

■ **Annexure 3**

Landscape/Visual Impact
Assessment Report, Rough &
Milne

Landscape, Visual Amenity and Urban Design Report

Ravenswood Plan Change | Northern Christchurch

Prepared for
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CONTENTS

1.0 INTRODUCTION4

2.0 LANDSCAPE DESCRIPTION5

 Receiving Environment and Contextual Setting5

 The Site Context 6

 Landscape and Visual Amenity Values within the Receiving Environment 8

3.0 PROPOSED RAVENSWOOD PRIVATE PLAN CHANGE.....9

4.0 WAIMAKARIRI DISTRICT PLAN (WDP) PROVISIONS.....10

 Proposed Plan Changes to WDP.....11

 Key Activity Centres.....11

 Business 1 (B1) Zone11

 Business 2 (B2) Zone14

 Town Centre Principles – Policy 18.1.1.1215

 Design Related Assessment Criteria – Rule 31.23.416

 Building Rule Comparison.....17

5.0 LANDSCAPE, VISUAL AMENITY AND URBAN DESIGN ASSESSMENT18

 Introduction18

6.0 LANDSCAPE AND VISUAL AMENITY ASSESSMENT20

 Zone Interface20

 Access and Connections22

 Boundary Treatment to Roads23

 Natural Features and Open space25

7.0 URBAN DESIGN ASSESSMENT26

 Location, function and extent of KAC26

 Connectivity and network of streets28

 Urban Form and Scale30

 Character and Appearance31

 Open Space and Amenity32

 Access and Servicing.....33

 Application of the Design Related Criteria.....34

8.0 SUMMARY OF RECOMMENDATIONS FOR B1, B2 AND KAC.....35

9.0 CONCLUSION36

APPENDIX37

1.0 INTRODUCTION

Rough and Milne have been engaged by Ravenswood Developments Limited (RDL) to provide an assessment of landscape and visual effects including urban design considerations as part of a Private Plan Change (PPC) associated with the proposed rezoning of the Ravenswood Commercial Area (RCA) under the operative Waimakariri District Plan (DP). RDL seek to change the location and extent of Business 1 (B1) and Business 2 (B2) zones and identify the extent of the Key Activity Centre (KAC), which is anticipated by the LURP / RPS as part of the Ravenswood development.

The following assessment considers the effects of the rezoning, firstly on the landscape character and visual amenity of the surrounding context including the permitted baseline (existing and consented development to date) and the Outline Development Plan contained within the DP as Map 158. Secondly to address whether the KAC, B1 and B2 zones can deliver the outcomes sought by the provisions in the DP and thirdly to provide recommendations to address any landscape, visual amenity, and urban design considerations for the proposed PPC.

This report includes:

- A description of the receiving environment
- A description of the site (refer Map 158)
- The proposed PC (zoning and provisions)
- The statutory environment - DP Zone descriptions and relevant provisions
- A landscape and visual assessment of the proposed B1, B2 zones and extent of the KAC.
- Urban Design Assessment
- Recommendations
- Conclusion

An A3 Graphic Attachment (GA) accompanies this report and contains information including the context, the current ODP and zoning, the proposed ODP and zoning and images illustrating the site and proposed development.

2.0 LANDSCAPE DESCRIPTION

Receiving Environment and Contextual Setting

Ravenswood is located on the generally flat topography of the northern Canterbury Plains, etched by wide meandering flood plains of the Waimakariri River to the south and the Ashley River to the north. It lies within the Waimakariri District, which extends from the Waimakariri River north to the Hurunui District, Pegasus Bay to the east and the Puketeraki Range in the west. The landscape is a Lower Plains Land Type comprised of broad low angle coalescing outwash fans and associated low terraces of the major rivers comprising Pleistocene glacial outwash gravels with variable loess cover, Holocene alluvium, coastal swamp deposits and minor inland dune belts. The elevation ranges between 0 – 150 m with rainfall from 600 – 800 mm per annum.

The predominantly open, Canterbury Plains landscape within the Waimakariri District has fertile flat land or highly productive rolling downs. The plains landscapes are characterized by broad open areas with little topographical relief, traversed by wide, braided riverbeds with associated terraces and wetlands. Typically, the plains are highly modified by an extensive array of land uses. Much of the indigenous vegetation has been removed and replaced with high producing farmland including dryland sheep farming, and cropping, dairy farming, and lifestyle farm properties.

The north-western portion of the District is hill and high country. These hills, including Mt Oxford, Mt Richardson, Mt Thomas, and Mt Grey, dominate the District's western landscape. The east coastline is a dominant feature of the District with coastal influences evident, extending some distance inland.

The Main North Road / State Highway 1 traverses the District in a north – south direction parallel to the east coast between the main centres of Christchurch, Kaikoura, Blenheim and Nelson.

The two major urban areas of the District are the older character centres of Rangiora and Kaiapoi with a rapidly growing urban area at Woodend / Pegasus and a smaller urban settlement at Oxford. Other small village centres (Ashley, Sefton, Ohoka, Cust and Tuahiwi) and several beach settlements (Leithfield, Woodend) are also scattered throughout the District.

Rangiora lies seven kilometres to the west and Kaiapoi some five kilometres to the south of Ravenswood. Both of these urban areas contain town centres with a wide range of retail services. Refer GA, Sheet 4.

Rangiora Town Centre

Rangiora town centre has a distinctive heritage character particularly along High Street, with small narrow specialty stores offering a wide range of goods. Rangiora has a high amenity town centre that retains a village feel although changing retail and entertainment trends threaten the viability and role of the Town Centre. The challenges relating to urban form and design are to maintain the town centre focus for retail and entertainment and its role as a social destination.

Rangiora's High Street extends for 1.7 km and consequently activity and investment is dispersed over a distance losing the sense of a compact walkable town centre. At the same time, there are several vacant or underutilised key sites that undermine the cohesiveness of the town centre and emphasise the importance of landmarks and key buildings. As outlined in the recent update to the Town Centre Strategy¹, development is encouraged to 'deepen' the Town Centre core north and south spatially so the Town Centre can intensify and develop in an efficient and logical way.

¹ Reference to TC Strategy

Kaiapoi Town Centre

Kaiapoi town centre has developed around Williams Street, the river and the railway line and has a unique character built on its historic rivertown identity. There are many buildings and structures that help to give Kaiapoi its distinctive character and rivertown atmosphere, both on the north and south sides of the river.

While many buildings have been replaced or renewed, the low rise character of Kaiapoi has generally been maintained by the replacement buildings, such as the Blackwell's Department Store.

Williams Street south has a traditional character, with a continuous line of buildings at their front property boundary. Shops open onto the footpath sheltered by verandas and there is a direct relationship between the pedestrian and the shop entrances and facades. Enhancing this direct relationship are large windows and narrow shop frontages, creating a traditional environment of relatively small-scale fine grain retail activity. Williams Street north is typified by a different built form with buildings separated individually, or in small clusters. Many buildings are set back from the front boundary, creating a different spatial character in relation to the roads and footpaths.

Historically, commercial activity within the town centre was focused on Williams Street between Hilton and Charles Streets, but it has spread out along Williams Street south of the railway line, to the east between the railway line and Hilton Street and between Charles and Sewell Streets. As a consequence, the town centre lacks some definition and a concentration of activity. The Williams Street Bridge remains roughly in the centre of the town and there is now the opportunity to refocus the town around its river and central area, including the Mixed-Use Business Areas.

Woodend, Pegasus and Ravenswood

The urban area of Woodend lies to the west of SH 1 and the smaller urban area of Pegasus lies to the east of SH1. These two areas are joined by the Ravenswood development via Rob Robertson Drive - a collector road that sweeps between Rangiora Woodend Road at Woodend to the SH1 roundabout and entrance to Pegasus.

Woodend has an established local centre that contains 2.2 ha of land zoned for business activity (groceries, restaurants, takeaways, motor vehicle services and garden supplies) and functions as top up retail and mainly food services to the local community supported by passing trade motorists.

Pegasus comprises a comprehensively designed community of approximately 5000 people / households which reflects the nature conservation and cultural heritage values of its surrounding environment. Pegasus is designed around a town centre with recreation and community facilities. Approximately 8.8 ha are zoned for B1 use in the more recently established Pegasus² town centre although much of this remains relatively undeveloped. It is understood that the balance of the business zone will eventually be developed as residential lots instead. Pegasus will likely function as a local convenience centre for day to day retail with residents commuting to Woodend for other services not offered at Pegasus.

NZTA intends to construct the Short Eastern Bypass from Pineacres to deflect traffic away from the centre of Woodend rejoining SH1 at the roundabout intersection at Ravenswood and the entrance to Pegasus.

The Site Context

Ravenswood is an emerging modern, comprehensively designed urban development that lies 25 km north of central Christchurch with access via SH1. Ravenswood is essentially an extension north of, and

² Woodend – Pegasus Area Strategy, October 2013.

between, the traditional rural service town of Woodend and the urban development of Pegasus.

It is bounded by Main North Road (SH1) to the east, Wards Road to the north, rural land to the east and the Rangiora Woodend Road to the south. Ravenswood is accessed from the SH1 roundabout via Bob Roberston Drive, which is the key collector road that links Pegasus through Ravenswood to Woodend, and Rangiora to the west.

An Outline Development Plan (ODP) is contained within the DP as Map 158 and indicates the area for residential and business development within Ravenswood. Refer GA, Sheet 5. The ODP shows approximately 12.3 ha area of commercial land in the northeast corner of Ravenswood in proximity to the SH1 boundary and approximately 121 ha of residential land extending to the south and southwest adjoining Woodend. For the purposes of this report and assessment the Ravenswood Commercial Area (RCA) is referred to as the site. Ravenswood is identified as one of Greater Christchurch's Key Activity Centres³ (KAC) recognising its role in the wider area in clustering community, residential and business activities.

Ravenswood contains both Business 1 and Business 2 zones, which are intended to provide for a commercial 'village' centre and industrial type activities. The existing RCA comprises 2 ha zoned as B1 and 10.3 ha zoned as B2.

The ODP indicates the B1 Zone as being located south of Bob Robertson Drive surrounded by the Residential 6A Zone. It shows local roads forming a crescent around and through the B1 Zone providing separation to the Residential Zone. The Taranaki Stream Reserve lies to the south and east of the B1 Zone forming a buffer between the Residential 6A Zone and SH1 to the east. The reserve is part of the Taranaki Stream realignment and also serves as a stormwater management area.

The B2 Zone is bounded by Bob Robertson Drive to the south and adjoins a local stormwater reserve to the north, which extends to Wards Road. The B2 Zone is also bounded by the local Taranaki Stream Reserve to the east and lies 90 m further east of SH1. The B2 Zone is bounded by the Residential 6 Zone to the west and this remains as a greenfields site / farmland at present.

Access to the B2 Zone is provided primarily by Bob Robertson Drive with local roads, Kesteven Street and Clayton Place, extending north-south terminating in cul-de-sacs at the stormwater reserve boundary. Additional local roads, Lilburne Street and Bowmaker Crescent provide access to the B2 Zone light industrial subdivision west of Clayton Place.

