



Central City and Riverfront Discussion Document

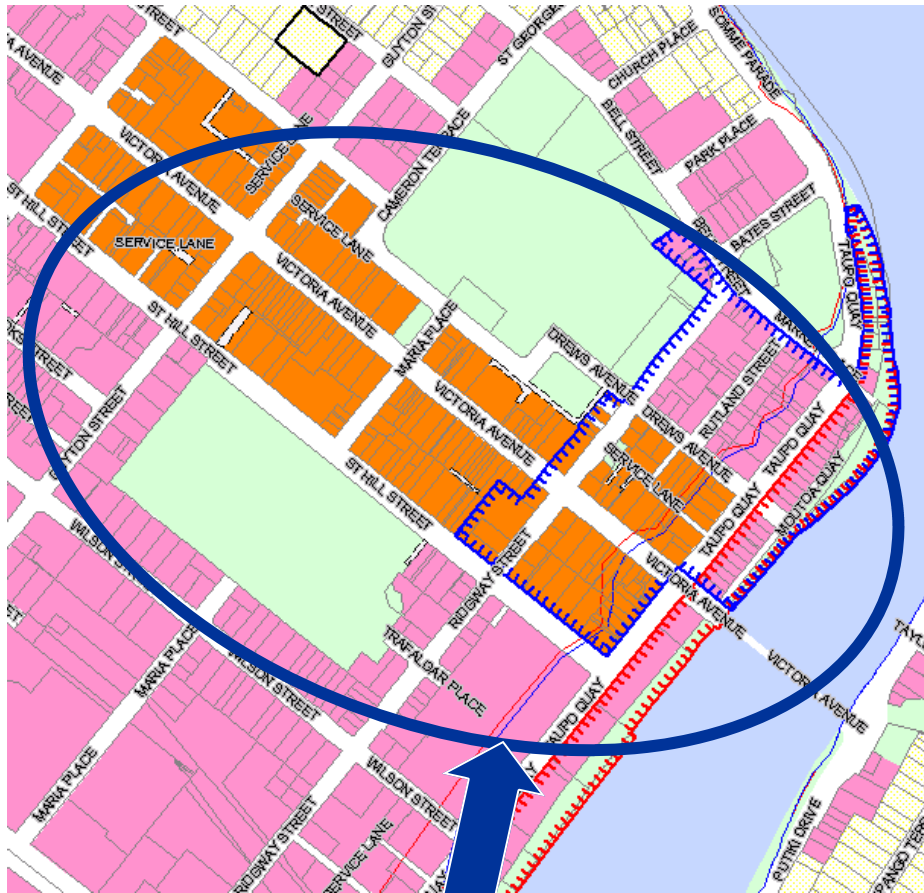
April 2010

The purpose of this document is to provide information and ideas to generate discussion on how the Wanganui Central City and Riverfront may develop in the future. This document is intended for consultation purposes.

Shaping Wanganui—the District Plan Review Project

CENTRAL CITY

Current District Plan Zoning



Wanganui Central City

Currently permitted in the Central Commercial Z one

- Commercial activities
- Residential activities
- Community activities
- Reserves and open space

Under the District Plan the Central Business District is zoned Central Commercial. Parts of the Central City also 'Display Frontage Streets' and part of the Old Town Conservation Z one.

Display Frontage Streets

The Central Business District of Wanganui and in particular the Display Frontage Streets have a distinct and identifiable character. The Display Frontage Streets are:

- Victoria Avenue – Both sides – Taupo Quay to Ingestre Street
- Guyton Street – Both sides – St Hill Street to Wicksted Street
- Maria Place – Both sides – St Hill Street to Watt Street
- Ridgway Street – Both sides – St Hill Street to Drews Avenue

The streetscape in these streets is of a very high quality and contributes substantially to the amenity of the Central Business District.

