generic and addressed to the Business 1 zone in general to support the town centre. Characteristically the town centre has shops facing the street and verandas providing shaded pedestrian areas that can also be used by shop owners to have outdoor seating or display their goods. Southbridge has a limited amount of verandas along High Street. Should development occur adjacent to those existing buildings a veranda would be one design element to strengthen the street frontage and pedestrian routes.*

*I consider the rules appropriate to apply to all Selwyn townships in order to achieve the anticipated outcomes.*

- 2. I disagree with submitter 10 and do consider rules 16.11.1.1., 2. and 16.9.1.4 are not particularly onerous. In particular I consider 16.11.1.1 and 2 as crucial to change the general 'face' of Selwyn townships and how they get perceived. The two most influential components of site layout are a) car parking and b) the placing of buildings on site. The 'Design examples' brochure in Appendix 1 shows examples on pg. 13 - 16 that demonstrate how this can be achieved for various activities.*

*Rule 16.11.1.1 aims to separate the two to give pedestrians their own space and create attractive fronts. Buildings that are placed on the site boundary with roads have the opportunity to design their front in a pedestrian friendly way that attracts potential customers. This is not possible if large areas of car parks obscure direct views or make it difficult to access shops or offices. Buildings with large glass windows instantly create active fronts that allow for interaction between private space (shop) and public space (footpaths, roads). Verandas create a continuous pedestrian parade (often also providing shade and shelter if under cover) which forms the characteristic look of one-street towns, such as Leeston or Southbridge.*

*As previously mentioned under discussion point 1 Rule 16.9.1.4 is a generic rule that is addressed to strengthen the street frontage and establish sheltered and safe pedestrian routes. Traditionally verandas have been a common design features in historic town centres (e.g. Leeston) along the main road. In almost any recent shopping development some type of veranda has been developed over the entrance of shops. I assume the issue that submitter 10 has, is that it becomes a requirement for each and every development independent of type or activity. The direction that Council wants to pursue is that continuous row of verandas are to be developed as the norm along retail activity fronts for reasons mentioned above. Exceptions where this might not be appropriate need to be considered on a case by case basis.*

*I consider the rules appropriate to apply to all commercial activities and in all Selwyn townships in order to achieve a homogenous outcome.*

*I consider Rules 16.11.1.1., 2. and 16.9.1.4 essential changes to the District Plan provisions in order to achieve a noticeable change in the way town centres can be accessed and perceived.*

#### 4. Large Scale Development incl. design features& operational requirements (Rule 16.10)

Submitters 7, 9, 10, 11, 12, 13 raise concerns that matters of discretion are overly restrictive, too wide, too subjective and too uncertain, that rules are inconsistent and impractical, that requirements for specific design features are inappropriate or impractical for Large Format Retail (LFR) and that the effects of small and large development are different from each other.

Please note that Mrs J Reeves has discussed submission matters in regards to Rule 16.10.3.1 in her evidence.

- Submitter 9 considers 16.10.3.5 as especially prescriptive and as being already covered
- Submitter 10 considers specific design features as inappropriate and impractical for large format retail; the submitter has concerns with Rule 16.10.3.9, which includes a degree of compliance with the standards for small scale development
- Submitters 11, 12 and 13 consider the matters of discretion under rule 16.10.3.1 as too wide, too subjective and too uncertain; the submitters consider it artificial to constrain development if neighbouring sites have not been developed to the District Plan maximums.

Examples for Large Scale Development or LFR are supermarkets, warehouses and malls. The B1 analysis on Rolleston attached as Appendix 2 focuses on pages 12-14 on existing and proposed supermarkets in the Rolleston town centre. There are several reasons for elaborating on supermarkets. For one their physical size, multi-storey height and their bulk are in stark contrast to surrounding low level (residential) development. Their corporate colour can make them stand out. Supermarkets also create activity and function as one of the most important (commercial) anchors for town centres.

Attractive spaces and good design derive from site layout and how buildings integrate with their surroundings and to a lesser degree from the architecture of the individual building. A well -designed space will always stand out. I consider the following design elements essential to help to strengthen the built environment:

1. Buildings built along the street boundary,
2. Buildings with a continuous building line with adjoining structures and
3. Buildings' frontages situated along the road having windows and doors

*In the brochure 'Design Examples for Commercial Development' I have chosen New World supermarkets in Levin, Otaki and Ohakune as examples of well-designed supermarkets.*

*Rule 16.10.3.1 states the assessment matters that summarize the expected outcome for large scale development. In general terms this triggers development that has a gross floor area of 450m<sup>2</sup> or more, which is likely to be more than just a couple of shops and will most certainly have effects on the surrounding environs. The higher likelihood of having negative effects and reverse sensitivity issues provides the basic reasoning for why PC29 distinguishes between small and large developments in the way they get assessed. Large developments*

*automatically require resource consent as a restricted discretionary activity. The matters of discretion are listed under 16.10.3.1-16.10.3.9.*

*In regards to submitter 9 pointing out that rule 16.10.3.5 being especially prescriptive and that this rule has been covered elsewhere. I agree that assessment matter 16.10.3.5 is worded in a fairly dogmatic way. There are several reasons why I consider this in this particular case as appropriate. The list of assessment matters in 16.3.1-9 can be used to determine what is required to achieve attractive spaces and good urban design for large scale development. Rule 16.10.3.5 in particular states continuous building lines and active street frontage, verandas and pedestrian routes. I consider these assessment matters as essential to achieve vibrant, walkable and accessible streets that in turn support a thriving town centre. In my opinion they are crucial at a site layout level and hence need to be explicitly spelled out.*

*Previous District Plan provisions have been lacking in direction and directness in the objectives and aims and results have been less than satisfactory. The importance of continuous building lines, verandas, active street frontage and pedestrian routes in particular have been highlighted throughout this submission, the B1 Background report and Mr Hattam's report.*

*In terms of their importance and functions I consider pedestrian routes and active frontage as essential design matters that need to be part of any site layout design. Pedestrian routes that are along pedestrian desire lines and that connect between shops and public spaces will open up a place to pedestrians and to activity. The way a building faces the road is detrimental for achieving a relationship with the most important public space- the street.*

*Due to the way these two design parameters impact on site layout the objectives need to be clear and need to apply to all new development. I see continuous building lines and verandas as not as important in terms of their impact and would describe them as supporting design matters. Their main function is to help the existing framework to create a street scene with physical and visual amenities and structures. Nevertheless they add value and have been traditionally used to improve pedestrian routes, which in turn is one of the main objectives of this plan change.*

*I consider the importance of these assessment matters justifies their comprehensiveness and prescriptive nature.*

Submitter 10 considers specific design features as inappropriate and impractical for large format retail. The submitter mentions verandas, footpaths, continuous building lines and active frontage. I have also included some comments in regards to the operational layout of supermarkets, though not mentioned specifically by the submitters, I feel they are part of the argument of site layout.

I have commented on the individual features below.

### Verandas

*Verandas can be defined as partly enclosed porches or open pillar galleries providing a sheltered pedestrian space along the outside of a building. Verandas are used by shop owners to create shaded and sheltered outside areas for seating or to display their goods. Verandas help to strengthen the high street character of a town centre by providing a continuous (building) line along the street boundary and are historically present in one-street towns, such as Leeston. Newer developments that have verandas or canapés over their entrance include Lincoln Dale and Rolleston Square. Most shop fronts do have verandas in one way or the other. In the context of large scale development verandas also provide a visual transition to adjoining low level buildings allowing big boxes to blend in with surrounding sites. Continuous weather protection is important to the usability of a centre and gaps in the veranda coverage can weaken the effectiveness of this, hence the need for this rule.*

*The Business Design guide and the 'Design examples for commercial development' brochure show examples of Large Scale development that use verandas over their entrance and along street frontages.*

### Good Design examples are:

*The Warehouse- (Queenstown and Alexandra)*

*New World supermarket (Ohakune)*

*New World supermarket (Levin)*

*New World supermarket (Otaki)*

*I consider verandas as a design feature that benefits pedestrians in numerous ways, creates height transition and modulation and hence needs to be considered as part of PC29.*

### Footpaths

*Appropriate layout and design of footpaths along large scale developments increases the amenity for pedestrians and their willingness to linger, stay and essentially shop. Large Format Retail can be visually very unattractive and the lack of direct and safe pedestrian routes between premises does emphasize this. Large numbers of car parks further discourages people from walking. Current site layouts have either neglected to provide for pedestrians altogether, or the attempted provisions do not follow natural desire lines, or directs pedestrians along unpleasant blank walls with no lighting.*

*The numerous economic, social and health benefits of walking have been extensively discussed throughout the Background report.*

*The baseline is that PC29 is putting special emphasis on increasing pedestrian activity by improving pedestrian (public and private) spaces and by requesting easy, direct, short and safe routes and crossings. The quality and accessibility of footpaths determines if they are frequently used and if they succeed in linking between attractions, places and buildings. PC29 seeks to achieve a high accessibility for LFR from surrounding sites. This includes taking*

*advantage of adjoining reserves and public spaces that naturally have a high frequency of pedestrian activity. By strategically aligning footpaths to join up commercial developments can tap into a flow of potential customers.*

*Large Format Retail has a clearly defined front with customer entrances and a back usually used for service and delivery. The following examples demonstrate LFR that has taken advantage of determining a clear 'front' and 'back'. The New World in Levin provides footpaths through its car park and along the street front. It also has a pedestrian only access point to the site adding security to the pedestrian routes along the front and side elevation.*

*Good Design examples are:*

*New World supermarket (Levin)*

*Rotherham Street- (Riccarton)*

*I consider footpaths an essential design feature to enhance pedestrian activity within a town centre; footpaths need to be considered as part of PC29.*

*Continuous building lines*

*The Design Parameter continuous building lines supports new development to fit in with the surroundings. Especially along a main street, buildings provide the vertical anchor to form the street scape; when viewed side on the façade and roof structure of the individual buildings forms a chain of various architectural types and styles. In order to form some continuity and 'rhythm' within the town centre new development should take up the existing building lines and interpret them into their own design. In doing so the site context gets acknowledged and the new development integrates visually.*

*The architectural drawing on page 14 of the 'Design Examples for Commercial Development' demonstrates how two different buildings can complement each other by using continuous building lines.*

*Good Design examples are:*

*The Famous Grouse (Lincoln)*

*Former New Regent Street (Christchurch)*

*Riccarton (Christchurch)*

*I consider continuous building lines a helpful design feature to strengthen the built form in a town centre; building lines should be considered as part of PC29.*

*Operational requirements including entranceways*

*While the site layout determines how buildings get placed and orientated; it also determines the 'front', 'side' and 'back' of the building, thus having an influence on where naturally the service areas have to go and where the entrance will be. While the front and back of buildings have a strong language in terms of their use, the side elevations could be used either way; they have potential to be used as a second 'front'.*



*The internal layout follows the site layout and both are responsible of LFR's ability to create active frontage. Supermarkets in particular argue that their internal layout requires checkout and lobby to be located in close proximity to customer car parking; naturally entrance and exit points are located close to the checkout areas. This arrangement however clusters all activities in one spot and identifies the side facing the car park as the 'front' of the building. The Option A in the 'Design examples' brochure on pg.18 demonstrates a typical supermarket layout (such as the new Countdown in Hornby). Other examples however demonstrate that check out and lobby area can be placed adjacent, yet separate from each other. This arrangement helps to justify two entrances, one of which is off the carpark and one which is off the street. Having an entrance and the busy check out area behind glassed shop windows creates an instant active frontage and relationship to the adjoining public space and is a much better design solution.*

Examples are:

*Big box site layout, 'Design Examples for Commercial Development' page 18  
NW, Levin, Manawatu-Wanganui*

*I consider the operational requirements of large scale development need to be taken into account when developing a site; the provided examples demonstrate that there are solutions that will enable active street frontage.*

## **5. Parking and Site layout**

Submitters 2, 3, 11, 12, 13 and 15 raise concerns in relation to the layout of car parks in the Business 1 zone.

- Submitter 3 considers that preventing parking from being established between retail and roads overlooks the function of large format retail
  - Submitter 11 notes that large developments will be designed to integrate with car park
  - Submitters 11,12 and 13 consider that rule 16.10.3.2 fails to recognise that it is impractical that building entrances should face the street, but car parking be located at the rear
  - Submitter 12 states that Rule 16.10.3.6 is too prescriptive and does not take into account the orientation of sites.
  - Submitters 12 and 13 note that rule 16.9.1.1 is too prescriptive and cites examples of where car-parking between shop fronts and the road may be required
  - Submitter 15 considers that policies B3.4.23a and B4.3.6 has not taking into account situation where it is more suitable to have car parking in front of buildings
1. *As the submitter did not elaborate what he or she means by 'function of LFR' I have used my own conclusion in that the main function of large format retail being to provide a wide range of products that are conveniently located under one roof, in one location to customers. The*



*main convenience being to shop in one location without leaving the building. Depending on the type of large format retail, customer car parking needs to be in proximity to the shopping complex. PC 29 seeks to position commercial development on the road boundary with (main) streets, which results in car parking to the side or back. This requirement will still allow people to park their car, walk to the building and shop. The only difference will be that the building will have to demonstrate a relationship/ active frontage with the road and that some car parks will be away from the street view.*

*I consider that directing car parks to the side and back of buildings will not affect the function of retail and hence an appropriate achievable objective.*

2. *The second submission point can be described as the chicken and egg debate. The question is should a building be integrated to fit with a car park, as suggested by submitter 11, or should other design parameters, such as building location on site or pedestrian orientated spaces be determined first and the location of car parking be a subsequent decision? In my opinion the answer lies in the overall management of site layout. I believe that within the design process all design elements, including buildings, roads and footpaths, need to be taken into account at the same time. This prevents 'after thoughts', which in practicality are elements that have been up till now not been considered part of the 'must-have' list of site layout.*

*As mentioned before, the two most influential components of site layout are car parking and the placing of buildings on site. I do acknowledge the amount of space and importance car parking takes up on a site, I do however not consider it the deciding factor. The real life examples in the 'Design examples for Commercial Development' brochure as attached in Appendix 1, demonstrate that car parking for LFR can be accommodated around the side or back of the buildings, rather than making it the 'show case' by putting parking at the front. I consider the policies and rules within PC29 appropriate to determine the location of car parking in order to achieve a good site layout, which gives effect to all site elements and will achieve a high amenity environment.*

3. *Submitters 11, 12 and 13 consider that rule 16.10.3.2 fails to recognise that it is impractical that building entrances should face the street, while having the car park at the rear. I agree with the submitters that it is indeed unacceptable to separate car parking from the entrance to the shops, if customers have no choice of a direct route and are left to find their way through a sea of car parks and around corners to make it to the door.*

*But this would most likely be the case anyway if the entrance was at the rear and the site had a non-existent pedestrian network. The principal debate is not about the location of car park and entranceway, but about having a site layout that allows customers with different transport modes to safely reach the premises and shop. The submissions received seem to focus on customers arriving by car only. Every customer that arrives in a car will go on foot do his or her shopping; so no matter how people arrive they are dependent on good pedestrian routes that lead them to their destination.*

*In my research I have come across supermarkets that have found a good balance by having two entranceways. One entrance being located at the front, providing street frontage and access from a road entrance, while a second 'side or back entrance' can be used by people arriving in cars. The 'Design Examples for Commercial Development' brochure shows with the New World in Levin on pg. 4 and the Tanasbourne Streets in Oregon on pg.11 how the practicalities of car parking and active street frontage work.*

*I consider Rule 16.10.3.2 being practical in the way that car parking and entrances can be located on site to achieve the assessment matters objective.*

4. Submitters 11, 12 and 13 consider that Rule 16.10.3.6, which looks at the design and layout of sites in relation to car parking areas, as being is too prescriptive and not taking into account the orientation of sites. *In case of supermarkets and LFR's car parking areas take up to half the space of a site and are the single most influential element on a site apart from the actual building. I consider it necessary to give exact descriptions under Rule 16.10.3.6 a-d as development under the current plan provisions has shown that other site layout elements derive from the location of car parks. I have analysed in the Rolleston study, attached as Appendix 2, how street frontage, pedestrian movement and public spaces are influenced by car parking. I have also illustrated throughout the 'Design examples' brochure attached as Appendix 1 examples of different car parking types that achieve attractive solutions.*
5. *In response to the first part of discussion point four I agree with submitter 12 that Rule 16.10.3.9 is prescriptive for the following reasons. The previous provisions in the District Plan made no comments as to where car parking needed to be located resulting in design that favoured car parks as the central part of development; thus pretty much eliminating the opportunity for buildings having an active street frontage. This lack of direction allowed metal dominating our street views. Rule 16.10.3.6 aims to make significant changes by replacing cars with buildings (and rightfully placing their architecture into the limelight), resulting in a satisfactory design that encourages busy streets with plenty of foot traffic, attractions along safe pedestrian routes that open up into existing and new public spaces.*

*In regards to the second point: I consider the orientation of a site one of many parameters that need to be considered at the initial design phase. The orientation of a site affects how a site can be accessed and how buildings need to be positioned on site. Naturally not all sites have the ideal north or north- west facing aspect, but at the same time not all activities require extensive amounts of sunlight. Rule 16.10.3.6(a) therefore gives the option to locate car parks at the rear or the back, depending how buildings need to be positioned on site to optimize sunshine hours, avoid prevailing winds or work with the given site restrictions. Examples in the B1 Design guide demonstrate various car parking layout examples for how this can be achieved.*

*While the rule does not explicitly mention orientation, it has taken this design parameter into account and has provided design options that can be applied to different sites.*

6. *I acknowledge that Rule 16.9.1.1 is limiting car parking on site to either the back or the rear as a permitted activity. I agree with the submitter that there are cases where car parking in front of a building is a practical solution, but these are unusual and would generally relate to small parts of a large development. The way parking is provided still needs to achieve all of the design objectives listed in Policy B3.4.23a. The rule's direct approach is aimed to prevent car parking precluding the ability for active frontage along roads; street frontage being one of the main objectives as mentioned in discussion points earlier. While the rule does not allow parking in the front as a permitted activity, it still allows for other methods to be applied for within the methods of resource consent. The 'Design examples' brochure attached as Appendix 1 on page 13 demonstrates how parallel car parking within the road corridor in front of shops achieves active road frontage and good pedestrian flows.*

*I consider the directive of Rule 16.9.1.1 appropriate to achieve the objective outcomes.*

*In response to submitter 15 who considers policies B3.4.23a and B4.3.6 have not taking into account situation where it is more suitable to have car parking in front of buildings. Policy B3.4.23a is aimed to provide more specific direction than existing policy 3.4.4 with having a catalogue of design principles that together make up attractive spaces and good urban design- this includes the design and layout of car parks. I agree with the submitter that there might be circumstances where it is appropriate to locate car parking in front of buildings and have stated examples where this might be the case in the submission point above. The policy does not preclude the ability for developers to demonstrate a good solution for accommodating car parking in front of buildings; the policy does however give direction on the outcome and the objectives that are to be met independently of circumstances. The preference on pedestrians over car parks is justified to achieve a walkable and well integrated town centre and this objective takes precedence over the position of car parking spaces.*

*I consider the B3.4.23a as a comprehensive framework which can be interpreted to fit for the individual site.*

#### **Medium Density Housing and Comprehensive Housing (Policy B3.4.27)**

Submitter 13 considers that Business 1 land should be preserved for business activities.