Existing, consented, and initial development forms the existing receiving environment. This includes:

- Lot 1 – Gull Service Station
- Lot 9 – BP Service Station (existing)
- Lot 10 – McDonalds (existing)
- Lot 2 - New World Supermarket
- Lot 12 – Childcare Centre
- Lot 13 – Retail including food and beverage outlets
- Lot 14 – Retail including food and beverage outlets
- Lots 100 – 135 are consented and will be constructed as a business / light industrial subdivision with lots ranging between 700 m² – 1500 m² and four large corner lots ranging between 3218m² – 4434 m²
- Lot 202 – Motel consent granted but not given effect to.

The existing development layout – particularly the roading pattern is not consistent with the existing ODP Map 158. The B1 Zone currently straddles Garlick Street and part of Lot 203 and Lot 11. The

³ Canterbury Regional Policy Statement Policy 6.3.1, Map A

northeastern part of the Residential 6A Zone is consented as the Gull Service Station essentially extending the B2 Zone south of Bob Robertson Drive. Refer GA, Sheet 7 showing the current development overlaid on Map 158.

Landscape and Visual Amenity Values within the Receiving Environment

The broader landscape setting is characterised by open farmland with little topographical relief, traversed by wide braided riverbeds with associated terraces and wetlands. Natural science values are mainly associated with the rivers and coastline including estuarine areas where significant habitats for wildlife abound. The vegetation has been highly modified by traditional pastoral farming with indigenous vegetation reduced to small isolated scattered remnants. Nonetheless, the large outwash plains including the river terracing patterns remain highly legible and are considered to be of national importance by geomorphologists⁴.

Aesthetic values are afforded by the obvious geometric patterns of the farmed plains, which contrast strongly with the braided rivers, mountains, and coastline natural features. Uninterrupted expansive views to distant mountains and the coastline are an important attribute of the landscape. The long-distance views are complemented by the unique weather patterns that afford transient values.

Ravenswood is part of a wider cultural landscape with cultural associations that stretch back over 600 years. Tangata whenua valued the rivers, wetlands, and coastal features as taonga. The rivers were used as part of a network of trails to gather resources from the coastal areas and waterways, swamps, grassland and lowland podocarp forests. The main historical settlement was at Kaiapoi Pa, along the Cam River and at Tuahiwi, which remains the principal area of tangata whenua settlement in North Canterbury today. The immediate landscape particularly around Pegasus has very strong historical and cultural importance for Te Runanga o Ngai Tuahuriri acknowledged by the Pekapeka silent file (SF 017) overlay.

Other associative values are linked to early whaling industry, rural settlement, and the establishment of farming across the plains. Recreation is highly valued, mostly centred on the coastal area, hills and beaches and rivers offering fishing, camping, walking, tramping, hunting, rafting, kayaking activities.

In addition to the broad scale values associated with the surrounding landscape, rural character is prominent to north of Ravenswood adjoining the northern boundary of the B2 Zone. And at the entrance to Pegasus at the SH roundabout a strong relationship to tangata whenua concepts and local identity is demonstrated.



Photograph 1. Pegasus Entrance

⁴ Canterbury Regional Landscape Study Review, July 2010.

The realigned Taranaki Stream provides natural character replicating the patterns associated with the Canterbury coastal plains and as a contrast or buffer to urban development. The existing culvert bridge indicates the threshold entrance to Ravenswood and is a key feature.



Photograph 2. Culvert Bridge at Ravenswood entrance looking east towards SH1

3.0 THE PROPOSED RAVENSWOOD PRIVATE PLAN CHANGE

The PPC seeks to expand the commercial development opportunity at Ravenswood by:

- Replacing the existing B2 Zone on the northern side of Bob Robertson Drive with a combination of B1 and B2 zones
- Replacing the Residential 6A and B1 zones with a combination of B1 and B2 zones to land east and west of Garlick Street
- Replacing the predominantly Residential zoning of Lot 203 with a B1 Zone.
- The PC also proposes to identify the extent of land to which the regionally significant KAC notation will be applied.

The PPC will delete the ODP Map 158 for Ravenswood and replace it with a new ODP 158, which will show the zoning pattern of the RCA, the main roads and outline of the KAC. Refer GA, Sheet 6. The B1 Zone area will increase from 0.83 ha to 13.39 ha and the B2 Zone will decrease from 11.1 ha to 6.78 ha. The Residential 6A Zone will decrease from 17.6 ha and ultimately be replaced by the Residential 6 Zone consistent with the remainder of the Ravenswood residential area. The wider setting provided by the Taranaki Stream Reserve, SH1 and the local stormwater reserve on the northern boundary of the B1/B2 Zone and the as yet unrealised Ravenswood residential development remains as per the ODP Map 158 outline.

The PPC will introduce process mechanisms whereby each development application will be a discretionary (restricted) activity and assessed against design related assessment criteria with the overall objective of achieving a comprehensively designed and integrated town centre. The assessment criteria will be directed towards enabling the delivery of a high amenity, well designed environment as is expected of Key Activity Centres. This will inevitably be an incremental process that is staged to align with the emergence of key anchor tenants.

It is anticipated that the B1 Zone will offer retail and commercial business opportunities for banking / financial services, health and beauty, professional services, hospitality, childcare, travel agency, stationary / books / gift, clothing and homeware. Other potential commercial business may include garden / nursery supplies, storage, furniture, carpet / floor covering, appliance and whiteware, trade

suppliers, equipment hire, automotive servicing and repairs, sporting goods, agricultural sales and service, trade industry services, engineering services, marine service and the like.

As a greenfield site, Ravenswood has the potential to offer a range of sites from large, highly accessible activities that existing KACs struggle to accommodate, through to finer grain retail tenancies more commonly associated with town centre location. The nature of the site and ability to offer a range of development opportunities within a high profile, compact area differentiates Ravenswood from the Rangiora and Kaiapoi KACs, allowing it to provide a complementary set of activities to the wider district and network of centres.

The amended provisions are appended in full in Appendix A to this report. Of key importance is the new policy proposed at 18.1.1.12, which provides for the development of a new town centre and Key Activity Centre at Ravenswood, being a place of commerce and community and creating opportunities for business and employment required by a growing population. Ravenswood is intended to be complementary to the existing historic towns of Rangiora and Kaiapoi, being a new town, whose land ownership pattern enables the development of a comprehensively planned town centre. These traits mean Ravenswood is capable of offering economic opportunities that will bolster the retail and employment position of the District relative to Christchurch City, and contribute to the resilience and self-sufficiency of the District economy. The Business 1 zoning and new rules with design-related assessment criteria will allow new business activities to establish while creating a new high quality and integrated town centre.

4.0 WAIMAKARIRI DISTRICT PLAN PROVISIONS

The principal statutory document for the assessment of the PPC is the Waimakariri District Plan (DP). The Council has a role in promoting positive development outcomes in built environments in the District's key urban centres. As the Waimakariri District Plan is effects based and not rules based, the activities allowed in each of these zones is driven mainly by the zone objectives and policies, and limited by specific rules in Chapter 31 Health, Safety, and Wellbeing.

Of relevance to the landscape, visual amenity and urban design assessment of the PPC are Chapter 15 Urban Environment, Chapter 16 Business, and Chapter 18 Constraints on Development and Subdivision. The Rules are found in Chapter 31 Health, Safety and Wellbeing and Chapter 32 Subdivision.

Broadly speaking Chapter 15 sets out the objective and policies for quality urban environments focusing on form and function, the rural setting, character and amenity values of urban areas. It also outlines the role and outcomes anticipated for a Key Activity Centre. Chapter 16 sets out the specific environmental outcomes anticipated for the Business zones from the implementation of the objectives, policies achieved by various methods. The methods include the provision of different Business zones and activity and development standards applicable to the various Business zones supported by ODPs, guidelines and rules.

The objectives and policies outline the landscape character and amenity sought for B1 and B2 zones that activities within the Business zones are managed to maintain and enhance appropriate levels of amenity within and beyond the zone. Supporting policies encourage business activities to respond to the local character / identity and to be developed in a way that is compatible with the amenity and character of the locality. Usefully at 16.1.1.3 and 16.1.1.6 the characteristics of the B1 and B2 zones are clearly set out in a table.

In Chapter 18 the DP encourages the full and comprehensive development of new urban areas to accommodate the expanding economic needs of the District. Policy 18.1.1.1 provides for change by

allowing landowners to identify sites and circumstances where existing plan provisions no longer provide for their resource management expectations for land. It is focused on the promotion of sustainable management and allows each plan change proposal to be argued on its individual merits rather than require the District Plan to anticipate the type of development, its location, and effects that may occur over a period of time. Policy 18.1.1.3 requires specific consideration of effects between zones when a new or extended zone is proposed.

The Ravenswood area is a Land Use Recovery Plan Greenfield Priority Area, which places specific restrictions on floor sizes for retail-type activities as part of a comprehensive business development plan, most activities being discretionary where they comply, otherwise being non-complying under rule 31.27.3. Typically, large format retail (LFR) stores would be non-complying under the size limits of stores in Business 1 zones, and other retail and supermarkets at 450m² or less would be discretionary. Given that some LFR are wholly retail activities, they are also discretionary activities in Business 2 as their floor areas will likely exceed the 20% retail limit under rule 31.26.1.1. Furthermore LFR, service stations, and drive-through restaurants would be discretionary (restricted) activities under rule 31.23.3, being likely to generate over 250 vehicle movements per day.

The following amended objectives, policies and rules are what is sought for the Ravenswood B1 and B2 zones and those most relevant to the following landscape, visual amenity and urban design assessment. The amendments sought are underlined.

Proposed Plan Changes to Waimakariri District Plan (WDP)

Key Activity Centres (KAC)

Objective 15.1.2 sets out the role of Key Activity Centres (at Rangiora, Kaiapoi and Ravenswood) as *significant concentrations of business activities with key transport, cultural and community infrastructure in a way that:*

- a) strengthens the Business 1 zones of Rangiora ~~and~~, Kaiapoi, and Ravenswood as the primary employment, retail and civic destinations;
- b) identifies the role of local retail centres as providing convenience retail functions appropriate within the zone to which they are located;
- c) acknowledges the established Business 1 Zones activities of Woodend, Pegasus and Oxford, that provide for a similar range of activities to the Key Activity Centres at a size sufficient to provide for the needs of those communities; and,
- d) provides for limited retail activities within Business 2 zones that are supportive of the Key Activity Centres.

Policy 15.1.2.1 seeks to:

Provide for activities within Key Activity Centres in a way that:

- *achieves efficient utilisation and redevelopment of sites*
- *considers integrated public transport linkages*
- *allows for the efficient movement of pedestrians*
- *avoids reverse sensitivity effects on existing Key Activity Centre activities; and*
- *anticipates appropriately located commercial tenancies that fulfil a retail anchor function.*

Business 1 (B1) Zone

Policy 16.1.1.1 describes the reason for the B1 Zone as a Zone which *'covers the Rangiora, Kaiapoi, Oxford, Woodend, Pegasus town centres and Ravenswood and defines the key activity centres for*

business, social, community, cultural and administration activity for those towns. The Policy requires that they remain the dominant location and focal point for these activities.

