

District Plan Review Selwyn District Council



BS003 – Urban Design Best Practice

September 2017

Planz Consultants

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REVIEW OF DISTRICT PLAN EFFECTIVENESS FOR DELIVERING URBAN DESIGN BEST PRACTICE FOR COMMERCIAL AREAS

1.0 Introduction and Scope

This report is to assist the Selwyn District Council establish the most appropriate planning mechanisms to achieve positive urban form and built environment outcomes in the District's main commercial centres (Business 1 zones).

The brief seeks to review urban design outcomes that have occurred through recent developments, especially where these developments have been undertaken within the regulatory framework established by Plan Change 29 and Land Use Recovery Plan ('LURP') Action 27. This review is to also consider the urban design-related provisions of other District Plans with similar centre contexts. Both strands of the review will then combine to ensure that there is a robust approach that ensures that the proposed District Plan approach for achieving positive urban design outcomes in commercial centres meets the requirements of section 32 and the wider statutory framework, especially Chapter 5 and 6 of the Canterbury Regional Policy Statement (2013).

Throughout this report, the term 'urban design' refers to both the process of designing retail centres and the resultant design outcomes that eventuate. Best practice urban design draws on the established theory and practice of the combination of design elements that give rise to successful centres. Given that much of the established urban design theory has been established in Europe or North America the important concept of 'context' is critical to this report in applying established principles to the specific Selwyn context. This context is one of generally smaller rural townships where the retail centres have grown incrementally over time and where further growth will generally occur as infill development that is inserted into existing established environments.

2.0 Methodology

Selwyn Council has undertaken a considerable body of work in formulating urban design controls, master plans, and complementary design guides for the District's commercial zones. This body of work has been informed by urban design experts and has drawn on recognised urban design best practice. These provisions were further refined through the recent LURP Action 27 for Rolleston and Lincoln town centres which included feedback from submitters and was determined by independent commissioners.

The proposed methodology is as follows:

- 1) Identify and describe the Operative District Plan controls on design outcomes in the District's Business 1 zones;
- 2) Clearly articulate the key urban design outcomes sought for the District's town centres, drawing from urban design best practice examples, the established master plans and the Commercial Design Guide;
- 3) Agree these outcomes with the Council's urban designer;
- 4) Undertake site visits to the recent commercial developments and assess the as-built / or consented outcomes against the criteria and outcomes established in (1);

- 5) Review the content of other District Plans relating to urban design controls in commercial business areas. In particular there is merit in reviewing both the Waimakariri District Plan and the recent Christchurch District Plan as contextually these two other plans form part of greater Christchurch and as such it is important to determine whether any future consenting framework for Selwyn District would be markedly more or less enabling than that of adjacent Districts. The Ashburton District Plan could also be reviewed as a 'second generation' plan as an adjoining District with similar sized centres.
- 6) Review findings with reference to the other related packages of work being undertaken as part of the District Plan Review process.
- 7) Document the degree to which the current District Plan approach is effective and efficient in delivering the desired urban design outcomes and the extent and nature of alternative approaches in the District Plans for areas with similar urban contexts.

3.0 Existing District Plan Framework

3.1 Zoning overview

The key zone that provides for commercial activities and buildings in Selwyn District is the Business 1 zone. This zone applies to the town centres and 'main streets' of the larger towns and villages within the District. The smaller villages do not tend to have a Business 1 zone and instead commercial activities tend to be located within a Residential zone. These 'out of zone' commercial activities are subject to a separate report (BS001) as part of the District Plan Review background work programme.

The current Plan provisions were developed initially as part of the wider District Plan Review over ten years ago and were limited to restrictions on activities that could locate in the Business 1 zone and to bulk and location controls on matters such as building height and boundary setbacks. These general zone provisions were then expanded through Plan Change 29 which introduced urban design controls to the Business 1 zone, including a difference in approach for small development below 450m² and larger developments which required consent through a qualitative urban design assessment. PC29 was subject to the statutory plan change process including submissions from interested parties, hearing, and a subsequent Environment Court appeal that was settled via consent order in 2012.

The PC29 provisions were subsequently amended further via Action 27 of the Land Use Recovery Plan (LURP). The LURP was a strategic planning document developed under the Canterbury Earthquake Recovery Act 2011 for Greater Christchurch following the Canterbury Earthquakes. The LURP identified a series of actions to enable the successful recovery of the area and to guide a coordinated approach to urban growth over the metropolitan area. Action 27 required the identification of the extent of 'Key Activity Centres' in Selwyn District and the rule package associated with those Centres. As the geographic scope of the LURP was limited to Greater Christchurch, and the Action itself was limited to the 'Key Activity Centres', the rule amendments flowing out of the LURP were limited to the Business zones in Rolleston and Lincoln. Whilst not subject to the usual RMA plan change processes, the LURP provisions were nonetheless subject to public consultation, with submitters able to present their concerns to an independent hearings panel.

The combination of the PC29 and LURP Action 27 processes has resulted in the urban design outcomes within the Business 1 zones being controlled primarily through three separate rules, depending on the scale of development and its location as follows.

3.1.1 Controls within all townships outside of Rolleston and Lincoln

Buildings of less than 450m²:

Small scale buildings or additions that have an area of less than 450m² are subject to rule 16.9 and associated sub-clauses 16.9.1.1-4. This rule permits buildings without the need for an urban design assessment, provided that they comply with the following four key matters, namely:

- i) No car parking is provided between the frontage of any building and the road;
- ii) At least 50% (by length) of each building frontage which directly faces on-site public space or a road or other area where the public has legal right of access, shall be installed and maintained as active commercial frontage (i.e. windows)¹;
- iii) The maximum height of any fence between the building façade and the road boundary shall be 1m; and
- iv) Every building adjoining or within 3m of a road boundary is to have a verandah. The verandah is to extend to within 0.5m of the formed road edge, be a minimum of 3m deep (except where this would conflict with the 0.5m road setback), and shall extend along the entire frontage of the building and adjoin verandahs on adjacent buildings.

Buildings over 450m²:

Larger buildings are controlled through rule 16.10. All buildings require a non-notified resource consent as a restricted discretionary activity, with Council's discretion limited to a range of design and context matters. A full list of the relevant assessment matters is attached as **Appendix 1**.

3.1.2 Controls within Rolleston and Lincoln Key Activity Centres

Buildings located within Key Activity Centre Precincts 1-4, 7, and 8 (Rolleston & Lincoln town centres):

Buildings located within the Rolleston and Lincoln Key Activity Centres ('KACs') are not subject to the above two rules. New development instead requires a non-notified resource consent as a controlled activity for all new buildings, regardless of size. The assessment matters are broadly similar to those that apply for large buildings outside the KACs, along with specific direction as to the outcomes sought in various precincts. The rule package also includes the identification of streets where an 'active frontage' and 'building line' are required. The relevant assessment matters for the KACs are included in **Appendix 1**.

Summary of outcomes:

The existing rule package is tailored to address different scales of development, and also different centre roles. The first rule provides for small scale commercial activities and buildings outside of Rolleston and Lincoln and is based on the premise that for small scale development appropriate built form outcomes can be achieved through compliance with a narrow list of rules controlling the location of carparking, road-facing glazing, height of fencing, and the provision of verandas.

¹ It is noted that 'active commercial frontage' is not defined in the Plan, which can lead to implementation and Plan interpretation issues.

The second rule addresses larger scale developments, again where these are located outside of Rolleston and Lincoln. This rule is based on the premise that acceptable urban design outcomes cannot be delivered with certainty through rules controlling only building bulk and location matters. The rule instead requires all such development to obtain resource consent with a qualitative urban design assessment against various assessment matters. Such consents have a restricted discretionary status which means that consent can be declined.

The third rule applies to the Key Activity Centres of Lincoln and Rolleston. It makes all new development subject to a qualitative urban design assessment (regardless of size), however the resource consent is a controlled activity which means that consent cannot be declined (although conditions can be imposed to manage effects). The matters within the Council's control are similar to the matters of discretion applying to larger developments in other centres. The matters of control/discretion in the two qualitative urban design rules provide a useful indication of the key urban design tools that the District Plan uses to achieve the wider objective of well-designed and contextually appropriate town centres. In summary these matters are:

- a) Well-modulated buildings;
- b) Attractive road and public space frontages. This outcome includes building lines (both to the street edge and in a continuous manner), glazing, and verandas;
- c) The provision of clear pedestrian routes/ networks, especially where part of larger comprehensive developments;
- d) Location of parking areas to the side or rear where practicable, and their visual enhancement through landscaping;
- e) The integration of landscaping into the development;
- f) The achievement of Crime Prevention Through Urban Design (CPTED) principles;
- g) Screening of roof plant;
- h) Screening of outdoor storage and waste management areas (from both the street and residential neighbours;
- i) For large format retailers and centres, the need for their design to meet their functional requirements.

4.0 Selwyn Commercial Design Guide and Town Centre Master Plans

The above outcomes that are sought through the various assessment matters are consistent with the key matters identified in the Council's Rolleston and Lincoln Town Centre Master Plans and the Council's Design Guide for Commercial Development. The design guide is a voluntary tool that provides developers with an illustrated tool for considering how to sensitively integrate new development into the District's town centres.

The Design Guide includes a list of principles under the following headings:

- Fit in with the surroundings;
- Activate the edges;
- Provide space for public life;
- Favour the pedestrian;
- Car parking;
- Landscaping;

- Servicing;
- Signage;
- Design to prevent crime; and
- Respect residential neighbours.

5.0 Lessons Learned from the Christchurch District Plan Review

The urban design tools identified in Selwyn's Commercial Design Guide are likewise broadly similar to the assessment matters developed through the recent Christchurch District Plan Review process. The Christchurch Plan includes qualitative urban design consenting requirements for all new development in the City Centre. In suburban areas the urban design assessment is triggered by development over 1,000m² in the smaller neighborhood centres, and over 4,000m² in Christchurch's Key Activity Centres (generally those centres anchored by a large shopping mall).

There was considerable debate through the Christchurch District Plan Review process as to whether the District Plan should include a lengthy set of assessment matters that provide considerable detail under various principle headings, or whether to have a streamlined set of provisions that simply set out the key principles. The Independent Hearings Panel came down strongly in favour of the later streamlined approach, with assessments reliant on a reasonable level of expertise amongst both applicants and processing planners. Such a streamlined approach was also supported by submitters through the LURP Action 27 process.

Of interest, the Christchurch Panel also established a 'certification' approach whereby applicants are able to have their design certified by a suitably qualified urban designer in which case council's discretion is limited to simply ensuring that the development is undertaken in accordance with certified plans as a controlled activity.

The assessment matters are broadly similar for development in the City and suburban centres. The assessment matters for suburban commercial development are as follows:

The extent to which the development:

1. *Recognises and reinforces the centre's role, context, and character, including any natural, heritage or cultural assets;*
2. *Promotes active engagement with, and contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces;*
3. *Takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building;*
4. *Provides a human scale and minimises building bulk while having regard to the functional requirements of the activity;*
5. *Is designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles, including encouraging surveillance, effective lighting, management of public areas and boundary demarcation;*
6. *Incorporates landscaping or other means to provide for increased amenity, shade, and weather protection;*
7. *Provides safe, legible, and efficient access for all transport users;*

8. *Where relevant, has regard to the actions of the Suburban Centre Master Plan to support their recovery, long term growth and a high level of amenity².*

6.0 Centre Vision & Design Outcomes

Selwyn Council's Commercial Design Guide, and the various assessment matters, recognize that context is critical. An appropriate design solution in a small block of shops may be quite different to a larger town centre with large format retailers such as a supermarket or hardware store. This difference in context makes it challenging to prescriptively seek a single set of outcomes as constituting 'good' development that apply equally to all retail areas.

6.1 Town Centre Role

The various town centres have differing roles to play, depending on the area's place in the hierarchy of centres articulated through Selwyn 2031. This role is manifested on the ground through the range and scale of retailing and services on offer in the centre. This can vary from a small village store, church, and school in the smaller villages through to the Rolleston Key Activity Centre which includes District-wide services in addition to a large immediate residential catchment. Whilst scale will vary, ideally all centres should be vibrant and attractive places as the functional, social, and often geographic centre of their local community and rural hinterland catchment. Such attractiveness includes low rates of vacancy, with buildings well maintained and providing necessary services, public spaces for informal gatherings, parking that is convenient but not visually dominating, landscaping that is integrated into the street scene, and buildings that are appropriate in their form and function to their role and context.

Rather than prescribe a single set of outcomes, within Selwyn District the various retail contexts tend to be one of the following:

6.1.1 Town Centre Context and Design Outcomes

Rolleston has the only commercial centre that occupies a number of adjacent blocks and extends beyond a primary orientation along a single street. Rolleston Centre's role is that of the key retail and service hub for the District and as such includes facilities at a scale that will not be available elsewhere. Such District-wide facilities include the main Council headquarters, proposed central library, and large supermarkets and The Warehouse that provide considerable choice in product range. In addition to the supermarkets, Rolleston also has the capacity to provide larger department and homeware stores. These large anchor stores need to be carefully integrated with nearby small-format retail and hospitality businesses to provide an attractive, coherent centre.

Key context and design outcomes are:

- Range of building scales, reflecting functional needs of supermarkets and larger department/homeware stores in combination with other smaller retail stores;
- Large and small format retailing integrated together both within individual sites and between sites to form a single coherent centre;

² There is a further assessment matter relating to consideration of Ngai Tahu values where the development is within a site that has been identified as being of Ngai Tahu cultural significance. None of the Selwyn B1 Zones are identified in the operative District Plan as having such values, noting that the degree to which the District Plan appropriately responds to Ngai Tahu values will be subject to a separate work programme as part of the District Plan Review.

