

# URBAN DESIGN STATEMENT

To: Ray McLeod: [Ray@landward.co.nz](mailto:Ray@landward.co.nz) Date: 27 October 2021

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Site: 5-7 Bodkin Street and 85-87 Parry Crescent, Hāwea

Re: **Supermarket Resource Consent Application**

Ray

The following statement has been jointly prepared by myself and Erica Gilchrist, and is based on the architecture plans provided from Breen Construction (dated 21.10.2021) and landscape plans from Gilchrist Design (dated 21.10.2021).

I can confirm that Erica and I are both familiar with the site and have undertaken site visits as required. Furthermore, we have both been involved in leading the design outcomes detailed in this report and the plans provided. As such this is a statement and not assessment per se, as we are able to provide clarity as to why certain decisions and compromises have been made.

The proposal is for a 450m<sup>2</sup> commercial building with upper loft on a total site area of 1,944m<sup>2</sup>. The ground floor tenant is Woolworths NZ for a SuperValue supermarket while the loft level is retained for independent commercial/office space in a range of adaptable sizes. The site is zoned *Local Shopping Centre* and is within the urban growth boundary. The activities sought fit with the purpose of the zone and the concept complies with the standards of the zone – the specific details of this are addressed in the Assessment of Environment Effects directly.

As there are no specific design guides for local center's, the concept plans have been developed, and are being reviewed against 'best practise' urban design principles including the '7C's' from the Ministry for the Environment's Urban Design Protocol, as well as guidance contained in Queenstown Lakes District Council's (QLDC) Subdivision Guidelines and Urban Design Strategy (2009).

For clarity, the broader considerations have been disseminated into three broad areas to address:

- Is this an appropriate location for the type of residential proposed?
- How does the proposal impact the external environment?
- What are the key design issues to consider?

This statement does not address signage specifically as the standards are clear in the District Plan and any variation to these rules is considered a separate issue between tenant and council.

## Urban Context

Hāwea is a relatively small (population circa 2,800) but developing community as other local towns (specifically Wanaka) experience their own growth pressures. Being located at the foot of the Haast Pass route (Makarora Road -SH6) and close to Wanaka (16km and a little over 15mins by car) it is a popular visitor location, and like other lakefront communities in the wider region it accommodates substantial additional visitor numbers in holiday times.

The Local Centre area itself is located roughly 800m east of the SH6 transition (Lake Hāwea-Albert Town Road to Makarora-Lake Hāwea Road) over the Hāwea River and up Capell Ave, the main local road that runs the full width of Hāwea itself above the lake.



Figure 1: Location - aerial

The local centre itself is located the western end of a large bund or ridge that separates the lake from the lower-lying valley to the south. This results in much of the existing and developing residential areas being physically distinct from the main urban amenities (shops, sports fields, library and other community facilities) as well as the lake itself.



Figure 2: Context Image considering existing and future travel connections

This is further exacerbated through the lack of direct road connections which means travel by car necessitates a rather circuitous route for these residents.