The Business 1 Zones are located within the centre of the District’s main towns and provide the dominant focal point for the business sector for the towns and their surrounding areas including the Rural Zones. The dominant activities that occur in the town centres are business, retail, administrative, recreational, entertainment and service orientated. The amenity, environmental quality and built form of the town centre arises from the appropriate management of buildings and public spaces, including the transport network as well as the mix of activities that locate there. Policies 16.1.1.3 and 16.1.1.4 recognise and provide for the role of the town centre as the focal point for the community and seek to ensure town centre amenity, built form design and environmental standards that are compatible with business, retail, and service activities while at the same time providing a pleasant, attractive, and safe environment for the community.

The following environmental results are expected from the implementation of the objectives, policies and methods of Chapter 16 Business zones.

Business 1 Zone (Ravenswood):

- a) Building position and orientation determined by ensuring at least one pedestrian-oriented frontage separate from parking and loading areas.
- b) Building design measured by façade modulation and minimisation of blank walls.
- c) Safe and convenient pedestrian connectivity between buildings, sites, and public open space, including parking areas, for people of all ages and abilities.
- d) Establishment of at least 5984m2 of prominent public open spaces as a key element of the character and amenity of the new town centre.
- e) Building design positively contributes to the creation of a high quality urban environment that is visually interesting and vibrant.
- f) Parking and loading facilities are located and designed in a manner that provides high levels of pedestrian connectivity between buildings, sites, and open space, and a high quality and safe pedestrian experience.

Policy 16.1.1.3

Provide for development and activities within the Business 1 zones of Kaiapoi, Rangiora, Ravenswood and Woodend where the following characteristics of the zone are observed:

Location	Defines the town centres of Kaiapoi, Rangiora, <u>Ravenswood</u> Pegasus and Woodend Redevelopment and intensification opportunities within Kaiapoi, Rangiora and Woodend Compact, including medium to high building density
Pedestrian focus on main shopping streets	Interconnected network of public car parking, pedestrian areas, lanes and footpaths Public open spaces High level of safety, taking into account <u>Crime Prevention Through Environmental Design (CPTED)</u> principles Buildings and businesses directly accessed from the street, lanes and public spaces Verandahs and covered shopping areas
Vehicle focus	Provision for car parking, private and public Interconnected network of roads, car parking, pedestrian areas, footpaths, lanes and public spaces Public off-street parking

		Little on-site parking (except at Ravenswood)
Amenities		<p>Landscaping, plantings and public open spaces</p> <p>Street and pedestrian treatments, including street furniture</p> <p>Lighting, taking into account Crime Prevention Through Environmental Design (CPTED) principles</p> <p>Minimal odour</p> <p>Low level noise</p> <p>Signage mostly small scale</p> <p>Public facilities</p> <p><u>At least 5984m2 of prominent public open spaces at Ravenswood being a key element of the character and amenity of the new town centre</u></p>
Parking		<p>Public off-street parking</p> <p>Limited private off-street parking for sites without frontage to a <u>principal shopping street (not applicable at Ravenswood)</u></p> <p>Limited duration on-street parking</p> <p><u>Public parking</u> pedestrian connections with footpaths, lanes and public spaces</p> <p>Cycle parking</p> <p>Access to loading facilities</p>
Built environment and built form		<p>Defined building heights, predominantly two storey</p> <p>Absence of setbacks on identified streets and limited setbacks on other streets</p> <p>Mostly continuous business display frontages on primary shopping streets</p> <p>High intensity of use from the street <u>or public open space side</u></p> <p>Historic buildings and settings defined by <u>heritage values</u> within Kaiapoi, Rangiora and Woodend</p> <p>Mostly older buildings on main shopping streets, with the exception of <u>Ravenswood and Pegasus</u></p> <p>New buildings sympathetic to existing built form and building styles</p> <p><u>Layout and design of Ravenswood defined by marker buildings and attractive public spaces</u></p> <p>Functional and adaptable buildings developed individually or as part of a comprehensive business development</p> <p>In <u>Ravenswood Pegasus</u> new buildings and development within a defined commercial area</p> <p>In the commercial centre of Pegasus, no building <u>setback</u>, with development required to be along the full street <u>frontage</u> with verandahs</p> <p>In the outer commercial area of Pegasus, building <u>setback</u> is required</p> <p><u>Dwellinghouse</u> development within Kaiapoi, Rangiora <u>Ravenswood</u>, and Woodend located only at upper floor levels</p>
Distribution of floorspace	of	Largest total area of retail, <u>office</u> , administrative floorspace in each town
Function		<p>Community focal point for</p> <p>government services</p> <p>professional services</p> <p><u>office/finance</u></p> <p>retail</p>

	<p>emergency services household services an area with safe, convenient, pleasant, attractive environments where people can enjoy extended visits to gather, socialise, and do business</p>
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Business 2 (B2) Zone

Policy 16.1.1.6 sets out the intention of the B2 Zone. *‘The Business 2 Zone covers those industrial and commercial areas which are characterised by large-scale buildings, low density of development and industrial type activities.*

Retailing in the Business 2 Zone is intended to cater for such activities with potential environmental effects unsuited to a town centre location, or which are conducted in conjunction with a primary activity. The performance standards in the Business 2 Zone seek to discourage those activities which may potentially give rise to significant pedestrian movements between land uses and for which the roading layouts and environments in this Zone are unsuited.

Location	<ul style="list-style-type: none"> — Sites on the edges of the towns or in long-established industrial areas — Close to strategic or arterials – particularly for heavy vehicles — Act as gateway to towns
Pedestrian focus on main shopping streets	<ul style="list-style-type: none"> — Pedestrian linkages provide access between the Business 2 Zone and surrounding Residential Zones and Business 1 Zones
Vehicle focus	<ul style="list-style-type: none"> — Caters for cycles, cars and large vehicles — Safe provision for pedestrian access within parking areas and between activities — Ease of access — Linkage to arterial road/within sites — Turning spaces within site including for trailers — Loading and unloading on-site — Limited constraints on vehicle movements
Amenities	<ul style="list-style-type: none"> — Greater incidence and potential for adverse noise, odour, dust — Landscaping – more on road reserves but uncoordinated provision of amenity plantings on sites — Dominant presence of security measures affecting amenity values and visual appearance – lighting/fences/dogs — Servicing – essential only (no public amenities) — Signs – bigger and more prominent — Can be dominated by a few big activities — Development fragmented and more open space between and within sites
Parking	<ul style="list-style-type: none"> — Mostly off-street — May include shared parking — Public parking limited to where this supports use of public transport — Short and medium term customer parking — Long term duration staff parking
Built environment and form	<ul style="list-style-type: none"> — Most buildings setback from road — Ad hoc development, separate buildings — Purpose built for industrial, manufacturing, and services needing big floor areas

	<ul style="list-style-type: none"> — Mixture of use apparent – make, sale, store, waste — Highly visible non-building component on many sites affects outlook, amenity values and visual quality
Distribution of floorspace	<ul style="list-style-type: none"> — Floorspace dominated by processing, storage, and ancillary display areas — Controls on retail activities
Function	<ul style="list-style-type: none"> — Service/retail — Processing — Manufacturing/associated retail — Storage — Repair retail — Depots — Utilities — An area with limited amenity and visual appeal where vehicle-based users can obtain goods and services

B2 activities are space extensive and not easily located within a town centre, taking into account their development and operational characteristics. Business 2 provides for commercial activities not prioritised in Business 1, being similar to a light industry zone and accommodating activities associated with repairs, servicing, manufacturing, and storage. Retail is permissible as a supporting function to the industrial-type activities, or for ‘vehicle-based’ customers as a type of destination retail as opposed to ‘High Street’ retailing. The limited amenity outcome reinforces a more utilitarian type of commercial environment.

Town Centre Principles

A new policy is added to Chapter 18 and outlines the principles for the town centre development at Ravenswood.

Policy 18.1.1.12

Provide for the development of a new town centre at Ravenswood based on the following principles:

- a) The development at Ravenswood shall provide a focal point for the community incorporating a range of activities set within the broader landscape of the Canterbury Plains with strong connections to the other town centres, serving as a retail and commercial gateway to the District.
- b) The development of Ravenswood shall be of a scale and design that is safe and accessible for people in their day-to-day needs.
- c) The design, layout and development of Ravenswood shall integrate with the State Highway 1 corridor and the surrounding land uses.
- d) The creation of a logical and highly connected network of well-designed streets and spaces that provide high levels of access, are responsive to surrounding activities, and contribute to the character and amenity of the town centre.
- e) Attractive streetscapes which reinforce the functions of streets and enhance the amenity and accessibility of the new town centre.
- f) Emphasis on creating a vibrant centre for business and social activity through the appropriate location of buildings that provide an attractive and engaging public interface with streets and open spaces.
- g) Parking is provided where this is accessible to buildings and separated from pedestrian areas and open spaces to reinforce the town centre as a destination for commerce and community.
- h) Development of the town as a compact, cohesive urban community, which is congruent with its surrounding land uses and adjoining residential areas.
- i) The establishment of a wide range of business activities within the town, including employment and commercial opportunities, in order to encourage people from around the District to work

- within the town centre.
- j) Establishment of a unique sense of identity within the town centre through identifiable streets and open spaces with building frontages and marker buildings that reinforce the town centre function.
- k) Development of the town results in the provision of a network of walkways and cycleways as follows:
 - i. within the lots with retail activities;
 - ii. between retail developments along Bob Robertson Drive;
 - iii. linking the Business Zone land to the Taranaki Stream;
 - iv. linking the residential neighbourhoods of Ravenswood and Woodend to the town centre; and
 - v. providing an edge to the Taranaki Stream.
- l) Pleasant and convenient walking and cycling access between the surrounding residential neighbourhoods and the town centre, the Taranaki Stream, and network of open spaces.

The relevant rules for the PPC are found in Chapter 31 Health, Safety and Wellbeing set out as:

Buildings and Structures at 31.1-31.6,

Signage rules are found at 31.7 – 31.9, which sets out rules for location, bulk and amount of signage

Retail Activities and Traffic Matters at 31.21 – 31.25

Retail Activities within Land Use Recovery Plan Greenfield Priority Areas at 31.26-31.28

Design Related Assessment Criteria – Rule 31.23.4

Under Chapter 31 Health, Safety and Wellbeing – Rules, a new Rule 31.23.4 is proposed as follows:

Within the Ravenswood Town Centre Business 1 Zone land, new buildings are a discretionary activity (restricted).

In considering an application for resource consent under Rule 31.23.4, the Council shall, in deciding whether to grant or refuse consent, and in deciding whether to impose conditions, exercise its discretion over the following matters:

- a) the design and appearance of buildings including contribution to architectural quality and amenity values of streets or public spaces. In particular as to;
 - i. the contribution that buildings make to the attractiveness pleasantness and enclosure of streets or public spaces;
 - ii. the maintenance of consistent building lines and legibility of entrances by minimising building setbacks from public spaces;
 - iii. the design of buildings in architectural details and quality of cladding materials;
 - iv. the minimisation of blank walls with modulation, articulation, and fenestration;
 - v. the desirability of activation and engagement with streets and open spaces;
- b) the location of vehicular parking and loading to the side or rear of the primary building façade, and the screening of these from view of public spaces;
- c) the provision of verandahs to provide weather protection in areas used, or likely to be used, by pedestrians;
- d) the application of the following Crime Prevention Through Environmental Design (CPTED) principles to the design and layout of buildings and public spaces;
 - i. passive surveillance of public areas through glazing of building faces, particularly for hospitality and retail activities;
 - ii. safe and legible pedestrian routes designed to an appropriate dimension, with good visibility and appropriate lighting;
 - iii. avoid fencing in favour of visually permeable soft delineation features;

- e) the extent to which the proposal provides for at least 5984m² of prominent open spaces consistent with the objective of enabling a modern town centre, either as part of the proposal or by ensuring that sufficient balance land remains available to enable provision of this;
- f) the effects of creating new roads, service lanes, and public spaces on the matters above;
- g) the effects that landscaping on sites adjoining public spaces is able to contribute to the amenity values of the people using or passing through the public space;
- h) all the above matters will be assessed having regard to the outcomes set out in Policy 16.1.1.3.