- 1. I disagree with submitter that B1 should be for commercial use only for the following reasons: Studies have confirmed that mixed use, if designed well, has numerous benefits for the community and its residents. Introducing multi-storey residential buildings and domestic living arrangements within commercial sites increases the activity in the area (up to a 24h extended night time activity) with residents coming and going. The increased activity on the streets and places then in turn increase the perceived safety of a place. The bulk and layout of residential apartments would not be a lot different from an office block.*

*Mixed housing provides the opportunity to work and live in the same area or even in the same building; it supports sustainable living and reduces the carbon footprint in terms of daily transport costs for residents commuting to and from work. It also provides an alternative form of living to those who enjoy living in close proximity to all the town centre facilities. People with no or limited private transport option might benefit. Providing mixed housing or comprehensive housing opens options for businesses. Flexible building modules could either be used as a business premises that can later be converted into residential lofts.*

*Medium Density Housing (MDH) is currently a permitted activity in the Business 1 areas. The current provisions don't guarantee the same high amenity outcome as for other MDH in residential zones. Policy B3.4.27 seeks to ensure that the high standards expected in residential areas get transferred to business areas that contain medium density housing/ residential development.*

*I see Business 1 areas, if designed in accordance with PC29, as neighbourhoods of high amenity and standard with community facilities and provisions similar to that in residential*

*zones, which have medium density or comprehensive housing as a well-integrated component.*

*I do not agree that business land should be exclusive for business activities and consider the Policy B3.4.27 an appropriate way to achieve a mixed use environment.*

Plan Change 29  
**Appendix 4a**

# Plan Change 29– B1 Design



Design Examples for Commercial Development

**D R A F T August 2011**



## SELWYN DISTRICT COUNCIL

**Design Examples for Commercial Development**

Draft July 2011

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# 1 INTRODUCTION

The following document is a collection of examples where good urban design practise within different types of Business development has been applied.

This document is divided into three sections:

- **Section one** is looking at best practise examples for supermarkets, how they are located on site and what methods have been used to achieve good street frontage, accessibility and integration with their surrounds.
- **Section 2** provides examples that show how large format retail, such as warehouses, can be positioned on site to blend in and be designed to a high standard
- **Section 3** looks at rows of shops and individual commercial buildings and their successful establishment in town centres and residential neighbourhoods
- **And Section 4** shows best practise examples for different issues that frequently occur within business development, such as parking or street frontage

The examples shown have been chosen for their ability to demonstrate the compliance with one or many design principles that PC 29 is trying to achieve in Business 1 zones.

Design principles include:

- Layout and Design
- Accessibility
- Scale and Form
- Variation and Modulation
- Active Frontage

The majority of the examples are from New Zealand, with some examples from the USA. All but one example have been built. The one exception includes Masfield Mall (Section 2) where a number of scenarios are used to illustrate what can be built on site and how these proposals would achieve an attractive town centre.

## 2 LARGE DEVELOPMENT

### 2.1 SUPERMARKETS

#### New World, Levin, North Island

##### Layout and Design incl. walking routes and public space

The building has been positioned on site to take advantage of its street frontage with Bath Street.

The car park is framed by buildings and landscaping around the edges softens the hardstand area without losing the view into the site and to the building.

Pedestrian routes are provided by different colored paved walkways that give a clear distinction from the asphalt surface of the car park; a extra wide footpath along Bath Street creates a wide separation distance to the carriageway and moving traffic.

The street facing seating area of a Café is located in the corner of the New World building. This activity is well integrated and creates a good street frontage along Bath Street with big bay windows.

##### Accessibility for all transport modes

The site is in close proximity to the national route of SH1;

The site provides a well-designed car parking layout to the side of the supermarket. Bath Street has a taxi stand each way and a sheltered bus stop in the mall car park opposite the site, which can easily be accessed via the provided pedestrian crossing. Pedestrian only access to the site off Bath Street is provided to the car park and to the entrance of New World.

##### Scale and Form

The building's height and bulk is well positioned on site. It has step ins and architectural detail that visually reduces the length and height of the building. Surrounding buildings are of similar style. The height to width ratio of the building works with the road corridor of Bath Street.



A wide path provides a safe pedestrian route and crossing



A clearly marked, direct pedestrian route leads from the entrance/exit of the building through the car park



Pedestrian only access is provided to the site from the road

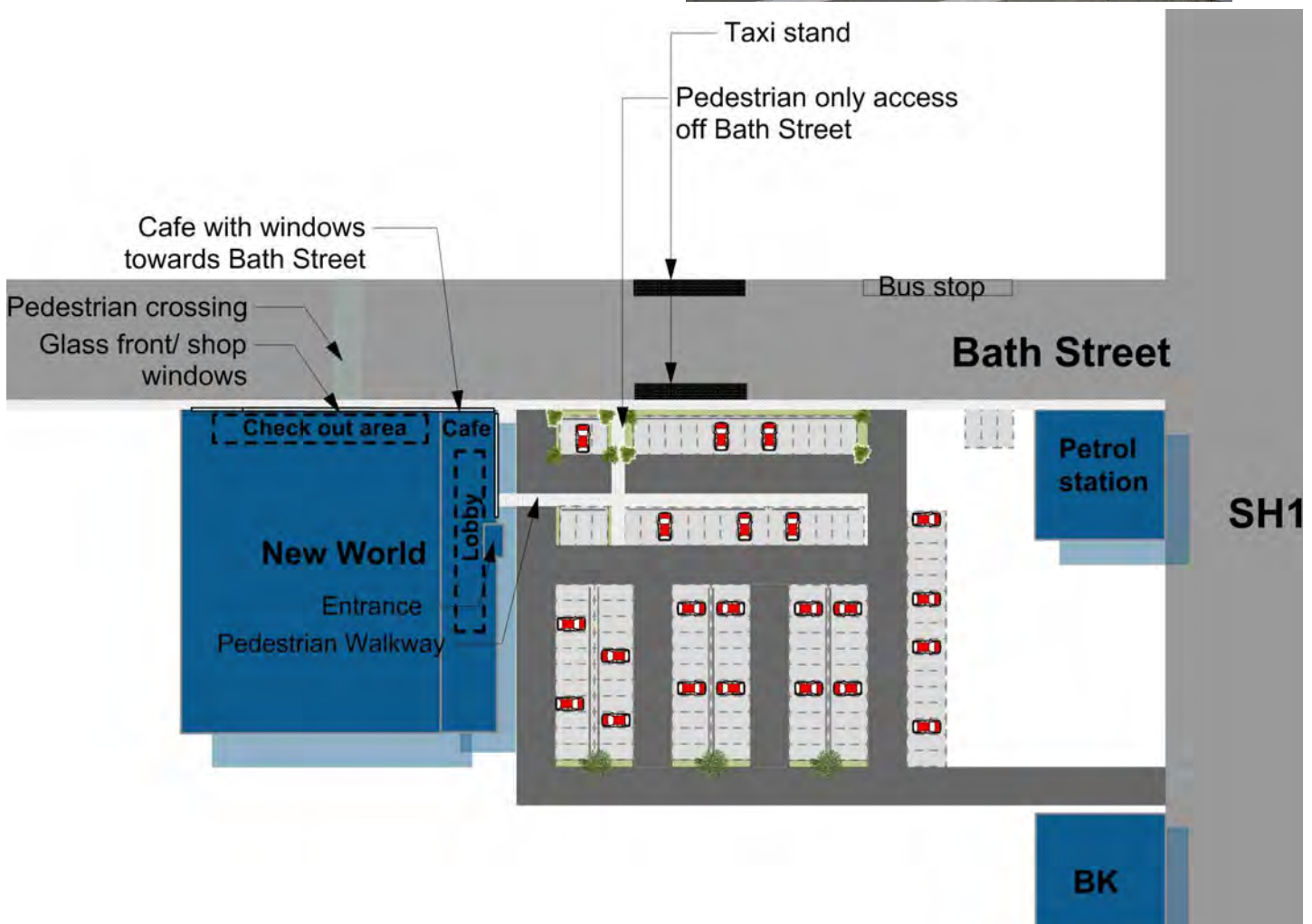
### Variation and Modulation

The building is using different type of material and colour to visually separate the ground and top floor and to provide an interesting façade and entrance. The use of step ins splits the length of the building into different modules.



### Active frontage

The supermarket provides plenty of active frontage with a glass front & entrance along Bath Street. The internal layout has both entrance/exit off the street and towards the car park; the lobby area is accommodated within a lower front part with a verandah. The checkout, being the busiest area of the building, faces the street and is able to have an interface with the road via windows stretching along the entire front. A glassed shop front allows passive surveillance from the street to the check out area.





## Otaki, Wellington

### Layout and Design incl. walking routes and public space

The building has been positioned on site to take advantage of its street frontage with the State Highway.

The car park is positioned to the side of the building. Some short term parallel on road parking is provided.

The entrance to the supermarket is provided at the corner of the building via a lobby that fronts both the car park and the road.

### Active frontage

The supermarket is located on the road boundary with SH1. The building provides plenty of active frontage with a glassed shop front and having the entrance and exit to the supermarket off the road. Unfortunately a lot of the visibility is reduced by signage taped to the shop windows.



A glassed shop front faces the street and extends along the entire length of the building on pedestrian height level; Short term on road parking is conveniently located on the entrance to the supermarket

## Ohakune, Manawatu-Whanganui

### Active frontage

The supermarket is located on the road boundary with Goldfinch Street. The building provides plenty of active frontage with a glassed street front and having the entrance and exit to the supermarket off the road. Car parking is accommodated at the side and the rear.

### Scale and Form

The building's shape and form is well integrated with adjacent buildings. The bulk and height of the supermarket does not stand out, but has been incorporated into the High Street design character.



The supermarket blends in with the surrounding buildings; Short term on road parking is conveniently located at the entrance to the supermarket

**Other examples with similar layouts are:**

**New World Lyttelton,  
4Square Akaroa,  
4Square Hamner Springs**

## 2.2 LARGE FORMAT RETAIL (LFR)

### The Warehouse, Alexandra

#### Layout and Design incl. walking routes and public space

The building has been positioned on site to take advantage of its street frontage with Limerick Street. Its integrated well and maintains a continuous building frontage with adjacent buildings. The car park is located opposite and framed by buildings.

Pedestrian routes are provided with footpaths both ways.

#### Accessibility for all transport modes

The site is located in the town center and in walking distance to other commercial premises.

The site provides short term car parking bays parallel to the road and long term car parking opposite the site.

#### Scale and Form

The building's height and bulk is well positioned on site and is mirrored by buildings on the opposite side. Architectural detailing helps to visually reduce the length and height of the building. Surrounding buildings are of similar style.

#### Variation and Modulation

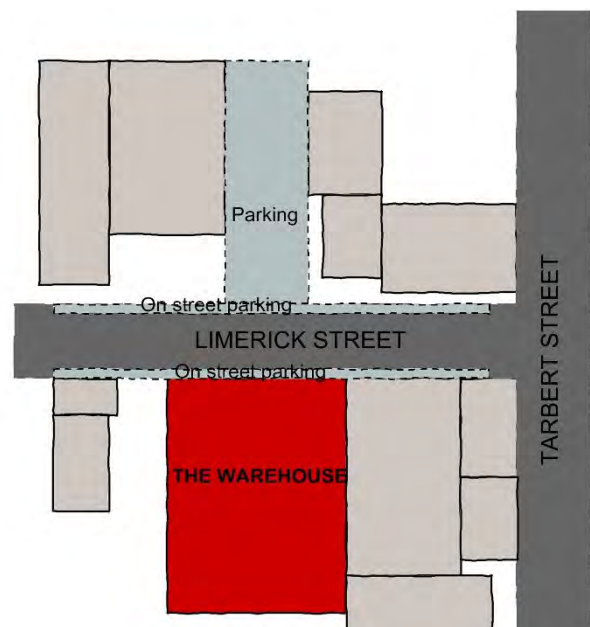
The building is using different type of material and colour to visually separate the ground and top floor. Pillars separate the façade into smaller modules. The use of various roof types adds to an interesting façade and helps to reduce the length of the building.

#### Active frontage

The Warehouse provides active frontage with having its (glass) entrance off Limerick Street. The internal layout has both entrance/exit to the street. The checkout, being the busiest area of the building, faces the street. Note that the amount of active frontage is very limited and less than ideal.



The entrance to the Warehouse stands out and can be accessed off Limerick Street



The Warehouse building blends in well with the surrounding built structure in terms of style, height and bulk



Commercial premises built on the road boundary create a High Street character





Short term and disabled on road parking is conveniently located close to the Warehouse's entrance. The street frontage is strengthened with having the glassed entrance way off the road. The building's considerable length has been visually split into 6m modules. Architectural details and windows at the top floor create a appealing façade.



A limited amount of car parks are located close to the Warehouse's entrance. The building's demonstrates modulation and the use of locally sourced building material. The shop's entrance is accessible from wide pedestrian areas. Architectural detail, windows and colour on the top floor create an interesting façade.

## 2.3 LARGE DEVELOPMENT

### Masefield Mall, Rolleston

The “Masefield Mall” site in Rolleston is a 4.7ha commercial property currently held in three different ownerships. A Countdown supermarket and associated car parking is currently been built to the northwest using about 1/3 of the overall site. The remainder of the site has obtained consent for establishing a shopping complex and office buildings. Council has had strong interest in this site and discussions with the potential developers has resulted in a number of design options, shown below.

The site’s shape has also a resemblance with a commercial site in Portland, Oregon, called the Tanasbourne Streets. This commercial development has been used as an example to demonstrate how active frontage and good accessibility for all transport members have been successfully achieved on a site that shows similar site characteristics to that of Masefield Mall.



## RESOURCE CONSENTED OPTION

### Layout and Design incl. walking routes and public space

Buildings have been positioned on site around car parks; the front of buildings face generally inwards while the back and service lanes are faced towards surrounding streets. One pedestrian route is provided through the car park. Footpaths are along the edges of buildings.

Public seating areas are located in corners adjacent to the carpark.

### Accessibility for all transport modes

The site is located in the town center and in walking distance to other commercial premises.

### Scale and Form

The building’s height and bulk is well suited to the site. It shows step ins and architectural detail that visually reduces the length and height of the building. There is no height transition to one-storey residential buildings to the East.

### Active frontage

Due to the orientation and location of the buildings on site, buildings do not have active street frontage with either one of the three surrounding streets. The internal layout has entrances/exits off car parks; service areas and staff parking and the general ‘back’ of buildings is situated along the road boundaries

**Proposed Design** -The resource consented proposal for the Masefield Mall site with the Countdown supermarket building in the North’/ West corner



## PROPOSED DESIGN 1

### Layout and Design incl. walking routes and public space

Buildings along Masefield Drive have been repositioned on site (T5-T8) to allow for a de-facto road being built between them; the location of a building frames the car park. Possibilities for public orientated space with a west orientation have been created (1-3)

### Accessibility for all transport modes

An additional pedestrian route is proposed running parallel to Rolleston Drive. A separate access way off Masefield Drive is formed as a de-facto road with footpaths either side.