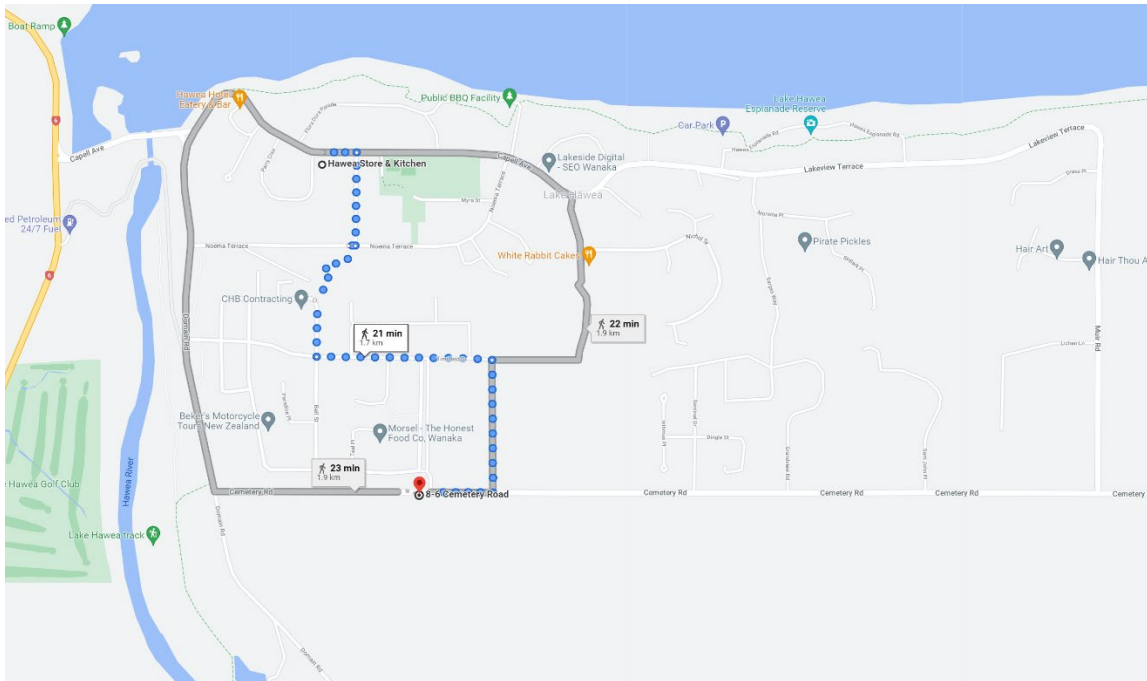


Figure 3: Google Maps – amenities and travel distances

Notwithstanding, there are direct pedestrian and cycle path connections between the southern neighborhoods. It is reasonable to expect that as the community grows still further and without the opportunity for new direct road connections these linkages will help reduce vehicle demands and support modal shift.

The local centre itself is currently defined by small commercial complex incorporating a convenience store and café at the corner of Capell Ave and Parry Crescent. The local restaurant and bar is 250m away down Capell Ave close to the water (river and lake) and the local petrol station is still further away on the side of the state highway – both being physically and visually distinct from the local centre. The lack of commercial space contributes to numerous small businesses operating in the surround low density residential environment.



Figure 4: Existing Local Centre complex at the corner of Capell Ave and Parry Crescent

While plans have been lodged for a new mixed-use complex to the east of this, it is likely the proposed supermarket will be the first new commercial development of any scale for quite some time. Overall the site is well located, serviced and appropriate for the intended activity.

## The Site

The site comprises of four titles which extend from Parry Crescent to Bodkin Street along a west-east axis, roughly 50m parallel to Capell Ave. It presents a 24m frontage to both these streets and is generally level (at the 370m contour) but rises to Parry Crescent by 1.3–2.2m at the boundary. This slope continues further to the curb resulting in an overall level change of 2.6m at the western boundary and 3.2m at the southern boundary.