An application for a resource consent under Rule 31.23.4 shall be considered without the need to obtain the written approval of affected persons in accordance with Section 95 of the Resource Management Act 1991 and shall be processed without notification.

And under Chapter 31 Health, Safety and Wellbeing – Rules, Rule 31.24.3 is proposed as follows:

Any new building in Ravenswood with a tenancy over 2000 m² that does not comply with Rules 31.23.4(b) and (c) will be considered a discretionary activity.

In considering any resource consent application under 31.24.3, the Council shall, in deciding whether to grant consent, and in deciding whether to impose conditions, have regard to (but not be limited by) the assessment criteria under 31.23.4, including the demonstration of practicable alternatives.

Reason for change: Buildings which provide parking at the front of the building will be a discretionary activity.

Building Rule Comparison

In general, the B1 Zone rules for Kaiapoi and Rangiora are effects based with most activities permitted, specific rules for the KAC / town centre relating to design matters and subject to matters of control. The following table sets out the most pertinent building rules that apply to the B1 and B2 zones, including the PPC.

Business 1	Business 2
<i>31.1.1.10 Structure Coverage</i>	
55% in the Business 1 Zone Pegasus “Town Centre – General Business Area” as identified on District Plan Map 142 NA elsewhere	NA
<i>Table 31.1 Minimum Structure Setback Requirements</i>	
10m where the site is adjacent to a Residential Zone or a Rural Zone boundary in Woodend NA elsewhere	10m where the site fronts onto a strategic or arterial road 10m where the site is adjacent to a Residential Zone or a Rural Zone boundary
<i>31.1.1.20 - 31.1.1.35 Structure Heights</i>	
Recession plane from 2.5m above the boundary applies to sites adjoining residential zones	Recession plane from 2.5m above the boundary applies to sites adjoining residential Zones

<p>(except Res 6a) 8m in Oxford; 10m in Pegasus; 12m in Rangiora and Kaiapoi; and 15m in Woodend <i>[except any decorative feature, steeple, finial, chimney, clock tower, spire or partial storey where located on a building on a corner site, provided that it is located at the road frontage corner and does not exceed 50% of the length of either road frontage as per 31.1.2.11]</i> Any structure in the Business 1 Zone (Rangiora and Kaiapoi), with road frontage shown by Figure 31.2, shall have a minimum height of 5m</p>	<p>(except Res 6a) Any structure in a Business 2 or 6 Zone shall not exceed a height of 15m</p>
<p>31.1.1.20 - 31.1.1.51 Screening and Landscaping</p>	
<p>Where a site within any Business Zone, other than the Business 4 – West Kaiapoi Zone, shares a boundary with any Residential Zone<i>[does not apply when the boundary is a road as per 31.1.2.10]</i>, the site shall be screened from the adjoining Residential Zone site(s) to a minimum height of 1.8m except where a lesser height is required in order to comply with Rule 30.6.1.24, for unobstructed sight distances</p>	<p>Where a site within any Business Zone, other than the Business 4 – West Kaiapoi Zone, shares a boundary with any Residential Zone, the site shall be screened from the adjoining Residential Zone site(s) to a minimum height of 1.8m except where a lesser height is required in order to comply with Rule 30.6.1.24, for unobstructed sight distances. Within any setback from a road boundary (required by Rules 31.1.1.15, 31.1.1.16, 31.1.1.17 and Table 31.1) in any site in any Business Zone the area shall be landscaped for an average depth of 2m from the site boundary.</p>

5.0 LANDSCAPE, VISUAL AMENITY AND URBAN DESIGN ASSESSMENT

Introduction

The PPC provides a framework that will enable retail and other business and community service facilities to be developed at Ravenswood that is intended to complement the KACs at Rangiora and Kaiapoi and the existing and anticipated development of the Woodend and Pegasus town centres. In principle the high level policy direction of the DP provides for the PPC under Policy 18. The PPC is also consistent with the CRPS, which identifies Ravenswood as a KAC.

The PPC relies on the adoption of a conceptual (criterion based) approach, rather than a graphically presented approach normally practiced with the adoption of a comprehensive ODP. It uses zoning, a blanket discretionary (restricted) activity status and design-based assessment matters to guide the development of the KAC / Town Centre to achieve the objectives and policies in the DP. This is not a new approach but rather one that is identified by the DP at Policy 13.1.1.1, which sets out the framework for development.

Policy 13.1.1.1 explains that ‘A Zone based approach provides a technique familiar to the community within which “integrated management of the effects of the use, development and protection of land and associated natural and physical resources of the district” (section 31(a)) can be achieved. A framework of Zones will reinforce the opportunities for appropriate management. The differences between Zones can be reinforced within the framework by setting out different environmental standards and environmental outcomes for different areas of the District’.

The PPC achieves this by the different activity and development standards for the B1 and B2 Zones and setting out the environmental qualities for the RCA.

The characteristics of the B1 and B2 zones are clearly set out above. The environmental results sought for the B1 Zone are provided by a combination of the characteristics of the B1 and B2 zones and the design related assessment criteria set out above. The intention is to promote a compact, coordinated and integrated Business 1 layout to create efficiencies in use of land; a Zone that is convenient and safe for pedestrian activity, and that enables sufficient provision of public amenities and open spaces, and will sustain the role of the Business 1 Zone as a dominant community focal point.

The key difference proposed by the PPC between enabling development within Ravenswood and the established KACs of Rangiora and Kaiapoi is that B1 development in Rangiora and Kaiapoi is largely permitted, controlled by a wide range of methods including Design Guidelines, Town Centre Strategies, detailed ODPs, plans showing nominated street frontages and associated specific rules. These are based on a past / existing pattern of development and desire to coordinate development across disparate landholdings. Currently the B1 Zone in Ravenswood is limited in extent but both the B1 and B2 zones rely on a narrow set of rules and the ODP Map 158, notwithstanding the fact that the ODPs are often out of date pre-development construction. Under the PPC Ravenswood provides an updated ODP (refer GA, Sheet 6) showing the proposed extent of the B1 and B2 zones, and more relevantly the discretionary (restricted) status of B1 development to be considered against design-related assessment criteria, all of which combine in a manner to support the expected outcome.

The PPC is tenant led and initially inevitably modular in approach. This may lead to a lack of certainty regarding a comprehensive high-quality urban outcome. Essentially, the urban form will be driven by the principle of 'first in first served' recognizing that the real-world drivers to business development are location, space, and flexibility. The concern is of course that tenants have vested interests and will be driven to optimize retail opportunities that may be at the expense of public good. However, as an evolving organic process, the PPC will rely heavily on cumulative effects, along with the need to provide an aesthetically desirable and coordinated customer environment that attracts further business investment. For instance, once consent is obtained for the first anchor tenant (based on the design related assessment criteria) there will be increasing expectations and demands placed on subsequent applications. Ravenswood is a large high-profile Greenfields site, which is proposed to remain under one ownership, with the advantage of capacity and flexibility to ensure that existing and potential adverse effects of activities can be managed on site in a comprehensive and an integrated manner. This is a key difference between Ravenswood and Rangiora and Kaiapoi KAC / town centres where site consolidation and zoning changes would be required to ensure the same outcome.

Although there may be concerns regarding the subjective nature of the characteristics anticipated, the design-based assessment criteria and their interpretation by the council's processing planners, prospective tenants and developer as set out in Rule 31.23.4 it is an accepted method for development to occur. There is no doubt that collaboration will be required, and the process and discretionary (restricted) activity status provides for this to be undertaken in a meaningful way.

According to the Woodend – Pegasus Area Strategy (October 2013) the Council will work collaboratively with the developers of Ravenswood on appropriate design guidance to ensure good design outcomes are achieved when commercial development occurs in the Ravenswood Business zones. Such collaboration would help ensure that a commercial village built form response at Ravenswood is inspirational and pedestrian focused, likely with an urban response that is the basis of all urban centres, with buildings addressing the street and car parking located behind shops, for instance, as shown in the Figure 14.(Example of preferred style of development in a commercial village, illustrating location of car parking behind shops).

The key question is whether the PPC package provides a framework to deliver the activities the definition

of the KAC suggests it will, in a comprehensively planned way and achieves the objectives and policies relevant to landscape, visual amenity and urban design?

The effects assessments are based on the change between the current zoning, including the consented development, and the changes that will occur with the PPC. The landscape and visual amenity effects assessment focuses on the PPC interface with the surrounding context while the urban design effects assessment focuses on the internal effects (i.e., within the B1 zone as a KAC) that may arise as a result of the PPC. Inevitably there is some cross over between landscape, visual amenity and urban design matters and some repetition occurs in the following assessments.

6.0 LANDSCAPE AND VISUAL AMENITY ASSESSMENT

The following assessment considers the landscape⁵ and visual amenity effects arising from the plan change, and the subsequent development anticipated by the PPC framework concentrating on the context of the receiving environment and the ability of development to integrate with the surrounding urban area. The proposed objectives, policies and rules for the RCA PPC must ensure that the landscape character, and amenity values of the commercial zones and their settings are provided for. Policies 15.1.1.1 – 15.1.1.3 set out the qualities and values associated with the urban areas and settings valued by the community. These include but are not limited to the rural setting, the individual character of a settlement, easy accessibility, generous open space such as parks and reserves, small urban areas, absence of high-rise buildings, cycleways, quiet and safe environments.

With consideration of the proposed objectives and policies, and the application of the proposed rules, the landscape and visual amenity effects arising from the PPC and subsequent development will depend on the following:

- Context / Zone interface or interface conflict with uses which might affect visual amenity. Different zones result in a different expression of character and may have a different expectation of amenity. Where different zones adjoin it is important that landscape character and amenity is addressed along the zone interface to reflect what is anticipated for each zone without one compromising the other.
- Access and connections to the receiving environment, particularly integration into the rest of the urban area through roading layout, walking networks, open space links. It is important that development contributes positively to the neighbourhood and complements the surrounding environment / land uses.
- Boundary treatment to roads. Landscape character and amenity is experienced primarily from the roads for locals and visitors alike. This is particularly important where development fronts or backs onto SH's that are also part of a scenic route.
- Character through the identification and the incorporation of natural features of the area acknowledging the rural surroundings and cultural setting add to the values and quality of the area, provide a point of difference and a sense of place.

The RCA is located on the outskirts of the Woodend – Pegasus urban area, adjoining rural land to the north, Residential 6 Zone to the west and adjoining the Taranaki Stream Reserve along the eastern and southern boundary of the commercial area. The wider context comprises SH1 and Pegasus township to the east and Ravenswood Residential 6 Zone extending north from Woodend in close proximity to the

⁵ The landscape and amenity assessment is based on an understanding of the New Zealand Institute of Landscape Architects (NZILA) Best Practice Note 10.1 definitions and terminology.

south. The PPC is considered with regard to its ability to address the headings above.