Heritage and the Central City

The purpose of Old Town Conservation Z one (Overlay Z one) is to recognise the significance of the Old Town heritage items and overall heritage value (townscape). In the Old Town Conservation Overlay Z one, new structures or alteration to existing structures requires resource consent where Council considers:

- structure height (to maintain the scale of the Old Town Z one);
- building fabric (use materials consistent with the original materials where practical);
- maintenance of the integrity of the architectural character of the building and/or neighbouring buildings;
- location and design of access arrangements and their effect on vehicle and pedestrian circulation; and
- landscaping

Currently permitted in the Outer Commercial Z one

- Large scale retail activities (over 500m²)
- Commercial activities (other than retail)
- Residential activities

CENTRAL CITY

URBAN DESIGN

- Apply principles of CPTED (Crime Prevention Through Environmental Design) and UDP (Urban Design Protocol)
- Public Use
- Pedestrian Focused
- Heritage Values Recognised
- Unique identities for different areas
 - formal, arty etc
- Flood Protection and Earthquake Risks considered



URBAN DESIGN ACTION PLAN

Urban design seeks to ensure that the design of buildings, places, spaces and networks that make up our towns and cities, work for all of us, both now and in the future. The Urban Design Protocol identifies seven essential design qualities that together create quality urban design:

- **Context**: seeing buildings, places and spaces as part of whole towns and cities
- **Character**: reflecting and enhancing the distinctive character, heritage and identity of our urban environment
- **Choice**: ensuring diversity and choice for people
- **Connections**: enhancing how different networks link together for people
- **Creativity**: encouraging innovative and imaginative solutions
- **Custodianship**: ensuring design is environmentally sustainable, safe and healthy
- **Collaboration**: communicating and sharing knowledge across sectors, professions and with communities.



CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The CPTED National Guidelines look at how urban planning, design and place management strategies can reduce the likelihood of crime and deliver numerous social and economic benefits in the long-term. Places that are safe and feel safe are vibrant – they attract people, activity and positive social interaction. Popular places are also better for business, with high pedestrian counts reflected in higher turnover, employment, profit and investment.

There are four key overlapping CPTED principles. They are:

1. Surveillance – people are present and can see what is going on.
2. Access management – methods are used to attract people and vehicles to some places and restrict them from others.
3. Territorial reinforcement – clear boundaries encourage community 'ownership' of the space.
4. Quality environments – good quality, well maintained places attract people and support surveillance.

Seven qualities for well-designed, safer places

Access: Safe movement and connections ▪ **Surveillance and sightlines: See and be seen** ▪ **Layout: Clear and logical orientation**

Activity mix: Eyes on the street ▪ **Sense of ownership: Showing a space is cared for** ▪ **Quality environments: Well-designed, managed and maintained environments**

Physical protection: Using active security measures



CENTRAL CITY & RIVERFRONT DEVELOPMENT AREA

MIXED USE

- Market
- Public Space
 - passive/active
 - Family Friendly
- Buildings
 - Residential
 - Commercial—arts and entertainment
 - Public Use—Information Centre
 - Design—acknowledge river edge and Heritage Concepts

ROADING OPTIONS AND IDEAS

- Relocate District Arterial to Ridgway, Guyton or Ingestre Streets
- Close Taupo Quay between Bates Street and Market Place
- Mix of pedestrian, cycle, vehicle and tram traffic (routes yet to be determined)
- Use traffic calming techniques such as one way streets and paving texture

CARPARKING IDEAS

- Concentrate parking in centre of adjoining blocks, not along Riverfront
- 'On Street' parking along Rutland Street, Taupo Quay, Drews Ave
- UCOL parking available to public?