- A walkable centre that provides legible safe and attractive connections between car parks, public transport (where such services are available), public space, and shops i.e. park once and then explore the centre on foot;
- Pedestrian routes focused primarily along road frontages to provide activity across shop fronts and to facilitate clear fronts and backs to buildings. Where large blocks are developed comprehensively, any internal laneway design needs to consider the clear lines of sight and be of an appropriate width, should be attractively landscaped (mix of hard and soft materials), and activated with glazing and overlooking from adjacent building frontages;
- Common building lines with road-facing display windows and veranda cover provided along key frontages. Ideally buildings should be built to the road boundary with active frontages, however where the existing built environment has already established carparking areas between buildings and the street ensure that active frontages are provided to the carparking areas where the majority of customers arrive from;
- Building facades articulated and modulated between tenancies;
- Rolleston is the only centre in Selwyn where there is the scale and demand to enable greater use of multi-story buildings. Where single story only is provided, higher gables or parapets are desirable along front elevations to provide a degree of enclosure to the street and a visual difference in built form and scale between the centre and the surrounding, predominantly single story, suburban hinterland;
- Services areas visually and functionally separated from public areas with buildings having a clear front and back;
- Car parking provided both on-street, in communal Council/ public parking areas, and integrated within sites containing large format stores. Individual on-site parking not required for small format retailing to facilitate more continuous frontages; and
- Landscaping provided within the road reserve (especially where sites are built up to the road frontage), within parking areas, and within public pocket parks.

Laneways and public space³



³ Image from Rangiora

Landscaped parking area integrated with larger centre⁴



6.1.2 Main Street Context and Design Outcomes

The commercial centre is formed as a strip of shops along both sides of the principle street through the town and may include a small supermarket e.g. Lincoln (larger scale), or Leeston or Darfield (mid-scale). Provides primarily convenience retail to meet local needs e.g. dairy, café, hairdresser, along with potential community facilities such as a medical practice or child care. Larger centres may also include a small supermarket, larger community facilities such as libraries and service centres, and specialty retailing. In these outer plains townships, development generally occurs as incremental infill within or at the ends of an existing retail area rather than the comprehensive development that can occur in larger greenfield areas such as Rolleston.

Key design outcomes:

- Fine grain frontages with extensive glazing facing the street;
- Whilst ideally two story and especially on visually prominent street corners, given the existing low-rise built form in the smaller townships, single story is also acceptable with higher street-facing parapets and varied rooflines e.g. gables and/or façade differentiation between tenancies;

⁴ Image from the Selwyn Commercial Design Guide

- Built to the road boundary with glazing and verandas provided ~~either~~ along the street frontage or along the front façade line where facing onto a carpark;
- Landscaping not required or anticipated where built to the road boundary, with street trees located within the road reserve;
- Public space either integrated into the streetscape as a pocket park or attractive pedestrian friendly footpaths or laneways. These should be of sufficient width so as to provide space for seating/ display areas, as well as space to walk or deliver goods to shops; and
- On-site parking not anticipated (except for supermarkets), with on street parking relied upon. Where parking is visible it should ideally be to the side of buildings and include trees and ideally a low hedge to define the edge and to provide a degree of screening.

Small town main street, predominantly single story, continuous frontages with glazing and verandas, and a reliance on on-street parking (Leeston)



Lincoln main street concept⁵



⁵ Lincoln Town Centre Master Plan 2016

Commented [JC1]: Hi Mike

Have reflected on your and Gabi's feedback. In a mainstreet environment I agree that really we want buildings constructed to the road boundary with active frontages. Carparking between the building and the road is a reality in the large centres (addressed above), and is also likely in smaller greenfield growth areas e.g. west melton or Farringdon – discussed below.

6.1.3 Local shops Context and Outcomes:

A short parade or line of shops meeting primarily local convenience needs e.g. Faringdon, West Melton, Southbridge or Tai Tapu.

Key design outcomes:

- Either undertaken comprehensively for greenfield sites as part of an ODP e.g. Faringdon [or West Melton](#), or as incremental infill within or at the ends of an existing retail area. In terms of scale these smaller centres typically have less than 10 tenancies;
- Provides primarily convenience retail to meet local needs e.g. dairy, café, hairdresser, along with potential community facilities such as medical practice or child care. Where located on key tourist routes will also provide a service role for passing travelers e.g. Tai Tapu, Dunsandel;
- Fine grain frontages with extensive glazing [and pedestrian entrances](#) facing the street;
- Encourage two story, especially on corner sites, whilst recognising that the existing built form/ context is predominantly single storey and that there may be limited commercial demand for upper storey premises;
- Varied roofline e.g. taller parapets on street frontages, gables and/or façade differentiation between tenancies;
- Built to the road boundary with parking [ideally](#) either on-street or to the side, [especially where the development is infill and the buildings to either side are built to the road boundary](#);
- Verandas [and display windows](#) provided ~~either~~ along the street frontage. [Where the new building is proposed behind a carpark as a less preferred layout, then verandas and display windows should be incorporated into -or along- the front façade line where facing onto a carpark](#); and
- Landscaping not required or anticipated where built to the road boundary. Where parking is visible it should include trees and ideally a low hedge to define the edge and to provide a degree of screening.

Small blocks of shops with varied rooflines and articulated frontages⁶



⁶ Little River shops; image from Selwyn Commercial Design Guide

Darfield retail with verandas and street furniture



7.0 Assessment Criteria

The above section 6.0 articulates outcomes for different centre contexts and scales in Selwyn District. These outcomes have been combined with the assessment matters and design guide topics set out above in sections 3.0 – 5.0 to establish a principles-based set of criteria against which to assess development outcomes. Whilst the principles are uniform to all situations in terms of being important matters to address, the appropriate design solution will vary from development to development depending on context and the Centre outcomes sought.

The assessment criteria for reviewing recent commercial developments in Selwyn are therefore framed below against the common themes or principles established above, with additional commentary to flesh out what achieving such principles might mean for differing contexts. Whilst such additional commentary may not be appropriate as District Plan provisions, they are nonetheless useful for assessing the outcomes of recent developments.

a) Recognises and reinforces the centre's role, context, and character:

- Do the buildings have a similar scale and form as adjacent commercial premises (especially where part of a main street);
- Is there a reasonable transition in either building mass or separation distance between large format stores and smaller retailers or adjacent residential properties;
- Does the development retain and integrate any mature trees or character/ heritage buildings;
- Is the overall scale in keeping with its role e.g. small suburban centre as a single block of shops cf. town centre with large format retailers;

- For Rolleston and Lincoln centres the degree to which the development accords with any relevant Master Plans or Outline Development Plans.

b) Provides appropriate levels of modulation and detailing:

- Does the design clearly distinguish between different tenancies within the one block (especially within a centre or main street context);
- Is it generally two storey in mass, especially on corners (larger centres only);
- Does it have a varied roofline as a series of gables or parapets;
- Does it have a human scale in terms of detailing and proportions;
- For large format stores is the mass visually broken up through changes in cladding and modulation to reflect township rather than city context;
- Is signage in proportion to building size and function and integrated into the façade design.

c) Provides attractive road and public space frontages:

- Does the building line match that of adjoining buildings (especially main streets);
- Is roof plant screened from view;
- Does it provide veranda cover (town centres and main streets);
- Is the building's 'front' oriented towards the road;
- Does it include a high proportion of glazing along the street façade;
- Does it have a clearly legible, sufficiently wide, and easily accessible front pedestrian entrance;
- Where part of a wider complex are there clear, safe, and sufficiently wide pedestrian routes through the complex and between carparking areas and front doors.

d) Appropriately locates parking and service areas:

- Is parking visually subordinate to the buildings through location at side or rear, or if in front being modest in extent and well-integrated;
- Is on-street parking relied upon (especially main streets and local shops);
- Is parking convenient and functional;
- Are an appropriate number of cycle stands provided in close proximity to entrances;
- Are outdoor service areas appropriately located where disturbance of adjacent residential neighbours is minimized.

e) Integrates landscaping and public space into the development:

- Is parking visually softened through landscaping;
- Are medium or large trees incorporated into the overall site or included within the adjacent road reserve as street trees;

- Do public spaces include seating, bins, art works, landscaping and changes in paving material;
- Are public spaces well located for climate and integrated into the overall centre design.

f) Achieves Crime Prevention Through Urban Design (CPTED) principles:

- Does the development have clear public and private areas;
- Avoid areas of entrapment;
- Provide passive surveillance of public areas;
- Provide easily maintained surfaces and finishes.

g) Functional requirements for large format retailers:

- Are there strong functional drivers in the internal layout that drive the external design;
- Are loading areas screened and separated from customer/ public areas;
- Are there any untypical business-specific functional requirements.

h) Does the centre appear financially successful and is it servicing a community need:

- Does the centre appear to be vibrant and actively supported by the local community;
- Is it fully tenanted;
- Does it have a range of tenant types.

8.0 Site visits and assessment

Site visits were undertaken to the town centres of Rolleston, Lincoln, Prebbleton, West Melton, Leeston, Southbridge, and Darfield. These visits involved observation of the current condition of the various town centres and the existing built form and patterns of development. Recent development projects that obtained resource consent under the Operative Plan rule framework were also visited and an assessment undertaken against the criteria set out in the above section. The findings of these site assessments are attached as **Appendix 2**.

There is considerable diversity in terms of form, function, and centre role between the assessed projects. This diversity is helpful in providing a broad cross-section of projects to consider in terms of how the Operative District Plan provisions provide for, and respond to, different projects and contexts. This diversity conversely makes it challenging to draw definitive conclusions as to the efficiency and effectiveness of the Plan's regulatory framework, especially given that the majority of this framework has only been in place for a relatively short period of time. In assessing outcomes, there is also a need for caution in discerning outcomes that are driven by Plan provisions, and issues that have potentially arisen through practice i.e. if there is a poor outcome, is it because the Plan is poorly drafted, or is it because the provisions have been poorly implemented.

As a summary of the review of recent projects, the Lincoln Library, Laboratory, and public space areas produced a very successful outcome and provided a good example of how to incorporate a large area of public parking to the rear, carefully linked by public spaces to the main street. The Farmlands

(Darfield), Faringdon, and Vernon Drive developments were likewise generally appropriate to their context and function, noting that the Farmlands design and layout would not have been appropriate were it located as an insertion into the middle of the fine-grained convenience retail area further to the west, but was acceptable given its location in a transitional area of the eastern fringe of Darfield's main street. The West Melton development was likewise generally appropriate to its role and function, although the design outcomes would have been enhanced through a more varied roofline and more height in the front façade, with the lack of connection to the road front water race reserve area a lost opportunity.

The RD1 development in Leeston was considered to be a poor outcome given the lack of any real activation of the road frontage and the scale and lack of articulation, modulation, or detailing in the building design. The RD1 development is a good example of a trade supplier that would either be better located in a light industrial area, or if located immediately adjacent to a fine-grained retail main street environment would require a different design approach. The nearby Wrightsons building provides a helpful template in Leeston of a trade supplier in a mainstreet location with a design and layout that results in a much better contextual fit.

The Masefield Drive development is appropriate in terms of its scale and role in providing large format anchor stores and a diversity of smaller format retail opportunities in the centre of Rolleston. The development likewise provides an attractive and functional design and layout for customers that approach the buildings from within the main internal carparking area. The key design concern is the degree to which the development turns its back to Masefield Drive with visible loading and service areas and very little glazing or engagement with the street. The controlled rather than restricted discretionary activity status may have meant that seeking significant change to layout was beyond the scope of matters that could reasonably form consent conditions.

The review of recent projects did not identify any systemic problems or shortcomings with the Operative Plan framework in terms of activity and built form standards. The qualitative urban design assessment matters likewise appear to provide adequate scope for considering a range of urban design matters. The design outcomes of several developments could have been improved (primarily RD1 in Leeston and the Masefield Drive frontage), however given that the design concerns were within the scope of the resource consent assessment, there is no evidence of structural problems or loopholes with the Operative Plan framework.

9.0 Review of other District Plans

The District Plans of nearby Canterbury Territorial Authorities, along with a selection of other Rural-based Districts that are signatories to the Urban Design Protocol, have been reviewed to identify if there are common approaches to achieving positive urban design outcomes in town centres. This review also sought to determine whether the Operative Selwyn Plan approach is markedly out of step with that of other Councils. In undertaking this review, given the multitude of zones across the various District Plans, the focus has been on the most common commercial retail zones in the town centres of the respective Districts.

All of the reviewed Plans include controls on commercial business zones as methods for achieving positive urban design outcomes in their town centres. The reviewed District Plans are Ashburton, Waimakariri, Christchurch, Timaru, Kaikoura, Masterton, and Western Bay of Plenty. The findings of this review are summarised in table form and are attached as **Appendix 3**.

9.1 Activity-based controls

All the reviewed Plans contained activities-based controls that set out the types of activities that are permitted in commercial areas. The detail of these provisions varied somewhat from Plan to Plan, with

this variation as much to do with the level of detail contained within the definition section as it did with any marked differences in overall outcome or zone purpose.

As an overview, all Plans permit a wide range of retail, food and beverage, commercial service, traveller's accommodation, and community facilities within their commercial zones. Most Plans also permitted residential activities. Conversely most Plans did not permit industrial activities, and several included controls on trade or yard-based retailing.