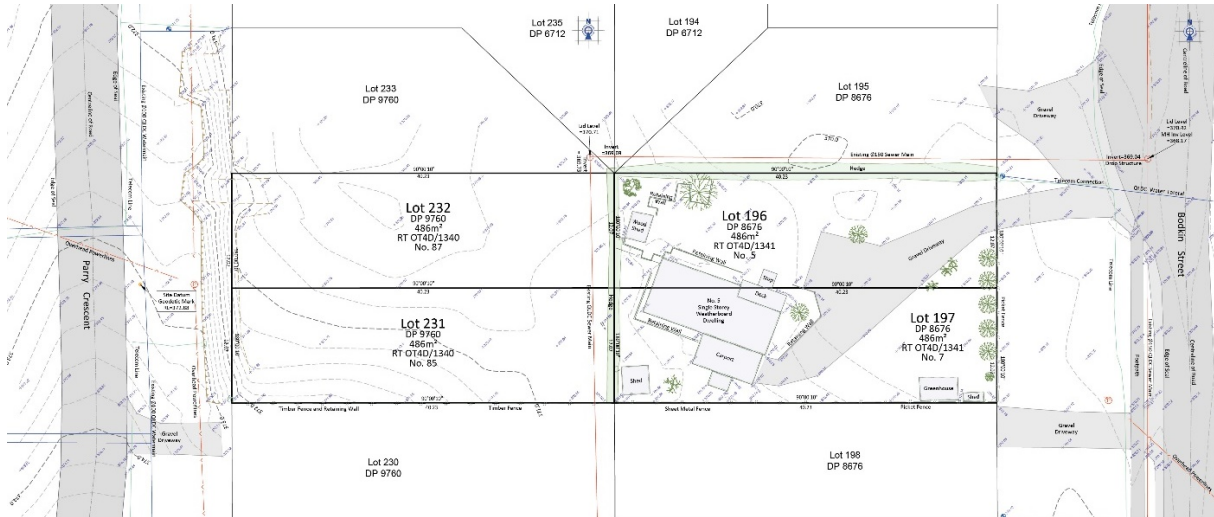


Figure 5: Survey of existing building and contour within the Application site and immediate surrounds.

There are no issues anticipated with respect to servicing although a sewer main does cross the site close to centre, and this will need to be relocated. The existing dwelling will be removed and there is no other notable vegetation to consider.

The site's elevation above lake level affords a mountain backdrop behind low density residential built form together with their established ornamental gardens in all directions. This feature makes the site undeniably 'of Hāwea'. The surrounding colour palette is a combination of browns, greens, greys, blues and whites of built form alongside the browns, yellows, greens and seasonal florals and brights of ornamental planting. The natural mountainous backdrop recedes to blue grey and whites in the far distance, and seasonal yellow, brown, green and whites in the near distance.

The site does not include any indigenous ecosystems, wildlife habitats, wetlands, significant cultural, historic, geological or geomorphologic features.





**Figure 6:** Photomontages of the Application Site: from Parry Crescent (top), Capell Street and Bodkin Street (lower).

## The Proposal

A foundation tenant of the design response was that Bodkin Street was the natural focal point for the development for a number of reasons:

- It is a central point between the developing urban amenities of the Local Centre and the community and recreational facilities around Peter Fraser Park to the east
- Bodkin was already the route to connect into the wider pedestrian and cycle path connections to the south
- The entry point was already demarcated with a local reserve, and was the focal point for bus stops

- There were good site lines in either direction along Capell Ave
- The Parry Crescent / Cappell Ave intersection is at the crest of the rise, and this could create potential safety and other traffic issues over time
- The offset carriageway on the road reserve would allow greater utilisation of the road verge for access, amenity provision and landscaping.

This approach allows for a dual-frontage outcome that works for both tenant groups as the level change across the site facilitates at-grade access and parking for the supermarket, whilst the upper-level commercial tenants get dedicated street frontage and independent access.



Figure 6: South elevation showing level change

The site layout and design of the building are principally a factor of the minimum supermarket requirements (specifically footplate, loading and parking as well as council’s built-form controls, particularly with respect to the adjoining low density residential environment on the southern boundary.

