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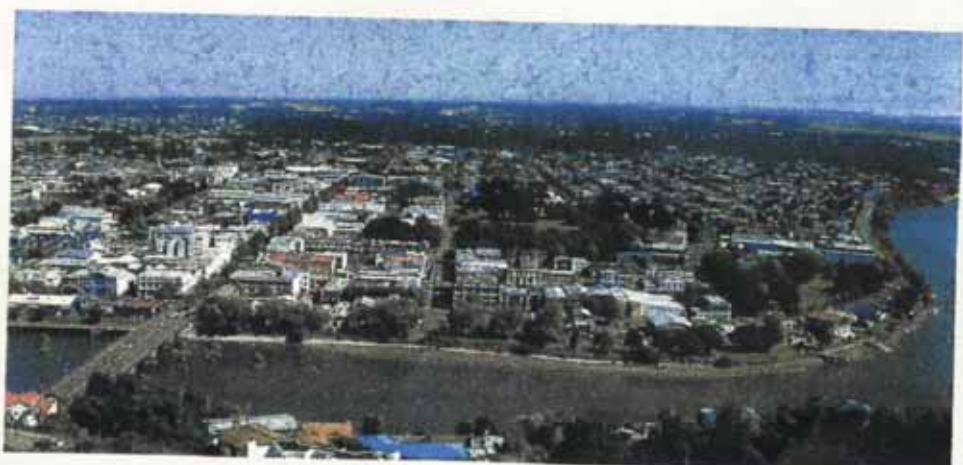
URBAN LANDSCAPE POLICY

wanganui
district
council

urban
landscape
policy

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ARCHITECTS

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OBJECTIVE

1. OBJECTIVE

The development of an Urban Landscape Policy which clearly defines Council's intentions with regard to the creation of a more environmentally friendly aesthetic for the City's streets.

Council understands the value of a 'Green Environment' – the benefits to the health, safety and well being of the Community. This Policy works alongside other policies which Council has concerning the City Parks, Buildings and other amenities, and the river and coastline edge.

The policy is designed to provide Guidelines for the upgrading of the Urban landscape. These guidelines, which may change and develop over the years, will ensure that a consistent policy of Urban Landscape Upgrading will be held to and used as the basis of the expenditure of the Council's annual budget for this work. The Guidelines will be used to provide a framework for the design of the Landscape content of the Wastewater project and used as the basis for the design and landscaping of new subdivisions both for housing and commercial development.

The policy will propose Guidelines under the following headings:

- City Entranceways
- Main Access corridors through the City.
- The creation and reinforcement of a unique environment for each suburb.
- The creation of Neighbourhood Environments
- Landscaping and Design of new subdivisions
- Guidelines for the maintenance, renewal and reinforcement of the City's existing street trees



2. METHODOLOGY

The methodology utilised to develop the Policy has been based on the appointment of Dickson Lonergan Architects to design the Policy in consultation with the following Design Team:

Mark Daniels:
W.D.C. Manager Recreation and Culture

Ian McGowan
W.D.C. Manager Roading and Public Spaces

Richard Munneke
W.D.C. Environment Manager

Dean Taylor
W.D.C. Wastewater Project Manager

Shane McGhie
W.D.C. Senior Planner

Helen Duncan
W.D.C. Policy Planner

John McGeorge
Opus International Consultants – Roading Manager.

Drawings of the various options illustrated have been prepared by Dickson Lonergan Architects with assistance from Wanganui District Council. Maps courtesy of W.D.C.



THE ROADING SYSTEM

3. THE ROADING SYSTEM

The Policy recognises that the major influence on the urban environment of Wanganui, other than its geography (river, hills and sea) is the roading system.

The Policy also recognises that the City's parks and other public places are already well managed by other programmes – which in turn should be aware of this Policy.