### Active frontage

Due to the reorientation of buildings, T6-8 now have some active street frontage along Masefield Drive.

**Proposed Design 1-** Design suggestion of how the proposal could achieve more street frontage with minimal changes to the layout



## PROPOSED DESIGN 2

### Layout and Design incl. walking routes and public space

Buildings have been orientated along Masefield Drive and two de-facto streets that cross the site in north-south and east-west direction. Buildings are grouped to create an accumulation of built structure. Car parks are generally located behind or to the side of buildings. Some on-street car parking is provided along Masefield Drive. Greater separation distances between multi-storey buildings and adjoining residential housing is achieved by having parking between the two activities. Pedestrian oriented space is created along pedestrian routes and where north-west orientation can be achieved.

### Accessibility for all transport modes

Two pedestrian routes run parallel to Rolleston Drive, footpaths along the road frontage can be utilized. A separate access way off Masefield Drive is formed as a de-facto road with footpaths either side.

### Active frontage

Buildings are positioned on site to have active street frontage with Masefield Drive (collector road into the township) and create an internal street.

Design solution which shows the same ground floor area as consented, but which introduces de-facto streets to create street frontage. Short term parking is positioned in front of shops and the majority of parking is located behind buildings; the Countdown supermarket and car park has not been changed as the building is in the process of being built





## 2 The Tanasbourne Streets, Oregon

### Imported into Masefield Mall site

- Layout and design creates safe pedestrian routes, clear directions for cars and attractive public spaces
- Car parking is distributed throughout the site and located behind buildings
- A de-facto street gives access to the site and allows buildings to have active 'street frontage'
- Variation and Modulation of buildings can be achieved by having big box development integrated and sleeved with smaller shops
- Active frontage is achieved by having buildings along road boundaries that screen the car park

Design of The Tanasbourne Streets, Oregon, which has been built, imported into the Masefield Mall site location



## Merivale Mall, Christchurch

### Layout and Design incl. walking routes and public space

The mall layout takes advantage of its street frontage with Papanui, Aikman and Office Roads.

The car park is located behind the buildings and landscaping around the edges softens the hardstand area without losing the view into the site and to the building.

A Countdown supermarket is integrated as part of the mall sleeved by smaller shops along Papanui Road.

Pedestrian routes are provided by footpaths along the road corridors, but not through the car park.

### Accessibility for all transport modes

The site is on the bus route and in close can be accessed via public transports in close proximity to the national route of SH1;

The site provides a well-designed car park which is situated to the back of the supermarket and mall.

A traffic monitored pedestrian crossing is provided.

### Scale and Form

The mall's buildings are well designed and the architectural detail stands out creating a pleasant outlook. Surrounding buildings add to the style. The height to width ratio of the building works with the road corridor of Bath Street.

### Variation and Modulation

The mall consists of various buildings of different type and style. The use of material and colour visually separates them into individual modules.

### Active frontage

The mall has plenty of active frontage with shop windows along Papanui, Aikman and Office Road. The internal layout has both entrance/exit off the street and towards the car park.





## 3 SMALL SCALE DEVELOPMENT

### 3.1 ROW OF SHOPS

#### Subway, Lincoln

##### **Layout and Design incl. walking routes and public space**

The row of shops are setback on site to allow for some angle parking in front. Entrances and large shop windows face Robert Street. Car parking bays are created within the road corridor, but setback from the shop fronts, allow a wide pedestrian route and public space in front of the buildings.

##### **Accessibility for all transport modes**

The site is in close proximity to public transport and conveniently located in the town center of Lincoln.

Some car parking in addition to the parallel car parks are provided on-road.

Pedestrian access to the site is provided via extra wide footpath that links the site to the main street.

##### **Scale and Form**

The building's one-storey height blends in well with the surrounding sites which are of similar bulk and height. Architectural details in the form of pillars visually reduces the length of the building.

##### **Variation and Modulation**

The shops use some corporate colour to visually separate the shops and to provide an interesting façade and entrance. The use of pillars separates the shops into different modules.

##### **Active frontage**

The shops provide plenty of active frontage with full length glass windows. All shops are accessed off Robert Street. Windows stretching along the entire front allow an excellent interface and passive surveillance to and from the road.



A continuous glass front with shop windows and doors creates an active frontage and supports passive surveillance



Car Parking setback from the shop entrance provides convenient car parking without encroaching into public and pedestrian orientated space

## 3.2 STANDALONE BUILDINGS

### The Famous Grouse, Lincoln

#### Layout and Design incl. walking routes and public space

The building has been rebuilt in its original corner location taking full advantage of its street frontage with Gerald and William Streets. The building has an entrance on each road frontage side.

Car parking is situated at the back of the building.

A footpath along the road frontage provides pedestrian access. A Pedestrian route links the road with its customer car park in the back.

A public seating area used as a bus shelter will be incorporated in the design of the shop verandah. The restaurant activity on the ground floor creates a good street frontage with big bay windows.

#### Accessibility for all transport modes

The site is in a central location within the Lincoln township; a bus stop is situated outside the building; pedestrians can easily access the site via pedestrian routes and footpaths.

The site provides a well-designed car park to the back of the building, away from the public eye.

#### Scale and Form

The building's height and bulk is well positioned on this dominant corner site. The architectural detail and roofscape is visually appealing and creates an interesting facade. Detailing on the different floors reduces the height and length of the building. Surrounding buildings to the West are of lower height.

#### Variation and Modulation

The building is using different types of material throughout the building. Different colours and material visually separate the ground and top floor. Pitched roofs, chimneys and detailed entrances create an interesting façade and street environment.



The building wraps around the corner creating a dual active street frontage. Parking is situated at the back, away from the public eye.



A continuous building line formed by a traditional style roofscape contribute to an interesting façade and ultimately a pleasant place to be



Detailed architectural design and the use of different material creates variation and modulation



## 4 DESIGN ISSUES

### 4.1 STREET FRONTAGE

Example 1- Rotterham Street, Riccarton Mall

Example 2- Queenstown

Example 3- Ashburton



**Athol Street-** A wide, paved footpath that extends to accommodate seating areas provides pedestrian orientated space adjacent to shop fronts

← **Rotterham Street-** An extra wide paved area provides plenty of pedestrian orientated space along shop fronts



**Town Centre Ashburton-** A multi storey building wraps round the corner of East and Burnett Street- shaving street frontage on two sides and creating a symbolic architectural feature



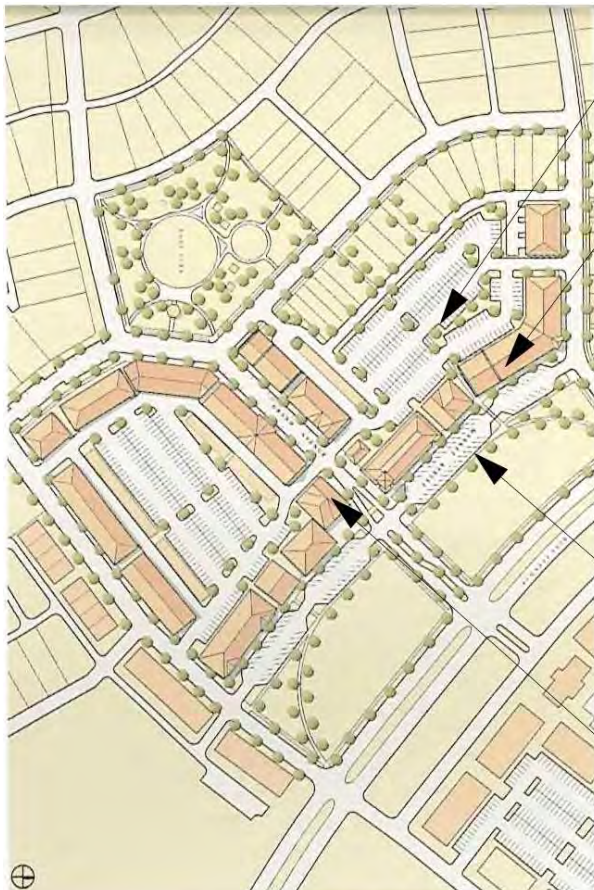
## 4.2 PARKING

### Example 1 &2 – Queenstown

Angle parking in close proximity to shops and commercial businesses achieves a higher number of parks in a smaller area. It provides a convenient short term parking option.



### Example 3- Ross Bridge Village Center, Birmingham, Alabama



Majority of carparking behind buildings

Buildings are located on the road boundary, providing good street frontage and "hide" carparking

Angle parking both sides of road

Building setback to create public open space on entrance to site



### 4.3 Site shapes

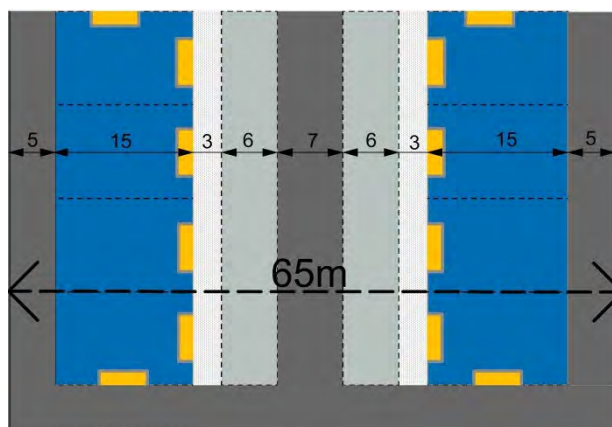
The following options show examples of how a site can be developed to facilitate commercial development either side of a de facto street.

The basic model requires between 60-65m, depending on the depth of shops and the width of footpaths.

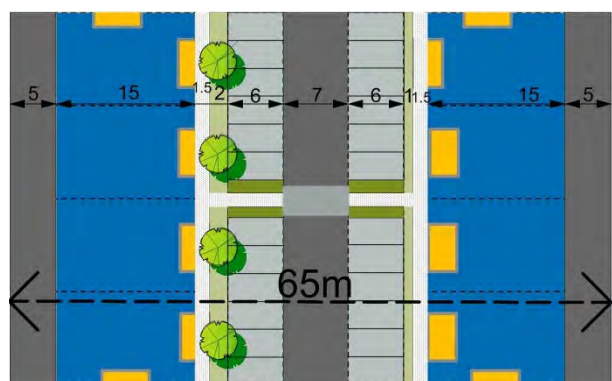
Around 80% of the parking demand can be accommodated on the de-facto street.

The basic model can then be expanded or altered with adding planter beds and pedestrian crossings.

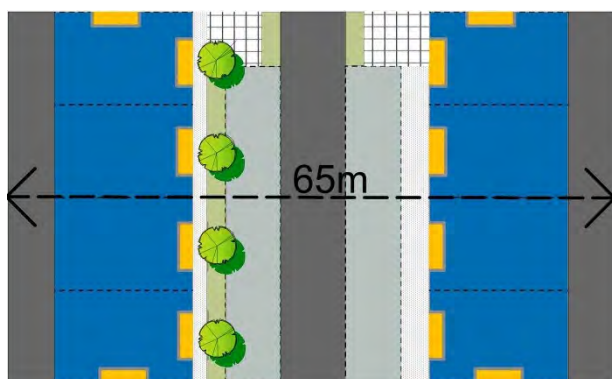
Variation 3 shows how larger retail and a big box warehouse can be integrated in the 'de facto street' concept.



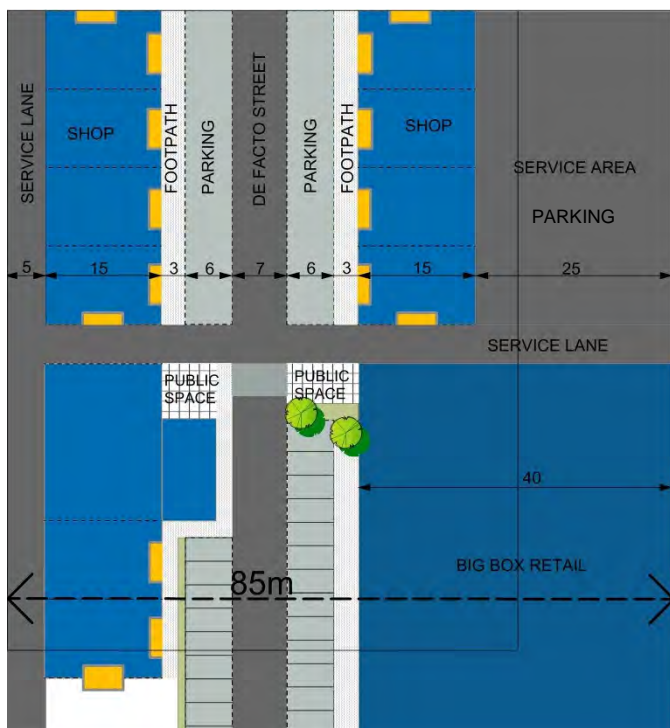
**BASIC MODEL**



**VARIATION 1**



**VARIATION 2**

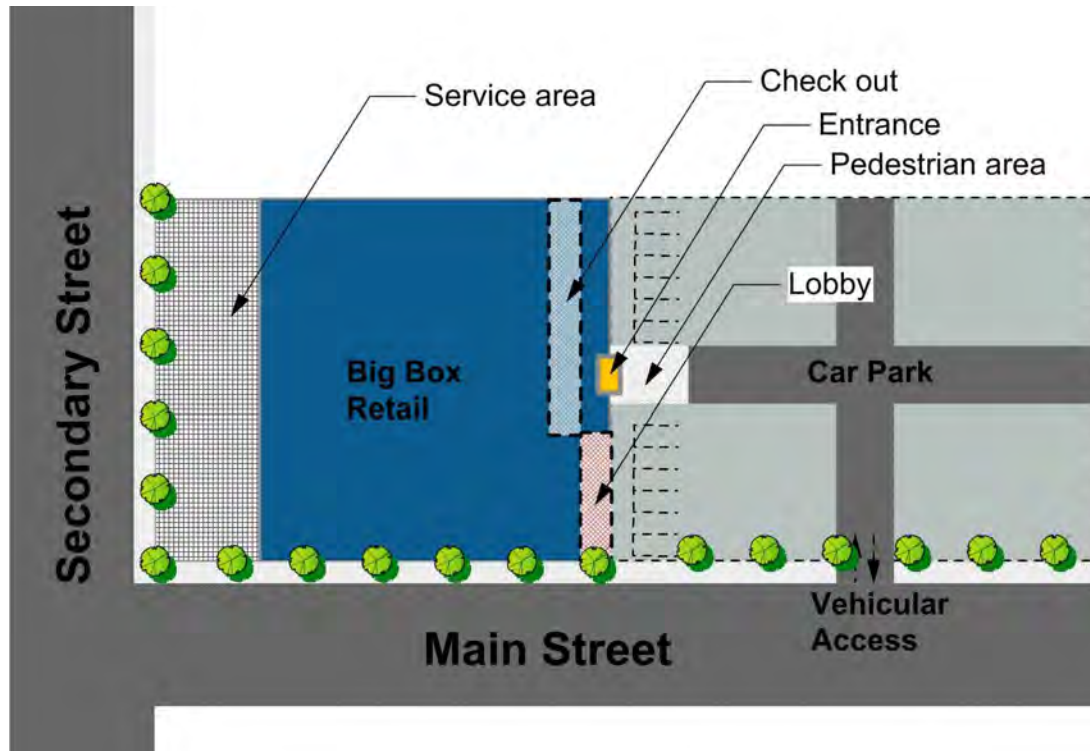


**VARIATION 3**

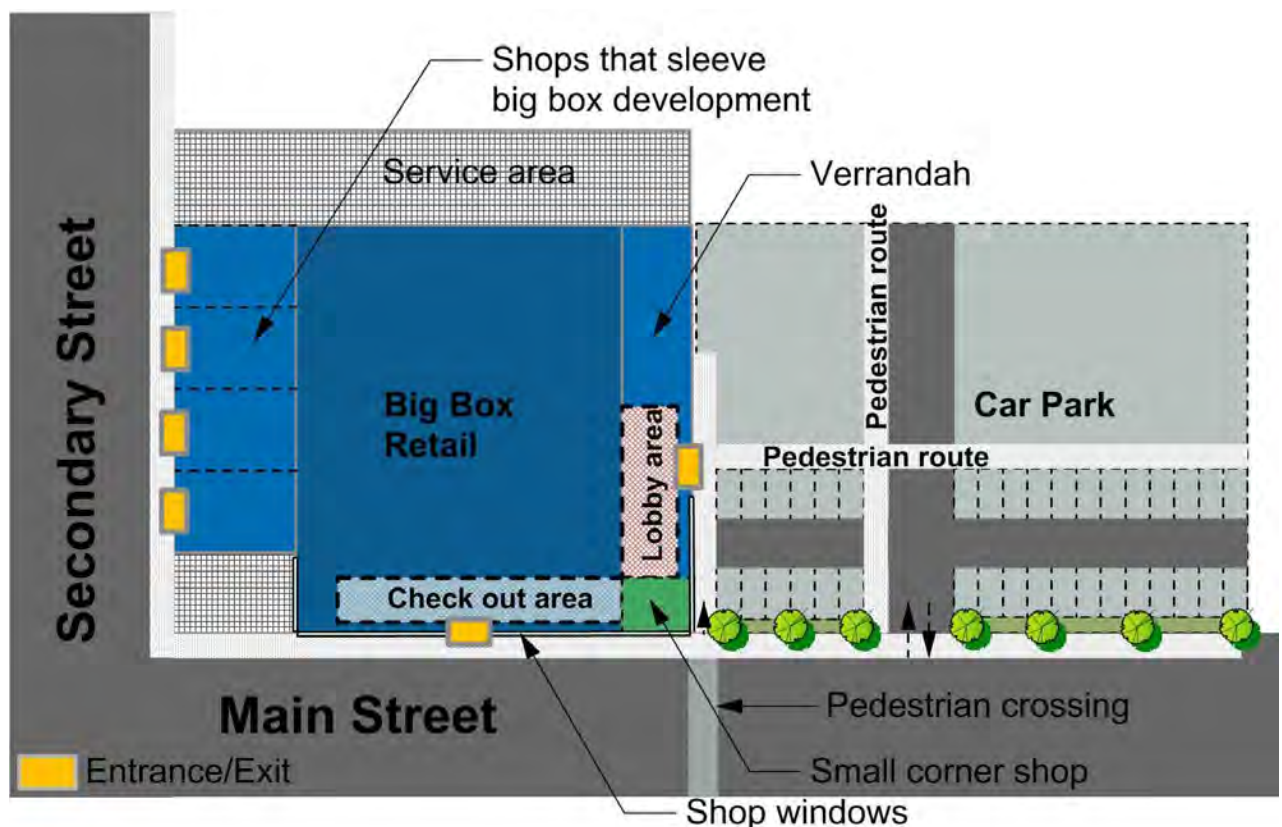
### 4.3 Big box site layout

#### Option A

The fundamental difference between two big box site layouts demonstrates how the internal layout determines if active street frontage is achieved. Only **Option B** shows active street frontage and a continuous pedestrian network.