9.2 Built form controls

In terms of built form controls, there is a reasonable level of consistency across all of the reviewed Plans, both in terms of the matters that are controlled, and the specific content of the rules. These common elements are summarized as follows:

- Height: All Plans control building height, with the limit generally being around 12m. A height limit of 12m provides for four storey buildings with an average floor-to-floor height of 3m.
- Recession planes: All Plans require commercial buildings to comply with a recession plane where located adjacent to residential zone boundaries. Conversely none of the reviewed Plans included recession plane controls between sites within the business zone, thereby enabling commercial buildings to be built immediately adjacent to each other.
- Road boundary: All but one (Kaikoura) of the reviewed Plans required buildings to be built to the road boundary so as to create a uniform building line at the road edge along retail streets. The building line rule was accompanied by requirements to provide veranda cover. There was also a consistent provision requiring that the road-facing façade be designed to provide an 'active' frontage at ground level, with the method of achieving this generally being to specify a minimum percentage of the façade to be glazed (in the range of 50-60%), [and also in some cases requiring the main pedestrian entrance to be located in the road-facing facade](#). Both the Waimakariri and Christchurch Plans also identify Key Pedestrian Frontages i.e. intact main street environments, where special focus is given towards achieving a uniform and activated building line.
- Only one Plan (Western Bay of Plenty) required a minimum of two stories. The Christchurch Plan requires a two storey minimum in the Commercial Central City Zone, but does not have such a requirement in the suburban KACs or smaller local centres.
- Outdoor service/ waste areas are generally required to either be located to the rear of buildings or to be screen by 1.8m solid fencing where visible from the road.

Just as there is a high degree of consistency in terms of built form standards, there was also a high degree of consistency as to matters that are not controlled. Only one Plan (Kaikoura) controlled site coverage, with none of the other Plans having a site coverage or plot ratio control. The reviewed Plans did not generally control the location of carparking, although the requirement for buildings to be built to the road boundary in practice means that any parking would need to be located to the side or rear. No Plans required building setbacks along internal site boundaries within the business zone (although several required a setback of around 3m from residential zone boundaries). No Plans required a minimum percentage of the site to be landscaped, although several Plans required road boundary landscaping where buildings were not built to the road edge.

9.3 Qualitative urban design controls

The Selwyn District Plan is relatively unusual in the extent to which it contains qualitative urban design controls. The only other reviewed Plans to require a qualitative urban design assessment were the Christchurch, Waimakariri, and Timaru Plans. In the case of Timaru, the urban design assessment is

limited to discrete parts of the Timaru and Temuka town centres that have a heritage precinct character and that contain a high number of listed heritage buildings.

In Christchurch, the trigger thresholds for when a resource consent is required for urban design matters are set as follows:

- Commercial Central City Zone - CBD context: All new buildings;
- Commercial Core – KAC context: All new buildings over 4,000m² gross floor area;
- Commercial Core – neighborhood centre context: All new buildings over 1,000m² in area;
- Commercial local – local shops context: no requirement with reliance on built form controls only.

The activity status is controlled (where the design is certified by a Council-approved urban design expert), or is otherwise restricted discretionary. Any consents are to be processed on a non-notified basis.

In the Waimakariri Plan any building over 450m² in the KACs and Oxford town centre requires consent as a discretionary activity, with assessment matters including consideration of both tenancy size/ retail distribution matters and urban design considerations.

9.4 Non-regulatory tools

The use of non-regulatory tools varied from District to District. The tools used for creating vibrant and attractive town centres were quite broad and drew on a range of Council responsibilities and funding streams.

Tools included the following:

- Preparation of centre master plans to coordinate Council asset programmes and to encourage private developers;
- Provision of voluntary design guides that sit outside of the District Plan;
- Developer-initiated covenants/ design approval requirements (limited to retail areas located within larger greenfield subdivisions);
- Council asset management programmes that focus on street and public space renewal, and the provision of public carparking (with such works potentially linked to the implementation of centre Master Plans);
- Council funding and design of community facilities in town centre locations such as libraries and service centres;
- Support for main street business associations;
- Town centre event organising and marketing such as farmers' markets or santa parades;
- Heritage grants for renewal of heritage buildings in town centres.

These wider initiatives tend to compliment or work in parallel with private sector- led development. Feedback was that in general it is the socio-economic health of the town centre, market demand, and developer aspirations and capability that drive the design quality of private developments, with the District Plan assisting in putting a baseline or envelope around the massing and nature of the development. Direct Council investment in upgrading streets, parks, and community facilities was seen to be important in acting as a catalyst for private investment and for creating an attractive public realm framework within which private developments could be placed. Ultimately though, the design

quality and rate of investment was primarily dependent on market demand and the economic vitality of the centre's catchment.

9.5 Importance (or not) of cross-boundary consistency

The key environmental outcomes that urban design controls seek to achieve are generally limited to amenity/ character matters. Whilst achieving positive urban design outcomes is important for the quality of life of Selwyn residents and workers and the success and role of the District's town centres, in itself it is not a big strategic topic that has potentially significant implications across District boundaries, unlike matters such as urban growth, arterial transport functions, or the management of natural hazards. As such consistency in urban design provisions between neighbouring District Plans is not considered to be vital, with it quite appropriate for different Plans to contain differing approaches to reflect both differing environmental contexts and differing community aspirations in terms of the urban design outcomes they are seeking to achieve.

Consistency of approach between neighbouring Districts does have some benefits for developers that work across the Districts, where a consistent approach to regulation can improve efficiency in process and design costs. Such gains are however more to do with process efficiency rather than environmental outcomes per se. A consistent approach can also have benefits in enabling an 'apples with apples' investment decision where developers are deciding whether to invest in Selwyn or a neighboring District and where additional regulatory costs and uncertainty created by differing urban design frameworks may around the margin have some effect on those investment decisions.

As noted above, there is already a reasonable level of consistency in terms of both the activities-based frameworks and built form standards. This consistency of approach is present not just with neighbouring Councils but also across the wider range of reviewed District Plans.

The use of qualitative urban design controls, and the thresholds at which these controls are triggered, is where there is greater difference between Plans. The use of such controls outside of greater Christchurch is uncommon, and of the reviewed Plans is limited to heritage precinct areas only. It is important to note that the controls for KACs have been recently reviewed for Selwyn, Waimakariri, and Christchurch Councils through actions that flowed out from the Land Use Recovery Plan. The LURP sought to achieve a co-ordinated and integrated approach to the recovery and ongoing management of urban growth across the greater Christchurch metropolitan area. This combination of a relatively recent review of provisions, combined with a common metro-wide approach to urban growth, the identification of KACs, and the drafting of urban design controls to achieve positive town centre outcomes, means that there is greater benefit in having a reasonably consistent approach across the three Districts than might be the case of other resource management issues/ contexts where there is not a co-ordinated recovery focus.

10.0 Recommendations

As identified above, the urban environmental outcomes sought for commercial areas are generally managed via three types of control, namely:

- 1) Controls on appropriate activities (function and use);
- 2) Quantitative controls on appropriate built form e.g. height, density, road setbacks; and
- 3) Qualitative assessments of the design of developments in locations or zones where considered design will actively contribute to positive outcomes and/or that are sensitive to the potential adverse effects of poor design choices.

The third category includes those controls generally referred to as 'urban design controls', however, in reality all three methods of control are integral to the end built environment outcome and whether

a successful built environment that is appropriate to its context will result. For many urban contexts, acceptable built environment outcomes can generally be achieved through the use of controls on activities and built form only, for example industrial areas or low density residential suburbs. Such tools are legitimate 'urban design' methods as much as they are planning methods. In locations that are more sensitive to the potential adverse effects of poor design choices, and that conversely can be enhanced through careful design, the use of qualitative urban design assessments are also a useful tool in achieving positive outcomes.

In considering which tool or mix of tools to use to achieve the desired end outcome, assessment of context is critical. Qualitative controls require all development to proceed through a resource consent process. This process has the potential to cause uncertainty and to impose costs on applicants, and hence should be limited to locations where:

- 4) The benefits of site-by-site assessment clearly outweigh the transaction costs of the process itself; and where
- 5) A lack of such controls would result in potential outcomes that would impose significant costs on the community through poor townscape amenity and function.

For many areas, acceptable urban environment outcomes are generally able to be achieved without the need for a qualitative assessment and associated resource consent process through a mix of controls on inappropriate activities and controls on building mass and location. This is not to say that poor design outcomes will not occur in isolated cases, however, on balance the end outcomes at an area-wide level are acceptable, and the benefits of controlling the occasional sub-optimal design outcome do not outweigh the time and costs associated with a resource consent process of making all development subject to a qualitative assessment.

There are nonetheless contexts that are more sensitive to adverse effects derived from poor design outcomes, and where acceptable outcomes cannot be generally assured through the use of building bulk and location controls alone. These contexts are typically those associated with medium and high density housing, and larger commercial centres. Such controls are conversely much less common in smaller rural townships or Districts, unless such townships contain significant heritage precinct values or are located within or adjacent to visually sensitive areas such as the coastline or near national parks. Possible explanations for the lower use of qualitative urban design controls in rural districts include the 'first generation' nature of some District Plans that were prepared in the 1990's prior to the development of Ministry for the Environment's Urban design Protocol, and the less complex and lower scale urban fabric in smaller townships where built form controls are adequate for achieving acceptable urban design outcomes.

In considering the effectiveness of the Business 1 Zone controls in a Selwyn District context, the above review has considered:

- a) The design outcomes anticipated to be achieved through the existing Lincoln and Rolleston Town Centre Master Plans, relevant District Plan provisions, and the associated Commercial Urban Design Guide;
- b) Whether the recent built developments that have occurred under the Operative Plan have resulted in good urban design outcomes; and
- c) Whether the Operative Plan provisions are consistent with the approach adopted in other Canterbury Districts, and other rural Districts that are signatories to the MfE Urban Design Protocol.

10.1 Activity-Based Recommendations

- 6) The Operative Plan approach to controlling activities in commercial business zones is consistent with that adopted by other Districts and should be retained, subject to any recommendations to come from the wider review of the Business Zone provisions and role.
- 7) A key matter in this wider consideration is whether trade and yard-based retailers (or at least certain forms of them) should be permitted in the Business 1 zones or whether these types of retail activity and the associated built form and functional needs mean that a Business 2 or 2A zone location (or identified precinct in Rolleston) is more appropriate. Certainly from an urban design perspective these types of retailer often require visible yards for displaying vehicles or bulky goods and their building requirements and subsequent designs are different from more fine-grained comparison retailing. As such from an urban design perspective they are generally more appropriately located in industrial locations.

10.2 Built Form Recommendations

- 8) The Operative Plan built form rules are also consistent with the matters controlled in other District Plans. From site visits and the review of recent resource consents the rules controlling building height and setbacks appear to be appropriate and should be retained.
- 9) The Operative Plan requirement to build to the road and to provide active frontages varies between the KACs of Rolleston and Lincoln and the other centres. In the KACs the planning maps identify two lines or rules that run along various road frontages – one which identifies the need for active frontages, and one that requires building to the road boundary. The urban design assessment matters also refer to the provision of an active frontage, with this term defined. In the other townships there is a built form rule that simply requires the provision of an active frontage. The ‘active frontage’ requirement is somewhat ambiguous and would provide greater certainty if rather than rely on a definition the rule itself was ~~were it~~ drafted as a minimum ground floor glazing percentage, with 60% a common threshold. The rule could also be expanded to require the provision of verandas and the main pedestrian entrance in the road-facing façade. Where the term ‘active frontage’ is used as an urban design assessment matter, the assessment matter itself could be expanded to better communicate the active frontage outcomes being sought rather than cross-referencing to a definition. Whilst they would benefit from some refinement, ~~t~~ The controls regarding requirements to provide verandas, active frontages and building to the road boundary are necessary and should be retained.

10.3 Qualitative Urban Design Recommendations

There is a need for a qualitative urban design rule in some situations. For smaller developments in the Outer Plains townships the built form standards are considered to be adequate for achieving positive urban design outcomes. This is especially so in smaller centres where the development tends to be of an infill nature within established main street contexts. The Operative Plan trigger of 450m² floor area is consistent with that used in the Waimakariri District Plan. It is smaller than that used in the Christchurch Plan, but the township centres in Selwyn are likewise generally smaller than Christchurch’s larger suburban centres. A 450m² building will be a large building in terms of the existing size of buildings in these centres and as such if poorly designed has the potential to stand out or be visually dominant in the streetscape. The development of large new retail buildings in the smaller townships is also relatively uncommon and therefore it is important that large new additions are well designed as they will be ‘the new big thing’ for quite some time.

Rolleston and Lincoln town centres are different due to their KAC function and the associated greater scale and number of anticipated commercial buildings. These two centers are the key social and

commercial hubs for the District, and therefore it is important for the social and economic well-being of the District that they are attractive and functional hubs for both their immediate communities and the wider Selwyn population.

The Operative Plan controlled activity rule applying to all new development has only been in place for a couple of years. As such it is considered to be too early to be able to definitely assess whether or not it is working effectively in achieving positive urban design outcomes and whether controlled activity status is appropriate compared with restricted discretionary status that applies to larger developments elsewhere in the District. The Christchurch Plan approach of enabling such consents as a controlled activity subject to certification by a Council-approved urban designer is likewise too new to be able to assess its effectiveness, with it noted that despite the rule having effect for over a year and a half at the time of writing, Christchurch Council has yet to develop a list of approved urban designers. The outcome generated by the Masefield Drive development is inconsistent with the outcomes sought in the town centre Master Plan and whilst working well internally presents a poor outcome to Masefield Drive. As such restricted discretionary status may be more appropriate to enable developments with significant outcome shortcomings to be declined. Restricted discretionary status is also consistent with the Waimakariri and Christchurch Plans, noting the challenges that Christchurch Council have encountered with developing suitable criteria for compiling a list of approved urban designers given that urban design as a profession does not require registration in the same way as other professions such as architects or engineers.

The Operative Plan's assessment matters are quite lengthy. Given the careful consideration of approach to urban design assessment matters that was recently undertaken by the Independent Hearings Panel as part of the Christchurch District plan process, an approach of a much shorter 'headline' list would help in both simplifying the District Plan provisions and in achieving better alignment with the adjacent Christchurch District. The Christchurch Plan assessment matters for suburban centres are considered to be appropriate for Selwyn and address the relevant matters.