Zone Interface

The existing ODP shows the B1 zone surrounded by the Residential 6A Zone, in places immediately adjoining and / or in others separated by a local road. The 6A Residential Zone is intended as single story residential detached dwellings on small sections of approximately 300m². The proposed PPC essentially replaces most of the Residential 6A Zone with an expanded B1 Zone that results in a zone interface with the B2 Zone, the Open Space Zone or the Residential 6 Zone. The PPC B1 Zone has the ability to provide a better transition to adjoining living zones where a local road provides separation between different activities.

The peripheral RCA Zone transitions are proposed to occur along the northern boundary adjoining the Open Space stormwater management reserve, along the eastern boundary adjoining the Taranaki Stream Reserve (and SH1), and along the southern boundary adjoining the Open Space Zone / Taranaki Stream Reserve. Refer GA, Sheet 11, Photo-panoramas 1 – 3. Along the western boundary the RCA is bounded by a local road which provides a transition to the Residential 6 Zone.

The DP rules are relatively permissive for the B1 and B2 Zone. At best the first generation (1G) DP, B2 provisions require a 10 m setback from an adjoining Residential or Rural Zone (except if zone boundaries lie along a road) and a 10 m setback from a strategic or arterial road boundary. The DP does not contain any setback or landscape requirements for the B1 Zone adjoining Residential, Rural or Open Space zones, nor does it contain specific rules relating to built form where rear boundaries of sites adjoin the Rural Zone. Built setbacks to adjoining zones rely on compliance with recession plane requirements. For the most part these situations do not apply to the PPC RCA with the exception of the adjoining Open Space Zone.

The importance of the Open Space Zone local stormwater reserve and the Taranaki Stream Reserve is that these areas afford a rural character that is valued by the community⁶ and a natural character setting to the RCA with high amenity potential to support the town centre.

Where the proposed B1 Zone extends north to the RCA boundary, the B1 and B2 Zone interface with the local stormwater reserve is considered as the permitted baseline, given that much of the development along this boundary comprises consented development. Although the concern from a landscape character and amenity perspective is that the consented development is essentially inward facing with the back of development presented to a public open space, as consented development there will be essentially no change (or no effect) to the northern zone boundary regardless of whether the zone is B1 or B2.

The PPC proposes the B1 Zone for Lots 203, Lot 202, Lot 11 extending south and east to adjoin the Taranaki Stream Reserve. And proposes the B2 Zone over Lots 1 and 2, which are consented for the Gull Service Station (in part) and which also adjoin the Taranaki Stream Reserve.

The key consideration is whether the B1 and B2 Zone provisions will realise the obvious rural setting, natural character and amenity of the adjoining Rural Zone or any Open Space Zone and address any potential adverse effects on the adjoining zone.

The consented New World building demonstrates the likely outcome for development along the Open Space Zone interface. The New World building is approximately 12 m in height and 60 m long with one step at 37m contributing little variation in terms of modulation or fenestration, despite its northern aspect. The built setback complies with the B2 Zone rules being approximately 10 m and this allows a

⁶ Policy 15.1.1.1Explanation (b) and policy 15.1.1.2 (a)

landscape strip of 2 m and a service lane parallel with and along the rear site boundary. The boundary is defined by a 2m high horizontal slat fence. This indicates the built outcome for the B2 Zone or in other words what is considered appropriate to meet the character anticipated by the DP for the rural or open space context.

Conversely, for the B1 zone potential adverse landscape and visual amenity effects are likely to arise due to the nature, scale and prominence of built form and lack of landscaping requirements where the B1 Zone adjoins Rural and Open Space zones. The requirement for consideration of the different character and amenity anticipated for adjoining zones is critical to addressing such effects. Under the PPC, although the context becomes an important consideration with Rule 31.23.4 requiring a design response to address building design, etc., to streets or public spaces, there is no provision for consideration of built dominance, and amenity for B1 development which backs onto the Rural or Open Space zone and where adverse effects may arise from service or operational activities concentrated at the rear of a site. This situation may occur along the southern and eastern boundaries and part of the northern boundary along Lot 201.

In this regard, the PPC will rely on the principles for the Town Centre set out in Policy 18.1.1.12 c) *the design, layout and development of Ravenswood shall integrate with ...the surrounding land uses* and the design related assessment criteria at 31.23.4 governing the design and appearance of buildings and in particular 31.23.4 g) *the effects that landscaping on sites adjoining public spaces is able to contribute to the amenity values of the people using or passing through the public space*. Overall, it is considered that the PPC is likely to achieve a better result at the B1 - Open Space Zone interface than the current provisions.

The proposed ODP Map 158 shows the B2 Zone adjoining the Residential 6 Zone at the northwestern edge albeit separated by a local road and this will not change under the PPC. This part of the B2 zone is consented as a Business Subdivision with buildings currently being constructed. This area will remain consistent with that shown on the PPC ODP. The PPC proposes that the B1 Zone (Lot 203) will adjoin the Residential 6 Zone along the western boundary south of Bob Robertson Drive although separated by a local road. Previously the Residential 6A zone immediately adjoined the B1 zone⁷ so in this sense the PPC improves the residential zone interface by incorporating a road thereby increasing separation and providing a physical and visual buffer. However, generally, landscape and visual effects on adjoining zones arising from the nature and scale of built form will only be partly addressed by the separation distance afforded by a public road with mitigation relying mainly on roadside and internal boundary planting and screening.

Under the 1G DP, Rule 31.21.1.2 requires that buildings in the Rangiora and Kaiapoi KACs be landscaped along the length of the road boundary except where setbacks are less than 2m and excluding nominated street frontages. The same is not required for Ravenswood. However Rule 31.23.3 will apply to the B1 zone where the land use results in more than 250 motorised vehicle movements with discretionary matters that include *the need for landscaping to create a pleasant, safe and visually attractive setting for the site and the surrounding neighbourhood*. Other matters relevant to landscape and amenity are also listed under Rule 31.23.3. Further reliance will be placed on the design related assessment criteria at 31.23.4 to ensure that visual amenity results to views from the residential zone opposite the proposed B1 zone. Nevertheless, if the situation arises, it is recommended that consideration is given to the Residential 6 Zone easterly outlook if it is towards a carpark or side wall or service area related to B1 zone development over Lot 203.

Access and Connections

Good access and connections contribute to safe, high quality urban environments. Important design

⁷ Refer ODP Map 158

principles relating to being well connected include a high priority on walking, cycling and public transport, pedestrian friendly, safe attractive linkages through and to the wider context and open space, consideration of an interconnected road network, including public transport modes and access for service vehicles.



Photograph 3. Looking North towards Ravenswood from SH1

The Ravenswood PPC benefits from its visual prominence and accessibility from SH1 and Bob Robertson Drive as the main arterial collector road. Refer Photograph 3 above and GA, Sheet 12, Photo-panorama 4. The PPC proposes the B1 Zone extending both north and south of Bob Robertson Drive. The objectives and policies of the B1 Zone seek a readily accessible compact urban town centre, a primary location for retail and services activities with an emphasis on a high amenity environment and pedestrian walkability to support this function.

Although as yet undefined, the internal layout of the B1 Zone will be assessed against Rule 31.23.4. Notwithstanding that much of the design related criteria focus is on buildings and parking Rule 31.23.4 also requires consideration of pedestrian friendly, safe and legible routes and also includes CPTED matters. It is recommended that a focus of future development applications should be in addressing walkable blocks, walkable carparks, and pedestrian access across Bob Robertson Drive to ensure a well-integrated pedestrian friendly B1 Zone. The location of pedestrian access is a key consideration and very context driven, i.e. it must relate to a common desire line, be functional (linked to public transport facilities), safe and attractive. Visual connections are also an important factor in contributing to amenity, way finding and a high legibility of urban form where landmarks, key buildings and public spaces are visually connected. How this is achieved is dependent on the modular approach and effectiveness of the cumulative effects process with assessment against the design related criteria at Rule 31.23.4.

While the PPC caters for some transport modes, more particularly pedestrian and cycling in Rule 31.23.4 it would benefit from expanding the criteria to include consideration of linkages to the open space reserve areas that adjoin the B1 Zone both to the north and south and that offer potential to connect to the wider context.

Referring to the objectives and policies of the Business 2 Zone, this zone is intended to be located “on the edges of the towns,” “close to strategic or arterials – particularly for heavy vehicles,” and to “act as gateway to towns.” Lots 1 and 2 being surrounded by Main North Road, the proposed exit of the Woodend Bypass, and Bob Robertson Drive, which serves as the arterial spine through the Ravenswood area, is already close to arterial roads and on the edge of the urban area. With Lot 203 proposed to be a Key Activity Centre, Lots 1 and 2 will naturally form the gateway to this new town and will meet the locational objectives of Business 2 zoning.

Boundary Treatment to Roads

Landscape character and amenity is experienced primarily from the roads for locals and visitors alike. Therefore, built form, parking, service areas, utilities and landscaping fronting the roads all play an interrelated role in contributing to the quality of an urban environment. Similarly, the road layout and streetscape will also influence the character and amenity of a place. Refer GA, Sheet 12, Photo-panoramas 5 and 6.

The B1 Zone rules do not provide for a building setback, instead the design-related assessment criteria pursue a consistent building line fronting public spaces including roads within the same zone. This is an expected outcome for a main retail street. For other streets, as long as the built form implements Rule 31.23.4 a) relating to design and appearance of buildings and d) pedestrian environments, a built frontage is anticipated to result in a positive outcome for the public road space. It is however probable that private car parking will be associated with the B1 Zone in addition to the expectation that generous parking is provided in the B2 Zone. Although Rule 31.23.4 seeks that vehicle parking be located to the side or rear of any building façade, unless the car park is internal and surrounded by buildings it is possible that on some sites in the B1 Zone car parking will be located along a road frontage. In these situations, the DP rules⁸ ensure carparks are landscaped internally but not necessarily along the site frontage to maintain the streetscape amenity.

Service components have the ability to generate considerable adverse effects on streetscape amenity if consideration is not given to their location and screening. The location and screening of storage, rubbish, service yards and outdoor utility plant, .i.e. heat pumps etc., is contemplated by the assessment criteria. Under Rule 31.1.1.40 landscaping is required for an average depth of 2m only along strategic or arterial road setbacks and adjacent residential or rural zone road boundaries for the B2 zone but not for the B1 zone. The screening of service components and areas relies on the design related assessment criteria and where consideration of amenity is implicit in the matters listed.

Land comprised of Lots 11 and 202 at the southeast corner of the RCA is proposed as B1. These lots front onto the local Garlick Street but are also highly visible from SH1. The location, size and character of these sites indicate their suitability for LFR, although equally small retail tenancies may evolve. Whatever the development outcome the boundary to road frontage treatment should avoid a hard urban edge to rural / open space. Along the eastern boundary a green screen to SH 1 to obscure the likelihood of a security fence and building to maintain the illusion of a rural boundary is considered desirable and recommended to be included as a matter for discretion.