#### Option B



Plan Change 29  
**Appendix 4b**

**Selwyn District Council**

**PLAN CHANGE 29:**

**ROLLESTON**

**ANALYSIS OF THE BUSINESS 1 ZONE**



## EXECUTIVE SUMMARY

### Built form, character& heritage

- Rolleston's built form consists of modern tilt slap buildings that have been developed over the last 10-15 years according to individual developers, resulting in a town centre that lacks coherent architectural style and design
- The elongated shape of the B1 zone is undefined in its boundaries; buildings have not been placed to create public space or to benefit from existing community areas and reserves
- The current built form lacks in character and is poorly integrated; especially the big box retail fails to have height and scale transitions to adjacent low-level land uses creating reverse sensitivity issues
- Due to their multi-level height and location on the road boundary with Rolleston Drive, the Warehouse, the Countdown and the Pak'n'Save supermarkets have become unattractive town features. Their bulk, blank walls and bright colour scheme are especially visible from public spaces

***The Town Centre lacks identity and is dominated by unsympathetic LFR with blank walls which do not create an interesting, attractive or active street scene***

### Retail, community activity and infill potential

- Only about ¼ of the ground floor is developed with retail, the rest is used for providing space for car parking; there is only space for infill if car parks are replaced with buildings
- Area 1 will face structural changes with the expected demolition of the New World supermarket and the rebuild of a larger Pak'n'Save supermarket. Area 3 is currently being developed with the Countdown supermarket being built at the moment
- The Library and Community centre may be extended in future; as part of this proposal the rear of the Pak'n'Save supermarket site could be sleeved with shops to create a transition in height and screen the blank wall
- There are no specific areas identified to be used for community activities. Car parks could be used for fares, markets etc., but depending on the space required this would compromise vehicular movements within the car park
- Area 2 could benefit from the retrofit with a 'de facto street', which would create active street frontage and space for pedestrians



- Consent for a retail complex within Area 3 has been obtained; the proposed development looks like a replica of Rolleston Square lacking in public space and has a large car park dominance

***Only about 1/4 of the ground floor is developed with retail, the rest is used for car parking. There are no specific areas identified to be used for community activities or as active public space***

### **Pedestrian routes and crossings and their accessibility and safety**

- Areas reserved for pedestrians only use are restricted to footpaths along shop fronts; pedestrian only access to get to these pedestrian routes are missing or are for able pedestrians only
- There are no pedestrian only routes through car parking areas that front shops
- There are no safe or easy crossings between the three different shopping areas; pedestrians find it difficult to walk through and between areas 1 and 2 and area 3 is most likely not providing any quality connections either
- Area 2 has one pedestrian route within the entire car park

***Pedestrian routes in the Rolleston Township are limited to be along shop fronts, they are not direct or attractive. They do not continue through car parking areas and hence increase the walking distance between the three shopping areas. Pedestrian crossings are poorly designed, perceived as unsafe and not located along pedestrian desire lines***

### **Street frontage (layout& quality)**

- Buildings within the Rolleston B1 zone have a poor relationship with the road they are accessed off; this lack of street frontage becomes obvious in the orientation of the buildings on site in the case of Rolleston Square, which is setback behind car parks, or in the lack of creating interaction with an interesting facade, entrances or windows along the respective street frontage in the case of the supermarkets and The Warehouse
- The shops and premises in Area 1 and 2 are either setback behind car parks or ignore the street frontage by facing internally, don't have any windows or an entrance way off the road side or put up barriers towards the road side
- The Pak'n'Save supermarket proposal shows minimal active street frontage with some windows at pedestrian height

- The road adjacent side of the Countdown supermarket building does not feature any windows, glass panels or entranceways and remains a solid wall ; the Countdown supermarket does not have any active street frontage
- The Warehouse faces its internal car park. The entranceway to the building is set too far back and pedestrian access from this part of Rolleston Drive is particular poor and uninviting. A window along the road frontage is covered, thus not providing any active frontage

***Development in Rolleston provides a very poor street interface; buildings either turn their back to the road or have blank walls along public spaces.***

#### **Public & Pedestrian orientated space (location, quality)**

- Public space within the Rolleston B1 zone consists on a very basic level; landscaped seating areas are located in the corners of the two u-shaped shopping areas; the future of the ones located in Area 1 is unsure
- Pedestrian orientated space is limited to verandas and one outdoor seating area outside the Rendezvous Cafe in Area 2
- Development is not well integrated with surrounding Council reserves

***The town centre lacks in quality usable public space; the public space has been provided in a very generic sense; the potential of multi-use car parks or areas set aside for public display and functions has been ignored and development is not integrated with the surrounding Rolleston reserve***

#### **Parking (location, layout, design)**

- Car parking takes up about 2/3 of each business area; each business area has its own allocated car park, not utilising the possibility of shared customer car parking in the case where parks are needed at different times of the day
- The majority of car parking is off- street, but located at the front and side thus highly visible from public spaces, which means cars are the dominant feature of the Rolleston Town Centre street scene
- Landscaping provisions are not sufficient to create a visual separation between cars parked and the adjoining footpath;
- There are several issues and limitation with access to car parks. One particular unsafe access is the one to the Rolleston Square car park coming off the Rolleston Drive bend. The access lane conflicts with a service lane and pedestrian crossing, all in a very confined space with very limited visibility

- Area 3 is proposing an offset access off Rolleston Drive which will increase issues in terms of passing and queuing traffic and between cars and other transport members

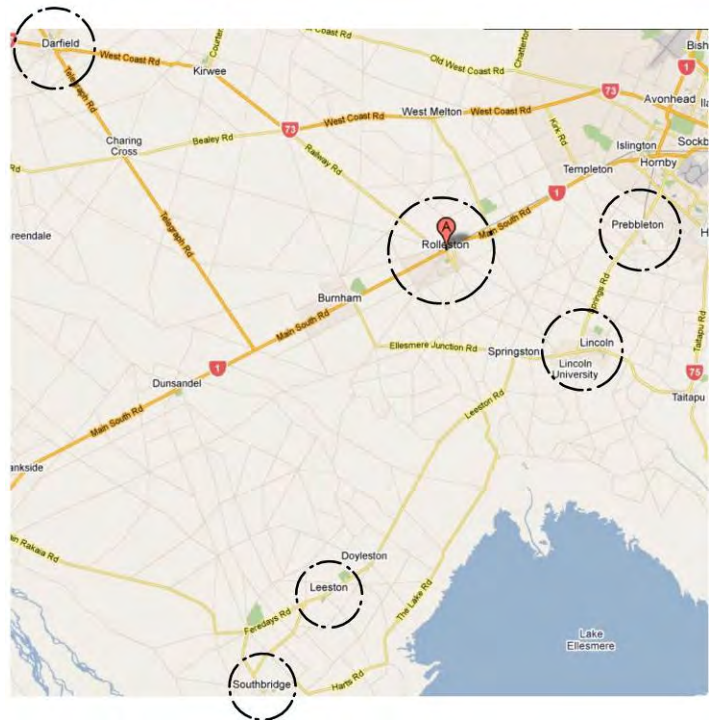
***Off-road car parks are visually dominant, poorly landscaped and a barrier to movement. Car parks take up the majority of space in the Rolleston town centre; they are placed between shops and the street, preventing shops from having active street frontage***



## INTRODUCTION

The Selwyn District has one of the fastest resident population growth rates in the country. This growth not only demands space for residential housing, but also impacts on the use of existing and provision and layout of future business development in the urbanised centres. An increase in residential areas will most likely result in new business growth to service the surrounding residential areas.

Selwyn has 22 classified 'townships'; of which 7 have Business 1 (B1) zones. The Selwyn District Plan sees B1 as "pleasant areas for people to work and live in, where higher density housing can be established within an environment with good amenity and aesthetic values." For each of the townships the Plan identifies preferred growth options to encourage a compact, consolidated urban form that enables the development of a vibrant and thriving town centre.



This study looks at the status quo of existing B1 zoned areas within the town centre of Rolleston. Rolleston has been chosen as an example for being a large and growing township with existing B1 land. The present study analyses the township using specific parameters (see methodology) to highlight opportunities for improvement and to identify town specific constraints and issues. Special focus is given to their use as a highly frequented pedestrian area; including practicality and safety of pedestrian movement, urban form, parking arrangements and car park design, amenity and public spaces and potential for future expansion or infill.

## METHODOLOGY

Research on the two townships has included site visits. The Rolleston Structure Plan, the Lincoln Structure Plan, the Leeston Township Study and the Darfield Development Coordination Resource have been reviewed in regards to business and town centre development. These literature findings have then been confirmed onsite utilising the same parameters (listed below) to eventually form design principles for strategic recommendations on currently undeveloped B1 areas as well as suggestions for redesign on existing sites.

Parameters that were analysed are:

3.2	Built form, character& heritage
3.3	Retail, community activity and infill potential
3.4	Pedestrian routes and crossings and their accessibility and safety
3.5	Street frontage (layout& quality)
3.6	Public & Pedestrian orientated space (location, quality)
3.7	Parking (location, layout, design)

## AIM

The following study aims to identify what needs to be done to a) keep current character (if desired), b) enhance current area and c) achieve the B1 Design principles listed in the Selwyn District Commercial Design Guide.

## AREAS ZONED BUSINESS 1

The following diagram shows the location, shape and size of the Business 1 zone within the Rolleston town centre.

The majority of the B1 zones within townships show linear development along a main route. The individual development on both or one side(s) of a major strategic or arterial road is a historic development that derived from settlement along main transport routes, such as farm tracks and railway lines. The ability to draw on by-passing customers, good advertising visibility and easy (car) access for shoppers is nowadays still the reason for development along collector or arterial routes. The resulting linear shape that developed as the town centre is typical for Lincoln (Gerald Street), Darfield (South & North Terraces), Leeston (High Street) and Southbridge (High Street). Rolleston Township however has developed on one road side only opposite residential development. The township has a very elongated shape along one side of Rolleston Drive with a square extension at its eastern end. The site layout of Rolleston's B1(Retail) zone is confined to one road side only and is situated opposite residential housing. A separate B1 zone to the North, which does not allow for retail use, contains the Council headquarters.



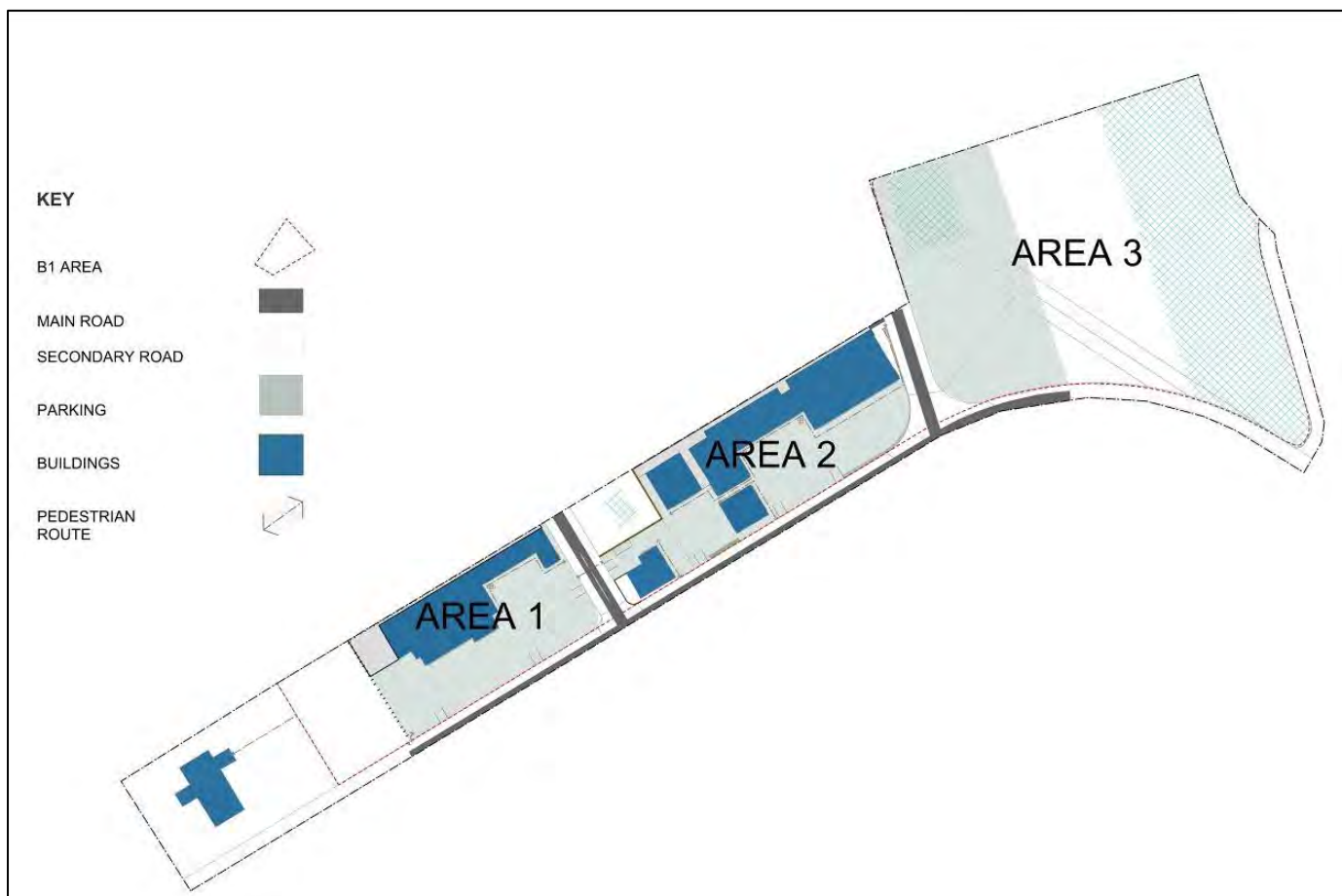
## STATUS QUO AND SITE ANALYSIS

### INTRODUCTION

The Rolleston Township is confined to one side of SH1, apart from some B2 and B2A land developed and known as IZone. It contains two B1 zones; one bound by Rolleston Drive, SH1 and Dick Roberts Place contains the Selwyn District Council Headquarters. The other B1 (Retail) area is situated north of Rolleston Drive. The B1 (Retail) zone is separated by Tennyson Street and Rolleston Drive and can visually be divided into three different areas, referred to as Area 1,2 and 3 (see below) for easier reference.



*Aerial of Rolleston B1 (Retail) zone north of Rolleston Drive*



*Rolleston B1 (Retail) land*

The Rolleston B1 zone can be separated into 3 different areas that are confined by roads:

**Area 1** is bound by Tennyson Street and Rolleston Drive. The site contains a multi-storey New World (NW) big box supermarket and an adjoining u-shaped shopping complex consisting of single-storey tilt slab buildings. The NW is proposed to be replaced with a Pak'n'Save in the near future. Parts of the u-shaped shopping complex will be removed.