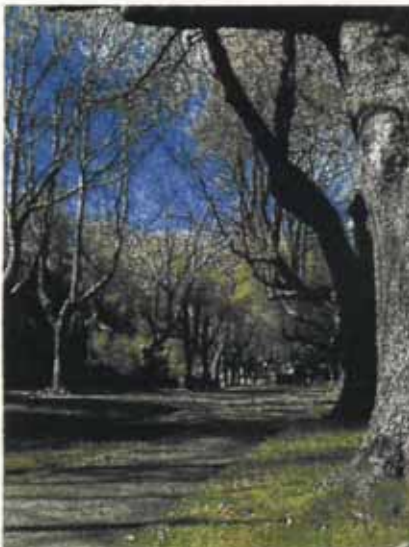
The Policy requires the classification of the roading system into three types:

- Main Roads
 - Collector Roads
 - Local Roads
- } these have mainly a "thruway function"
— these have mainly an "access function"

Transit New Zealand have an interest in Main Roads where they are also State Highways and in the safety aspects of roading generally. Transfund could be a source of funding for work on State Highways and in places where safety is an issue i.e. accident spots.

The Policy does not attempt to carry out the classification because this has largely been done already by Council. This should be done progressively as the Policy is implemented (i.e. Design and groundworks carried out). The Policy does identify urban landscape options and criteria on which to assess a choice of options.

The Policy acknowledges that the funding available for Urban Landscape improvement will be limited. The various options prepared have been designed to achieve a reasonably significant environmental improvement, rather than a dramatic one.



3.1 Choice of Options

The choice of Urban Landscape treatment to a particular road should be based on a series of criteria against which the needs of the road are set and the justification of the expenditure of the limited available funding assessed.

The criteria is as follows:

- (a) The suitability of the road for its traffic carrying purpose i.e. Is it more than adequate and therefore provides scope for Urban Landscape?
- (b) The suitability of the road for its vehicle parking purpose i.e. Is it more than adequate and therefore provides scope etc for Urban Landscape?
- (c) The suitability of the road for its cycle and pedestrian traffic.
- (d) The suitability of the road for the services carried along it.
- (e) Any landscape features such as trees, green space, which can be enhanced or extended or which should be repeated for consistency and continuance of an environment already created.
- (f) Any buildings or places of particular historic heritage value which should be emphasised by the treatment of Urban Landscape.
- (g) Road junctions.
- (h) Tree planting options.
- (i) Scope and need for recreation space.
- (j) Is the road important enough to consider it part of a "main corridor" system through the City and therefore warranting the expenditure of the limited funding available?
- (k) Is the road part of a suburb for which a "theme" is or should be established.