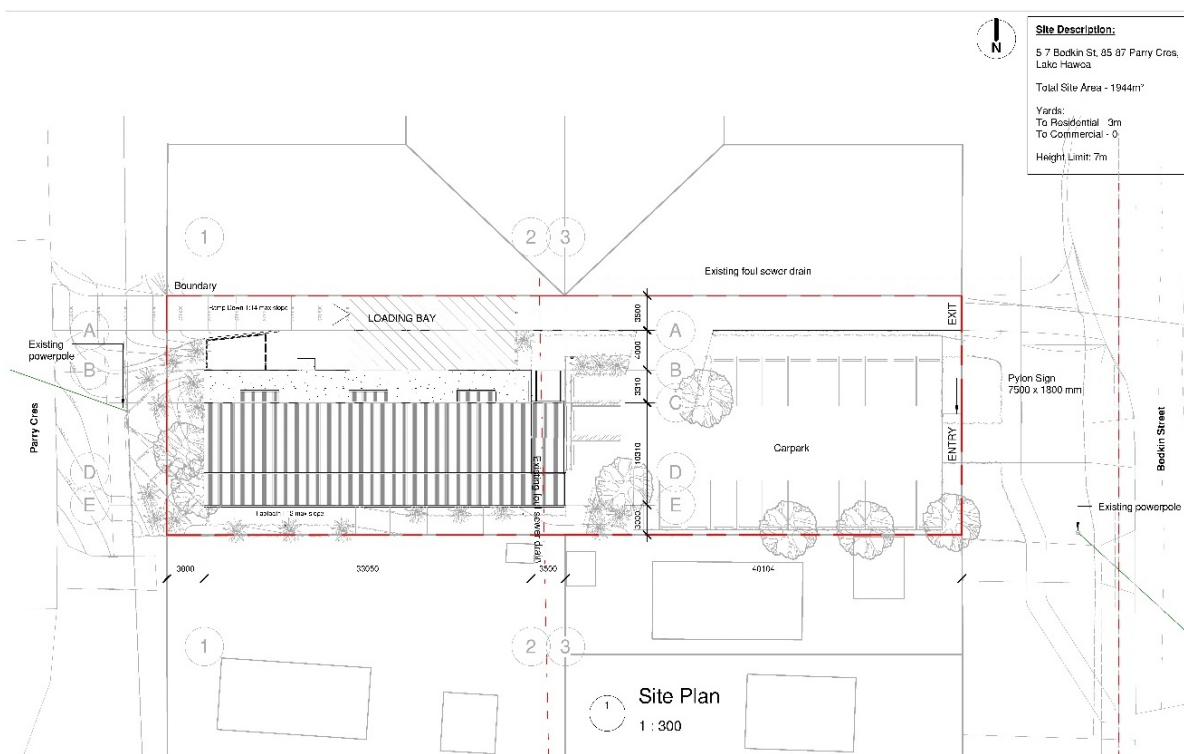
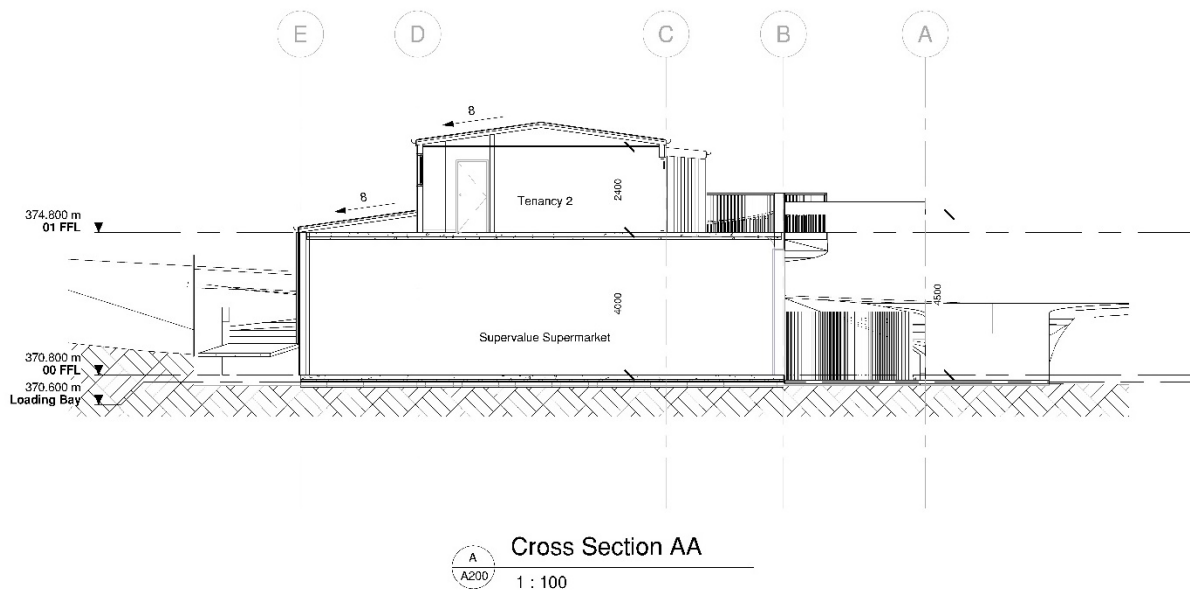