**Area 2** is bound by Tennyson Street to the West and Rolleston Drive to the East.

The area contains a u-shaped shopping complex anchored to the East by a multi-storey warehouse. This part of Area 2 is known as Rolleston Square. The area also contains three stand-alone single storey buildings of which two are used for hospitality purposes. Both of them are in a prominent location along Rolleston Drive and Tennyson Street respectively. A police station is proposed on a vacant part of this area.

**Area 3** is bound by MacCauley Road to the North, Rolleston Drive to the West and Masefield Drive to the East and is situated along Rolleston Drive. A Countdown supermarket is currently been built on the boundary with Rolleston Drive and MacCauley Street. A proposal for the future commercial use of the rest of the site includes the development of a retail precinct with a similar layout to that of Rolleston Square.

## BUILT FORM, CHARACTER& HERITAGE

The built form, complimented by landscaping and lighting, is one of the first impressions a visitor will see and experience when entering a new town. A village's history might be written in the architectural language of a heritage building or an ornamental plague as a remainder of past times. New towns will have to choose architecture and buildings that will in time form a place. People feel drawn to townships that have their own unique character and a story to tell. For a successful township it is important to identify what makes a place special and find ways to protect and support its uniqueness.

### Summary

***The Rolleston Town Centre lacks identity and is dominated by unsympathetic LFR with blank walls, which do not create an interesting, attractive or active street scene***

- The townships built structure has been developed incrementally by various developers over the last 15 years. The town contains various modern building types; it lacks an overall architectural style
- Buildings within the B1 zone are used for various uses (commercial, retail& hospitality and community purposes); buildings fail to create transitions to adjust between the different heights and bulk especially when



***Area 1- Rear side of New World supermarket facing Rolleston Community Centre***



adjoining residential housing or community land

- The two supermarket buildings and the Warehouse building stand out within the township; the majority of their bulk faces the road in the form of blank walls that lack architectural detail or features such as windows
- The Warehouse (and the proposed Countdown) building are poorly integrated with adjacent existing residential building stock. Both show no transition in height or scale and the only setback to their residential neighbours is given by a) a service lane in the case of the Warehouse and b) MacCauley Street for Countdown

### Status Quo

Commercial and retail development exists within three commercial areas. Area 1 is bounded by Tennyson Street, Rolleston Drive with the Rolleston Recreation Reserve acting as a northern boundary. It is adjacent to a currently vacant site and in vicinity to the existing community centre and library building. The site is in proximity to a recently developed youth skate park.



*Area 1- New World supermarket*

**Area 1** contains New World supermarket that is sleeved by small scale shops to the East in a U-shape. The owner has put in an application for the site to be redeveloped with a much larger supermarket and a reduced amount of shops. This new Pak'n'Save will be located on the boundary with Rolleston Drive to the South, the Reserve to the North and a currently vacant Business zoned site to the West. Plans for the proposed building show windows in the upper storey for about  $\frac{3}{4}$  of its length, of which only two are at pedestrian height. A glassed pedestrian entrance faces Rolleston Drive.

**Area 2** is located east of Tennyson Street. This area contains The Rock, a free-standing square 1½ storey building occupied by a restaurant and pub. To its North is the Hammer Hardware store building, which is 2-storey, square in shape and free-standing. Rolleston Square to its East is a U-shaped shopping complex developed by a single developer. This area contains tilt slab single storey buildings occupied by individual shops, restaurants and other commercial uses. The shops appear well built using quality material and show a contemporary style.



*Area 2- Rendezvous Café to the left, Hammer Hardware store to the right*

The adjacent Warehouse forms the Eastern extent of Rolleston Square. This building shows the characteristics of a generic common looking big box



*Area 2- Entrance to 'The Rock' Rolleston*

retail development; including a uniform two-storey height of approximately 10m, a rectangular shape, large floor area, little detailing on upper floors and few windows. The way the building is located on a corner site emphasis its bulk and height. The upper part of the building is in the corporate and very dominant red colour. The long side of the building, which forms the back, is adjacent to residential single storey housing. A service lane runs alongside a solid timber paling fence, which separates the dwellings from the commercial premises.

Consent for the development of a Countdown supermarket with a GFA of 4200m<sup>2</sup> has been approved on land which has been referred to as Masefield Mall (**Area 3**). This site is located between Masefield and Rolleston Drives. The large scale supermarket building of over 10m height will be positioned on the south side of MacCauley Street and existing single storey residential buildings to the North. The Warehouse is to the West of Rolleston Drive.



**Area 3- Masefield Mall site with Countdown**

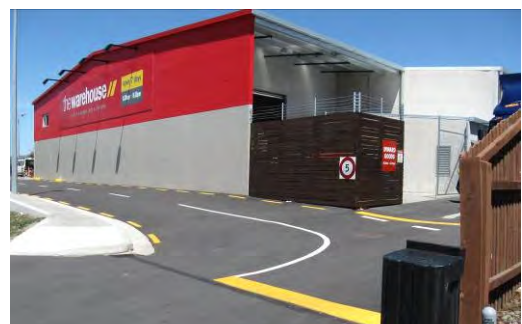
Proposed future commercial development will be built to the East of Countdown on the vacant Masefield Mall site. A resource consent has been granted to Rolleston Retail Ltd (although they do not own the site). The proposal showed a similar layout to Rolleston Square with buildings that front car parking and back onto roads.

### Site analysis

The current and proposed built form in the Rolleston Township can be summarised as a conglomeration of 3 different building types:

- Single storey tilt slab buildings (modern and built in rows) used as shops, for retail or office use. This type of building usually sleeves large big box warehouses and supermarket buildings
- Single storey free- standing buildings used for hospitality or retail purposes with a requirement for more space.
- Multiple storey big box warehouse buildings that have road frontage and are visible from Rolleston Drive

There is no coherent building 'style' within or between the 3 different township areas, apart from the use of modern materials. (Future) supermarket and warehouse buildings stand out due to their bulk, height, design and their location within the township. They form prominent vertical anchors



**Area 2- The Warehouse adjacent to residential behind fence line**

among the otherwise single storey buildings.

Because of their size and scale, surrounding sites are affected and this can create reverse sensitivity issues, especially with residential neighbours.

In the case of the Warehouse, which has been built near the boundary with existing residential housing, there have been no measurements to manage a transition in scale (e.g. via a step-in or smaller scaled shop as an in-between) or reduce its dominance. A service lane running parallel along the boundary brings truck traffic and noise associated with the operation of the Warehouse. A solid timber fence provides little mitigation and causes visibility issues for pedestrians.



**Area 1- Vacant site next to B1 zone (future Pak N Save site)**

The proposed new Pak'n'Save supermarket, located on Rolleston Drive will have the following features:

- The GFA will be around twice the size of the current New World. This large scale building will be especially dominant and visible from a distance
- It takes up almost the full width of the site and is placed on the road boundary of Rolleston Drive and internal boundaries
- The building alone will cover about 1/3 of the overall site
- The building backs onto road and reserve boundaries (only providing active frontages to car parks).

The following drawing shows the South East elevation of the proposed supermarket.



The proposal seeks to mitigate the height and bulk with the use of a number of materials for cladding and a limited use of the yellow Pak'n'Save corporate colour.

The building shows windows in the upper storey for about  $\frac{3}{4}$  of the length, but only two windows that are at pedestrian height. A glassed entrance that faces Rolleston Drive provides some limited visual connection from the road.

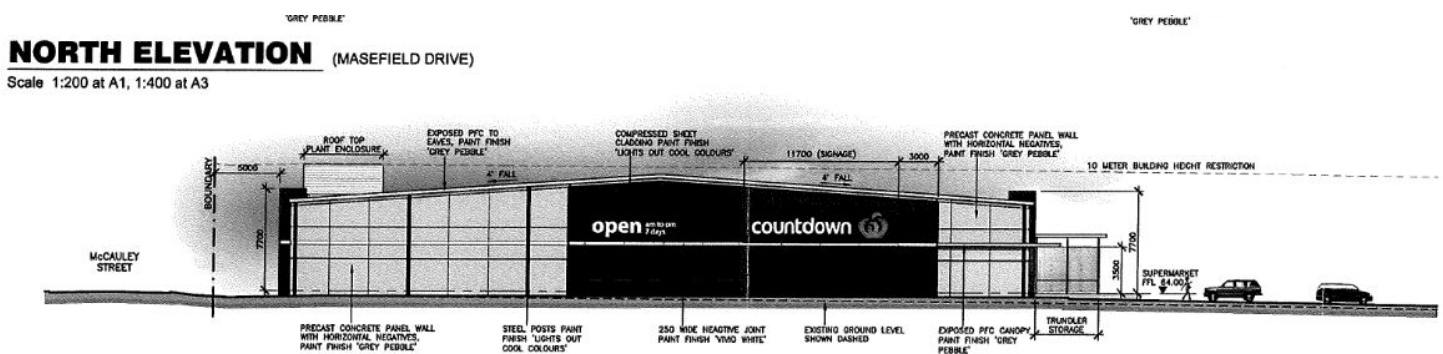
The building and its commercial activities will be located 40m from adjacent residential housing across Rolleston Drive. This setback also helps to balance the width/height ratio between single storey housing and the multiple-storey supermarket. The new Pak'n'Save supermarket built on the road boundary of Rolleston Drive will be highly visible and form the western anchor of the B1 zone.

Should the Council land currently been used as a car park be redeveloped any new buildings would have to have their back aligned with the back of the supermarket, which might help to mitigate the effect of the rather unattractive back. However, due to its great height, it is likely to still be visible.

The proposed Countdown supermarket, which is currently been built will have the following features:

It will be a large scale supermarket with over 5200m<sup>2</sup> of floor space. This large scale building will be located at the entrance to the township and especially dominant and visible from a distance

- It takes up almost the half the length of the site and is placed on a corner site of Rolleston Drive and Masefield Drive
- The building and associated car park will cover about 1/3 of the overall site
- The building backs onto roads and only provides active frontage to the car park
- The following North elevation shows the Countdown building viewed from Rolleston Drive:



The proposal seeks to mitigate the height and bulk with the use of a number of materials for cladding and the use of neutral tones with a limited amount of the green corporate colour.

The building shows no windows along Rolleston Drive. The building provides no visual connection and has no entrance off Rolleston Drive despite this being a major route through the township.



The building and its commercial activities will be located 20m from adjacent residential housing. Rolleston Drive and existing and additional landscaping work as a setback. The height creates shading on the road and the Warehouse on the opposite site road corridor does not provide enough width to balance the width/height ratio between single storey housing and the multiple-storey supermarket.

Any new development on the currently vacant side to the West ought to have buildings that have their back aligned with the back of the supermarket to screen its blank (side) wall. Due to the great height the rather unattractive wall might still be visible.

Both the proposed Countdown and the Warehouse buildings are poorly integrated with adjacent existing residential building stock. Both show no transition in height or scale and the only setback to their neighbours is given by a) a service lane in the case of the Warehouse and b) MacCauley Street for Countdown.

The layout and orientation of the Countdown building in particular is focused internally and does not utilise its street frontage with Rolleston Drive.

Areas 1, 2 and 3 lack any historic building or features that would help to determine a central focus. The only vertical landmark is the clock tower, which is positioned off-set, the Business areas to the South and is poorly integrated in an underused reserve.

## RETAIL AND COMMUNITY ACTIVITY AND POTENTIAL FOR INFILL

Community activities and business success are indicators for the vitality and vibrancy of a town centre. Site layouts need to be flexible to allow for infill possibilities in the future and a changing built form; buildings have a longer lifespan if they have a floor plan that is variable to fit the different users/tenants and activities.

### Summary

***Only about ¼ of the ground floor is developed with retail, the rest is used for car parking. There are no specific areas identified to be used for community activities or as active public space***

- The majority of the Rolleston Town Centre will be dominated by cars or car parks. Only about ¼ of the site areas is or will be used for retail floor space. Parts of existing shops in Area 1 will be removed to provide additional car parking spaces as part of the Pak'n'Save proposal
- All of the retail premises are currently occupied; a vacant site on Tennyson Street will be occupied by the Police
- The Library and Community centre is proposed to be extended and new buildings may be built to sleeve the rear of the proposed Pak'n'Save supermarket site to screen the currently blank wall that is facing public property

- The current site layouts in Area 1 and 2 do not have specific areas identified to be used for community activities; the site layout does not allow for impromptu public activities
- The site does in its current layout not have any space for infill unless car parks are replaced with buildings
- Real potential exists for a 'de facto street', which would run from the entrance to The Rock off Tennyson Street in a straight line to the very East outside The Warehouse (see photo). This 'street' corridor could even be visually extended to Area 3 (see 4.2); this would provide instant street frontage for buildings along it
- Consent for a retail complex within Area 3 has been obtained. Building on the Countdown supermarket site has started



### Status Quo

Only about ¼ of the Area 1 site is used for retail floor space. The majority of the site is occupied by car parks. All of the shops, which are located in a u-shaped complex of the current retail space, are occupied. The New World supermarket seems to be busy whatever time of the day and according to staff customer numbers have increased since the February earthquake.

Area 2 consists of a variety of retail and hospitality services. Their success/ activity are unknown to Council. A community seating area has been replaced with more car parks. Two small landscaped seating areas within the u-shaped Rolleston Square shopping complex remain.

A vacant site on the Eastern site of Tennyson Street has been earmarked for occupation by the Police.



*Area 2- Rolleston square shopping complex*

The proposed retail complex within Area 3 is yet to be built. Building on the Countdown supermarket site has started.

### Site analysis

Area 1 will face structural changes with the expected demolition of the New World supermarket and the rebuild of a larger Pak'n'Save supermarket. Parts of the adjoining shops will be removed to provide additional car parking space. Some of the occupants of

these shops can be relocated to vacant stores within Rolleston Square. The Library and Community centre is proposed to be extended and new buildings may be built to sleeve the rear of the Pak'n'Save supermarket site.

The site layout does not allow for any community activities on site. There are no specific areas identified to be used for community activities as such. The car park could be used for fares, markets and the likes, but depending on the space required this would compromise vehicular movements within the car park.

The site does in its current layout not have any space for infill.



**Area 1- Current New World supermarket building**

If the current number of car parks remains there is very limited scope for additional built development within Area 1 and 2. Real potential exists for an upgrade of what looks already like the bones of a 'de facto street'. This 'street' would run from the entrance to The Rock off Tennyson Street in a straight line to the very East outside The Warehouse. This 'street' corridor could even be visually extended to Area 3 (see 4.2).

Further scope for commercial, retail and community development exists within Area 3 where the proposed Countdown will form the Eastern anchor of the commercial town centre. Resource Consent has been granted to develop multi storey office and retail space adjoining residential sections to the East, as well as for the retail development described in the previous section.

## **PEDESTRIAN ROUTES AND CROSSINGS AN THEIR ACCESSIBILITY AND SAFETY**

No matter how people get to a town centre, in the end they will walk within it. There are numerous studies that demonstrate the relation between business success and foot traffic. People can't shop while driving a car; but they can browse in a mall, while walking and chatting to friends. The issue is that most of our pedestrian walkways in town centres have been an afterthought in the site layout design process. Many are not along desire lines and make us do detours and many end in the nowhere. Lots of issues are also related to safety; as our walkways are located too close to moving traffic, giving us not enough space to feel comfortable. Sometimes the dimensions don't allow people to pass each other without stepping onto the road. Crossings are especially dangerous on main roads, which are the majority of roads in town centres. If people don't feel it is safe and easy to walk they simply won't.

### **Summary**

***Pedestrian routes in the Rolleston Township are limited to be along shop fronts, they are not direct or attractive. They do not continue through car parking areas and hence increase the walking distance between the three shopping areas. Pedestrian***

***crossings are poorly designed, perceived as unsafe and not located along pedestrian desire lines***

- In most of the centre, areas reserved for pedestrians only use are restricted to footpaths under verandas running along shop fronts; there are no access routes to get to them, people have to undertake the unpleasant walk through the car parks
- Within the car parks there are no pedestrian only routes and no pedestrian only access ways to get to the sites leaving pedestrians with no option but to share access with cars
- There are no safe or easy crossings between the three different shopping areas; crossings are also not provided along pedestrian desire lines resulting in people taking their own route through car parks.
- The pedestrian routes within the car parks of Area 2 are not enough given the size and length of the car park. The one yellow hatched area for pedestrians crossing to the Warehouse from Rolleston Drive does not provide the necessary safety for pedestrians, especially at this exit/entry point to the car park
- The plans submitted for Area 3 show one pedestrian route through the Countdown supermarket car park, which is not in proportion to the size and length of the car park and does not provide pedestrians with safe routes through this proposed car park
- Pedestrians find it difficult to walk through and between areas 1 and 2; and area 3 does not provide any quality connections either; this will most likely result in increasing traffic movement as people will be driving between shops

**Status Quo**

Within Area 1 and 2 areas reserved for pedestrian use only are restricted to footpaths along shop fronts.