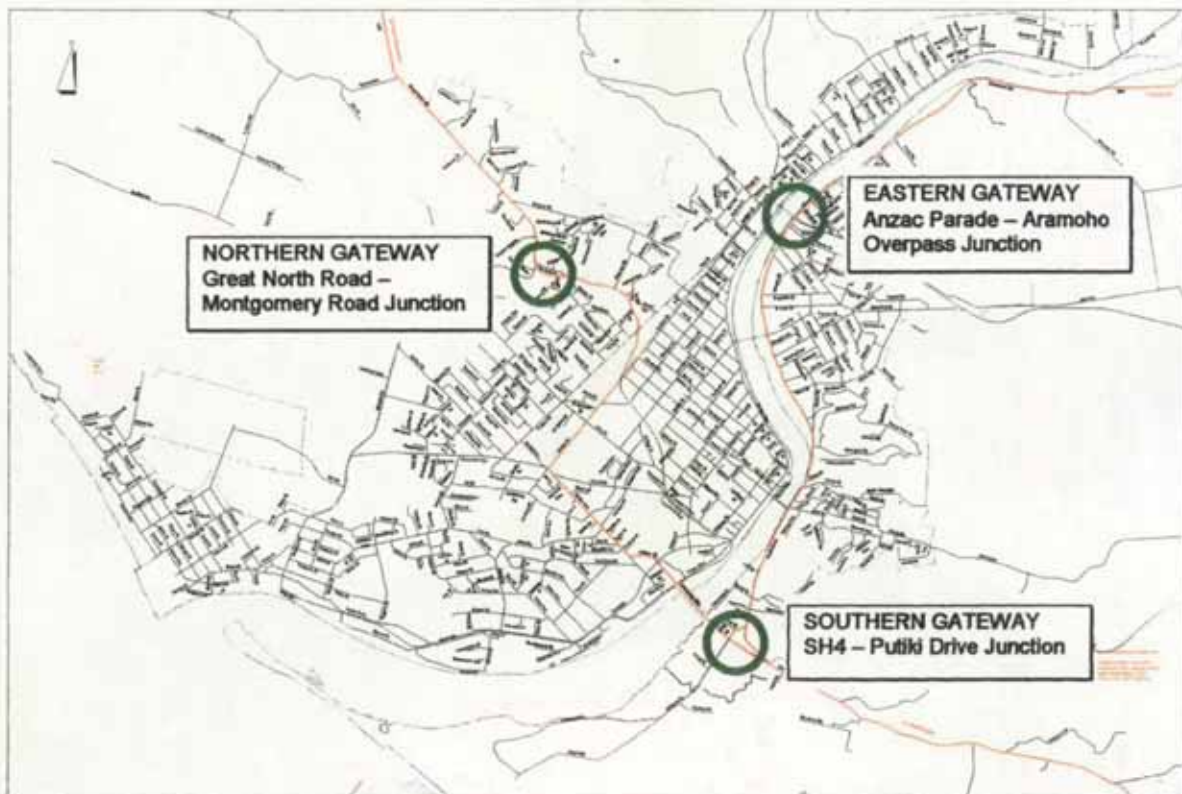


CITY ENTRANCEWAYS

4. CITY ENTRANCEWAYS

The Policy considers that the introduction to the urban landscape environment created by the city's roading system should begin at defined Entranceways at the main North, South and East points of entry. The map identifies these points of entry and proposes the development of an Entranceway / Gateway at certain points:

- From the North at the junction of Great North Road and Montgomery Road.
- From the South at the junction of Great South Road (SH4) and Putiki Drive.
- From the East where Anzac Parade passes beneath the Aramoho Railway Bridge.



CITY ENTRANCEWAYS

The Policy does not propose what form these "gateways" should take but proposes that these "gateways" be developed over a three year period in conjunction with Transit New Zealand.

An annual budget should be established for consultation with Transit, Design (including Traffic Engineering) and Implementation.

The Policy recommends that a Design Brief be developed to define the objectives:

- The special character of Wanganui should be reinforced – for example the use of plane trees would link the gateway with the C.B.D.
- The history of Wanganui and its river should be introduced – for example the images of the Waimarie already do that.
- The importance of Wanganui's developing art community should be reinforced – for example the introduction of a sculptural element (which could perhaps be privately funded).
- The "Gateway" should be used to provide clear direction to the C.B.D, the Information Centre, etc. It is recognised that there is work being done with signage but this needs to be co-ordinated.