Recommendations:

- 10) In Business 1 Zones in all townships other than Rolleston and Lincoln rely on the built form standards as being adequate for achieving an acceptable urban design outcomes for developments below 450m² i.e. retain the Operative Plan approach;
- 11) Require a qualitative urban design assessment for buildings over 450m² in all townships other than Rolleston and Lincoln as a restricted discretionary activity i.e. retain the Operative Plan approach;
- 12) In Lincoln and Rolleston retain the Operative Plan requirement for a qualitative urban design assessment for all new buildings given the KAC status of these centres and noting the recent LURP process that established this requirement and that has not had sufficient time to be tested to conclude that a change in threshold is needed;
- 13) In Lincoln and Rolleston consider moving to a restricted discretionary rather than controlled activity in order to address proposals with fundamental layout issues;
- 14) Retain the non-notified status of consents that are triggered by the urban design rule for all townships;
- 15) Adopt the 'headline' short list approach to assessment matters that were confirmed through the Christchurch Plan process.
- 16) It is noted that consideration of Ngai Tahu values is an assessment matter for development in the Christchurch CBD but not in the suburban centres. It is recommended that feedback is sought from Mahaanui on behalf of local runanga as to whether such an assessment matter is appropriate in the context of Selwyn's smaller rural townships.

10.4 Non-regulatory Recommendations

- 17) Council officers to continue to work across departments with a 'place-making' focus on Council asset management and in particular the role that street design, open spaces, and community facilities can play in creating attractive and vibrant town centres. It is noted that the Rolleston and Lincoln Town Centre Master Plans included a number of such actions;
- 18) Ensure that Council officers are provided with the necessary training in assessing applications that give rise to urban design issues and the need to carefully consider the context and role of the centre in undertaking an assessment.

Appendix 1. Operative Plan Urban Design Assessment Matters

Urban design assessment matters for buildings over 450m² outside KACs

- 16.10.2.1 *The extent to which the development:*
- (a) *contributes to visual variety, including in relation to the architectural modulation and detailing proposed, and*
 - (b) *visually integrates or disguises roof mounted servicing equipment.*
- 16.10.2.2 *The extent to which the design and layout of the site provides and addresses (for instance through active frontage) attractive pedestrian areas; either public streets or spaces with an equivalent amenity to public streets, where practicable.*
- 16.10.2.3 *The extent to which the site layout provides direct, logical and attractive pedestrian routes of sufficient width within and through the site as part of a comprehensive walking network for the wider area.*
- 16.10.2.4 *The extent to which the development maintains and/or provides continuous building lines, active frontage and verandahs along street boundaries and main pedestrian routes where practicable.*
- 16.10.2.5 *Whether car parking areas contribute to the provision of high quality public space, and are not located between buildings and a road where practicable.*
- 16.10.2.6 *The extent to which the design and location of landscaping will contribute to a high quality pedestrian experience by mitigating any adverse visual effects of development and defining the edges of streets and other space accessible to the public.*
- 16.10.2.7 *The degree to which the reflectivities proposed for the exterior of buildings, including rooves, will contribute to pleasant and attractive streets and public areas.*

Urban Design assessment matters for all buildings located within the Rolleston and Lincoln KACs

- 16.12.2.1 *The extent to which the development:*
- (a) *contributes to visual variety, including in relation to the architectural modulation and detailing proposed, and*
 - (b) *visually integrates or disguises roof mounted servicing equipment.*
- 16.12.2.2 *The extent to which the design and layout of the site provides for and addresses attractive pedestrian areas, either public streets or spaces with an equivalent amenity to public streets, where practicable.*

- 16.12.2.3 *In those areas identified in Appendix 29C(i) and 29C(ii) as being subject to a “proposed pedestrian route”, the extent to which the site layout provides direct, logical and attractive pedestrian routes of sufficient width within and through the site as part of a comprehensive walking network for the wider area.*
- 16.12.2.4 (a) *In those Precincts identified in Appendix 29C(i) and Appendix 29C(ii) as being subject to an active frontage and building line, the extent to which the development maintains and/or provides continuous building lines, active frontage and verandahs along street boundaries and main pedestrian routes.*
- (b) *In those Precincts identified in Appendix 29C(i) and Appendix 29C(ii) as requiring an active frontage only, the extent to which the development maintains and/or provides active frontage and verandahs facing towards street boundaries and along main pedestrian routes.*
- 16.12.2.5 *In those Precincts identified in Appendix 29C(i) and Appendix 29C(ii) as requiring an active frontage only, where the building is an addition or extension to an existing commercial development, the extent to which the proposed design integrates with the adjacent commercial frontages and parking areas.*
- 16.12.2.6 *The extent to which car parking areas are enhanced and/or screened from the street by landscaping.*
- 16.12.2.7 *The extent to which the design and location of landscaping will contribute to a high quality pedestrian experience by mitigating any adverse visual effects of development and defining the edges of streets and other space accessible to the public.*
- 16.12.2.8 *The extent to which the building design and location relates to Crime Prevention through Environmental Design (CPTED) principles.*
- 16.12.2.9 *The degree to which the reflectivity proposed for the exterior of buildings, including roofs, will contribute to pleasant and attractive streets and public areas.*
- 16.12.2.10 *For large format retail and shopping centres, the extent to which the design and layout of the site takes into account the functioning of and the practical requirements of those activities.*
- 16.12.2.11 *For large format retail and shopping centres, the extent to which the design and layout of the site provides for an integrated and comprehensive development.*
- 16.12.2.12 *The extent to which the design and location of landscaping and fencing will mitigate any adverse visual and amenity effects of development to adjoining sites containing residential activities.*

16.12.2.13 *Whether the site layout and location of storage and waste areas minimises the potential for disturbance and a loss of amenity for residential neighbours.*

Appendix 2. Site visit Observations and Assessment

Location: Farmlands, 40 South Terrace, Darfield	
Recognises and reinforces the centre's role, context, and character	
	Comments
Scale and form / part of main street	Separated from the more continuous main street area to the west. Located adjacent to open space park with rail corridor to the rear and light industrial activities in the wider area
Transition, modulation, separation between large and small scale stores	No immediate retail neighbours. Height is appropriate to the large size of the site
Character and amenity/ heritage and landscaping	Is located adjacent to heritage jail house and reserve. Building is set back from this reserve and heritage building so that the two structures are both visually and physically quite separate.
Context- in keeping with role of centre	Is focused on meeting the functional needs of wider rural farming businesses as a trade supplier. Use is appropriate to Darfield's role as a rural service township
Provisions- in keeping with master plans/guide lines	N/A – there is no ODP or wider Masterplan for Darfield
Overall comments on role, character and context outcome: Farmlands has a trade supply rather than convenience or comparison retail function. The provision of this role at the edge of the town centre is appropriate given Darfield's rural service town function. The site's location is where the more retail-focused 'main street' transitions into a mixed light industrial environment of businesses that have a rural processing or supply function.	
Modulation & Detailing	
	Comments
Differentiation between tenancies	Store is a single-tenancy business
Generally two storey, especially on corners (KACs only)	Building is single storey, however the building height is equivalent of two storey, with the form similar to that of a high-stud warehouse.
Varied roofline	No, roofline is a simple shallow pitch that is largely screened behind a parapet wall.

Human scale proportions	The building presents visually as a simple warehouse structure with limited modulation. There is some variation in colours which assist in reducing the visual appearance of building mass.
Mass visually broken (large format)	Limited attempts to break up the massing. The front entrance feature assists in adding visual interest to the front façade and assists in visually breaking the building into two halves.
Signage integrated and in proportion	Signage is integrated into the building façade, and is in proportion to the overall mass and design of the building. There is a single pole sign located adjacent to the site entrance.
Overall comments on Modulation The trade supply function and role of the building, combined with its location at a transitional point in the Mainstreet where convenience retail activities shift to light industrial activities, means that the overall massing and design of the building is appropriate to its context. The building has the form and general appearance of a high stud warehouse and as such presents a relatively simple front façade with limited visual interest, modulation, or detailing. Such design would not be appropriate were it located in the middle of the more fine-grained retail environment to the west, however it sits comfortably with the more mixed light industrial character of the surrounding area.	
Road and public space frontage	
	Comments
Building line matches adjoining buildings	There are no adjacent buildings to reference. The wider main street area in Darfield does not have a consistent building line, particularly towards its eastern end. The presence of a Council reserve and heritage building in front of a portion of the site and the road further limits the ability to locate adjacent to the road in this instance.
Roof plant screened	Yes, no visible roof plant.
Veranda cover	No, however it does not form part of an intact main street environment where there would otherwise be veranda cover.
Fronts the road	Yes, the building is oriented towards the road.
High proportion of glazing in front facade	No. The glazing that is provided is located in the front façade, however the overall quantum of road-facing glazing is relatively limited, reflecting the warehouse-based structure and trade supplier function.
Legible and accessible front entrance	Yes, there is a clearly legible front entrance with associated canopy located at the front of the building.

Legible and safe pedestrian routes through the complex	Yes, the site design is simple and straight forward with a customer carpark located in front of the building with a clear pedestrian entrance.
Overall comments on road frontage: <p>The building is set back from the road and is partially located behind a Council reserve and heritage building. The building does little to contribute to an activated and attractive street scene, but likewise does not unduly detract from the street scene given the partial screening provided by the Council reserve. The building has a clearly legible front entrance.</p>	
Parking Area Location & Design	
	Comments
Parking visually subordinate	The parking area is located between the building and the street and therefore is clearly visible. The parking area is in proportion to the size of the building and does not visually dominate the site.
On-street parking relied upon	No, there is adequate on-site parking provided.
Parking convenient and functional	Yes, the customer carpark is located immediately adjacent to the building entrance and has adequate room for farm vehicles, trailers etc.
Cycle stands provided	No, although given the trade supply role and bulky nature of the products on offer there is considered to be very little if any customer demand for cycle stands.
Outdoor service areas screened from the road and neighbours	Outdoor service/ waste areas are screened. The site backs onto a rail corridor and does not have residential neighbours. Given the trade supply role, the site includes an outdoor yard-based area where farm supplies such as fence posts, timber, and bulky goods are stored. This area is set behind a wire mesh security fence and is somewhat utilitarian in appearance, however the products are on display rather than constituting an outdoor storage area.
Overall comments on parking design and location <p>The parking area is clearly visible and easily accessible. The parking arrangement is consistent with the light industrial character of a number of sites in the surrounding area and is compatible with the trade supplier function of the site with its associated yard-based area that requires easy customer vehicle access for loading bulky goods.</p>	

Public Space and landscaping integration	
	Comments
Parking visually softened with landscaping	There is a landscaped strip with specimen trees located between the parking area and the road. Given the relatively short time that these trees have been in place their contribution towards the street scene and softening of the car park is limited, however this should improve over time as they mature and increase in size.
Larger trees incorporated into site or in adjacent road corridor	The site pre-development did not contain any mature trees. The site is located adjacent to a Council reserve that contains a number of large specimen trees.
Public areas attractively landscaped	No public realm areas are provided as part of this development. The site does not detract from the adjacent reserve and there is easy pedestrian accessibility between the site's carpark and the reserve.
Public areas include street furniture and differentiated paving	N/A
Public areas well located for climate and centre integration	N/A
Achieves CPTED Principles	
	Comments
Clear public and private areas	Yes, there is a clear demarcation between customer/ public areas at the front of the site and private/ service areas to the side and rear.
Avoids areas of entrapment	Yes, the site presents as a clean simply front façade with no alcoves or potential areas of entrapment.
Provides passive surveillance of public realm	The limited quantum of glazing in the front façade means that there is limited passive surveillance of the road frontage or adjacent public park. The carpark is clearly visible from the road and as such is readily surveyed from the public realm.
Durable materials	Yes, the building is constructed from durable materials that are able to be easily maintained.

Large Format Functional Requirements	
	Comments
Functional drivers for layout	The site as a trade supplier displays large format elements and functions. A particular functional driver is the need for customers to have easy vehicle access (including trailers) for collecting bulky goods.
Loading screened and separated	Loading areas are separated from customer areas.
Any untypical business-specific features	The rural trade-based nature of the activity means that outdoor yard-based display areas are an integral part of the business.
Successful & meeting community need	
	Comments
Vibrant and actively supported	The site appears to meet the functional needs of the wider rural customer base.
Fully tenanted	As a single tenancy building it is fully occupied.
Range of tenant types	No – single tenancy site
Overall Comments:	
<p>The site context is on the periphery of Darfield's main street shopping area. It is therefore one of transition between more fine-grained retailing and light industrial activities. The trade supply nature of the business to a certain extent drives its layout and the functional requirements of enabling ready customer access for the collection of bulky goods. The building design is utilitarian and takes the form of a simple warehouse structure. The building has a clear front entrance that faces towards the road and customer carpark.</p> <p>Whilst the building is relatively limited in terms of articulation, architectural detailing, and modulation, it does sit comfortably within a transitional light industrial environment and as part of the product and service offering that is an anticipated and valued component of rural service townships.</p>	

Location: West Melton	
Recognises and reinforces the centre's role, context, and character	
	Comments
Scale and form / part of main street	The shopping centre in essence has created West Melton's main street. Prior to its development the West Melton centre comprised of a collection of separate buildings that included a petrol station, church, pre-school, and primary school.
Transition, modulation, separation between large and small scale stores	The development includes larger stores at either end (a Four Square supermarket to the south and a restaurant/ bar to the north), with smaller tenancies in between. The overall scale and massing of the centre is consistent and compatible with the 1-2 storey form of nearby non-residential buildings.
Character and amenity/ heritage and landscaping	The site was a vacant greenfield area that pre-development did not contain any mature trees or heritage buildings that could be retained.
Context- in keeping with role of centre	The development is in keeping with the role and context of the West Melton centre as providing a range of convenience retail and service offerings to the local community.
Provisions- in keeping with master plans/guide lines	N/A – there is no Outline Development Plan or Master Plan for West Melton centre (although there are ODPs for the nearby residential growth areas).
Overall comments on Role, character and context outcome West Melton has experienced rapid growth in residential dwellings over the last 5-10 years. The township centre has to a certain extent been 'playing catch up' in expanding to meet the additional demand created by this recent growth. The existing township centre was therefore comprised of a disparate grouping of non-residential buildings. This development has made a significant additional contribution to the range of retailers and services available to the local community. The Four Square supermarket in particular is an important addition to the local retail offerings and has enabled the local community to have access to a range of food and household products in a convenient location without having to leave the township.	
Modulation & Detailing	
	Comments
Differentiation between tenancies	The Four Square supermarket is visually differentiated from the strip of smaller tenancies through differing colours, cladding materials, and building form and mass. There is limited differentiation between the smaller tenancies, with the differences expressed primarily through individual tenancy signage rather than any changes in design or form.
Generally two storey, especially on corners (KACs only)	The development is single storey. The Four Square and restaurant buildings at either end have some increase in height to help 'book end' the development. The lack of gables, higher parapets, or variation between tenancies has resulted in the central strip of smaller tenancies having a strongly horizontal form where increased height and/or front façade variation would have assisted in creating a more interesting frontage.