Area 1 has a pedestrian route along the shop fronts under a glass veranda which provides protection from weather for customers. There are no pedestrian only routes through the car parking area that front these shops. Pedestrians use the car park entrances off Rolleston Drive and Tennyson Street to get to the shops. There are no safe or easy crossings over these roads to get to the adjacent shopping areas.

In the New World site, pavers link from the New World car park through to Rolleston Drive, around the chain link fence close to the community service centre. However, these would not provide an easy route for those with pushchairs.



**Area 1- Pedestrian route**



The footpath along Rolleston Drive is narrow and makes it difficult for people to pass each other (especially parents with children or prams). The provided landscape strip is not sufficiently wide to separate the foot traffic from the car park. Council has received many comments in regards to safe access for pedestrians to and from this site.

#### ***Area 2- Pedestrian route***

Pedestrian routes within the car parks of Area 2 are limited to North/South yellow hatched areas, one to the Warehouse and one opposite Whitcouls. There is also one yellow hatched area for pedestrians crossing to the Warehouse from Rolleston Drive.

The plans submitted for Area 3 show one pedestrian route through the Countdown supermarket car park.

### **Site analysis**

#### **Area 1**

The classic hierarchy in a car park puts cars first and people second. This is seen in Area 1, particularly adjacent to Rolleston Drive, where Pedestrians entering the site have to share a limited amount of space with cars entering or leaving the car park or searching for a park. Not having a pedestrian only space makes it difficult for people to walk from the car park to the shops in a safe manner. This situation is especially unsafe for people with disabilities, children or mobility impaired who can't 'get out of the way' quickly with a constant flow of approaching and manoeuvring cars.

The situation is worsened by the existinace of a chain link fence on the western boundary that is an obstacle to people entering the site from the community centre and reserve.

#### **Crossing Between Area 1 and Area 2**

Crossings between the commercial areas is especially difficult. Crossing points are either not along desire lines or designed in a user unfriendly way which makes it difficult for less able members of the public to cross in a safely manner. There is no formed pedestrian access between New World and Tennyson Street, and there is no formed pedestrian route between Hammer Hardware and Tennyson Street. Pedestrians must walk through the car parks, along the vehicle entrances for at least part of their route. Where there is a footpath, pedestrians must divert around the edges of car parks.



***Area 1- Pedestrian crossing?***

#### **Area 2**

To the east of area 2, the access point is also a safety issue for pedestrians or cyclists coming from Rolleston Drive, following a footpath which crosses the Warehouse service lane (see picture to the top right).



There is very limited visibility due to a closed board fence on the boundary to a residential section. The height of the fence (6ft.) prevents looking over it and the closed board style doesn't allow views through it. Pedestrians will pass this point without knowing if a vehicle is crossing their path or not, putting them in a very dangerous position.

To the South, for those walking to Masfield Drive or through the park to Gilbert Close, the layout and location of this pedestrian access on top of a bank precludes pedestrian access from the Warehouse to Rolleston Drive. Pedestrians currently just walk down the bank and then cross the road (see picture).

### Area 3

These accessibility issues will only increase with pedestrians trying to walk between Rolleston Square and the proposed Countdown development following natural foot traffic desire line along the steep grass bank. This is particularly an issue as this corner has limited visibility for drivers coming round the bend. An increase in traffic when Masfield Mall gets developed and pedestrians wanting to access the site the remaining lack of pedestrian crossings may make the situation worse.

### Connecting the areas

An overall internal pedestrian route that continues throughout the three commercial areas is currently not available. Council is helping to reverse these issues with a new footpath on Council land (occupied by the Police) which will connect Hammer Hardware Store with Tennyson Street. This will make it easier for pedestrians to walk from one end of Rolleston Square to the other and increase walkability in Area 2. However, it is unsatisfactory that Council is having to spend money retrospectively to try and fix problems that should not have occurred in the first place.

## **STREET FRONTAGE (LAYOUT& QUALITY)**

Active street frontage means openings in the form of windows, or (glass) doors along a building side. The main discussion about street frontage is related to defining a clear front and back of a building. Entranceways naturally should be at the front of a building and off a high frequented street. An attractive glass front or a pronounced entranceway can draw a potential customer's attention to have a second look at the products displayed. Unfortunately



***Area 2- Pedestrian route, crossing, access and service lane access***



***Area 2- Pedestrian route and crossing?***



in a lot of site layouts cars have become the item of display, being positioned between the entrance to shops and the road. Frequent openings, attractive facades and outdoor dining areas that 'spill' onto the footpath are measures of a distinct front that attracts attention and invites people to linger and stay. Windows and an attractive facade help to form a distinctive 'face' of a building. But if windows are missing, not located at pedestrian height or covered, the benefits from this valuable street frontage is lost.

## Summary

### ***Development in Rolleston provides a very poor street interface; buildings either turn their back to the road or have blank walls along public spaces***

- Buildings within the Rolleston B1 zone have generally a poor relationship with the road they are accessed off; this lack of street frontage is shown by the orientation of the buildings on site in Rolleston Square, which is setback behind car parks and lacks an interesting façade which creates interaction with public space. Rolleston as a whole lacks entrances or windows along the respective street frontages and other public space (reserves).
- The u-shaped row of shops in Area 1 and 2 are either setback behind car parks or in the case of Area 1, ignore the street frontage by facing internally and not having any windows or an entrance way off the road side; pedestrians can't 'window shop' unless they specifically enter the site
- The Rock Pub& Restaurant situated on a highly visible corner section eliminates possible active frontage by because there is a high solid wall along the road boundary with Tennyson Street. This eliminates any passive observation to and from the site or the ability to draw customers in
- The proposed Pak'n'Save supermarket application fails to provide active street frontage; some windows and an entrance from the road provide some active street frontage but the provisions are too minimal to create a relationship between building and the road
- The Countdown supermarket building, which is in the process of being built, provides poor street frontage. Despite its location on the road boundary with Rolleston Drive the road facing façade does not feature any windows, glass panels or entranceways and remains a blank, unattractive wall
- The Warehouse located directly opposite Countdown on the corner of Rolleston Drive has very poor street frontage. The building is orientated on site to face its internal car park rather than the street. The entranceway to the building is set too far back and pedestrian access from this part of Rolleston Drive is particular poor and uninviting. A window along the road frontage is covered, thus not providing any active frontage

## Status Quo

New World and a u-shaped shopping complex within Area 1 have frontage to car parks; the supermarkets western side, which is visible from the community centre and the public reserve, is a featureless blank wall.

The reserve adjacent side of the building is used for servicing and rubbish collection. A mesh fence allows no access through the site to the community centre, pedestrians have to walk through a car park or use Rolleston Drive. A path with tiles laid through a landscape strip provides a short cut for the 'able' and 'nimble' person without wheels.

All buildings are setback from the road behind car parking areas. None of the shops within Area 2 (Rolleston Square) have active street frontage. Buildings in Area 1 and 2 are either substantially set back from the frontage of Tennyson Street or Rolleston Drive or are orientated away from the road.

No active street frontage (e.g. windows, entrances) towards Tennyson Street is provided by The Rock Restaurant and Pub. A 6ft solid wall screens an outside seating area.

The proposed Countdown Supermarket in Area 3 is currently built on the road boundary with Rolleston Drive. Proposed plans show no windows, glass or other openings along the Rolleston Drive road frontage.



**Area 1- Interface with Rolleston Reserve**



**Area 2- Building setback off Rolleston Drive**

## Site Analysis

The New World building and adjoining u-shaped shopping complex within Area 1 have no relation to Rolleston Drive due to a large car park. They turn their back (and service area) to the adjoining local public reserve in favour of having customers overlooking the customer car park. The proposed Pak'n'Save proposal changes little. This building provides a limited amount of active frontage by a glassed entrance off Rolleston Drive and one full length window, which is when looking at the length of the building façade and the adjacent service building not sufficient to create a distinct frontage. Shops within Area 1 face the internal car park. The lack of windows along Tennyson Street precludes any interaction or passive observation from passing foot traffic.

The Rock Restaurant and Pub within Area 2 precludes any active interaction with Tennyson Street due to a high wall along the road frontage. The outdoor dining area situated behind it could be easily advertised by a replacement for the wall with landscaping or a lower and transparent wall creating an attractive corner.



**Area 2- Street frontage with Tennyson Street**

The shop fronts within Rolleston Square are set behind car parks and do not benefit from by passers as they would do if their fronts would be along the main route through Rolleston Township. The majority of the buildings do have a glass front which allows for views into the shops.

The prominent location and height of the Warehouse and the proposed Countdown in Area 3 makes them especially visible from Rolleston Drive, which is and will in the future be the main entrance into Rolleston Township.

In both cases this potential to create a relationship with the adjoining street and develop an attractive street frontage on the way into the town centre has not been taken. The Warehouse provides one window over both storeys towards Rolleston Drive, but chooses to cover the bottom part of it. This part of the window would have allowed for some window shopping and active surveillance. It would also have created a visual relationship with the adjacent street and potential customers.

The Countdown proposal does not show any glass front or windows, but uses precast concrete panels along its length of 56m along Rolleston Drive. The building does not have an entrance towards Rolleston



**Area 2- The Warehouse setback off Rolleston Drive**

Drive; the orientation of the building towards the car park has taken precedence over creating an active street frontage with one of the townships major routes.

## **PUBLIC SPACE (LOCATION& QUALITY)**

Types of public space are various and range in size and function. Roads, streets, squares, plazas, reserves, neighbourhood parks, pedestrian precincts, slow zones, multi-level zones are all examples of public spaces. A simple bus stop can be a highly frequented public space, so can an attractively designed seating area within a shopping mall. The benefits of investing in public space have been proven as attractive public spaces increase foot traffic which in turn is beneficial for business activity.

## Summary

***The town centre lacks in quality usable public space; the public space has been provided in a very generic sense; the potential of multi-use car parks or areas set aside for public display and functions has been ignored. Three public reserves have been provided around the B1 land but development is not at all integrated with them.***

- Public space within the Rolleston B1 zone consists of some basic facilities; landscaped seating areas, some of which appear quite well used, are located in the corners of the two u-shaped shopping areas. However, the proposal for Pak N Save would see one of them removed.
- Proposals for public space for Area 3 seems to be a replicate of the existing seating areas in Area 2; the site does not provide any new or innovative form of providing active public space that could be used for various community uses.
- The well landscaped parks on the south side of Rolleston Drive appear little used which is likely to be because they are not well integrated with the town centre (the space is not provided where people want it).
- Public space has been provided in a very generic sense with having seating outside shops. But public space can be provided in many ways, e.g. in the way of multi-use car parks or areas set aside for public display and functions

## Status Quo

Two landscaped seating areas are provided within Area 1. They are likely to be removed as part of the new proposal to give way to a supermarket that has increased in size. The Pak'n'Save proposal does not show any area set aside as public space.

Area 2 has two remaining public seating areas, located in the corners of the u-shaped shopping complex. A pedestrian orientated space is provided by the Rendezvous Cafe, which has utilised a wide footpath for outdoor seating.

The Countdown supermarket within Area 3 proposal does not show any public space. Plans for parts of the remainder of the site show public areas in the corner of a u-shaped shopping complex similar to that of Rolleston Square.



***Area 1- Landscaped seating area***



***Area 2- Public seating area***

## Site Analysis

The future plans for Area 1 do not show public spaces as part of the Pak'n'Save proposal. It is unsure if the existing seating areas within the u-shaped complex will remain in their current location. Integrated public space as part of the considerable changes to be made to the site would have been expected. It is desirable to make sure that public amenity space is set aside at the time of the design phase and not be added as an afterthought. An adequately designed and located space could provide seating and shelter for customers and functions as a gathering and meeting place.

The two small seating areas within Area 2 are well landscaped and integrated outside the shops of Rolleston Square and people seem to frequently use them to have their lunch. The seating to the East however adjoins the unpleasant blank wall of The Warehouse and has little amenity. Appropriate landscaping along this wall would provide benefits for the adjoining public space. A canapé or trees could provide shading on sunny days.

Provision of public space needs to be made within future development in Area 3 to achieve pleasant public space in such a prominent location. Public space can be provided in many ways, e.g. in the way of multi-use car parks or areas set aside for public displays to be used for different uses at different times of the week. It may be car park usually; but also function as public exhibitions, markets, impromptu theatre, and art on one day of the week or in the evening. Research has proven that pedestrians will walk more if 'things' are happening along the way they walk. The benefits of setting space aside for multiple purposes and the introduction of street furniture and art as part of a trail that 'leads' people through a row of experiences has yet to be discovered by Rolleston developers and business owners.

## PARKING (ACCESS, LOCATION, LAYOUT, DESIGN)

Providing the adequate number of car parking spaces is an essential part in many business design proposals. In fact car parking takes up almost 2/3 of most business sites- more than enough reason to design a car park that is easily accessible, safe to use for all traffic members and attractively designed along the frontage with public spaces. Car Park design has to acknowledge its wide range of users: short term users (10min max), shoppers (1-1.5h) or long term parkers (e.g. staff parking 8-5pm) are only to name a few. The various types have different car parking needs, such as: the location of the car park (front, side, back), the design of each space (narrower or wider), and the number of car parks and if they can be shared spaces.

A lot of recent development follows the principle of having u-shaped shopping parades facing car parking area. This layout makes cars the showcase of the site and means that hard stand is dominating sites. More often than not these sites lack pedestrian routes or pedestrian only access and turn their backs on surrounding streets. Landscaping is in most cases provided, but it seldom works to soften the hard stand area or creates attractive boundaries.



There are numerous ways of how car parks can be designed to be visible, accessible and safe to use. People appreciate to have their car safely parked while walking in a pleasant environment to their destination.

## Summary

***Off-road car parking in Rolleston is visually dominant, poorly landscaped and a barrier to movement. Car parks take up the majority of space in the Rolleston town centre; they are placed between shops and the street, preventing shops from having active street frontage***

- Car parking takes up about 2/3 of each business area, hence are the most dominant land use in Rolleston Town Centre
- All car parks adjoin a road and are positioned in front and around buildings. They are highly visible from public spaces. They have not been designed to be aesthetically pleasing and mainly consist of large asphalt areas.
- Each B1 area has its own allocated car park; existing business do not share car parking spaces, essentially using up more space for car parking that might be needed
- The majority of car parks is ninety degree off-street parking, only a limited amount of on-street parking is available along parts of Rolleston Drive and Tennyson Street
- Landscaping provisions in Area 1 are minimal and not sufficient to create a visual separation between cars parked and the adjoining footpath; landscaping in Area 2 is more substantial (and successful) for much of the site, except along the corner of Rolleston Drive and east boundary where mostly none is provided.

## Status Quo

All car parks within the three identified areas immediately adjoin a road and are positioned in front and around buildings. No car park is located behind buildings or where it would be away from the public eye.

Each B1 area and each shop has its own allocated car park; Business within Area 1 and 2 do not share car parking spaces. On-street parking is available along parts of Rolleston Drive and Tennyson Street.

The layout of the individual car parks is very similar- all are 90 degree parking berths.



***Area 2- Rolleston Square car park***

## Site Analysis

Area 1 has a large car parking area that is accessed off Rolleston Drive and Tennyson Street. The car park has minimal landscaping in the way of planter beds along the footpaths of Rolleston Drive. The depth and design of these planter beds is not sufficient to create a clear (visual) separation between cars parked and the adjoining footpath. The car park is the dominating feature and occupies about 2/3 of the overall site.

Area 2 has individual car parking that surrounds the built environment. Landscaping treatment includes a hedge, which screens some of the Rock car park. Trees are planted throughout the car parking area. The landscape strip perimeter of Rolleston Square is used as walking access to and from the car park. Access to this car park is off Tennyson Street or Rolleston Drive. The car park for 'The Rock' and Hammer Hardware can be accessed off Tennyson Street and Rolleston Drive.

There are several issues and limitation with access. In one case an access lane conflicts with access to a service lane and pedestrian footpaths. This particular access to the site is located after a tight bend and a 50km/h speed limit. The location of this particular access is after a tight bend, which makes it a problem area should there be queuing. The limited space available makes it a narrow corner for vehicular movement.

The proposed Area 3 car park for the Countdown supermarket is located on a corner site that's particular visible from adjoining roads and neighbourhoods (the corner of Rolleston and Masfield Drives). Trees and hedging would provide a better visual barrier if appropriate species are chosen that would not cause visibility and safety issues.



***Area 2- Car park between The Rock and Rendezvous cafe***



***Area 2- Access to car park, Pedestrian route and service lane***

## **DESIGN PRINCIPLES AND RECOMMENDATIONS**

The following measures need to be explored in order to enhance the current township of Rolleston and how to achieve this by following the design guidelines for future business development.