EAST



NORTH



SOUTH

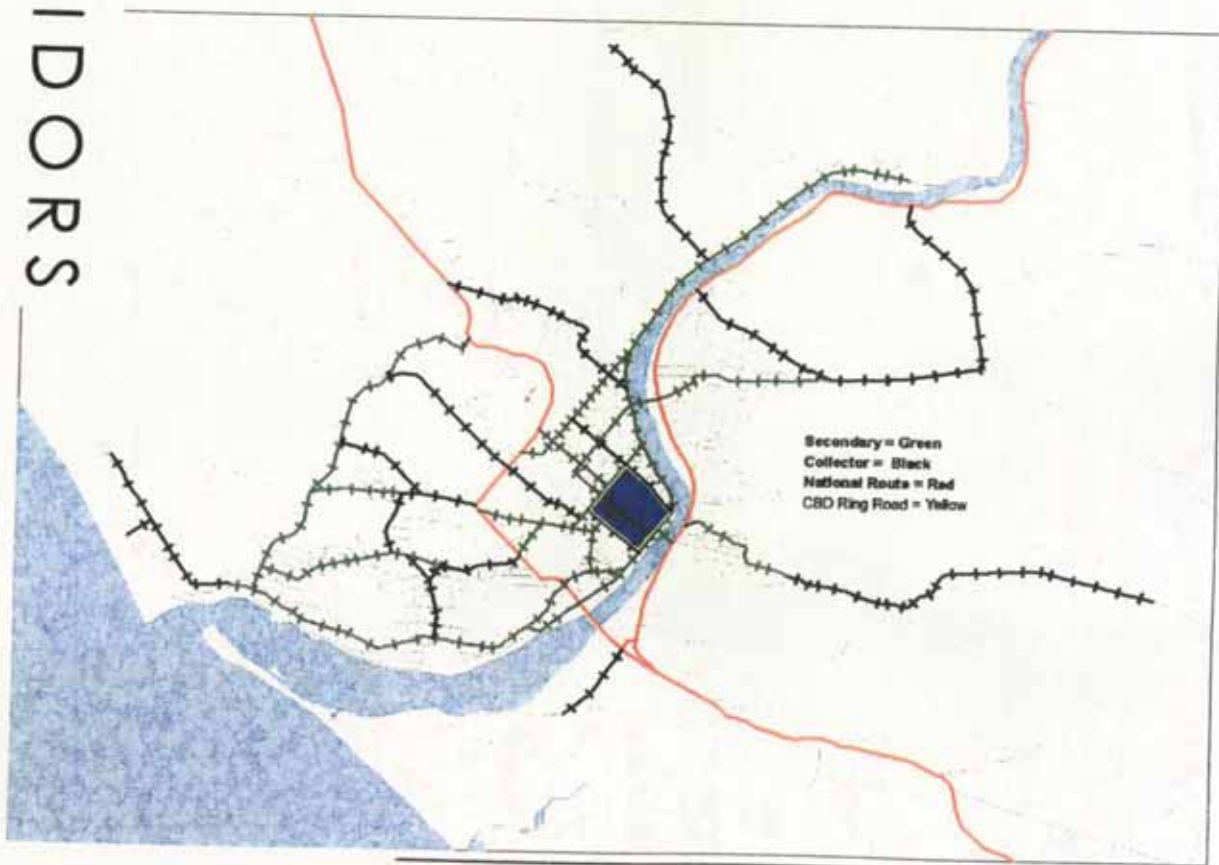
MAIN ACCESS CORRIDORS

5. MAIN ACCESS CORRIDORS

There is a hierarchy of Main Access Roads through the city which link the city Gateways, and lesser points of entry, with the major elements within the city – suburbs, CBD, river, parks, sports and cultural facilities, etc. These roads are Main Roads and Collector Roads. They sometimes define suburbs, they certainly link them and thus have become major linkages within the city both physically and visually.

The District Plan recognises this hierarchy by classifying roads – National, Secondary, Collector, Arterial and Local.

The plan shows the proposed Main Access Corridors. The plan is the same as that of the Council's Roding Hierarchy with the addition of the CBD Ring Road and two blocks of Victoria Avenue.



MAIN ACCESS CORRIDORS

The Policy accepts that the funds which will be allocated to the development of Wanganui's Urban Landscape annually will be limited. Therefore priorities will need to be allocated – Main Access Corridors should be high on that list. These corridors will set the theme of a "Green Environment" through the city linking its many "assets" which are already "Green" – parks, rivers, etc.

Each corridor needs to be treated on its merits, its degree of difficulty, its cost to achieve, its benefit to the overall environment, position of services, etc.

The plan shows the proposed priority which includes the CBD ring road created by Bell Street, Taupo Quay, Wilson Street and Ingestre Street.