Figure 7: Proposed Site Plan

The concept provides a single commercial building with a footplate of 450m<sup>2</sup> and 23 at-grade car parks (3 of which are fully accessible) which are access from Bodkin Street. A pedestrian linkage runs down the southern boundary within the 3m yard and connects Parry Crescent to the supermarket entry on the ground level. A 3.5m wide access lane runs down the northern side from Parry Cres to Bodkin Street and

provides one-way service access for the supermarket – and merges to become the exit for the carpark area onto Bodkin Street.



**Figure 8:** Section of building and site

An additional 237m<sup>2</sup> of commercial space (in 3 equally sized tenancies) and shared deck area on the upper level is reached via an accessible ramp from Parry Crescent.

Landscaping includes native planting along the southern, western and eastern boundaries, and internally between pedestrian and parking areas. Refer to the landscape plans for further detail on landscaping and plant selection.

### Assessment

As outlined previously, the proposal is fully compliant with the standards set out in the District Plan for the *Local Shopping Centre* zone, including the necessary setbacks from the adjacent *Lower Density Suburban Residential* zone. In addition, the number of parking spaces provided exceeds Council’s requirements. Consequently, the following assessment is focused on specific outcomes and not compliance matters perse.

Given the immediate proximity to a residential environment one of the key outcomes sought is to provide a design that integrates well with the surrounding character and form. The building that has been developed is somewhat of a cross between a traditional barn structure and that of a traditional lake-side crib (or bach) that are found throughout the district, and features:

- A simple barn-like form with a traditional gable-roof
- Pergola, porch and deck areas to articulate entry spaces and common areas
- Simple materials palette with natural color tones including stone and natural timber feature details





**Figure 9:** Concept design viewed from the east (Bodkin Street) for the new building showing articulation and materiality

When viewed from Bodkin Street, because the full height (7m) is apparent, the building appears more significant – and this is a desirable outcome given the role a supermarket plays in a small community like Hāwea. The high levels of glazing at the supermarket front entry, including the front canopied area, ensures good overlooking of the car parking area from within the supermarket. The slatted canopy-end detail plus the side windows from the checkout area also provide outlook to the footpath on the south side, increasing surveillance of and safety for that area.

At the opposite end (Parry Cres) the Level 1 commercial spaces have relatively minor elevation above the streetscape because of the level change from street down into the site and, in combination with the lower floor height and relatively narrow profile of the upper level itself, portray an almost domestic scale and character.