The B2 Zone development plays an important role in providing landscape character and amenity given its expected location on the edge of towns and close to strategic or arterial roads to facilitate heavy vehicle access. The DP acknowledges that the B2 Zone often acts as a gateway to towns. In this regard B2 Zone development is often highly visible, with large scale utilitarian buildings, extensive yards, security fencing, large signage and storage that afford an adverse visual amenity, which is contrary to a positive gateway experience at the town entrance.

The B2 Zone development consented at Ravenswood comprises a BP Service Station and adjoining McDonalds to the north and a Gull Service Station to the south, either side of the main entrance road clearly visible from SH1. Although not highly desirable as a distinctive gateway experience these activities nonetheless contribute to amenity by providing basic public facilities and functional necessities that are readily accessible from the SH. The landscaped interface provides a higher level of amenity than could be anticipated by some B2 Zone developments and will address landscape and visual effects from SH1. Refer Photographs 4 and 5 below.

⁸ 30.6.1.44 and 31.1.1.20 – 31.1.1.51



Photograph 4. McDonalds at entrance to Ravenswood



Photograph 5. Taranaki Stream at entrance to Ravenswood

The current roading layout is a departure from that shown on the existing ODP Map 158. Roads currently form the internal zone interface between the B1 and B2 zones. Under DP Chapter 30 Utilities, Table 30.1 the road design attributes (width, number of lanes, parking, footpath widths, tree planting etc.) are set out according to the zone and depending on the road designation. For roads within the Business zones, Bob Robertson Drive is a collector road and therefore required to provide 1 tree per 20 m, 2 cycleways and 2 footpaths. The balance roads are local and cul-de-sacs and are required to provide 1 tree per 20 m with 1.5 m footpaths and no cycleways. It is anticipated that if roads are vested with Council the minimum road standards will be met and provide an adequate level of amenity. If roads are not vested, then the provision of roading amenity will rely on the design-related assessment criteria.

Natural Features and Open Space

Natural features and open space provide an opportunity to celebrate a sense of place, protect and manage ecological values, acknowledge heritage values and cultural identity. Responding and incorporating these aspects into the urban realm are important considerations to place making.

The Ravenswood CRA is surrounded on three boundaries by either the Taranaki Stream Reserve or the stormwater management reserve. Refer GA, Sheet 11, Photo-panoramas 1 -3. Urban Environment policies 15.1.1.1 – 15.1.1.3 make reference to particular values, such as a rural setting, individual character, generous open space and a quiet, safe environment, which have been identified as important

to the community. The surrounding natural features and open spaces offer opportunity to satisfy the Urban Environment policies with regard to integrating new development with open space links and natural features in a way that builds on community values, enhances amenity values and results in an individual character. The Taranaki Stream Reserve and stormwater management reserve also offer the ability to incorporate sustainable management practices, particularly concerning the treatment of stormwater.

The built interface with open space is a key consideration in terms of amenity, offering development opportunities capitalising on views, space and public interaction. Although the orientation of Taranaki Stream Reserve to the south of the B1 Zone presents a design challenge with regard to local environmental conditions, these can be readily overcome with innovative design. The open space reserves also provide safe alternative scenic routes for additional pedestrian and cycleway connectivity throughout the local area avoiding conflict with traffic movements.

The PPC is well placed to take advantage of the potential open space amenity and buffer between the business and residential zones provided by the local stormwater management area and the Taranaki Stream Reserve. The design related assessment criteria will require consideration of the way the B1 Zone development integrates with the SH1 corridor from a visual perspective and the surrounding land uses, particularly the open space reserves and in regard to providing an edge to the Taranaki Stream.

7.0 URBAN DESIGN ASSESSMENT

The focus for this component of the assessment is to investigate the likely Urban Design outcomes that may eventuate from the amended policy framework. More specifically, the commentary that follows will address whether the amendments under the PPC will enable a high quality and contextual response that is commensurate with the design outcomes expected of a Key Activity Centre within the District.

For the purposes of the assessment the Urban Design commentary has been structured around the main components and characteristics that are typically associated with KACs, including, but not limited to location, extent, connectivity, form, scale, appearance, amenity and access. The Urban Design merit has been assessed using a combination of the 7 'C's drawn from the Urban Design Protocol and the outcomes sought by the amended policies 16.1.1.3, 16.1.1.6 and insertion of a new policy 18.1.1.12, which cover the characteristics of the B1 and B2 zones and the principles of town centres.

This Urban Design analysis has contributed to the formulation of section 31.23.4, an additional rule proposed as part of the PPC that outlines design related assessment criteria. The intention is to introduce process mechanisms whereby each development application will be discretionary (restricted) and measured against assessment criteria with the overall objective of achieving a comprehensively designed and integrated town centre. The assessment criteria will be directed towards enabling the delivery of a high amenity, well designed environment that is expected of KACs. The matters proposed as part of the design criteria will be assessed having regard to the outcomes set out in Policy 16.1.1.3, which outlined the characteristics of the B1 zone.

Location, function and extent of the KAC

As outlined in earlier sections of this report the development at Ravenswood shall provide a focal point for the community, incorporating a range of activities set within the broader landscape of the Canterbury Plains, with strong connections to the other town centres, serving as a retail and commercial gateway to the District. The development of the Ravenswood KAC will see the development of a compact, cohesive urban centre that is of a scale and design that allows for integration and accessibility into the surrounding uses and local community.

The proposed KAC will comprise B1 zoned parcels that collectively provide an intensity and range of uses to service the local community and beyond. As outlined in section 16.1.1.1 of the District Plan, Business 1 Zones are located within the centre of the District's main towns and provide the dominant focal point for the business sector for the towns and their surrounding areas including the Rural Zones. Beyond the expectation to provide the largest total area of retail, office, administrative floor space in each town, the KAC should also be an area that is safe, convenient, and pleasant, with an attractive environment where people can enjoy extended visits to gather, socialise, and conduct business.

The merit of establishing a KAC at Ravenswood has been well established as part of district and spatial planning exercises outlined earlier in this document and supporting text accompanying the PPC. Although of a different era and context, while the proposed KAC is likely to comprise a different form and range of activities when compared with the more established character centres of Rangiora and Kaiapoi, the emerging centre of Ravenswood still stands to be a focal point for community activity and a point of convergence for the surrounding transport network and growing communities of Woodend and Pegasus. The centre will see the establishment of a wide range of business activities, including employment and commercial activities, providing opportunities for communities across the District to work, shop and socialise within the town centre.

As a relatively unconstrained greenfield site, the Ravenswood KAC has the potential to cater for an array of development typologies from large, highly accessible activities that existing character centres presently struggle to accommodate, through to finer grain retail and employment tenancies more commonly associated with town centre locations. The nature of the site and ability to offer a range of flexible development opportunities in a highly visible location proximate to the State Highway differentiates Ravenswood from the Rangiora and Kaiapoi KACs, allowing it to provide a complementary set of activities that might otherwise not naturally find their place within existing centres, bringing a broader cross section of activities to the wider district and network of centres. This also broadens the spectrum of choice in relation to employment, shopping and hospitality options for the local community.

With respect to its immediate context, the KAC at Ravenswood has the potential to bind together and consolidate the urban areas of Pegasus and Woodend, and form a more contiguous settlement with a bustling business and employment heart. As illustrated within the graphic attachment (refer GA, Sheet 4) this settlement will be of a comparable scale to that of the broader settlements of Rangiora and Kaiapoi, anchoring the north east of the District and distributing and expanding the range of activity and improving their accessibility for the wider community. This will ultimately create a more self-sufficient and balanced poly centric District with improved level of service across the communities and respective townships.

The Ravenswood KAC builds upon an existing ODP that is proposed to be replaced and a planning framework that the PPC proposes to amend in places to better enable the desired activities and delivery approach. Ravenswood, as an area for business and retail activity, has already been established in part through a range of approved consents and completed developments, most notably along the northern side of Bob Robertson Drive. With respect to the desired zoning, the KAC is proposed to encompass B1 zoned land, which incorporate the existing activities and approved consents. As illustrated by the proposed zoning map (refer GA, Sheet 6) the proposed B1 and B2 zoned areas have been strategically placed to reflect both the existing development context as well as being mindful of the sensitivities that may result from the nature of the activities and how they may interface with other zones and public areas.

With the KAC forming the centre of a broader urban settlement encompassing residential areas of Ravenswood, Woodend and Pegasus, the relative position of the SH essentially means the settlement straddles a major transport corridor. This arrangement, while not uncommon, is not without its challenges in terms of integration and accessibility between the KAC and the surrounding communities,

particularly in the context of the desire to promote more sustainable modes of transport. While the State Highway's primary function to provide for the efficient flow of traffic in the north-south direction, locating a sufficient weight of activities along the corridor provides an opportunity to highlight the need to enable safe and efficient means of cross movement between the KAC and surrounding communities, particularly between Pegasus and the KAC. This would not only stand to benefit both the services and local community, but also ensure that the State Highway does more than dominate the surrounding environment and reduce the sense of integration.

Looking forward, while far from a perfect example, in its current form the Ravenswood KAC bears the fundamental attributes that enable it to be readily considered and modified to operate as a transit oriented development should the transport network and infrastructure be geared towards supporting it, particularly with regard to improvements to the public transit network.

Notwithstanding the challenges that the surrounding road network might present in terms of pedestrian experience and severance, the relatively high levels of accessibility and visibility that the State Highway affords, will almost certainly shape the form and character of the development, which to a large extent will differentiate it from the other KACs. Inevitably the prominence of the location will likely prove very attractive for larger format complementary activities that are not as easily integrated into the existing centres. On that basis, care will need to be taken to ensure the accessibility and the prominence of the location is not the principal driver for development to the extent that it undermines the environmental qualities expected of the KAC, most notably those that contribute towards a high amenity and well-designed pedestrian environment. Further discussion on specific form and character implications is provided in latter sections of the Urban Design commentary.

Overall, it is fair to say from a location perspective, and in terms of its accessibility and ability to provide for a range of activities, the proposed location and extent of the KAC is fit for purpose. With that in mind, the emphasis should be placed on ensuring that the KAC is able to deliver on the environmental and experiential qualities expected of KACs, as is the focus of the design related assessment criteria.

Connectivity and network of streets

As outlined in the District Plan in relation to town centre principles (Policy 18.1.1.12), it is expected that the KAC will comprise a logical and highly connected network of well-designed streets and spaces that provide high levels of access, are responsive to surrounding activities, and contribute to the character and amenity of the town centre.

There are a range of existing constraints and conditions, such the intersecting and interfacing road network and format of consented and built activities that present a challenge to developing a KAC that has a seamlessly integrated pedestrian priority environment. In addition to this, it is somewhat inevitable that at present most visitors to the centre will arrive by private vehicle and therefore need somewhere to park their car which creates a spatial issue of providing for significant areas of car parking while creating a high amenity and contained public realm.

As characterised by the other centres within the District and is commonly accepted, while there is a need to provide for a range of transport options, including car parking, a KAC centre should provide a contiguous, compact, high quality, pedestrian focused environment. Centres should avoid creating an environment where visitors are inclined to use their private vehicles to traverse the KAC because it's safer, more pleasant or even more convenient, as this erodes the intent of providing a distinctly urban environment that favours a positive pedestrian experience.