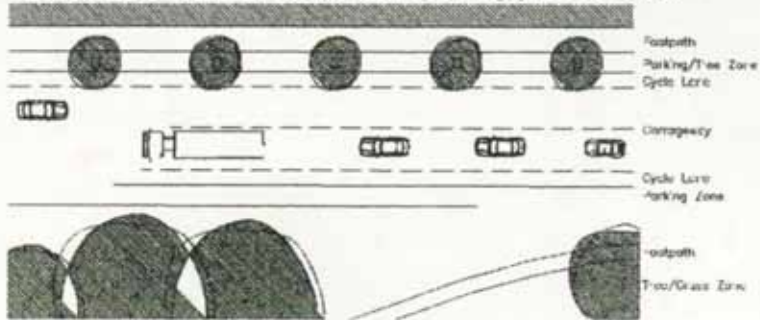


MAIN ACCESS CORRIDORS

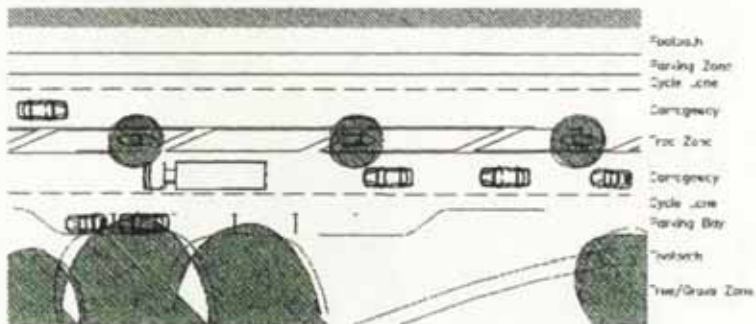
5.1 Guidelines

Guidelines for the Urban Landscape Treatment of these Corridors are illustrated in the following plans:

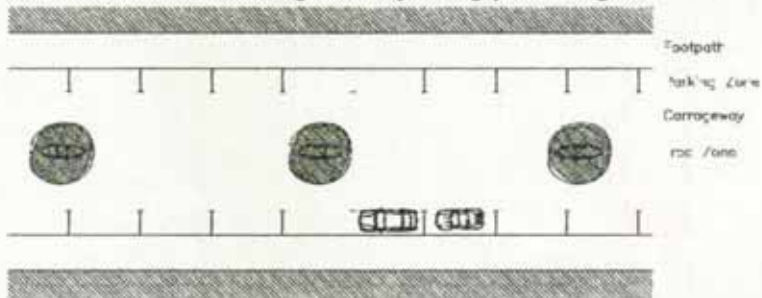
Option A – Main Access Corridor where there is established width, linkage to adjoining park or river.



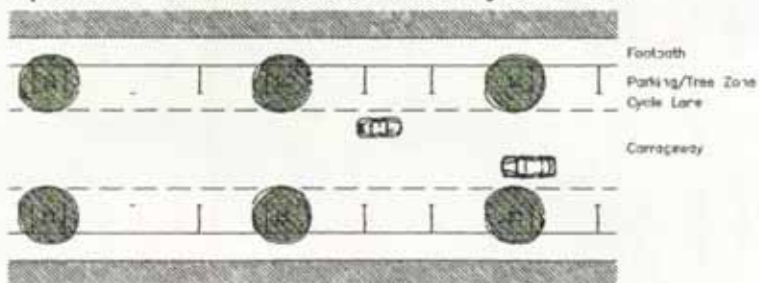
Option B – Similar to A but with Tree Zone in centre of road.



Option C – Main Access Corridor where there is limited width, little or no linkage to adjoining park or grassed area.



Option D – Similar to C but without cycle lanes.



MAIN
ACCESS
CORRIDORS

5.2 The basis of the Urban Landscape Design is:

- The planting of trees at between 12 and 20 metre centres. The Policy proposes that the choice of tree should either be a tree species consistent with trees that are already planted in the corridor or if there is no such precedent – plane trees. This to provide a consistency of linkage throughout the city.
- Trees should be planted in autumn or spring of a size which does not require physical protection (extra cost) ie. 3 metres plus.