### **FIT IN WITH THE SURROUNDINGS ( SCALE & SIZE, FORM & CONFIGURATION, ABILITY TO BE INTEGRATED**

Ideally Area 3 will be developed by one developer in a comprehensive manner which uses materials and styles that complement existing attractive examples of architecture in the area

Ensure that corporate colours are only used to highlight parts of new buildings; use neutral colours for the bulk of buildings that blend in well with existing (housing) stock

Create a transition in height to adjacent dwellings by reducing elevations of multiple storey buildings on boundaries with residential housing; use walkways, access lanes and landscaping to create additional setbacks and separation distance

### **ACTIVATE THE EDGES**

As part of the redevelopment of Area 1 shops along Tennyson Street and Rolleston Drive need to be positioned on the road boundary with Tennyson Street if possible to improve the street frontage ( a building on the corner site of Rolleston Drive and Tennyson Street would be preferable to strengthen this corner)

Replace the 6ft. wall along the other corner site occupied by the Rock with low level fencing or landscaping to allow interaction between the beer garden and public space

Define the corner of Rolleston Drive and Masfield Drive on the Countdown site, to form the gateway into Rolleston either by creating public space with art/ sculpture or another building as a quality feature

Create a distinguishable entranceway off Masfield Drive into Area 3, which gives special regard to pedestrian and cycle access

Ensure that Masfield Drive has plenty of buildings with one or two sides that have active street frontage ( one being Masfield Drive)

Establish a footpath along the corner of Rolleston Drive as part of a realignment measures at this point

## **PROVIDE SPACE FOR PUBLIC LIFE**

Incorporate public space in the form of a small square or a de-facto street as part of the redevelopment options in Area 1

Incorporate public space as part of the overall development in form of a public square or open space in the Masefield Mall block which can have a multiple functions; consider how a public car park could be transformed into space for events at reoccurring times of the year

Create sufficient wide pedestrian orientated space in areas best suited for outdoor seating in terms of location and orientation

Create streets fronted by shops to provide activity

Integrate development with reserves and other public features

## **FAVOUR THE PEDESTRIAN**

Link new footpath along the police site with existing footpath along Hammer Hardware store

Establish pedestrian routes in regular intervals in yet to be developed areas running parallel to roads to allow safe movements from new car parks to the shop entrances and surrounding footpaths as part of the initial car park design

Develop pedestrian only entranceways into new car parking areas

Position pedestrian routes strategically along desire lines so that they link up with the surrounding sites and uses and provide the shortest (most convenient) route possible

The footpath on Rolleston Drive along proposed Pak'n'Save needs to be widened to 2.5m to allow for safe pedestrian and cycling movements along Rolleston Drive

Retrofit a footpath along the corner of Rolleston Drive in conjunction with a safe traffic solution for the intersection with Masefield Drive

Establish direct crossing points along pedestrian routes; pedestrians will not use a crossing if it's not convenient and the shortest route. Good pedestrian routes and safe crossings will allow people to park their car in one area and walk to shops and other premises

## **CAR PARKING**

Replace some car parking in Area 1 to have longer queuing space and a greater separation distance between cars and pedestrians and widen the insufficient landscaped berm

Reconsider roading layout of Rolleston Drive; Meridian might not be ideal- more space might be needed to accommodate wider footpath or an off-road cycling lane

Close off vehicular access off Rolleston Drive next to Warehouse and reserve access for service vehicles and a widened pedestrian/cycle access

## **LANDSCAPING**

Establish a landscape theme for Area 1 that creates landscaped areas along pedestrian areas as part of the car park design; lower hedging is required around the perimeter which can also help to direct pedestrians to safe pedestrian routes and 'hide' cars

## **SIGNAGE**

In general terms signage is to be kept to a minimum; combined advertisement on one stand-alone sign is preferred to numerous signs for traffic safety and amenity reasons

A sign strategy where all shops have a similar style basic sign that they can add to could strengthen the identity of the township; this concept could be introduced for new development in the Masfield Mall

## **DESIGN TO PREVENT CRIME**

Having an increase in active street frontage with new buildings positioned along roads increases the opportunity for passive surveillance during the day; avoid having featureless service lanes (e.g. between Hammer Hardware and shops) and reopen windows to allow for interaction between customers and by passers

The busier the street and public places get the perception of safety increases

Create quality spaces, that show architectural flare and are interesting to visit- studies show that people walk more if an area is well designed and has lots of things happening along the way

## **RESPECT RESIDENTIAL NEIGHBOURS**

New buildings within Area 3 need to be setback from the eastern boundary with residential housing; orientate new businesses buildings on site to minimize light spill and noise for residents to the East; have reduced heights that are in balance with the dominantly one-storey housing environment



Plan Change 29  
**Appendix 4c**

## Selwyn District Council

### *PLAN CHANGE 29:*

## **SOUTHBRIDGE**

### **ANALYSIS OF THE BUSINESS 1 ZONE**

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### **A study to support PC29**

## EXECUTIVE SUMMARY

Southbridge, founded in 1865, has a rich heritage as a prospering farming and service town. Nowadays the township's businesses primarily provide daily needs services to locals, although there are still sizeable businesses that service the surrounding areas and provide jobs in the farming and manufacturing sector.

Southbridge's heart is the town centre- a linear alignment of buildings that have grown organically either side of High Street. Among commercial, industrial and community premises High Street houses three heritage items: the Memorial library, the community hall and the 'orange lodge'. These heritage buildings show potential to be used and enhanced as show cases for Southbridge. Their unique style and history should be utilised in the best possible way (e.g. use the orange lodge as a new use as a tourist destination - think Jo Seagar's cooking school). Future buildings need to be complimentary to the heritage buildings in style and colour.

High Street is the main route through the township and has an important role not only in terms of access, but also as a potential space for pedestrians and public life and community activities. The 20m wide road corridor could be transformed into a boulevard introducing new street scape elements, such as organised parking, increased footpath/cycleway widths, seating, landscaping and traffic calming measures. Shops and businesses are generally placed on the road boundary, which supports the boulevard concept and provides a good street frontage.

Southbridge's built structure consists of one storey residential houses, shops and commercially used premises to two-storey buildings with increased bulk and height to fit for their uses as workshops, a hotel or community facility. Residential houses are setback on site and located next or between communities, commercial or industrial activities. Over time some of the dated housing stock might be converted to offices or shops. The biggest challenge will be to incorporate the converted buildings so that they complement existing housing stock and heritage items and achieve a good street interface with High Street. Angle car parking within the section site could be used to bring existing buildings closer to the street frontage (see Diagram pg.17). Existing industrial activities may be relocated outside the town centre where increased traffic and manoeuvring could easily be accommodated.

Pedestrian routes are provided with footpaths both sides of High Street. The currently only pedestrian crossing is well situated opposite the community hall and neighbourhood reserve about half way down High Street. Further pedestrian space could be created by widening the footpath in parts. A 5road intersection on the southern end of the B1 zone is poorly designed and makes pedestrian crossings over Gordon and St John Streets as well as Taumutu Road difficult. Safe pedestrian crossings are a paramount for town centres. Solutions to this issue need to be addressed on a wider transport level, but measures such as signage or medians could be used as intermediate measures.

The majority of parking in the B1 zone is on-road. High Street has a wide enough corridor to introduce angle parking, landscaping and public seating as part of a traffic calming project. The

angle parking would not only group car parks that can be landscaped in front of shops; this layout also allows more car parking spaces to be built.

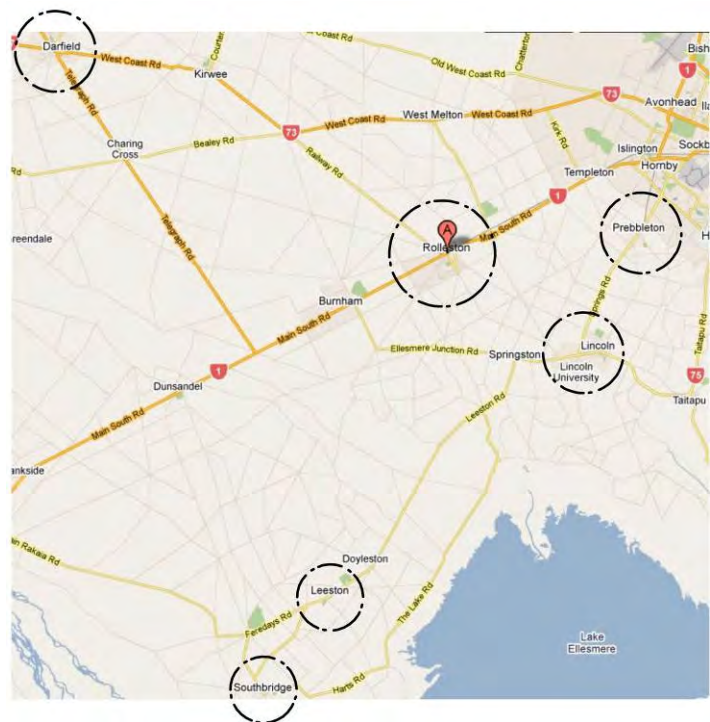
## 1. INTRODUCTION

The Selwyn District has one of the fastest resident population growth rates in the country. This growth not only demands space for residential housing, but also impacts on the use of existing, and provision and layout of future business development in the urbanised centres.

An increase in residential areas will most likely result in new business growth to service the surrounding residential areas.

Selwyn has 22 classified 'townships'; of which 6 have Business 1 (B1) zones. The Selwyn District Plan sees B1 as "pleasant areas for people to work and live in, where higher density housing can be established within an environment with good amenity and aesthetic values." For each of the townships the Plan identifies preferred growth options to encourage a compact, consolidated urban form that enables the development of a vibrant and thriving town centre.

This study looks at the status quo of the existing B1 zoned area within the town centre of Southbridge. Southbridge has been chosen as an example for a small village with existing B1 land. The present study analyses the township using specific parameters (see methodology) to highlight opportunities for improvement and to identify town specific constraints and issues. Special focus is given to their use as highly frequented pedestrian areas; including practicality and safety of pedestrian movement, urban form, parking arrangements and car park design, amenity and public spaces and potential for future expansion or infill.



## 2. METHODOLOGY

Research on the township included site visits. The Rolleston Structure Plan, the Lincoln Structure Plan, the Leeston Township Study, the Darfield Development Coordination Resource and Ellesmere: The Jewel in the Canterbury Crown have been reviewed in regards to business and town centre development. These literature findings have then been confirmed onsite utilising the same parameters (listed below) to eventually form design principles for strategic recommendations on currently undeveloped B1 areas as well as suggestions for redesign on existing sites.

### Parameters that were analysed are:

4.3	Built form, character& heritage
4.4	Retail, community activity and infill potential
4.5	Pedestrian routes and crossings and their accessibility and safety
4.6	Street frontage (layout& quality)
4.7	Public & Pedestrian orientated space (location, quality)
4.8	Parking (location, layout, design)

### 2.1 Aim

The following study aims to identify what needs to be done to a) keep current character (if desired), b) enhance current area or c) achieve the B1 Design principles listed in the Selwyn District Commercial Design Guide.

### 2.2 Areas zoned Business 1

The following diagrams show the location, shape and size of Business 1 zoned areas within the individual town centres.

The majority of townships in Selwyn show linear development along a main route. The individual development on both or one side(s) of a major strategic or arterial road is a historic development





that derived from settlement along main transport routes, such as farm tracks and railway lines.

The ability to draw on by-passing customers, good advertising visibility and easy (car) access for shoppers is nowadays still the reason for development along collector or arterial routes. The resulting linear, elongated shape that developed as the town centre is typical for Lincoln (Gerald Street), Darfield (South & North Terraces), Leeston (High Street) and Southbridge (High Street).

### 3. STATUS QUO AND SITE ANALYSIS

#### 3.1 INTRODUCTION

Southbridge is a small rural service town, with about 735 residents in 264 occupied dwellings (Statistics New Zealand, Census 2006). The village is located approx. 6km southwest of Leeston. It contains a 3.2ha Business 1 zone that extends from Hastings Street to Taumutu Road along the main road through the township. The B1 zone contains a mixture of residential, business, industrial, retail and community activities. Three buildings are registered as heritage items in the District Plan.



### 3.2 BUILT FORM, CHARACTER& HERITAGE

#### Summary

- The townships built structure has grown over the years; it contains a mixture of building types, styles and colours in different levels of condition that make up the unique character of Southbridge;
- Buildings are used for industrial, commercial and residential purposes; some of the residential buildings have been converted for commercial use. There is potential for existing housing stock to be either converted over time for use as offices, retail etc. or to be demolished and rebuilt
- The Southbridge B1 zone contains 3 heritage buildings that are used for community purposes. The Community Hall and the Memorial library, which is currently unused, show similar architecture that reflects their role as community buildings. Both buildings stand out from the rest of Southbridge. The layout of the building and their character features could be utilised for future development. Orange Lodge, the third heritage item, is a two-storey red brick building used by the Rifle Club. This red brick building with arched windows could be used for other commercial uses. In fact all three buildings have the potential to become outstanding features in the Southbridge town centre;
- The two-storey high engineering workshop building is the only industrial used building within the B1 zone. In this location it stands out in terms of height, bulk and activity. The engineering business brings activity to the street at the same time it creates traffic and amenity issues. Alternative locations



*The 4square supermarket and shops on High Street*



*The Memorial Library on High Street*



*Engineering workshop on High Street*

should be discussed if a better use for the existing building could be found

- The in part two-storey Southbridge Hotel and Pub built in the 1950 marks the southern corner of the B1zone. It is highly visible from High Street, setback on site and has a special status within the built structure in Southbridge. Southbridge has a long history of hotels, with its first one being built in 1867; since then each of them have become an institution that remains in the township today.



*Southbridge Hotel& Pub- Entrance and car park off High Street*

### **Status Quo**

Over a century ago, the business part of High Street had plenty of two-storeys. Naturally the township's built structure has changed over the years. Some of the earlier buildings are the community hall, dating back to 1930, or the Hotel built in the 50's. Nowadays both sides of High Street contain a mixture of building types and styles in different levels of condition that house a mixture of land use activities.

The majority of the east side contains older style one-storey housing; a converted cottage is now used as a business. A two-storey corrugated iron warehouse type building is situated on the corner of High Street and Hastings Street. The Southbridge Hotel/Pub is a two-storey building set back on the corner of High Street and Taumutu Road. The west side of High street contains a number of two-storey buildings used for non-residential activities, including an engineers' workshop, the heritage 'orange lodge' used as a rifle range, the community hall, the memorial library, the swimming pool, the supermarket, various shops and a child care centre.

The buildings that house those activities are equally different- ranging from old brickwork, corrugated iron, weatherboard and stone cladded buildings with varying heights and widths. The stand-alone two-storey u-shaped Southbridge hotel on the southern end of High Street marks the vertical anchor among the otherwise single storey buildings on the east side. The engineers' workshop provides a counterbalance on the west side of High Street.

### **Site Analysis**

The built form of the B1 zone can be summarised as a mixture of individual buildings and two small shopping parades. The architecture reflects the style of the time the buildings have been built. Types range from beginning of the century heritage buildings, comprising of the Town Hall, the Memorial Library and the Orange lodge, to residential buildings from the 60's.



***Orange lodge- Heritage building***

There is only one newer residential building next to the neighbourhood reserve within the B1 area. Residential housing stock within the town centre is orientated on site to face the road and having access off it. Front yards are landscaped in a way to compliment the built form. With the exception of some very dated housing stock the appearance of the buildings compliments the village character.

Buildings have been used for different activities and converted to suit these over the years. The colours and style used for the commercial/industrial buildings reflect Southbridge's current use as a rural service town with a railhead heritage. This non-coherent 'style' is typical for a small scale village that has changed in size and function and adds to its rural character.

The two-storey building on the corner of High Street and Hastings Street is going to be demolished and the site is going to be replaced with a new building which will house the volunteer fire station.

The existing engineering workshop is dominant in terms of size and bulk in this location. However a transition in height is provided by a row of one-storey shops adjoined to the west. Adjacent residential housing is well setback on site. In the future this residential site could be used for an extension of the workshop or another row of shops fronting the road.

Despite mixture of heights and building lines a coherent look is achieved by most of the commercial bulk fronting High Street (and being placed on the road boundary) and all residential houses having a relationship with High Street. The wide road corridor of High Street provides ample width to accommodate multi-storey level buildings either side, while still maintaining the open feel of a main rural road.

### 3.3 RETAIL AND COMMUNITY ACTIVITY AND POTENTIAL FOR INFILL

#### Summary

- The overall impression of Southbridge's town centre is that of a formerly successful service town at the end of the then railway line that has over the years reduced in size and importance
- The existing shops, engineering workshop and supermarket are important components and create business; Additional complimentary businesses could be envisaged in the town centre
- Some buildings have already been converted for business use over the years; there is further potential to convert (dated) residential housing along High Street into offices, doctor's practices etc.)
- The heritage Memorial library is unused, the 'Orange Lodge' used by the Rifle Club could be used to make Southbridge a destination

#### Status Quo

The B1 zone contains at the moment one empty store and one section is vacant next to the Neighbourhood reserve. A new use for the building on the corner of High Street and Hastings Street for community use is proposed. Most of the sites are occupied with buildings and structures- car parking is largely on road.



*Southbridge High Street- supermarket& shops*

#### Site Analysis

The occupation and number of operating shops& businesses has fluctuated in the past. The current situation reflects Southbridge role as to provide daily need services to local residents.