Varied roofline	No, there is no variation in roofline.
Human scale proportions	Yes, the single storey scale of the development and generally successful activated frontages with display windows, regular and clearly legible customer entrances and cladding changes at either end provide a human scale to the development.
Mass visually broken (large format)	The supermarket is the largest element in the centre. Its mass is appropriately managed through the location of the supermarket as a larger corner building, with the store containing good levels of glazing along the road-facing façade. Whilst the central strip is comprised of multiple tenancies, the form is one of a single horizontal mass that would have benefited from increased variation in roof form, cladding, and articulation to better emphasise changes in tenancies.
Signage integrated and in proportion	Yes, signage is well integrated with individual tenancies, and through limited free-standing signage.
Overall comments on Modulation: The higher corner elements help to book end the complex, with all tenancies having good levels of glazing and road-facing activation. The lack of variation in the roofline or between tenancies creates an overly horizontal form that could have been improved with greater differentiation between tenancies.	
Road and public space frontage	
	Comments
Building line matches adjoining buildings	N/A – the site does not constitute an insertion into an established main street context but instead was developed on a greenfield block of land. There was no consistent building line between the cluster of other non-residential buildings in the township centre.
Roof plant screened	Yes, there is no visible roof plant.
Veranda cover	Yes, veranda cover is provided through the centre of the site.
Fronts the road	Yes, the development has a strong orientation towards the road.
High proportion of glazing in front facade	Yes, all tenancies have good level so glazing in the front facades.

Legible and accessible front entrance	Yes, all tenancies have legible and easily accessible pedestrian entrances.
Legible and safe pedestrian routes through the complex	Yes, there are clear routes through the carpark to the front of the complex, with a footpath route underneath veranda cover along the front of the shops.
Overall comments on road frontage: The development has a clear front orientation towards the road and customer carpark with good levels of glazing, activation, and veranda coverage.	
Parking Area Location & Design	
	Comments
Parking visually subordinate	The main customer carpark is located at the front of the site between the site and the road. The parking is therefore visually prominent. The lack of height and vertical modulation or articulation makes the building form overall appear quite 'low slung' which reduces the appearance of building mass and reduces the proportionality of the building to parking areas. In essence, whilst the size of the parking area is not unreasonable or excessive, the low height of the building combined with the parking area location means that parking is not visually subordinate.
On-street parking relied upon	No, on-site parking is provided.
Parking convenient and functional	Yes, the parking area is clearly legible and easily accessible with a clear simple layout and access points to the north and south.
Cycle stands provided	There is limited provision of cycle parking in front of the shops.
Outdoor service areas screened from the road and neighbours	Yes, the outdoor service areas are located to the sides and rear of the building where they are not readily visible from the road. They are likewise screened from neighbours to the rear through solid boundary fencing.
Overall comments on parking design and location: The parking area is easily accessible and functional. The overall size of the car park likewise appears to be adequate for meeting reasonable demand without being unnecessarily large. The low height of the building makes the carparking area more visually dominant than it would be were it either backed by a taller building or located to the sides of the retail area.	

Public Space and landscaping integration	
	Comments
Parking visually softened with landscaping	There is limited tree planting within the carpark, and these currently provide little screening or softening, however their contribution to amenity will increase over time as they mature.
Larger trees incorporated into site or in adjacent road corridor	There is a notable landscape feature of an irrigation water race that runs across the front of the site between the carpark and the road. This area is simply grassed at the moment although it is understood that Council has plans to landscape it to make it more of an amenity feature. Following landscaping, this reserve strip will assist in reducing the visual dominance of the carparking area. It also represents something of a missed opportunity where a different layout may have been able to provide direct interface between retail/ hospitality uses and the landscaped reserve and water feature.
Public areas attractively landscaped	There are no outdoor public amenity spaces. There is a wide footpath provided between the shop fronts and the carpark however this provides limited opportunities for outdoor seating or other amenities.
Public areas include street furniture and differentiated paving	As above.
Public areas well located for climate and centre integration	As above.
Achieves CPTED Principles	
	Comments
Clear public and private areas	Yes, the development has a clear front and back, with the public carpark and shop fronts clearly visible from the road.
Avoids areas of entrapment	Yes, the development does not include any alcoves, alleys or other areas of entrapment.
Provides passive surveillance of public realm	Yes, the shop fronts all contain good levels of glazing that provide direct views out to the public realm.

Durable materials	The development appears to be clad in durable, easily maintained materials.
Large Format Functional Requirements	
	Comments
Functional drivers for layout	The Four Square supermarket element is at the smaller end of 'large format' retailing. The layout is positive with the customer entrance and glazing at the front of the building and loading/service areas to the side and rear.
Loading screened and separated	As above
Any untypical business-specific features	No
Successful & meeting community need	
	Comments
Vibrant and actively supported	The development appears to be well-supported by the local community. It has provided additional services to West Melton to reflect the recent significant increase in the size of this township.
Fully tenanted	At the time of writing there were a couple of vacant tenancies however given that the development is relatively new and contains a number of smaller tenancy spaces it is not unusual for one or two to be vacant relatively shortly after completion.
Range of tenant types	Yes, the development is anchored by larger supermarket and restaurant tenancies with a good range of smaller retailers and service providers.
Overall Comments: The development makes an important contribution towards making West Melton township more self-sufficient in terms of day-to-day service and convenience retail needs. As such it is significant in securing the sense of identity of the Township and giving it an active and functional centre. The design and layout is generally well-conceived with larger anchor stores at either end and smaller tenancies in the linking space between. Whilst the development is set back from the road, with carpark in the intervening space, the frontage treatment is otherwise positive with a clear road-facing front to the buildings, clearly legible and accessible pedestrian entrances, a veranda-covered footpath along the front of the shops, and good levels of glazing in the front facades. Loading and service areas are located to the side and rear where they are not readily visible.	

The strong horizontal form of the development, combined with a lack of differentiation between tenancies is a missed opportunity to have added more character and visual interest to this development. The lack of integration with the water race reserve along the site frontage is likewise a missed opportunity.

Location: RD1, 3 Market Street, Leeston	
Recognises and reinforces the centre's role, context, and character	
	Comments
Scale and form / part of main street	Separated from the more continuous main street area to the east. Located opposite an open space park to the south, with residential to the west and a new 'country pub' to the north. The mainstreet convenience retail area in Leeston has a reasonably consistent built form of 1-2 story buildings constructed to the road frontage with shop windows and verandas. This site is separated from that intact main street environment, although it does form an important 'gateway' to the township from the west. Rather than having a more fine-grained commercial form, the building has a light industrial warehouse form and design. Such form would have been appropriate given its trade supply function were it located on Station St, however the form is visually jarring at the entrance to the more fine-grained High St area.
Transition, modulation, separation between large and small scale stores	No immediate retail neighbours. The site is immediately adjacent to single storey residential bungalows to the west and as such is a sharp transition in height and mass. The recent development of the large two storey country pub to the north has assisted in managing the transition to the residential properties further to the north.
Character and amenity/ heritage and landscaping	No mature trees were retained as part of the site redevelopment.
Context- in keeping with role of centre	Is focused on meeting the functional needs of wider rural farming businesses as a trade supplier. Use is appropriate to Leeston's wider role as a rural service township, however its form, massing, and design are not appropriate on a visually prominent site at the end of a retail mainstreet environment.
Provisions- in keeping with master plans/guide lines	N/A – there is no ODP or wider Masterplan for Leeston
Overall comments on role, character and context outcome: RD1 has a trade supply rather than convenience or comparison retail function. The provision of this role in Leeston is appropriate given Leeston's rural service town function. The site's visually prominent location, combined with the building design and massing, is visually jarring and incongruous as part of a fine-grained retail mains street context. A more appropriate outcome could have been achieved were the same building design located on Station Street where it would have been compatible with the surrounding light industrial environment, or conversely could have referenced the design, massing, and elevational treatment of the PCG Wrightsons building further to the east which is a good example of how a trade supply function can be integrated into a building design that is sympathetic to a mainstreet context.	

Modulation & Detailing	
	Comments
Differentiation between tenancies	Store is a single-tenancy business
Generally two storey, especially on corners (KACs only)	Building is single storey, however the building height is equivalent of two storey, with the form similar to that of a high-stud warehouse. The height of the building is appropriate, and indeed could be a positive feature given the site's gateway location at the start of the mainstreet. The massing in this location however needed to be accompanied with considerably more articulation and detailing.
Varied roofline	No, roofline is a simple shallow gable.
Human scale proportions	No. The building presents visually as a simple warehouse structure with limited modulation. There is some variation in colours however these do not assist in reducing the visual appearance of building mass. The predominant bright orange colour has the opposite effect of drawing attention to the building mass.
Mass visually broken (large format)	Limited attempts to break up the massing. The front entrance feature assists to a limited extent in adding visual interest to the front façade, however there is an overall lack of articulation, modulation, or detailing.
Signage integrated and in proportion	Signage is integrated into the building façade, and is in proportion to the overall mass and design of the building. There is a single pole sign located adjacent to the site entrance. The use of the orange brand colour, whilst not signage per se, does emphasise the building's mass and draws attention to the building.
Overall comments on Modulation	
There is little modulation or detailing in the building design.	
Road and public space frontage	
	Comments
Building line matches adjoining buildings	There are no adjacent buildings to reference. The wider main street area in Leeston has a consistent building line at the road frontage, particularly towards its eastern end. The RD1 building occupies a halfway house in terms of siting where it is neither set back from the road with parking and landscaping in front (as is the Farmlands building in Darfield), but neither is it built to the road boundary with an active street-facing facade (like the PGC Wrightsons building to the east)

Roof plant screened	Yes, no visible roof plant.
Veranda cover	No
Fronts the road	No, the building turns its back on the road and fronts an internal carpark to the north.
High proportion of glazing in front facade	No. There is limited glazing overall, and what little there is, is located primarily on the northern, internal carpark facing façade.
Legible and accessible front entrance	No, the primary customer entrance is to the internal carpark which is located around the side of the building.
Legible and safe pedestrian routes through the complex	Yes, the site design is simple and straight forward with a customer carpark located in front of the building with a clear pedestrian entrance.
Overall comments on road frontage: The building has limited engagement with the street and adds little to creating a positive street scape.	
Parking Area Location & Design	
	Comments
Parking visually subordinate	Yes, the parking area is located to the side of the building and is not overly visible.
On-street parking relied upon	No, there is adequate on-site parking provided.
Parking convenient and functional	Yes, the customer carpark is located immediately adjacent to the building entrance and has adequate room for farm vehicles, trailers etc.
Cycle stands provided	No, although given the trade supply role and bulky nature of the products on offer there is considered to be very little if any customer demand for cycle stands.

Outdoor service areas screened from the road and neighbours	Outdoor service/ waste areas are screened.
Overall comments on parking design and location <p>The parking area is visually subordinate and is located around the side of the building. It is functional and easily accessible and is compatible with the trade supplier function of the site with its associated yard-based area that requires easy customer vehicle access for loading bulky goods.</p>	
Public Space and landscaping integration	
	Comments
Parking visually softened with landscaping	There is minimal landscaping within the carpark.
Larger trees incorporated into site or in adjacent road corridor	The site pre-development did not contain any mature trees. There are no trees in the road reserve outside the site.
Public areas attractively landscaped	No public realm areas are provided as part of this development.
Public areas include street furniture and differentiated paving	N/A
Public areas well located for climate and centre integration	N/A
Achieves CPTED Principles	
	Comments
Clear public and private areas	Yes, there is a clear demarcation between customer/ public areas at the front of the site and private/ service areas to the side and rear.
Avoids areas of entrapment	Yes, the site presents as a clean simply front façade with no alcoves or potential areas of entrapment.

Provides passive surveillance of public realm	No, there is minimal glazing in the front road-facing façades.
Durable materials	Yes, the building is constructed from durable materials that are able to be easily maintained.
Large Format Functional Requirements	
	Comments
Functional drivers for layout	The site as a trade supplier displays large format elements and functions. A particular functional driver is the need for customers to have easy vehicle access (including trailers) for collecting bulky goods.
Loading screened and separated	Loading areas are separated from customer areas.
Any untypical business-specific features	The rural trade-based nature of the activity means that outdoor yard-based display areas are an integral part of the business.
Successful & meeting community need	
	Comments
Vibrant and actively supported	The site appears to meet the functional needs of the wider rural customer base.
Fully tenanted	As a single tenancy building it is fully occupied.
Range of tenant types	No – single tenancy site
Overall Comments:	
<p>The site context is on the periphery of Leeston's main street shopping area. It is in a visually prominent location at the western gateway to the township and is bounded to the west by small scale residential bungalows. The trade supply nature of the business to a certain extent drives its layout and the functional requirements of enabling ready customer access for the collection of bulky goods. The building design is utilitarian and takes the form of a simple warehouse structure.</p> <p>The building overall is a visually discordant element in a fine-grained retail context. It has minimal glazing, modulation or architectural detailing. The building design would have been appropriate in the midst of a light industrial environment such as that on Station St, or alternatively could have</p>	

incorporated many of the design techniques adopted by the PGC Wrightons trade supply further to the east which sites comfortably within a main street environment whilst still meeting the functional needs of rural trade customers. Overall this building is considered to be a poor urban design response to Leeston's main street environment.