While accepting car parking as a necessary component of the development, care should be taken to ensure that it does not dominate or undermine the experience and fragment activities to the extent that the KAC becomes less of a focal point for activity and more of a large expanse of business and retail that

happen to be located near to one another, each with separate, dedicated car parking. While the proposed design related assessment criteria provides guidance on the location car parking with respect to primary frontages and prescribes outcomes in relation to the quality of public space, it is recommended that provisions relating to the quality and amenity of public areas should also apply to car parking areas. This is of particular importance given the potential scale of the car parks and role as a key access and arrival point into the KAC.

With respect to the adjacent and bisecting road corridors, for the activities on either side to genuinely be considered part of the same KAC and the experience to feel complete, emphasis should be placed on providing safe and efficient means of road crossing at intuitive points linked to areas of activity. In the absence of establishing a detailed masterplan or ODP, and accepting that that may in fact be a fruitless exercise without the prior knowledge of the exact format and nature of anchor tenants, it will be important to consider the optimal location crossing points and how this might support existing and future activity. In addition to this, as future development becomes clearer, there must be a willingness and ability to allow for upgrades to the surrounding streets to facilitate pedestrian movement, particularly across Bob Robertson Drive and Garlick Street which are two of the biggest infrastructure impediments to the KAC genuinely operating as a pedestrian focused single entity.

In terms of the internal street network, although one is yet to be established, and will unlikely to be formed up until the anchor tenants emerge, it will be important to ensure that the network has a clear hierarchy that is responsive to the nature of the surrounding activities and connecting into the surrounding environment. The street network should be highly accessible and comprehensively designed with pedestrians as priority users, and thus provide a high level of amenity which includes landscape, street furniture, lighting and a range of high quality contextual materials. It should also provide integration towards surrounding streets, open spaces and reserves, such as the Taranaki Stream, as this stands to be one of the most important defining features of the character of Ravenswood KAC, in a similar fashion to that of the waterway within Kaiapoi.

The proposed KAC is not expected to have a 'principal shopping street' as defined in the Plan for other KACs, particularly given the nature of the surrounding transport network, most notably the SH and the comparative means through which the centre has been developed. This shouldn't be considered surprising or cause for concern, based on the means through which principal shopping streets have typically emerged, i.e. based on established through movement. The historic and incremental development of the existing character centres and their relative integration into surrounding contexts has informed their shape and respective street networks, which is quite apart from the manner in which Ravenswood and its surrounding residential areas have developed. Ravenswood presents an opportunity to develop a retail and business centre, however this will need to follow a typology that reflects its context and constraints.

Although the position of the SH provides opportunities in terms of access to the wider area, it also presents a challenge in terms of integration of the KAC streets towards Pegasus. On that basis, the KAC at Ravenswood is likely to develop as more of a contained destination, similar to an open air shopping complex. While the proposed KAC will have an internal network of streets that are linked to the immediate surroundings and features such as the Taranaki Stream, due to the nature of the surrounding road infrastructure it will be unlikely to achieve the same level of integration into the surrounding environment, nor will it be as influenced in terms of movement patterns as more historic centres have been.

While Ravenswood KAC is unlikely to be formed around a principal retail street in a similar manner to that of Rangiora and Kaiapoi, it still has the potential to deliver a premium experience akin to a street based development. Activity should be focused on key areas around a logical network of pedestrian routes and public spaces allowing for an integrated experience and intensity of use to create a vibrant centre. Surrounding activities should appropriately address these streets in an engaging manner and

public realm will be pedestrian focused, high quality and provide a high level of amenity to support the surrounding activities.

The lack of a main street or principal shopping street is not necessarily to the detriment of the development because it is wholly possible to deliver a street based environment that supports activities and produces an atmosphere akin to that of a more traditional KAC. Naturally not having a nominated principal shopping street means there is an inability to nominate frontages in the same way the DP does within the existing centres. While the absence of a detailed ODP or spatial plan for the KAC does not allow for spatial prescription of outcomes, it is generally accepted that a principles based approach that utilises design based criteria, could deliver consistent outcomes with the Districts existing KACs in terms of environmental qualities and intensity of activity.

The desire to create a more internalised network of streets is a reflection of the generally open, flat and undeveloped nature of the site, surrounding street interfaces, expected activities and relative accessibility into the broader network of streets, all of which are quite apart from the characteristics and historic development of the existing centres within the District. A range of provisions have been included within the proposed design criteria to provide sufficient leverage within the consent process to promote and / or encourage the development of a well-considered and high quality network of streets that deliver an integrated, engaging and vibrant KAC experience.

Urban Form and Scale

The outcomes sought for KACs are delivered through a combinations of means, ranging from the placement and selection of activities through to the design and composition of the built form and quality and amenity of the public space. In an existing context these outcomes would be delivered and managed incrementally through a mixture of planning provisions and existing constraints. In the case of Ravenswood KAC, the relatively undeveloped nature of the site, limited underlying landscape or physical constraints and singular ownership mean a lot of the attributes that might shape development outcomes do not exist and therefore cannot be relied upon in the same way they can in existing centres.

The nature of the land ownership provides for the ability to comprehensively plan the development in a manner that delivers a coordinated outcome with a strong and unified sense of place. By comparison Rangiora and Kaiapoi, which have formed historically and comprise a disparate patterns of landownership are much more heavily reliant on compliance with planning frameworks, masterplans and development strategies to enable coordination. These centres have also developed incrementally over a significantly longer period of time and have been impacted by historic influences which is not the case with Ravenswood KAC. The range of drivers that have shaped Rangiora and Kaiapoi have allowed for a richness and diversity that is incredibly hard and often considered pastiche to attempt to mimic. The incremental nature of development, intensity of activities, pattern of movement and range of buildings types from across the eras contribute towards the unique character of these centres.

While there might be some overlap among the smaller and medium scale activities, the reality is that the dominant scale and form of principal activities that are likely to emerge at Ravenswood will differ from those that already exist in Rangiora and Kaiapoi. While the outcomes will still need to be managed, possibly to a greater degree than those within existing centres, to some extent this difference should be considered a positive.

The proposed centre is likely to attract activities of a scale and nature that are beneficial to the broader provision of business and retail across the District and not easily integrated into existing settings without degrading their established character. However, the relative blank canvas that the singular ownership of the site affords (while a significant opportunity), highlights the need to ensure that characteristics that help create a vibrant centre and drive the sensory experience within KACs are sufficiently enabled and protected. Of greatest concern will be ensuring that the development does not become dominated and

in equal measure fragmented by a plethora of large format activities and their associated car parking and service areas. While the ultimate shape of the development will likely be driven by the emergence of large anchor tenants, their placement and composition within the KAC will need to be carefully considered in conjunction with a broader spectrum of uses of a variety of scales. More specifically it will be critical to give due consideration to how larger format activities can successfully interface with public areas in a manner that promotes an intensity of use and variety in the built form, as per traditional KACs.

While provisions have been proposed that encourage modulation and articulation of facades, this largely addresses matters relating to architecture and built form, rather than activity. It is fundamentally important that the proposed provisions allow for a range of activities across the scales and encourages them to be composed in a manner that supports the creation of an attractive and engaging street scene, promote the feeling of safety and security and support activity within the public realm. To that end, it is recommended that the proposed provisions are amended to include matters that cover the composition of buildings and tenancies, in effect encourage the “sleeving” of large format activities with a range of smaller uses along principal frontages and public areas to create a fine grain urban form. An alternative might be to consider limiting the frontage width of individual tenancies to a maximum width along primary pedestrian areas to produce an intensity of activity in key areas. This, however, is a fairly rigid rule and may inhibit the flexibility to incorporate some uses that may be of benefit to the KAC. Therefore, a more principle based approach of “sleeving” is considered more appropriate as it allows activities and their operational requirements to be dealt with on a case by case basis.

In terms of the scale of the built form, the proposed centre will adopt a largely two storey built form which is comparable to other centres within the District. The defined building height in conjunction with building to the street edge will allow for a distinctly urban character that is commensurate with a KAC setting. The combined height and absence of a street setback will also provide good levels of enclosure and containment of streets and spaces. In conjunction with the amending provisions to encourage a finer grain urban form, this would produce a greater intensity of activity and heightened sense of vibrancy in the street scene, as is expected of KACs. The two storey approach will also allow for building typologies that are able to attract and adapt to a range of uses.

As with other components of the KAC a range of design related assessment criteria have been proposed to promote positive built form outcomes. These matters are largely drawn from existing provisions that are attached to the existing KACs within the District, and where required have been tailored to reflect the any differences in the expected outcome and more specifically the development approach.

Character and Appearance

As described within the section of this report relating to the landscape context and alluded to in earlier portions of the Urban Design commentary, on face value the area outlined as part of the proposed KAC appears largely devoid of any significant underlying defining features that may inform the character of the development. As described above, the absence of constraints to provide design direction can result in development that lacks variety and a genuine sense of identity. Where architectural styling is used in an attempt to replace this, it can often appear contrived or superficial at best. Therefore, it is important to look beyond the site to the wider landscape or immediate surrounds for cues that might help define and inform the character and assist in developing a truly contextual response.

When considering the existing established centres of Rangiora and Kaiapoi some of the distinct characteristics that are exhibited have been shaped by a combination of the planning framework and underlying constraints and opportunities. Factors such as existing buildings, infrastructure, existing road network and access, as well as the passage of time and natural events such as the 2010 earthquake sequence have had a significant impact on the character of existing centres within the District.

In the absence of these factors, or where they do not bear similar weight, there are a number of

attributes that the Ravenswood KAC will need to incorporate to ensure that while different in character, the experience and vitality of the new centre is commensurate with what is expected of a KAC. With that in mind, it will be critically important for the proposed KAC to establish a character of its own, drawing on any cues from the surrounding environment, such as the Taranaki Stream and rural activities, as well as framing views towards the wider landscape within the public realm, rather than relying on the business activities and their architecture alone to set the tone of the place. This will also place a particular emphasis on providing a high amenity and consistently themed public realm that binds the development together.

As one of the few distinctive and defining underlying landscape elements, the Taranaki stream will not only act as the binding edge of the KAC that will help inform the character of the development. It also presents a significant amenity and recreational opportunity. To ensure the benefits of the stream are maximized, development will be designed in a manner that provides an appropriate interface to enable engagement and maximize the amenity benefits of the landscape feature.

In terms of the role the built form can play within the creation of a unique character, architecture and articulation of facades has its place is contributing to the formation of an interesting street scene. However, given the scale of the potential activities, in the first instance it will be critical to ensure that larger format uses are integrated within a range of finer grain smaller format uses to provide the intensity and variety of use that typically supports activity within KAC.

With respect to the architecture of the buildings, rather than predefining the style or the exact outcomes, the most important principles are to achieve variety, a human scale design to support the pedestrian focused environment. This will include considered placement and design of buildings and their activities to ensure appropriate levels of engagement and passive surveillance of the streets and open spaces. Beyond this, the appropriate use of materials and façade treatments can also contribute depth, interest, character and overall richness of the KAC.

Open Space and Amenity

As with any urban area, but more specifically KACs, the changing nature of retail and more broadly the evolving role of town centres has placed a growing emphasis on creating a more rounded visitor and consumer experience. This not only covers the provision of a broader range of services, activities and living options proximate to centres, but increasingly the provision of comprehensive network of high quality public realm and a more distinct and engaging urban experience.