A site currently vacant next to the neighbourhood reserve is proposed to be used as an extension to the reserve, which would allow extra space for larger event community uses.

Southbridge's business zone has a real mixture of uses. Existing housing stock



*Southbridge High Street-residential housing*



ranges from in good - bad condition. The east side of High Street in particular has residential housing that is dated and in need of maintenance.

Infill or conversion potential could be within these residential sections. The occupation of the corner site Hastings/ High Streets with the volunteer fire brigade will be a new component to High Street and if well integrated a real asset to the community. The rifle club site with the Orange Lodge has heritage status and community value and would be suited to careful restoration and increased use. The other heritage



***Southbridge High Street-residential housing converted to business***

building, the Thompson Memorial Hall library is currently not in use, but in prominent location for a community use. The west side of High Street contains an industrial type engineering operator who could potentially be relocated in the future. This would free up land for increased business use along the main street.

### **3.4 PEDESTRIAN ROUTES AND CROSSINGS AND THEIR ACCESSIBILITY AND SAFETY**

#### **Summary**

- Southbridge's B1 zone shows good pedestrian accessibility along both sides of High Street
- The five road intersection at the southern end of the B1 zone forms the spoke of a wheel and is currently a hazard for pedestrians to cross due to layout of the roads, lack of pedestrian crossings and the overall formation of this intersection
- Footpaths on High Street are well formed; their width could be however increased to accommodate seating areas and general more space for shops to advertise their goods
- The one pedestrian crossing along High Street is well located opposite the neighbourhood reserve and the community hall; traffic calming measures before and after this crossing will ensure that cars have to slow down and give way to pedestrians

#### **Status Quo**

The B1 zone has wide footpaths both sides of High Street. A pedestrian crossing links the community pool, hall and memorial library with the neighbourhood reserve on the other side of High Street. There are footpaths on one side of Gordon Street, St John Street and

Taumutu Road, which are all coming off the southern end of High Street. The intersection of these 5 roads forms the spokes of a wheel.

### **Site Analysis**

Southbridge's centre shows good street space with plenty of width and good integrated public spaces. For the length of High Street the provided pedestrian crossing about half way through the Business 1 zone seems appropriate. Younger traffic members use the footpath for cycling along High Street and the width and formation is appropriate to do so. More width is needed in areas where space for seating or advertising goods is required. Some of the carriageway width could be used to increase pedestrian space at strategic locations along High Street.



***Corner High/Hastings Streets- Pedestrian/cyclist routes***

The corner of High Street and Gordon Street needs to be looked at for upgrading in terms of safety and walkability. The corner site is currently occupied by a childcare centre. Informal works have been carried out on this corner. A short cut for pedestrians has been created. This space could have been used as a communal gathering place or safe crossing point. At the moment the way the intersection is formed makes it not only very hard for pedestrians to safely get from one side of the road to the other; it is also difficult for drivers to establish who has the right of way and who hasn't. This intersection requires further investigation from a traffic point of view. A road hierarchy and the forming of the roads according to their function need to incorporate safe pedestrian crossings.

## **3.5 STREET FRONTAGE (LAYOUT& QUALITY)**

### **Summary**

- Most of the commercial bulk is placed on the road boundary having a good road frontage with High Street
- Most of the residential houses are setback on site, but orientation, windows, entrance ways and amount of landscaping in the front yard still allows a good relationship with High Street

### **Status Quo**

The majority of the commercially used buildings front High Street, with the exception of the Southbridge Hotel/Pub which is setback behind a car parking area on the corner of High Street/Taumutu Road. All of the residential houses are well set back from the road. Their front entrance is off High Street.

### **Site Analysis**

Southbridge's B1 zone has a good, active frontage. Shops and businesses have windows, regular openings and an interesting façade due to the different type of activities. Buildings are able to create a good interaction with the road and passing customers and foot traffic. The exception is the hotel, which is setback from the road behind a car park. A tall closed boarded fence prevents the hotel from achieving active frontage on the side with Taumutu Road. The residential houses that are setback from the road are able to create a relationship with the street by having their front (main entrance and windows) towards High Street. The front gardens have low



***Street (shop) frontage of High Street***

level plantings that allow the visual connection from the road to the houses' entrances, which would not be the case if high hedges or rows of trees would be planted along the road frontage.

The 5 road intersection at the southern end of the B1 requires buildings to be situated along the road boundary to strengthen the street frontage.

## **3.6 PUBLIC SPACE (LOCATION& QUALITY)**

### **Summary**

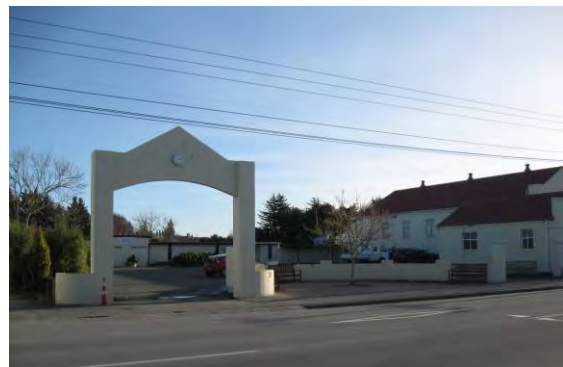
- The wide main street with its mixed bag of activities gives plenty of opportunity to be upgraded, beautified and intensified. Depending on how the township will grow in the

future this could be in the way of outdoor seating areas, small plazas, widened footpaths and safe pedestrian crossings.

- The area in front of the Community Hall facing north-east could be used for community activities and outdoor seating
- To have three heritage buildings within a Business zone is unique for the Selwyn District. Their special heritage character needs to be preserved and enhanced. Alternative uses for the memorial library and the Orange Lodge could help to strengthen the town centre
- An unused bus shelter on High Street could be removed, relocated or become part of the adjacent building

### **Status Quo**

Southbridge shows some good pedestrian orientated space with having wide pedestrian footpaths on both side of High Street. Public space is well integrated and distributed along High Street. The 'millennium gate' marks the entrance to the community car park. The Business 1 Zone contains one Neighbourhood Reserve with a playground and a seating area in front of the communal car park in the centre of the township. A section next to the Neighbourhood Reserve is currently vacant. A bus shelter situated next to the shops and the supermarket is used as a school bus drop off point.



***'Millennium gate'- entrance to community car park***

### **Site Analysis**

The wide street corridor allows for an increase in public and pedestrian orientated space. A widened footpath could be appropriate for outdoor seating, the presentation of goods or for safety reasons (Child care centre). The community car park needs upgrading and its use for different outdoor purposes should be investigated (e. g annual activity/market/exhibition). This could potentially be achieved with the purchase of the land adjoining the playground which is privately owned, but which has the potential to provide extra space to the existing green space in a central location. The bus shelter could be used in the future for public transport (e.g. a shuttle bus to Leeston or Christchurch or for coaches) should the population increase and such services become feasible.

### 3.7 PARKING (LOCATION, LAYOUT, DESIGN)

#### Summary

- Car parking with the town centre is dominantly on-street car parking which works well for short term (shopping) activities
- Demand for extra car parking in front of shops could be provided for by angle-parking on one side of High Street in conjunction with landscaping and wider footpaths
- The community hall/swimming pool car park would benefit from marking each space and some landscaping/ surface treatment to reduce hardstand area



*Car Parking along High Street*

#### Status Quo

The majority of parking is parallel on-street parking, in front of the individual business premises. Residential properties have some on-site car parking. A communal car park off High Street is situated next to the Community Hall and Swimming Pool. The Southbridge Hotel has off-street car parking in front along High Street. The Southbridge Childcare centre has a number of car parking spaces off Gordon Street.

#### Site Analysis

Having the majority of car parks within the road corridor of High Street and not on-site allows for a good street frontage. The wide road corridor of High Street has the potential to be redesigned as a boulevard; car parking being an essential part of it. Ideally this would happen in a comprehensive matter where a mixture of well landscaped and integrated parallel and angle car parking along both sides of High Street could be developed. Having the carparking arranged this way would result in the same (or more) number of car parks, but would give more space to customers on foot and space for seating and the development of public space.

Some off-street parking is likely to occur in the case where residential houses get converted into businesses and the building is setback from the road. A limited amount of car parks in the front of such buildings is acceptable, as long as appropriate landscaping is used and the relationship between building and street can still be retained. Due to the amount of car parking that is available on road this should only affect a very limited amount of car parks.



The community car park in its central location next to heritage buildings could be upgraded by reducing the hard stand area with some trees in addition to perimeter landscaping. For better organisation the marking of each car birth would be beneficial.

#### **4. DESIGN PRINCIPLES= RECOMMENDATIONS**

The following measures need to be explored in order to enhance the current township of Southbridge and how to achieve this by following the design guidelines for future business development.

##### **4.1 Fit in with the surroundings (Scale and size, form & configuration, ability to be integrated)**

- Make sure that buildings suitable for conversion fit with the surrounding sites in terms of scale, size and location on site. Sheds and larger buildings need to have a transition in height to surrounding lower (residential) buildings. Incorporate openings up to or on the second level if possible
- Respect adjacent (heritage) buildings and their character and style when replacing housing stock with commercial activities. One way of doing this is use neutral colours, limited height and appropriate landscaping
- New business development should occur next to existing businesses (e.g. adding to a row of shops); the dual character of the B1 zone with both business and residential land uses needs to be taken in consideration
- Restore Southbridge's heritage buildings and make them show cases along High Street (maintain vistas, e.g. between neighbourhood park and community hall). Identify additional or new uses that won't affect their heritage status but will give them purpose and life.
- Follow existing building lines (one-two storey) and position new buildings on road boundary

##### **4.2 Activate the edges**

- New/ converted buildings need to align along road frontages. This is especially important on the corner of High Street with Taumutu Road and Gordon Street, where at the moment a good street frontage is lacking

- If existing buildings are setback from the road and are converted to business ensure that there are plenty of entrances and windows towards High Street to encourage an active frontage
- Minimize hardstand areas on the street front with plenty of low level landscaping, which helps to form boundary but also allows views in and out of the site

#### **4.3 Provide Space for Public Life**

- Improve the public car park by marking each car park; incorporate some landscaping between spaces
- Widen the footpath on the eastern side along shops to create pedestrian orientated space. Where possible wrap seating area around building corner for better orientation.
- Incorporate tree plantings that add to the boulevard character of High Street
- Extend the neighbourhood park by including the adjacent vacant site and create a public square/gathering space and an area that can be used by different user groups

#### **4.4 Favour the pedestrian**

- Consider the widening of footpaths either side of High Street to create a combined off road foot/cycle path ( informally used as such at the moment by younger members of the public)
- Increase width of footpath at strategic points( shops, supermarket) to gain additional pedestrian orientated space, but also to reduce carriageway width and force traffic to slow down through the town centre
- Create marked pedestrian crossings over Taumutu Road and Gordon Street as part of a redesign of the 4 road intersection.
- Consider establishing a pedestrian precinct along northern and southern portion of High Street to encourage traffic to slow down at this point; this could be achieved by different pavement, wider footpaths, reduced carriageway width, planting and seating areas;
- There is already a budget for traffic calming measures along High Street through the B1 zone, which is put on hold due to the one off earthquake levy; landscaped seating areas and open gathering places could be developed at the same time

#### **4.5 Car Parking**

- Retain majority of car parking on-road; some angle-parking in front of shop fronts with higher demand of car parks (e.g. supermarket) could be developed as part of an upgrade of High Street
- On-site car parks ( in the case when residential buildings get retro fitted to office etc.) need to be limited and well designed to still allow for active street frontage

#### **4.6 Landscaping**

- Introduce street trees along High Street to support the character and structure of a boulevard type street scape. Trees add visual amenity and are part of a rural environment. Trees also provide shading and could be used within seating areas along High Street.
- The communal car park next to the pool and community hall would benefit from plantings that would soften the hard stand area
- Planter beds along High Street could be used as part of road calming measures, as well as to provide amenity and to help forming a main street character

#### **4.7 Signage**

- Signage within the pedestrian walkway (e.g. sandwich boards) outside busy areas (e.g. supermarket) are to be kept at a minimum; Bright coloured signage is not acceptable for the three heritage buildings

#### **4.8 Design to prevent crime**

- If Southbridge retains a mixture of uses within the Business Zone this has advantages in terms of increased 24/7 activity and passive surveillance from residential landowners. This not only adds activity but also increases the safety feeling for residents.

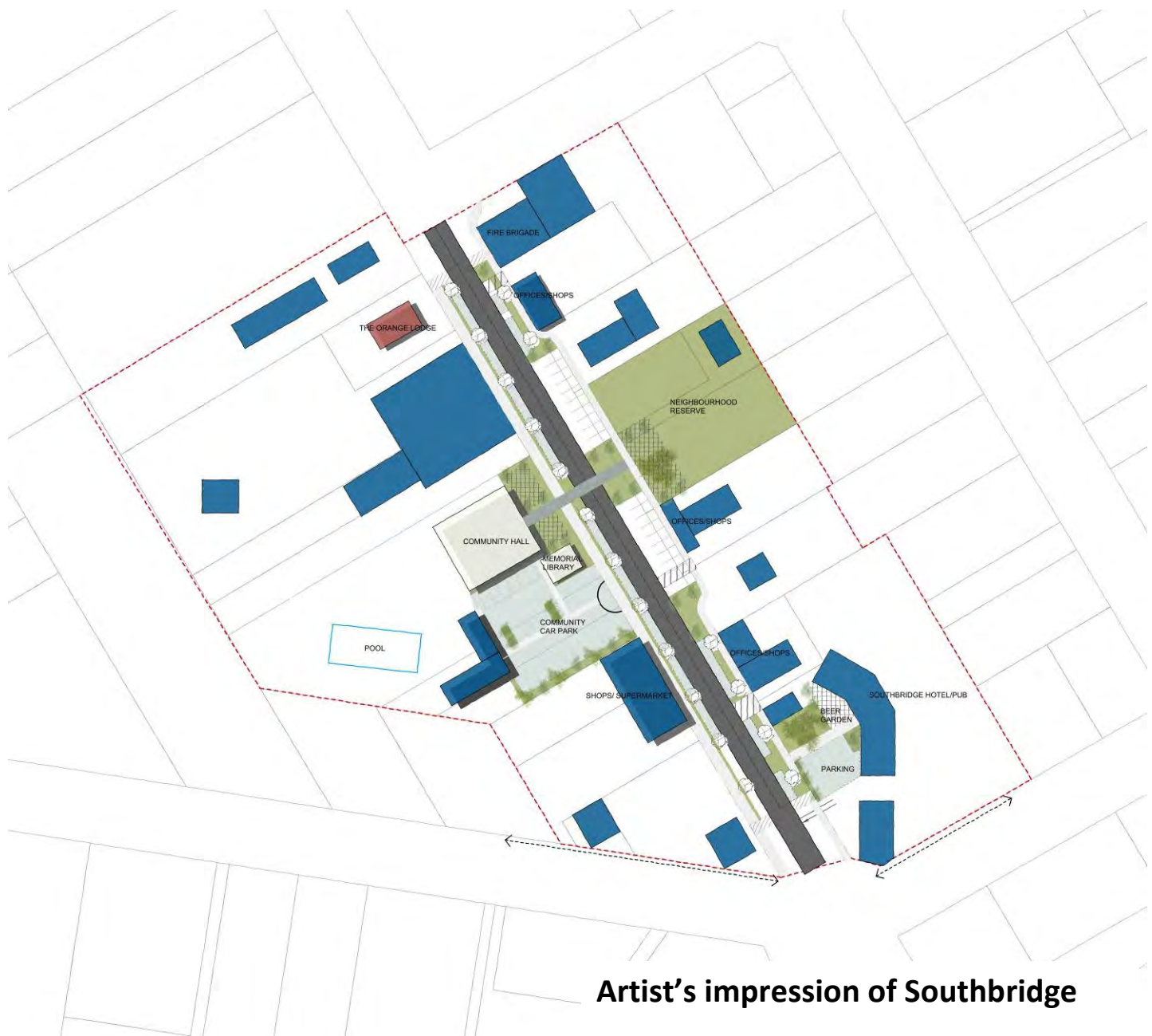
#### **4.9 Respect residential neighbours**

- Southbridge's B1 zone is a conglomeration of land use activities that have developed and grown over the years. Respect existing residential housing when converting to commercial uses as residential activities are most likely to be the most sensitive one. If well incorporated residential and commercial activities are beneficial for each other.

## 5. CONCEPT PLAN

The following Concept Plan is an artist's impression of what the town centre could look like from a bird's eye view if the measures would be followed through:

The plan shows a conversion of most of residential to business, street scape measures such as: seating areas, angle parking, improved community car park, boulevard landscaping, the removal of a dated building, conversion to offices, traffic calming measures, safe pedestrian crossings, solution for corner, a real entrance to Southbridge, Orange Lodge used now as the cooking shed/ cooking demonstrations...



**Artist's impression of Southbridge**

**APPENDIX 1** URBAN DESIGN ANALYSIS TABLE



**APPENDIX 2 B1 DESIGN PARAMETERS TABLE**