Location: The Laboratory & Library, 18-26 Gerald St, Lincoln	
Recognises and reinforces the centre's role, context, and character	
	Comments
Scale and form / part of main street	The Library and Laboratory hospitality venue are located in the middle of Lincoln's main street. The main street is characterized by separate, relatively small buildings that are 1-2 stories in height. The two buildings are physically separated, and are of quite different designs which further assists in them visually reading as separate buildings. The scale and massing is consistent with that of other buildings in the main street, albeit that the library is a relatively large building for Lincoln.
Transition, modulation, separation between large and small scale stores	The development occupies the entire block frontage so does not have any immediate neighbouring buildings. As above, the scale of the buildings are compatible with the existing built form along Gerald St.
Character and amenity/ heritage and landscaping	The site contains three mature trees that were retained and integrated into the overall development. The retention of a mature tree on the Gerald St frontage in particular makes an important contribution towards helping the develop feel immediately established.
Context- in keeping with role of centre	The development is in keeping with the role and context of the Lincoln town centre, with the library element in particular making an important contribution towards the range and quality of services available to the wider community. It is also consistent with the provision of such facilities as part of the outcomes sought for Key Activity Centres.
Provisions- in keeping with master plans/guide lines	The development is consistent with the outcomes sought in the Lincoln Master Plan which recognises the role of Gerald St as an important retail and service centre.
Overall comments on Role, character and context outcome	
Lincoln has experienced rapid growth in residential dwellings over the last 5-10 years. The township centre has been intensifying to meet the additional demand created by this recent growth, along with rebuilding after several buildings were lost in the earthquakes. The library complex is in keeping with the role and character of the centre and adds an important activity anchor in the middle of the main street.	
Modulation & Detailing	
	Comments
Differentiation between tenancies	The Laboratory and library buildings are physically separate and are of distinctly different designs. There is therefore clear differentiation between their different functions.

Generally two storey, especially on corners (KACs only)	The library is a single storey building, albeit with a relatively high stud that is in proportion with its overall size. The Laboratory is a two storey building with a steeply pitched gable roof form that echoes rural vernacular architecture.
Varied roofline	The library roofline is comprised of a long, shallow mono-pitch. The Laboratory has a steeply pitched gable roof with dormer windows and varied forms due to the building's L-shaped layout.
Human scale proportions	Yes, the single storey scale of the development and large display windows of the Library, combined with the domestic scaling and fine-grained modulation of the Laboratory provide the complex with a human scale.
Mass visually broken (large format)	<p>The massing of the Laboratory is well broken into a series of wings which in combination with the detailing and design mean that a building with a relatively large footprint visually reads as three inter-connected wings arranged in an L-shape.</p> <p>The Library has a simple form and mass which is managed through the inclusion of extensive areas of glazing such that it visually reads as a permeable pavilion structure. The extent of glazing is successful in reducing the visual appearance of mass of what is otherwise a relatively simple form.</p>
Signage integrated and in proportion	Yes, signage is well integrated with individual tenancies, is very modest in terms of scale and quantum, with limited free-standing signage.
Overall comments on Modulation: <p>The two buildings adopt distinctly different approaches to design and modulation. Both these approaches are successful in producing attractive buildings that are appropriate to their context.</p>	
Road and public space frontage	
	Comments
Building line matches adjoining buildings	The site does not have any immediately adjoining buildings. That said, the Library is built to the road frontage on Gerald St and therefore is consistent with that of other retail premises along the main street. The Laboratory is set close to its road frontage with small landscaped setbacks that are commensurate with its 'side road' location opposite residential dwellings.
Roof plant screened	Yes, there is no visible roof plant on either building.
Veranda cover	Yes, veranda cover is provided along the full frontage of the Library.

Fronts the road	Yes, both buildings front their respective roads.
High proportion of glazing in front facade	Yes, the Library contains extensive glazing in its front façade. The Laboratory has smaller window openings however these proportions are consistent with the overall colonial farm building design aesthetic and the building's function as a restaurant/ bar rather than a retail display function.
Legible and accessible front entrance	Yes, both the Library and the Laboratory have clearly legible front entrances.
Legible and safe pedestrian routes through the complex	Yes, there are clear routes through the carpark to the Library and the Laboratory. There are also clear pathways through the public square at the eastern end of the site on the Gerald St/ Lyttelton St corner.
Overall comments on road frontage: The development has a clear front orientation towards the road with good levels of glazing, activation, and veranda coverage.	
Parking Area Location & Design	
	Comments
Parking visually subordinate	Yes, the customer carpark is located at the rear of the site. It is visible from the two side roads however it is screened from Gerald St. The parking area is in proportion to the size of the Library, noting also that it has a wider public carpark function in support of the town centre.
On-street parking relied upon	No, on-site parking is provided. There is however on-street parking that is also available along all of the frontage roads, with angle parking in front of the Laboratory assisting in particular in providing convenient parks to customers.
Parking convenient and functional	Yes, the parking area is clearly legible and easily accessible with a clear simple layout and access points to the east and west and through-block access.
Cycle stands provided	Yes, with these stands in accessible locations in front of the Laboratory and Library.
Outdoor service areas screened from the road and neighbours	Yes, the outdoor service areas are located to the sides and rear of the Laboratory building where they are not readily visible from the road or primary pedestrian routes.

Overall comments on parking design and location:	
The parking area is easily accessible and functional. The overall size of the car park likewise appears to be adequate for meeting reasonable demand without being unnecessarily large. The carpark is located at the rear of the site and therefore does not visually dominate Gerald St. Direct and easily accessible pedestrian pathways are provided that link the carpark to the library.	
Public Space and landscaping integration	
	Comments
Parking visually softened with landscaping	There is limited tree planting within the carpark, and these currently provide little screening or softening, however their contribution to amenity will increase over time as they mature.
Larger trees incorporated into site or in adjacent road corridor	Three mature trees have been retained which assist in helping the site to immediately appear established in the landscape. Additional tree planting is included throughout the development, with these trees to mature over time.
Public areas attractively landscaped	Yes, the site has several linked public outdoor areas. The principle space is a pocket park located to the east of the Library. The Laboratory has outdoor seating areas that link into a courtyard area between the library and the restaurant, with a balance area that is landscaped with grassed mounds and low planting.
Public areas include street furniture and differentiated paving	Yes, the pocket park in particular includes seating, and information board on the history of the area, and differentiated pathways.
Public areas well located for climate and centre integration	Yes, the linked nature of the open spaces means that sunny and sheltered locations are available through a range of wind directions and times of day. The open space ties the two buildings together and provides an attractive route between the carpark and Gerald St. The pocket park likewise makes an important addition to the amenity of Gerald St and is located conveniently midway along the retail shopping area.
Achieves CPTED Principles	
	Comments
Clear public and private areas	Yes, the development has a clear front and back, with the public carpark and shop fronts clearly visible from the road. Parts of the outdoor area appear as shared space between the library and the Laboratory.
Avoids areas of entrapment	Yes, the development does not include any alcoves, alleys or other areas of entrapment.

Provides passive surveillance of public realm	Yes, the library contains high levels of glazing and overlooking to both Gerald St and the internal open space areas. The Laboratory likewise has windows overlooking both the carpark and the outdoor areas, and in summer has outdoor seating and doors that open up to provide good levels of passive surveillance and interaction between public and private areas.
Durable materials	The development appears to be clad in durable, easily maintained materials.
Large Format Functional Requirements	
	Comments
Functional drivers for layout	Neither building is a large format retailer. The Library is a large building in the context of Lincoln township, however as noted above this mass is managed through extensive glazed areas that make it visually permeable and assist in reducing the visual impression of mass.
Loading screened and separated	As above
Any untypical business-specific features	No
Successful & meeting community need	
	Comments
Vibrant and actively supported	The development appears to be well-supported by the local community. It has provided additional services to Lincoln to reflect the recent significant increase in the size of this township. The Library in particular provides an important public service commensurate with Lincoln's KAC role.
Fully tenanted	Yes.
Range of tenant types	The development is essentially a two tenant complex.
Overall Comments:	
The development makes an important contribution towards helping Lincoln to achieve its KAC role and provides important services to this rapidly growing township. The Library in particular also makes an important contribution towards the attractiveness and vibrancy of Gerald St by introducing an anchor service in the middle of the main street that will attract pedestrians into the town centre.	

The development has two complementary buildings of quite different styles that nonetheless work well as an integrated complex with landscaping and public open space helping to tie the development together. The open space likewise provides attractive, high amenity routes between the carparking to the rear and Gerald St.

Overall this is a well-designed, high quality complex that constitutes a positive addition to Lincoln's town centre.

Location: Faringdon Neighbourhood Centre, Rolleston	
Recognises and reinforces the centre's role, context, and character	
	Comments
Scale and form / part of main street	The shopping centre is a new retail development within the wider Faringdon greenfield subdivision. There is therefore no existing retail context, with the development essentially creating a new neighbourhood centre for this growing suburb. The 1-2 storey form of the building is consistent with the surrounding residential development that is predominantly single storey in form, with some two storey dwellings and townhouses.
Transition, modulation, separation between large and small scale stores	The development has a two storey element in its centre, stepping down to single storey elements to the east and west.
Character and amenity/ heritage and landscaping	The site was a vacant greenfield area that pre-development did not contain any mature trees or heritage buildings that could be retained.
Context- in keeping with role of centre	The development is in keeping with the role and context of providing convenience retail and service offerings as a relatively small local centre in a suburban location.
Provisions- in keeping with master plans/guide lines	The provision of a local neighbourhood centre in the middle of Faringdon is consistent with the Outline Development Plan for the area which anticipates a modestly sized retail node as part of an integrated suburb.
Overall comments on Role, character and context outcome Faringdon is a large greenfield residential suburb on the outskirts of Rolleston. It has developed rapidly in recent years, with this development located in the centre of the suburb and with frontage to the main collector road that runs through the wider subdivision. Its scale is relatively modest, corresponding to its role as a smaller neighbourhood centre, with the 1-2 storey form compatible with surrounding residential dwellings.	

Modulation & Detailing	
	Comments
Differentiation between tenancies	Differentiation between tenancies is achieved primarily through signage, with the complex designed to a consistent material palette with limited differentiation between tenancies in terms of building form, mass, or architectural detailing, with some modulation in building line between tenancies. That said, for a relatively small complex with a limited number of tenancies, the use of a single design language is expected and is reasonably typical of smaller suburban 'parades' of shops.
Generally two storey, especially on corners (KACs only)	The development is predominantly single storey, however it has incorporated a second storey element in the middle of the site which assists considerably in providing a degree of scale and local landmark prominence to the building, in keeping with its role as a focal point for the local community.
Varied roofline	The development has a flat roofline (shallow monopitch behind low parapet walls), with the variation in form being achieved through the second storey element.
Human scale proportions	Yes, the development has activated frontages with display windows, regular and clearly legible customer entrances and second storey height change in the middle provide a human scale to the development.
Mass visually broken (large format)	The development isn't a large format complex. That said, the mass is visually and physically broken up through the second storey step in the middle, combined with a covered pedestrian walkway through the centre of the development.
Signage integrated and in proportion	Yes, signage is well integrated with individual tenancies, and through limited free-standing signage.
Overall comments on Modulation: The central second storey element assists in adding visual interest and scale to the development, with all tenancies having good levels of glazing and road-facing activation.	
Road and public space frontage	
	Comments
Building line matches adjoining buildings	N/A – the site does not constitute an insertion into an established main street context but instead was developed on a greenfield block of land. There is therefore no established commercial building line. The relatively small setbacks from the street are consistent with the surrounding residential area, although given the commercial function of the site building to the road boundary would also have been appropriate.

	Rather than building to the road boundary and thereby creating a more urban centre feel, the design instead steps back from the road with landscaping and specimen trees incorporated between the building and the road boundary.
Roof plant screened	Roof plant is visible given the flat roof design, although plant is not overly visually dominant.
Veranda cover	There is limited veranda cover provided along the road frontages, however this is consistent with the wider design approach of setting the building back behind landscaped areas rather than created a firmer road edge.
Fronts the road	The development's primary frontage is towards the customer carpark however it does have a good secondary frontage towards the road with pedestrian entrances and good levels of glazing along both frontages. This site is challenging where the development is very visible from all four sides which makes activation of all facades and the provision of clearly legible pedestrian entrances challenging.
High proportion of glazing in front facade	Yes, all tenancies have good levels of glazing in the front facades.
Legible and accessible front entrance	Yes, all tenancies have legible and easily accessible pedestrian entrances.
Legible and safe pedestrian routes through the complex	Yes, there are clear routes through the carpark to the front of the complex, with a footpath route along the front of the shops. The eastern end of the site has a pedestrian route that goes through a waste/ bin store area that is not ideal, although as noted above the fact that the site has high visibility on all four sides means that the waste management area will always be visible from one frontage.
Overall comments on road frontage:	
The development has a split orientation towards both the road and the customer carpark. Both frontages contain good levels of glazing and activation.	
Parking Area Location & Design	
	Comments
Parking visually subordinate	The main customer carpark is located at the rear of the site behind the building. The parking area is visually prominent when viewed from the adjacent side roads. The quantum of parking is in proportion to the scale of the building.
On-street parking relied upon	No, on-site parking is provided.