MOUTO A/PAKAITORE

- Link to Whanganui River
- Management of area shared by Trust Board/WDC Parks
- New River Centre Building - cultural/educational focus
- Courthouse(s)

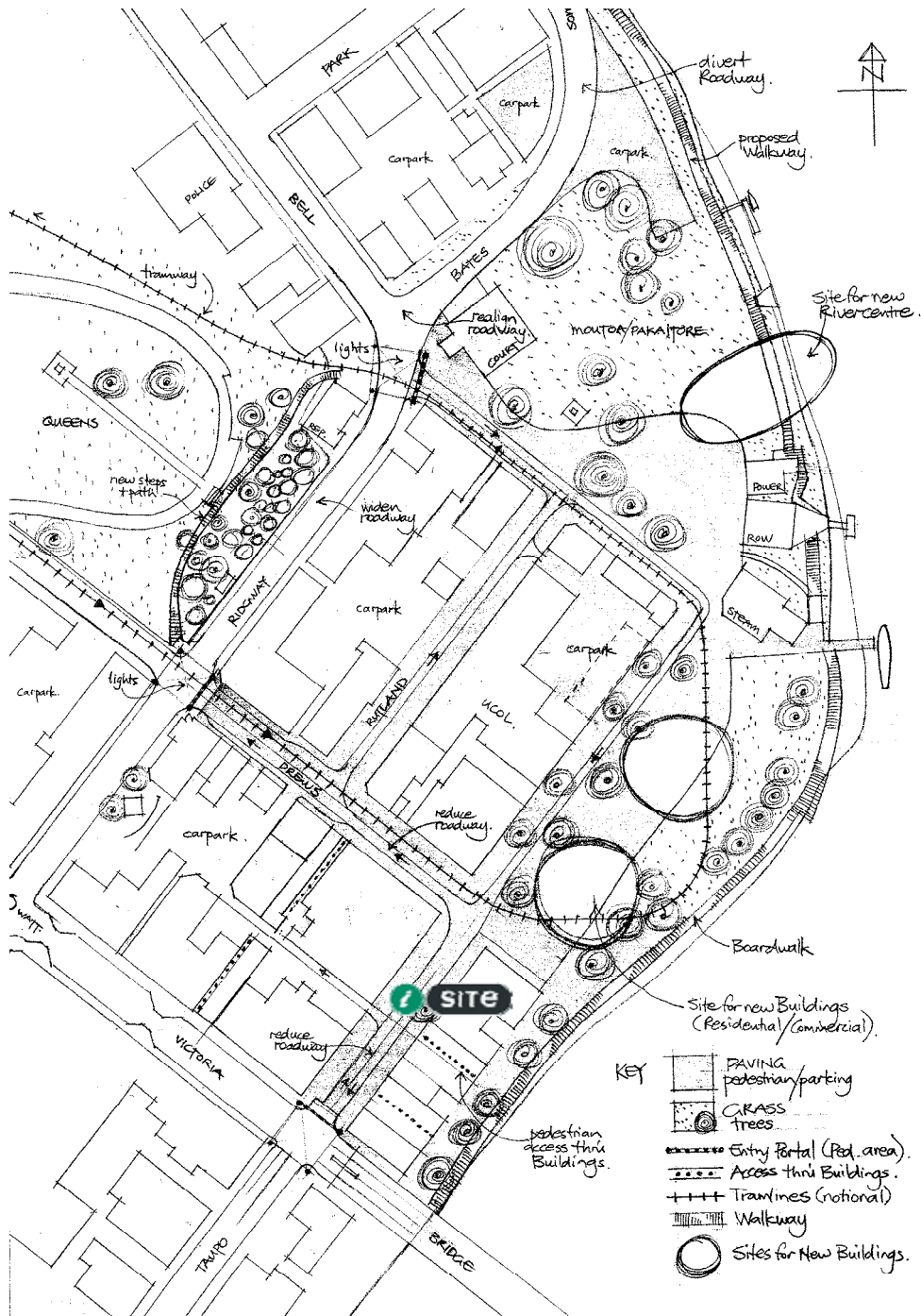


Points for consideration:

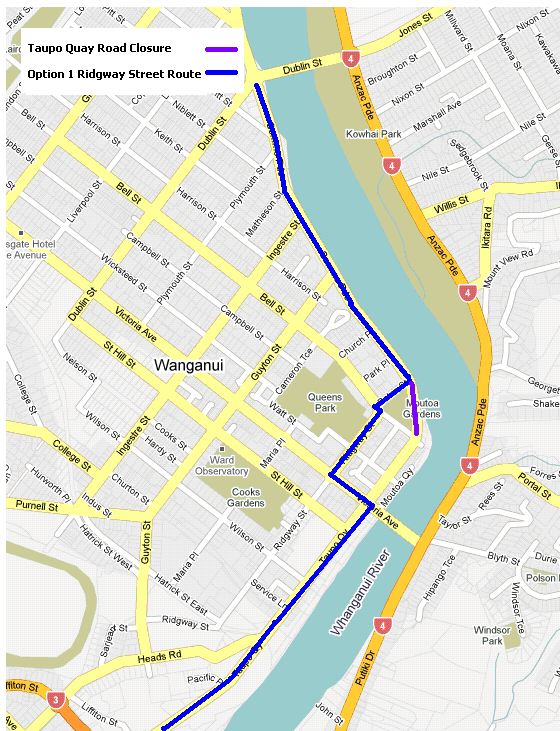
- What is good about our Central City?
- What is bad about our Central City?
- What improvements could we make to ensure the successful future development of our Central City?
- Are our existing zones appropriate?
- What area should make up our Central City commercial area?
- What distinctions should be made between the central city and peripheral commercial areas (Outer Commercial)?
- How can the Central City commercial area fit with the proposed Riverfront Development?

RIVERFRONT DEVELOPMENT CONCEPT

CONCEPT



TRANSPORT OPTIONS

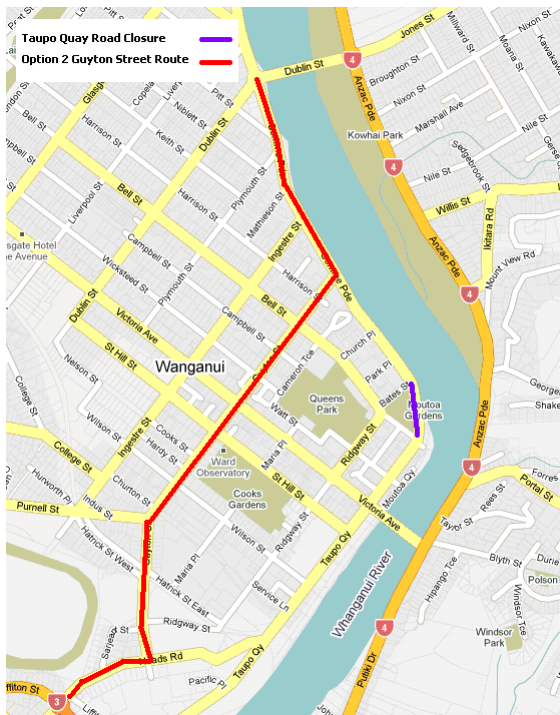


Option 1—Ridgway Street Route

Motorists would be encouraged to use Somme Parade, Bates Street, Bell Street, Ridgway Street, Victoria Ave and Taupo Quay.

Issues to consider:

- Does little to address the barrier between the CBD and the riverside created by traffic volumes
- Would increase traffic flows on Victoria Avenue, one of the city's main activity streets

