Appendix 3: Urban Design Comments

Active Frontage and the Location of Carparking.

DISTRICT PLAN REVIEW
TOPIC: CMUZ

Memo to support Council officer's Right of Reply

Right of Reply topic	Question from the Hearings Panel
	1. Does Ms Wolfer have any direct comments on evidence relating to active frontages and the location of carparking.
ACTIVE FRONTAGE	*Officer's response:* Councill is committed to best practise and is a signatory to the New Zealand Urban Design Protocol with the intent to make differences to the quality of our towns and cities. Active Frontage expressed through street frontage quality is an important element in urban design, as it contributes to the interest, social life and success of public spaces. Providing eyes on the street in the way of passive surveillance increases the perception of safety and having a high amenity street edge encourages people to walk and use public space. There are several studies that have been conducted to confirm the benefits of active frontage, particularly in a town centre context. I have researched within the URBAN DESIGN International forum various publications on active frontage and have summarised their findings below. The examples below demonstrate where supermarkets have addressed aspects of good urban design, including placing car parking to the side of buildings, addressing public space, providing passive surveillance, enabling an active frontage along footpaths.
Study on the relationship between the quality of active frontages and public perceptions of public space (Hefferman, Pan, 2014- Urban Design International**)** Study on Visual engagement with urban street edges (Simpson, Freeth, Thwaites, 2018) Study on an application of convolutional neural network in street image	The findings contribute useful evidence to enhance our understanding of the role of active frontages in urban design and planning. A study of 152 participants was carried out to determine the participants' perceptions of a range of public spaces in relation to a number of frontages using comparison and correlation. The results suggest that **the quality of an active frontage can significantly affect people's perceptions of a public space in terms of its safety, comfort, sociability and liveliness. Good-quality active frontages can contribute to creating successful public spaces, which can help deliver far-reaching benefits for towns and cities.** "There are multiple benefits in creating successful public spaces through active street frontage. These include **social benefits such as safety factors, economic benefits such as the increase in property value, and health benefits such as improved pedestrian access** [8] . A particularly important notion in **the quality of street frontage is that it can provide natural surveillance at street-level. ...** ... As Jacobs [9] famously said, there are potentially more "eyes-on-the-streets", which brings **greater sense of security at the street level**. Quantitatively, the concept of active frontage has been expressed **through indicators such as the facade evaluation scale, in which a higher grade (A) has a greater frequency of fenestrations and doors than a lower grade (E)**, which has lower frequency [8] [18]..."

Right of Reply topic	Question from the Hearings Panel
classification (Law, Shen, Seresinhe, 2017)	"... **Street edges are frequently considered the most experientially important component of urban streets** (Bobic 2004;Glaser et al. 2012;Thwaites, Simkins, and Mathers 2013;Heffernan, Heffernan, and Pan 2014;Kickert 2016). They span the indoor-outdoor interface of streets and provide a built frontage, or façade, which significantly **affects peoples' behavior on the street** (Gehl, Kaefer, and Reigstad 2006;Mehta 2008;Gehl 2010; van Langelaar & van der Spek, 2012;Dovey and Wood 2015). ... Their influence on peoples' perception of the wider street is also considerable, impacting how enjoyable and experientially stimulating streets are (Lynch and Rivkin 1990;Mehta2008;Montgomery 2013;Heffernan, Heffernan, and Pan 2014;Ellard 2015). **Street edges consequently define more than any other aspect the overall character and feel of streets, what these spaces experientially afford, and how interesting and appealing they are to occupy and use** (Bobic 2004;Glaser et al. 2012;Thwaites, Simkins, and Mathers 2013;Heffernan, Heffernan, and Pan 2014;Kickert 2016). "
CAR PARKING	Active frontage and the location of car parking are inherently linked to each other. Only if car parks are placed to the side and/or back, built form can be placed at the street edge and then designed in a way to provide active frontage. One does not work without the other. The area used for parking cars becomes part of the urban fabric and needs to tie in with existing networks and supporting built form. Providing car parking in various ways allows to consider the receiving environment. Government legislation earlier this year saw the removal of minimum car parking requirements to focus on the provision of (built) development and best use of (valuable) land. It also opened opportunities in how car parking could be provided. For example, one large communal customer car park to the back or side of development could replace several individual car parks, providing parking to customers and visitors of different premises/facilities, that operate on different times of the day, thus making the best use of highly valuable land. While this might be a gradual shift in the mind set of people, the direction and opportunities are given.

Right of Reply topic	Question from the Hearings Panel
EXAMPLES FOR ACTIVE FRONTAGE AND CAR PARKING Fresh Choice, Edgeware, Christchurch	 Positive aspects about this development: - Smaller supermarket in a local neighbourhood centre, well integrated in terms of scale and design -Demonstrating active frontage along a public road and pedestrian walkway - Wrap around glass frontage allowing for passive surveillance between building and public footpath - Car parking is placed to the side of building
New World, Island Bay, Wellington New World, Island Bay, Wellington	Positive aspects about this development: - Smaller supermarket in a local neighbourhood centre, well integrated in terms of scale and design -Demonstrating active frontage along public road and pedestrian walkway - Ability for passive surveillance between building and public footpath - Car parking is placed to the side of building

Right of Reply topic	Question from the Hearings Panel
New World, Whangaparaoa	Positive aspects about this development: - Demonstrating active frontage along public road and pedestrian walkway by having a wrap-around glass frontage, which is also a strong architectural statement - Full-height glass enables light into the building, as well as passive surveillance between building and public footpath - Car parking is placed to the side of the building