Parking convenient and functional	Yes, the parking area is clearly legible and easily accessible with a clear simple layout and access points to both side roads.
Cycle stands provided	Yes, with these stands in an accessible location in front of the shops.
Outdoor service areas screened from the road and neighbours	The outdoor service area is located to the side of the building, between the building and road. The area is screened, however it remains visually identifiable as a waste management area. The fact that the site is visible from all four sides means that the waste management area will always be visible no matter where it is located. Overall, the waste management area is not visually dominant and does not detract unduly from the overall amenity and design quality of the site.
Overall comments on parking design and location: The parking area is easily accessible and functional. The overall size of the car park likewise appears to be adequate for meeting reasonable demand without being unnecessarily large.	
Public Space and landscaping integration	
	Comments
Parking visually softened with landscaping	There is a good level of landscaping and tree planting within the carpark. Given the newness of the site, these trees currently provide limited screening or softening, however their contribution to amenity will increase over time as they mature.
Larger trees incorporated into site or in adjacent road corridor	The site was a vacant grassed lot prior to development.
Public areas attractively landscaped	The café/ bar tenancies have outdoor seating areas that are attractively landscaped. Whilst these areas are for patrons rather than the general public, they do nonetheless assist in activation of the adjacent public realm footpath area and add to the vibrancy and attractiveness of the centre as a local hub and meeting place.
Public areas include street furniture and differentiated paving	No public areas are provided.
Public areas well located for climate and centre integration	As above.

Achieves CPTED Principles	
	Comments
Clear public and private areas	Yes, the public carpark and shop fronts are clearly visible from the road.
Avoids areas of entrapment	Yes, the development does not include any alcoves, alleys or other areas of entrapment that give rise to significant CPTED concerns. The pedestrian walkway route between the building and the waste management area is somewhat cluttered and narrow, and the central through-building walkway has relatively few windows and visual interest. Both walkway routes are however short, with clear sightlines in both directions and clear visibility to the adjacent road and customer carpark.
Provides passive surveillance of public realm	Yes, the shop fronts all contain good levels of glazing that provide direct views out to the public realm of both the road frontages and the customer carpark.
Durable materials	The development appears to be clad in durable, easily maintained materials with no visible signs of vandalism or tagging.
Large Format Functional Requirements	
	Comments
Functional drivers for layout	The site is not a large format retailer.
Loading screened and separated	N/A
Any untypical business-specific features	N/A
Successful & meeting community need	
	Comments
Vibrant and actively supported	The development appears to be well-supported by the local community. It has provided additional services to Faringdon to reflect the recent significant increase in the size of this suburb.

Fully tenanted	Yes.
Range of tenant types	Yes, the development includes a range of convenience, café, food, and retail services commensurate with its role as a local neighbourhood centre.
Overall Comments: <p>The development makes an important contribution towards providing the Faringdon suburb with day-to-day service and convenience retail needs. As such it is significant in providing the Faringdon community with a local meeting place and activity hub and assists in providing the suburb with a range of services that complement other non-residential facilities such as primary school, pre-schools, and the nearby recreation centre.</p> <p>The design and layout is generally well-conceived with the two storey element in the middle of the site making an important contribution towards increasing the centre's visibility and role as a hub or focal point of the community.</p> <p>Whilst the development is set back from the road, the frontage treatment is otherwise positive with a clear road-facing front to the buildings, clearly legible and accessible pedestrian entrances, and good levels of glazing in the front facades. The car park is located to the rear where it is screened from the primary frontage road but is still convenient for customers. The location of the carpark to the rear has created a design challenge whereby the Centre has dual frontages which does impact to a limited extent on the legibility of the centre and it not having a clear front and back.</p> <p>Overall the centre is considered to make a useful contribution toward the wider amenity and services available to the Faringdon community, is of an appropriate scale and massing, has a functional and appropriately sized and located customer carpark, and its overall amenity will improve over time as the substantial landscaping around the centre matures.</p>	

Location: Vernon Dr, Lincoln (under construction)	
Recognises and reinforces the centre's role, context, and character	
	Comments
Scale and form / part of main street	The shopping centre is a new development located on a vacant lot opposite the New World supermarket. It is immediately adjacent to a petrol station and pet crematorium and is backed by an access laneway and residential development to the rear. The development adds critical mass to this end of Lincoln's retail area and complements the supermarket such that the supermarket will form part of a wider shopping precinct rather than being a somewhat isolated large format store.
Transition, modulation, separation between large and small scale stores	The development is single storey. Whilst two storey would also have been appropriate, the single storey mass sits comfortably with the single storey residential built form to the side and rear and the single storey petrol station as the site's other neighbor. The development is configured as three separate blocks which helps to reduce the scale of the development and enables it to sit comfortably in its residential suburban context.

	Within the development itself, all of the tenancies are small format. The centre provides a counterpoint to the large format supermarket on the opposite side of the road.
Character and amenity/ heritage and landscaping	It is not known whether there were any pre-existing trees that could have been retained.
Context- in keeping with role of centre	The development is in keeping with the role and context of the Lincoln centre as a KAC providing a range of convenience retail and service offerings to the local community.
Provisions- in keeping with master plans/guide lines	The development is consistent with the outcomes sought in the Lincoln Master Plan which recognises the role of Gerald St as an important retail and service centre.
Overall comments on Role, character and context outcome	
Lincoln has experienced rapid growth in residential dwellings over the last 5-10 years. The development complements the relatively recent New World supermarket in creating a retail node at the western end of Gerald St and helping to avoid the supermarket being somewhat isolated. The site is located at one of the entrances to the Te Whariki residential subdivision and therefore helps to create a retail gateway to the area in a suitable location adjacent to Lincoln's primary retail street. The overall scale of the development is likewise appropriate to its location with single storey residential neighbours to the rear.	
Modulation & Detailing	
	Comments
Differentiation between tenancies	The primary method of differentiation between tenancies has been to form the development as three separate buildings, with these buildings containing 2, 3, and 5 tenancies respectively. Within the largest of the buildings, changes in cladding material is provided between tenancies to visually differentiate between occupants. Differences between tenancies will also no doubt be provided by signage and window displays once the buildings are occupied. There is otherwise little differentiation between tenancies in terms of wider modulation or design.
Generally two storey, especially on corners (KACs only)	The development is single storey. The roofline of all three buildings is a shallow monopitch that is screened behind parapet walls. These parapets assist in providing increased visual mass.
Varied roofline	No, there is no variation in roofline. This lack of variation is to a certain extent mitigated by the wider design decision to break up the massing into three separate buildings. Building 1 has also been arranged at right angles to the road boundary with an angled front façade that provides visual interest and differentiation along the road frontage.
Human scale proportions	Yes, the single storey scale of the development is combined with activated frontages with display windows, regular and clearly legible customer entrances and cladding changes which provide a human scale to the development.

Mass visually broken (large format)	Yes, as noted above, the mass has been physically broken up into three separate buildings, with changes in cladding material and the use of extensive glazed areas all assisting in breaking up the visual mass of the development.
Signage integrated and in proportion	As the development is under construction signage does not currently exist. From the consented plans, signage appears to be provided for in an integrated manner with the facades and verandas.
Overall comments on Modulation: The development successfully separates the mass into three separate buildings, with Building 1 perpendicular to the other two buildings. There is good use of changes in cladding material and extensive glazing.	
Road and public space frontage	
	Comments
Building line matches adjoining buildings	N/A – the site does not constitute an insertion into an established main street context but instead was developed on a vacant block of land. There was no consistent building line with the petrol station next door having an open forecourt area and the supermarket opposite the site being located behind an extensive area of customer parking.
Roof plant screened	There is no visible roof plant shown on the consented plans.
Veranda cover	Yes, veranda cover is provided through the centre of the site.
Fronts the road	Yes, the development has a strong orientation towards the road with parking located in a central courtyard.
High proportion of glazing in front facade	Yes, all tenancies have good levels of glazing in the front facades.
Legible and accessible front entrance	Yes, all tenancies have legible and easily accessible pedestrian entrances.
Legible and safe pedestrian routes through the complex	Yes, there are clear routes through the carpark to the front of the complex, with a footpath route underneath veranda cover along the front of the shops.
Overall comments on road frontage: The development has a clear front orientation towards the road and customer carpark with good levels of glazing, activation, and veranda coverage.	

Parking Area Location & Design	
	Comments
Parking visually subordinate	The main customer carpark is located in a central courtyard area. The carpark is visible from the road, however it is visually subordinate with Buildings 1 and 3 both helping to provide partial screening of the parking area
On-street parking relied upon	No, on-site parking is provided.
Parking convenient and functional	Yes, the parking area is clearly legible and easily accessible with a clear simple layout and access points to the north and south.
Cycle stands provided	Yes, with these stands in an accessible location in front of Building 1 and adjacent to the primary site entrance.
Outdoor service areas screened from the road and neighbours	Yes, the outdoor service areas are located to the rear of Building 1, with a secondary area located within the carpark with screening provided. Whilst the waste area in the carpark will be visible, this is a design consequence of Building 2 being set back against the rear boundary and having a strong front to the public area which has left no room for a rear service area.
Overall comments on parking design and location: The parking area is easily accessible and functional. The overall size of the car park likewise appears to be adequate for meeting reasonable demand without being unnecessarily large. The siting of the carpark in a central courtyard area where it is partially screened from the street yet remains legible is a positive design solution.	
Public Space and landscaping integration	
	Comments
Parking visually softened with landscaping	Tree planting is shown within the carpark and adjacent to the frontage.
Larger trees incorporated into site or in adjacent road corridor	There is a public laneway located immediately south of the site that provides a pedestrian access route to Marion Place. The site landscape plan integrates the site with this laneway and the mature trees that are located along this route.

Public areas attractively landscaped	The site entrance includes an extensive paved area that has the potential to include outdoor seating associated with a café tenant in Building 1. The southern laneway area includes picnic tables and public seating.
Public areas include street furniture and differentiated paving	Yes, paving of the public entrance area is differentiated, as is the street-facing forecourt to Building 3.
Public areas well located for climate and centre integration	Yes, the entrance area is west facing and helps to provide a clearly legible entrance to the development adjacent to Vernon Drive.
Achieves CPTED Principles	
	Comments
Clear public and private areas	Yes, the development has a clear front and back, with the public carpark and shop fronts clearly visible from the road.
Avoids areas of entrapment	Yes, the development does not include any alcoves, alleys or other areas of entrapment. The southern laneway to Marion PI will need to be maintained to ensure that vegetation does not become overgrown and that clear sight lines are provided.
Provides passive surveillance of public realm	Yes, the shop fronts all contain good levels of glazing that provide direct views out to the public realm.
Durable materials	The development appears to be clad in durable, easily maintained materials.
Large Format Functional Requirements	
	Comments
Functional drivers for layout	N/A
Loading screened and separated	As above
Any untypical business-specific features	No

Successful & meeting community need	
	Comments
Vibrant and actively supported	The development is under construction and therefore it is too early to tell.
Fully tenanted	As above.
Range of tenant types	As above.
Overall Comments: <p>The development is currently under construction and therefore the above assessment is based largely from the consented plans, combined with site visit observations. The development assists in providing critical mass to the western end of Gerald St and complements the existing supermarket so that together they form a more diverse retail node. The decision to break the mass of the development up into three separate buildings with a central parking courtyard appears to be successful in managing mass and helping the development to sit comfortably adjacent to single storey residential dwellings to the rear. There is a good level of glazing, verandas, variation in cladding, and clearly legible front entrances that in combination will create an attractive and functional local retail centre.</p> <p>The centre design provides for two areas of public open space that are integrated into the overall development. The first of these is a west-facing outdoor seating area adjacent to the centre entrance, with the second area being a connection to, and enhancement of, an existing pedestrian laneway.</p>	

Location: Masefield Dr, Rolleston (under construction)	
Recognises and reinforces the centre's role, context, and character	
	Comments
Scale and form / part of main street	<p>The shopping centre is a new development located on a vacant lot immediately to the east of the existing Countdown supermarket and adjacent strip of smaller format retailers. In some respects the proposal mirrors the existing arrangement of a large format anchor and an adjacent small format strip. In combination the supermarket and The Warehouse will provide two significant anchor tenants to the Rolleston town centre that will generate the visitor numbers necessary to support the proposed small format specialty retailers.</p> <p>The development does not form part of an established main street, but rather constitutes another incremental addition to Rolleston's existing town centre that is characterized by adjacent (but not particularly connected) retail pods and carparking.</p>

Transition, modulation, separation between large and small scale stores	The development is single storey, albeit that The Warehouse is two storey in terms of height and mass. The Warehouse creates an uneasy transition from the detached single storey dwellings on the eastern side of Dryden Avenue. Within the development there is a clear separation between the large format warehouse and the two strips of small format retailers.
Character and amenity/ heritage and landscaping	The site was a vacant greenfield lot prior to development
Context- in keeping with role of centre	The development is in keeping with the role and context of the Rolleston centre as a KAC providing a range of convenience retail and service offerings to both the local and wider Selwyn community. As the centre of the District's largest township, the inclusion of large format anchor retailers is anticipated and consistent with the Centre's role and function.
Provisions- in keeping with master plans/guide lines	The development is consistent with the strategic outcomes sought in the Rolleston Master Plan which recognises the role of the Rolleston centre as the District's retail focal point and the development of this block for retail. The development is inconsistent with the general massing and orientation towards Masefield Dr anticipated in the Master Plan.
Overall comments on Role, character and context outcome	
<p>Rolleston has experienced rapid growth in residential dwellings over the last 5-10 years. The development complements the relatively recent Countdown supermarket in creating a retail node at the eastern end of town centre. The inclusion of large format retailers, supplemented with smaller format retail offerings is likewise consistent with the role and function of the town centre.</p>	
Modulation & Detailing	
	Comments
Differentiation between tenancies	Differentiation between small format tenancies is achieved through the inclusion of solid panels in the primary facades that reflect the change in tenancy. There is a clear difference in form and scale between the small format tenancies and The Warehouse.
Generally two storey, especially on corners (KACs only)	The development is single storey, albeit that The Warehouse is two storey in height. The roofline of the two smaller terraces is a shallow monopitch that has its high point at the retail frontage. This provides these single storey structures with an increased visual mass.
Varied roofline	No, there is no variation in roofline. The two terraces visually present as buildings with a strong horizontal form. The Warehouse provides a marked difference in scale and design compared with the two terraces.
Human scale proportions	The single storey scale of the two terraces is combined with activated frontages to the main carpark area with display windows, regular and clearly legible customer entrances and cladding changes which provide