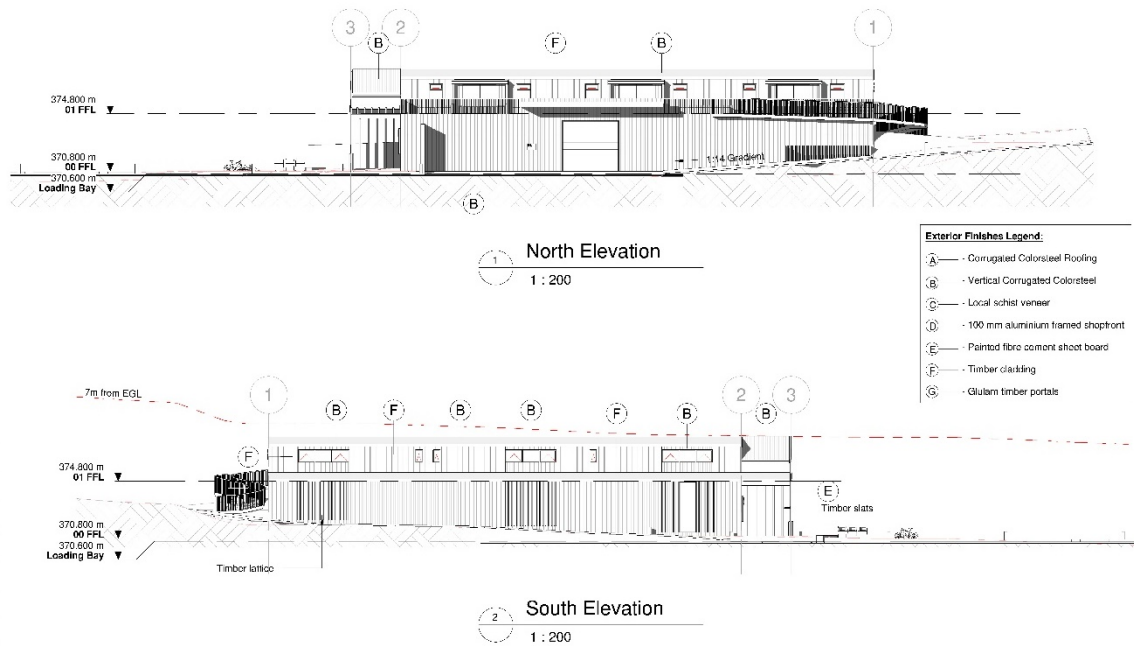


**Figure 10:** Concept design viewed from the west (Parry Crescent)

The accessible ramping up to the common decked area along with windows from tenancy overlooking the street also ensures a high level of overlooking (surveillance of the public realm) – particularly for the access path down to the supermarket below.

The longest elevation with any real visual profile is the southern elevation against the footpath running down on the southern boundary. This relatively long building run (33m) has been successfully fragmented and articulated with timber-latticed panels in between the vertical color steel sections. The northern elevation has no such issues as it is broken by the full-height service doors necessary for goods delivery. Its open nature also allows for a dialogue with future shopping centre development to the north.



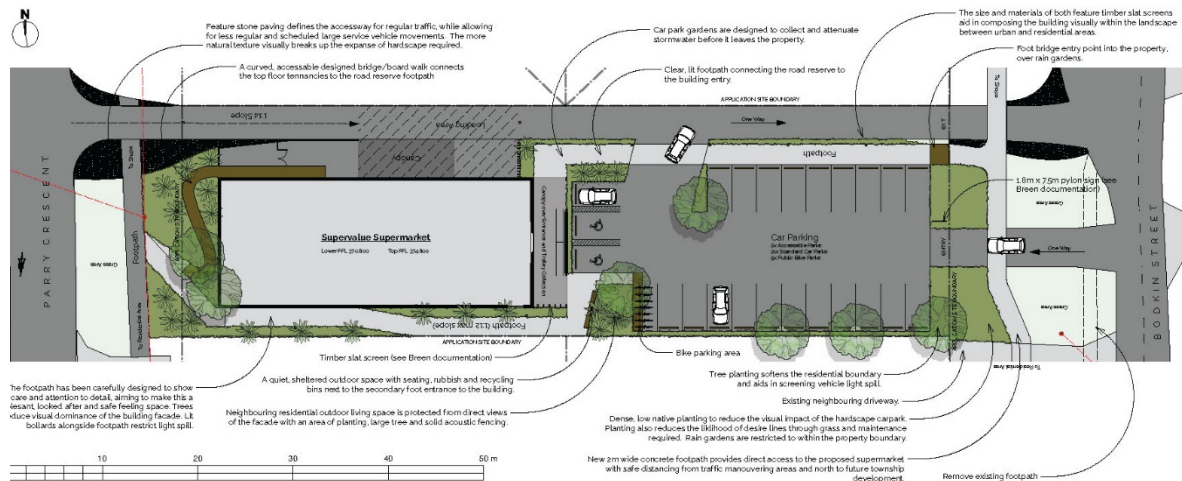


**Figure 11:** Side elevations

The landscape design plays an important role in enhancing the built form and CPTED<sup>1</sup> attributes outlined above, specifically:

- The bins and service areas located close to Parry Crescent are largely hidden from view by the extensive front boundary planting and the access ramp up the first-floor commercial tenancies.
- Both ground and upper level are fully accessible due to:
  - The pedestrian linkage that extends from Parry Crescent to Bodkin Street, and;
  - Which has a maximum gradient 1:12 to enable fully accessible (i.e., wheelchair -suitable) access.
- Limited use of pole lighting and generally low-level lighting to ensure good lighting levels whilst generally minimizing potential light-spill effects.
- Careful use and placement of specimen trees in conjunction with low-level ground covers to soften and lessen dominance of the built form, aid with reducing light-spill and provide 'greenness' to the development while also ensuring sightlines are not obstructed.
- The colour, materials and native plant palette has been chosen to complement the existing built form and landscape whilst ensuring users understand the buildings purpose and how the spaces function and flow.
- The planting strategy focuses on the ecosystem of long term, future Hāwea. The plan aims to present a meaningful, native vegetation composition that allows full function of activities within it's urban context.

<sup>1</sup> CPTED= Crime Prevention Through Environmental Design



**Figure 12:** Landscape Concept Plan

While all plant and service areas have been located on the north side, well-clear of adjacent residences, acoustic fencing has also been incorporated down the entire southern boundary to ensure any impacts on neighbors with respect to noise (and light-spill) can be minimized.

In terms of layout and landscape design with respect to minimizing the potential for vehicle-vehicle or pedestrian vehicle conflict:

- Entry and exit to supermarket parking off Bodkin Street follows an anticlockwise route and separated by circa 10m. This ensures right-turning vehicles can 'stack' clear of exiting vehicles.
- Service vehicles are completely separated – entering from Parry Crescent.
- The service driveway down the northern boundary is designed to accommodate a relatively low volume of heavy vehicles. It is not gated however bollards at either end avoids non-approved through-vehicle access.

The interventions also serve to reduce traffic volumes at both street entries, and optimise the opportunities for campervan parking (which is a significant consideration in holiday-centric locations like this) within the road reserve around the Local Center area.

Of note in the landscape design interface with transport planning, is the incorporation of hardscape driveway-edge demarcation. These surfaces are differentiated from the carriageway surface itself with river stones set into concrete pads, which:

- Visually (and physically) discourages vehicles to enter unnecessary or cut corners;
- Direct the flow of traffic;
- Maintain a relatively narrow carriageway that will naturally control speed, but;
- Still accommodate the trailer-drag from truck and trailer movements without destroying the landscape treatment.



**Figure 13:** Concept Plan on aerial

Relocating the existing pathway on the western side of Bodkin Street and widening it as a shared path may appear a relatively minor intervention but is in fact a significant enhancement to pedestrian amenity in the centre, and supporting modal shift, particularly because:

- It takes pedestrians further away from car risk and nuisance effects;
- Re-aligns the pedestrian sightline to focus on the public park (a node and landmark that will inevitably develop over time);
- Allows the current bus stop to be reconfigured and relocated with ease, and;

It brings pedestrians closer to store frontages, which is an important aspect of supporting commercial vitality and viability. Overall, the development integrates seamlessly with both its Local Centre environment to the north and residential environment to the south.

### **Summary and Opinion**

As the assessment above has detailed, the proposed development is appropriate to its urban context – both in terms of supporting the wider Local Centre vitality and development, as well as being respectful of the surrounding residential environment.

The proposal represents a well-considered and appropriate solution to deliver not only an amenity (the supermarket) that the community needs but also the opportunity to bring new or existing business into the centre. The architecture delivers an appropriate form and scale, and combined with the considered landscape response, provides a quality response to CPTED considerations, and minimize almost all potential impact issues.



In my opinion the proposal delivers a quality urban design outcome and meets the expectations sought for the zone. I am comfortable in providing a positive endorsement of this application.

Kind regards



**Bruce Weir**

Urban Designer, Urban Planner – B.Plan, M.UD

**Weir & Associates Ltd**



**Erica Gilchrist**

Landscape Architect – BLA

**Gilchrist Design Ltd.**