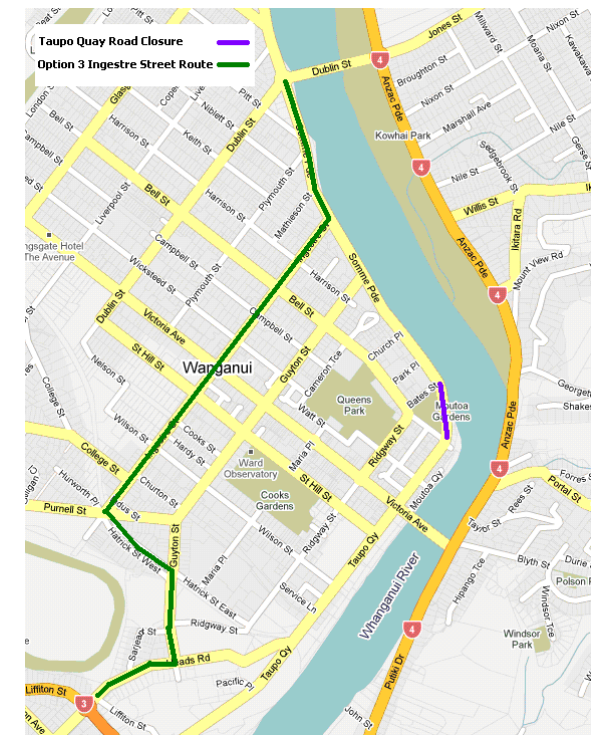


Option 2—Guyton Street Route

Motorists would be encouraged to use Somme Parade, Guyton Street, Heads Road to SH3 and Taupo Quay.

Issues to consider:

- Guyton Street could be designated as an arterial road
- Would provide an unimpeded direct route across town
- Majority of properties fronting Guyton Street are commercial or retail in nature
- Guyton Street has unused capacity
- very few changes would need to be made to allow the passage of vehicles carrying over-dimensional loads
- allows for compression and/or movement of the CBD area, that would make it both more effective and linked to the proposed riverfront development
- would be necessary to ensure that the intersection with Victoria Avenue can accommodate the increased traffic demand



Option 3—Ingestre Street Route

Motorists would be encouraged to use Somme Parade, Ingestre Street, Hatrick Street (East and West), Guyton Street, Heads Road to SH3 and Taupo Quay.

Issues to consider:

- Involves the most turns at intersections of the options
- There are a number of residential dwellings at the southern end of Ingestre Street and on Hatrick Street West
- would be necessary to ensure that the intersection with Victoria Avenue can accommodate the increased traffic demand
- intersections would require considerable improvements so that they more easily provide for motorists travelling between Ingestre and Guyton Streets
- intersections are complicated by the proximity to the railway



Riverfront Development Area—Aerial Photograph

VISITOR INFORMATION CENTRE

LOCATION

- Chosen to draw visitors to one of our greatest assets - the Whanganui River
- Also chosen to turn local attention to a space that has huge potential to become a key part of the city and our lifestyles
- Anchors the southern end of the proposed redevelopment while Moutoa Gardens anchors the northern end
- Traditionally a place where visitors would come to interact and trade with Local hapu on neutral ground

A VISITOR CENTRE

- The Council is looking to create a place that offers more than just information to visitors and locals alike
- The i-Site lies at the core of the building
- Wrapped around it are the Wanganui Shop, a café, a potential future museum of glass and an audio-visual space showcasing the Wanganui story

BUILDING HISTORY

- Built in 1895 for James Thain & Co. on reclaimed land
- Used as a bulk store and warehouse servicing river commerce and Thain's leading hardware business
- Designed by Alfred Atkins, then the leading architect in Wanganui
- More recently used by Tearaway Press and the Youth Services Trust

DESIGN

- The Interior will reflect the connection of the city and community to the Whanganui River including features such as a contemporary park, a river marine life aquarium and a Wanganui bush display
- Incorporated in the design is a large atrium that will open up the structure of the building and provide a sense of light and space
- Architecturally, the remodelled building will transform the existing warehouse building, highlighting Wanganui's architectural heritage and creating an authentic and specifically Wanganui Visitor Centre experience

TIMING

- Design and documentation nearly complete
- Tenders let by the end of March 2010
- Opening mid September 2010