The function of public realm in the context of KACs stretches beyond just the providing means of access into a range of activities and plays a significant part in enabling a positive visitor experience, as well as supporting adjacent activities. With respect to Ravenswood KAC, the public realm will be critical in helping to form the identity of the KAC and bind together activities that risk being singular destinations whereby consumers drive directly in and out.

The design of the public realm will cover both streets and open spaces. The street designs should support a pedestrian priority environment and be designed to reflect the respective position within the street hierarchy, and more specifically its function, mode priority, and the nature of the activities adjacent.

The PPC for Ravenswood KAC proposes the inclusion of 5984m² of prominent public open spaces to contribute to the character, amenity and act as a focal point for activity within the KAC. Like many of components of the design a principles based approach is required for the provision and design of open space due to the absence of the structural elements, such as the key access points and location of anchor tenants being spatially locked in. It is therefore not possible nor appropriate to pre-define the exact location, format or characteristics for the network of public open spaces. However, it seems logical that open spaces in whichever format should be high amenity, arranged in an integrated manner and adopt

a consistent palette of materials, landscape and street furniture to support the identity of the place, adjacent activities and life within the street.

With respect to specific design criteria, open spaces should be positioned in locations that are proximate to hubs of activity as well as being intuitively placed with respect to the street network and environmental conditions, such as solar aspect, shelter and views. In a similar fashion, both street and spaces should provide for environmental comfort, utilising where possible verandas for shelter to support the creation of a pedestrian friendly environment.

Overall, the public realm should be designed comprehensively with the adjacent activities in mind. In doing so, the public realm will provide a pleasant, attractive and comfortable environment to inhabit and conduct community and business activities. The design should also promote a high level of safety, taking into account Crime Prevention through Environmental Design (CPTED) principles. It is considered that the design related criteria provide sufficient guidance on these matters, however, are significantly reliant on the comprehensive and thoughtful planning of the overall KAC.

Access and Servicing

As with all KACs access and servicing are critical components of infrastructure that can be complex to integrate within the design of urban environments, particularly in existing settings. In the case of Ravenswood, this principal challenges are likely to be the use of private vehicle as the primary mode of transport and the relatively inflexible and often extensive servicing and parking needs of larger format activities that may find the KAC an attractive prospect.

For KACs to function optimally, servicing, access and specifically car parking must be catered for in a practical fashion. However, it is important this is integrated in a manner that does not undermine the quality and safety of the environment. As is encouraged in existing KACs and is stipulated by the proposed design related assessment criteria for Ravenswood car parking is encouraged to be placed in a location that while logical and accessible, is away from the primary frontages and public spaces. This approach seeks to avoid the creation of a car dominated environment and the degradation of the pedestrian experience. Placing car parking in prominent locations within an urban setting will lead to the fragmentation of the urban form and dissipation of activity, compared to a compact and consolidated urban form that is able to contain activity and create a sense of vitality.

With respect to Ravenswood, as with existing KACs, it is expected that the larger activities, those that are being described as anchor tenants or marker buildings are likely to require relatively substantive car parking proximate to them. While this creates the potential for large expanses of hardstand, it also provides potential for opportunity for fewer consolidated groups of car parks provided in strategic locations, ideally at the extremities of the KAC. This arrangement of car parking is not dissimilar to that of the existing and desire parking provision in established centres such as Rangiora and Kaiapoi, although increasingly multi-level car parking is being considered in these locations for reasons of space efficiency and the desire for a compact centre.

Larger areas of surface car parking can fragment development if prominently located, but if placed in a few strategic locations on the outer and potentially less desirable edges of the KAC, they can provide a transition towards less hospitable activities, such as the major transport corridors, or provide separation from other more sensitive uses.

Surface car parking also presents a significant opportunity to incorporate substantive areas of landscaping and accommodate sustainable urban drainage. As has also been demonstrated in some locations around the country, large surface car parks, while sometimes aesthetically undesirable in the short term represent a much more significant prospect of redevelopment in the medium term when compared to multi-storey car parks or smaller pockets of distributed car parking.

It is expected that where car parking is required it will be consolidated and placed in a location that is intuitive and able to service a wide range of activities. It should also be provided in manner that is consistent with the high quality public realm throughout the KAC, with dedicated, logical footpaths, pedestrian priority crossing points, street furniture, lighting and extensive landscaping. This is of particular importance, as realistically the car park will in effect be the primary arrival point for a significant number of visitors to the centre. Thus the car parking areas should be designed as both a gateway to the development and an integrated part of the street and open space network adopting a similar urban character to that of the core parts of the KAC, and not just an expanse of hardstand for car storage. With this in mind, as noted earlier in the assessment, it will be important to ensure that proposed provisions that apply to public areas also apply to car parking areas so that they are developed into integrated, legible, high quality, high amenity areas for pedestrians.

With respect to servicing and loading facilities, in a similar fashion to the approach to car parking, this should be placed in a location whereby its potential visual and safety impacts on pedestrians and the wider urban environment is limited. As with car parking, it is accepted that this is a necessary operational requirement within a KAC and therefore it fundamental to the creation of a thriving centre. However, equal care should be taken to ensure that while operational requirements are fulfilled, they do not to the detriment of the broader experience of the centre particularly in key pedestrian areas and not at the expense of creating a compact urban centre. With that in mind, loading and servicing should be to the rear, away from primary pedestrian areas, and where possible consolidated amongst tenancies. Although somewhat outside of the scope of urban design matters, it is recommended that a servicing strategy that manages flow of vehicles and loading times is developed. This would minimise the impact on the environment and make most efficient use of land where possible as this allows servicing to occur in public areas outside of peak pedestrian periods.

Application of the Design Related Criteria

Although by no means a traditional method for developing a KAC, the proposed approach enables the flexibility required to establish a new centre that is able to attract tenants that are currently unable to be accommodated within existing established centres in a manner that doesn't put the existing character of these locations at risk due to their inability to absorb the scale of the uses. By contrast the relative blank canvas of Ravenswood provides the opportunity to accommodate such uses to the benefit of the wider District by bolstering its retail and business offering. Ravenswood also has the space and flexibility to integrate them into a broader pattern of development that delivers the anticipated high quality and high amenity environment that is expected of a KAC.

While the prospect of relying on the KAC to develop without a strict overarching spatial framework may give rise for concern, the adoption of design related assessment matters, which largely draw on the existing provisions that protect design outcomes in other existing KACs provide a lever to ensure consistent outcomes across the KACs in terms of design outcomes. While a spatial framework may be desirable, the scale of the development and need to retain flexibility to incorporate a number of large unknown tenants will make the preparation of a masterplan in their absence somewhat wishful and potentially abortive.

As noted above, it is expected that the development will be incrementally and logically developed around anchor tenants, with the use of design based criteria to provide a mechanism to ensure positive design outcomes. It is generally accepted that the content of the design criteria provides comprehensive coverage and the ability to deliver a development in line with the relevant policies and objectives, substantively a consequence of provisions rolling over from existing centres.

However, the successful delivery of the outcomes will significantly rely on the approach to development being undertaken with a rigorous design process that is focused on the delivery of a comprehensive

outcome and more specifically a genuine commitment and recognition of the town centre principles. While the design criteria cover all of the expected matters, their effectiveness to date in other centres has relied on their application in the context of existing settings and established spatial frameworks, neither which apply to Ravenswood. For that reason, the design criteria are principally focused on micro issues relating specific qualities and individual components of the development rather than overarching outcomes, therefore the town centre principles (18.1.1.12) will be a critical policy against which various phases of the development should be tested.

8.0 SUMMARY OF RECOMMENDATIONS

The following recommendations are provided to ensure the proposed PPC provisions deliver a high-quality outcome appropriate to the B1 and B2 zones at Ravenswood.

In general the recommendations address landscape and visual effects arising from the PPC by ensuring that the provisions consider connections; address visual effects on state highways and zone interfaces; and consider the provision of reserves and the retention of any distinguishing features, which are not captured by applying the proposed DP provisions.

The following recommended design outcomes are site specific and are capable of being implemented through the future development applications. They can be accommodated by the insertion of the following design related assessment criteria:

- Provide a scale and form of development that demonstrates a hierarchy and legibility to urban form, as well as creating an interesting and coordinated street-scene.
- The composition of buildings and tenancies to encourage sleeving of Large Format activities with fine grain tenancies to promote an intensity of activity around key pedestrian areas to create a sense of vibrancy and vitality that is expected of a KAC.
- LFR to be located on larger lots nearer to the SH 1 boundary to provide a transition to B1 Zone and residential development.
- Development and open space within the town centre results in an individual character and the integration of public open space with surrounding sites and buildings to ensure an amenity outcome.
- Facilitate opportunities for a range of travel modes and ensure the safe and functional movement of pedestrians across Bob Robertson Drive.
- The provision of an integrated design theme throughout the development to ensure a coordinated approach with regard to public places, i.e. a comprehensive suite of public furniture, lighting etc. in public places / road reserves etc.
- Ensure car parking areas are designed in a manner that reflected their important role as a gateway into the development by ensuring that a high quality, high amenity and integrated pedestrian priority is provided.
- Amenity outcomes are provided where development backs onto the street or open space through tree planting and landscaping to mitigate adverse visual effects and scale of commercial buildings and business activities to adjoining land uses.
- Signage on buildings is integrated with buildings' architectural detail.
- Provide for stormwater management solutions that contribute to visual amenity.

9.0 CONCLUSION

The PPC proposes an extension to the commercial area at Ravenswood with the B1 Zone replacing part of the Residential 6A and B2 zones immediately west of SH1. Ravenswood adjoins urban development at Pegasus town to the east, rural land to the north and Woodend town to the southwest. The wider landscape context to the proposed commercial area is rural with Kaiapoi town center five kilometres to the south and Rangiora town center seven kilometres to the west.

The proposed PPC proposes a discretionary (restricted) status for all new development and introduces specific design related assessment criteria against which all B1 development in the Town Centre is considered. The relevant objectives and policies in the DP and the B2 Zone objectives, policies and assessment matters remain essentially the same except in regard to a discretionary status for tenancies over 2000 m² within the B1 and B2 zones that do not comply with the location of car parking and provision of verandas. This ensures an improved outcome for any LFR development within the RCA.

The proposed PPC will enable a greater site and context analysis, including reviewing any site specific opportunities and constraints. The intention is that the outcome will achieve the anticipated results for the B1 Zone as an attractive and high quality urban environment that is sympathetic to the character of the surrounding area.

The proposed PPC however provides a greater flexibility to the comprehensive development of a large greenfields site. The development of the Ravenswood Town Centre means that both the rules and design related assessment criteria will apply, with the Council's discretion limited to landscape and urban design assessment criteria such as built form, external articulation, materials, location of buildings and parking with consideration given to pedestrian connectivity and amenity having due regard to the context of the site and its surroundings. The proposed PPC will require development to have greater consideration of the site's character and be responsive to its emerging context. It is likely that the process will involve further discussion with the Council to determine appropriate landscape and urban design outcomes.

Overall, it is considered that with the above recommendations the PPC package will provide a framework to deliver the activities the definition of the KAC suggests it will, in a comprehensively planned way and will achieve the objectives and policies relevant to landscape, visual amenity and urban design.