	<p>a human scale to the development when viewed from the internal carpark area.</p> <p>From the internal carpark The Warehouse is located in a corner where its greater height is bookended by the two smaller terraces which help to mitigate against its greater mass. Glazing and pedestrian entrances are also included in the carpark-facing façade.</p> <p>Whilst the design is effective in providing a human scale when experienced from within the carpark, the development conversely turns its back on both Masefield Drive and Dryden Avenue. The Warehouse building backs onto the corner of these two roads and creates a large mass that it largely devoid of detailing or changes in cladding material.</p>
Mass visually broken (large format)	<p>The Warehouse building visually presents as a large warehouse structure. Whilst the garden centre retail area is located on the Masefield Drive façade, overall there is little modulation or breaking of the mass of the building when seen from the adjacent roads.</p> <p>From within the carpark area the mass is managed by locating the main customer entrance and glazing facing into the carpark, in combination with partial screening of the mass by the two single story terraces.</p>
Signage integrated and in proportion	<p>As the development is under construction signage does not currently exist. From the consented plans, signage appears to be provided for in an integrated manner within the facades and verandas.</p>
<p>Overall comments on Modulation:</p> <p>The development separates the mass into three separate buildings which in combination with activated internal-facing facades of the two terraces achieves a successful outcome when experienced from within the carpark. The mass of The Warehouse building is however strongly evidenced when viewed from the adjacent road network with limited modulation or changes in cladding or architectural detailing evident.</p>	
Road and public space frontage	
	Comments
Building line matches adjoining buildings	<p>N/A – the site does not constitute an insertion into an established main street context but instead was developed on a vacant block of land. There was no consistent building line with the adjacent supermarket being located behind an extensive area of customer parking.</p>
Roof plant screened	<p>There is no visible roof plant shown on the consented plans.</p>
Veranda cover	<p>Yes, veranda cover is provided along the carpark-facing elevations.</p>
Fronts the road	<p>No, the development has a strong orientation towards the internal carpark and largely turns its back on both Masefield Drive and Dryden Avenue. There are two small parking areas located between the buildings and Masefield Dr which provide maneuvering space for loading/deliveries and staff parking.</p>

High proportion of glazing in front facade	No. There is limited glazing in the road-facing facades of the terraced building. The development has its front oriented towards the internal carpark.
Legible and accessible front entrance	All tenancies have legible and easily accessible pedestrian entrances when approached from the carpark. Entrances are not however readily visible from the road.
Legible and safe pedestrian routes through the complex	There are clear routes through the carpark to the front of the complex, with a footpath route underneath veranda cover along the carpark-facing front of the shops. If approaching on foot from either Masfield Drive or Dryden Avenue there are two relatively narrow laneways to the west and north of the Warehouse building. These laneways do not appear to be activated, with limited areas of glazing or retail entrances.
Overall comments on road frontage: The development has a clear front orientation towards the internal carpark and turns its back to Masfield Dr and Dryden Avenue. As such it presents a poor visual and amenity connection to the road.	
Parking Area Location & Design	
	Comments
Parking visually subordinate	The main customer carpark is located in a central courtyard area. The carpark is visible from the road, however it is visually subordinate with the southern terrace and The Warehouse both helping to provide partial screening of the parking area. Two small parking areas are located to the south of the proposed buildings adjacent to Masfield Dr frontage, with these parking areas potentially for staff and/or loading as they are somewhat disconnected to the balance of the development. These Masfield Dr parks help to provide some visual separation between the rear of the buildings/ loading areas and the street as partial mitigation for having the backs of the development facing the road.
On-street parking relied upon	No, on-site parking is provided.
Parking convenient and functional	Yes, the parking area is clearly legible and easily accessible with a clear simple layout and access points to the north and south.
Cycle stands provided	The provision of cycle stands were not shown on the consent plan set. If there is demand for cycling then such stands could be readily retrofitted through the substitution of a couple of carparking spaces adjacent to the shop entrances.
Outdoor service areas screened from the road and neighbours	No, the loading bays of both The Warehouse and the southern retail terrace have their loading bays directly facing towards Masfield Drive.

Overall comments on parking design and location:

The parking area is easily accessible and functional. The overall size of the car park likewise appears to be adequate for meeting reasonable demand without being unnecessarily large. The two small southern carparks adjacent to the Masefield Dr frontage appear to be more for loading/ maneuvering and potentially staff parking as they have poor pedestrian linkages to the retail entrances.

Public Space and landscaping integration

	Comments
Parking visually softened with landscaping	Tree planting is shown within the carpark and along all road frontages. The application is accompanied with a detailed landscape plan that shows substantial tree planting as buffer screening. The overall design approach is one of having the rear of the buildings facing the road, with the visual effects of these relatively blank facades partially mitigated by dense landscape planting. In this sense the proposed planting will assist in improving the visual appearance of the site once it reaches maturity. The design approach does however differ from the outcomes sought for town centre areas of attractively designed buildings fronting the street with specimen trees located to provide amenity rather than forming a necessary screening function of blank facades.
Larger trees incorporated into site or in adjacent road corridor	As above.
Public areas attractively landscaped	The site does not include any outdoor public spaces and the internal footpath area between the terraced tenancies and the carpark is too narrow to allow outdoor seating or dining areas.
Public areas include street furniture and differentiated paving	Yes, paving of the pedestrian routes through the site and along the shop frontages is differentiated aggregate.
Public areas well located for climate and centre integration	There are no public outdoor areas.
Achieves CPTED Principles	
	Comments
Clear public and private areas	Yes, when approached from the main internal carpark. The Masefield Dr loading areas are somewhat ambiguous as to whether these are public carparking areas, however this may be resolved if they are marked and used for staff parks.
Avoids areas of entrapment	The two alleyways to the west and north of The Warehouse appear quite narrow on the plans, with little overlooking or glazing. They do however both have clear sight lines from start to finish.

	It is assumed that the accessway to the east (rear) of the northern terrace is for staff/ loading purposes and is not for public access or customer parking. Without clear marking/ signage this rear service lane is ambiguous in its use and has the potential to be used as a pedestrian shortcut route between Dryden Ave and McCauley St.
Provides passive surveillance of public realm	The shop fronts all contain good levels of glazing that provide direct views out to the public carpark area. There is little overlooking or glazing facing outwards towards the road boundaries.
Durable materials	The development appears to be clad in durable, easily maintained materials.
Large Format Functional Requirements	
	Comments
Functional drivers for layout	<p>Large format retailers such as The Warehouse can be challenging to locate on sites that occupy entire blocks and that have multiple road frontages (and therefore the rear/ loading area will often be visible from one road). The Warehouse model likewise does not include display windows or extensive areas of glazing, with the building form reflecting the brand name.</p> <p>As such it is common for large format retailers to present at least one relatively blank wall to the street. The Dryden Avenue wall and landscape screening is typical of such approaches and can be successful in maintaining a degree of residential amenity through locating activity and movement away from the residential frontage.</p>
Loading screened and separated	The loading areas are separated from the main public carpark. Partial screening will be achieved over time as the proposed perimeter landscaping matures, however the loading areas will be quite visible for some time until this occurs.
Any untypical business-specific features	No
Successful & meeting community need	
	Comments
Vibrant and actively supported	The development is under construction and therefore it is too early to tell. It does however contain a large anchor store that is commensurate with Rolleston's role as the principal shopping and service centre for the District.

Fully tenanted	As above.
Range of tenant types	As above.
<p>Overall Comments:</p> <p>The development is currently under construction and therefore the above assessment is based largely from the consented plans, combined with site visit observations. The development assists in providing critical mass to the eastern end of the Rolleston centre and will add a large anchor store and numerous smaller format retailers. It therefore makes an important contribution to achieving critical mass for the Rolleston town centre and enabling the provision of a wider range of goods and services to the community. In terms of size and content it is therefore appropriate to the role and function of Rolleston as the District's primary shopping centre.</p> <p>The key urban design concern is the degree to which the development turns its back on Masfield Dr. The development has a strong internal orientation, with visually exposed loading and service areas facing Masfield Drive. There is a detailed landscape plan which will provide some screening, however the overall design approach to the Masfield Dr frontage has been to establish dense planting to screen unsightly building facades and functions, rather than the alternative of having active frontages facing towards the street with specimen trees adding amenity rather than being necessary for screening.</p> <p>The size and functional requirements of large format retailers such as supermarkets and The Warehouse mean that they will often have one side wall exposed to road frontages. Having an exposed side wall that is partially screened by planting such as that proposed along Dryden Avenue can be an appropriate and necessary response. The concern is more regarding the location of the loading area and the lack of screening of this by further retail buildings along the Masfield Drive frontage.</p>	

Appendix 3. Review of other District Plans

	Selwyn	Christchurch (Commercial Local) ⁷	Christchurch (Commercial Core)	Waimakariri (Business 1 zone) ⁸	Ashburton (Business A zone)
Qualitative Urban Design Assessment	Yes in KACs (controlled) Outside KACs yes for buildings more than 450m ² GFA (Restricted Discretionary)	No	Yes for buildings more than 1,000m ² in neighbourhood centres and 4,000m ² in KACs ⁹	Yes for identified frontages in Kaiapoi and Rangiora	No
Height	10m (12m in parts of Lincoln and 15m in parts of Rolleston)	8m (commercial local) or 12m	12m ¹⁰	12m (Rangiora & Kaiapoi)	10m (15m Ashburton centre)
Recession plane with Residential Zone	Comply with Residential zone	Comply with Residential zone	Comply with Residential zone	Comply with Residential zone	Comply with Residential zone
Outdoor Storage - screening	Outdoor storage screened by 1.8m fencing or landscaping	Outdoor storage screened by 1.8m fencing or landscaping	Outdoor storage screened by 1.8m fencing or landscaping	1.8m solid fence on internal boundaries	Screened from 'public view'. 1.8m solid fence on internal boundaries
Road boundary – setback & glazing	Built to road with active frontage	Built to road with 60% glazing ground floor	Built to road with 60% glazing ground floor	Built to road with 60% glazing ground floor	Built to road, 65% glazing ground floor
Pedestrian entrance	no	Yes	Yes	Yes	Yes
Veranda	Yes	No	Yes	Yes	Yes

⁷ The Commercial Local zone applies to smaller suburban blocks of shops. The Commercial Core zone applies to larger neighbourhood centres (usually of a scale that includes a supermarket) and District Centres (KACs/ large malls). Note quoted rules are for identified key pedestrian frontages.

⁸ Rangiora & Kaiapoi. Note quoted rules are for identified key pedestrian frontages.

⁹ The Christchurch Plan also has a certification option whereby a development can be certified by an approved urban designer as meeting the relevant assessment matters in which case it becomes a controlled activity. Without certification the rule is restricted discretionary.

¹⁰ For Commercial Core zones the height limit is 12m for neighbourhood centres. For district centres it is 12m if within 30m of a residential zone, and 20m otherwise.

Road boundary - landscaping	No requirement	No requirement	Landscape strip of 1.5m with 1 tree/ 10m frontage where opposite a residential zone or has frontage to a local road ¹¹	Landscaped between buildings and street where setback more than 2m.	No requirement
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	Selwyn	Timaru (Commercial 1A)	Kaikoura (Business A)	Masterton ¹²	Western Bay of Plenty
Qualitative Urban Design Assessment	Yes in KACs (controlled) Outside KACs yes for buildings more than 450m ² GFA (Restricted Discretionary)	Yes, all new buildings are fully Discretionary ¹³	No	No	No
Height	10m (12m in parts of Lincoln and 15m in parts of Rolleston)	12m	10m	12m (Rangiora & Kaiapoi)	9m (increasing to 12.5m in main centres)
Recession plane with Residential Zone	Comply with Residential zone	Comply with Residential zone	Comply with Residential zone	Comply with Residential zone	Comply with Residential zone
Outdoor Storage - screening	Outdoor storage screened by 1.8m fencing or landscaping	No requirement ¹⁴	Outdoor storage screened by 1.8m fencing or landscaping and to not occupy more	1.8m solid fence on internal boundaries	Screened from 'public view'. 2m solid fence or landscaping

¹¹ In practice this rule applies to frontages that are not retail frontages e.g where the sides of centres adjoin a road.

¹² Masterton and South Wairarapa have a combined district Plan, although the Plan retains different chapters that address different townships, reflecting the original merged Plans. It is anticipated that the second generation Plan will adopt a more integrated approach across the combined districts.

¹³ The Commercial 1A zone covers the heritage precinct/ main street areas in the larger townships. Outside of these areas there is no urban design control on commercial development (Commercial 1, 1B, 1C, 3 zones).

¹⁴ This is addressed through the requirement for buildings across the road frontage. In the lower density Commercial 1B zones outdoor storage is to be screened by a 2m fence.

			than 10% of the site		
Road boundary – setback & glazing	Built to road with active frontage	Built to road with glazing ground floor	No requirement	Built to road with 60% glazing ground floor	Built to road, 50% glazing ground floor
Pedestrian entrance	no	Yes	No	Yes	No
Veranda	Yes	Yes	Yes	Yes	Yes
Road boundary - landscaping	No requirement	No requirement	No requirement	Landscaped between buildings and street where setback more than 2m.	No requirement