- The planting of lawn areas to reduce hard surface area.



- The establishment of a footpath system and the placement of seating. The Main Access Corridors should be used to encourage their use by cyclists and pedestrians. This use should be reinforced through the various publications and maps which promote city walks.
- Further walkway linkages should be established through parks, along the river etc.



6. SUBURBAN ENVIRONMENTS

The policy proposes that Urban landscape be used to create a 'special green environment' for each suburb. The Policy encourages the development of "themes" for different suburbs or identifiable areas. These "themes" seek to reinforce the character of that area which has already been established. "Themes" can be created by the use of colour, materials, choice of planting, signage, etc.

Some suburbs have already established unique environments – such as St Johns Hill – which need very little reinforcement.

Others such as Castlecliff have an extremely bland urban landscape and are desperately in need of their own uniqueness to which the residents can relate and add their own contributions. Extensive plantings of Pohutakawa's in Castlecliff streets, the use of distinctive seaside signage and decorative icons would provide a unique and special environment for that suburb.

This Policy does not set out to propose each suburb's identity – it does set out to establish for Council a conscious decision making tool for Parks and Reserves and others to base future decisions on. When the wastewater Project sweeps through these suburbs an opportunity will be made to establish a suburban character for each.



Materials which will need consideration include

- **Road Surface**
generally tar seal but at various places such as intersections, pedestrian ways, single lane streets etc, the materials could change to concrete which offers various finishes or pavers (brick or concrete)
- **Footpaths**
generally tar seal or concrete. Concrete offers various finishes, precast shapes. Also pavers (brick or concrete).
- **Light Standards**
generally street lighting to meet the requirements but in local roads particularly softer and lower forms of lighting could be considered.
- **Trees and Planting**
while the choice of soft landscape is huge it will want to form part of the 'theme' if appropriate and the general planting policy for Wanganui's overall landscape. Consistency will be important, i.e. the CBD is generally planted with Plane trees and Tracycarpus Palms – because of their suitability and historical relevance.
- **Street Furniture**
seats, rubbish containers, traffic restraints etc.
- **Signage**
street names, directions, information



7. NEIGHBOURHOOD ENVIRONMENTS

As society returns to an understanding of the value of 'a green environment' and the realisation that 'life values' cannot necessarily be measured in terms of material items, technology and consumables, consideration of 'quality of life', energy conservation, recycling and waste disposal are becoming more and more prevalent in modern thinking. The term 'the green environment' epitomises this thinking. The value of the car as "the means of transport" is rapidly being reviewed as being unsustainable. Importance of and present domination of our cities by our roading systems is going to be questioned. Roads are expensive to build and maintain and while their function as Main Roads and Collector Roads is unlikely to change in the near future, there is considerable opportunity to review their 'value' when they serve the local function i.e. purely for access and the distribution of services.

The Policy identifies the potential for the creation of 'Neighbourhoods' and argues for their establishment on the following grounds:-

- Improve the desirability of the neighbourhood as a place to live
- Increase property values
- Encourage private ownership to upgrade properties
- Improve security and safety
- Decrease roading maintenance costs

Where these Neighbourhoods are to be developed will depend on Council's ability to fund. However the Wastewater Project should offer considerable opportunity where funding may already be included and where only 'design consideration' needs to be added. New subdivisions also offer an opportunity.

The Policy also recommends that Council review the District Plan to enable changes to be made to improve the creation of Neighbourhood Environments. Such changes may include:-

- Road closure – the closure of a road at a junction where access to corner properties can be gained from the adjoining road. The space achieved could be utilised for recreation or for future building.
- The alteration of Ordinances to allow the building of residential units on the street boundary.
- The relaxation of the 9 x 9 corner splay requirement for front yard building.

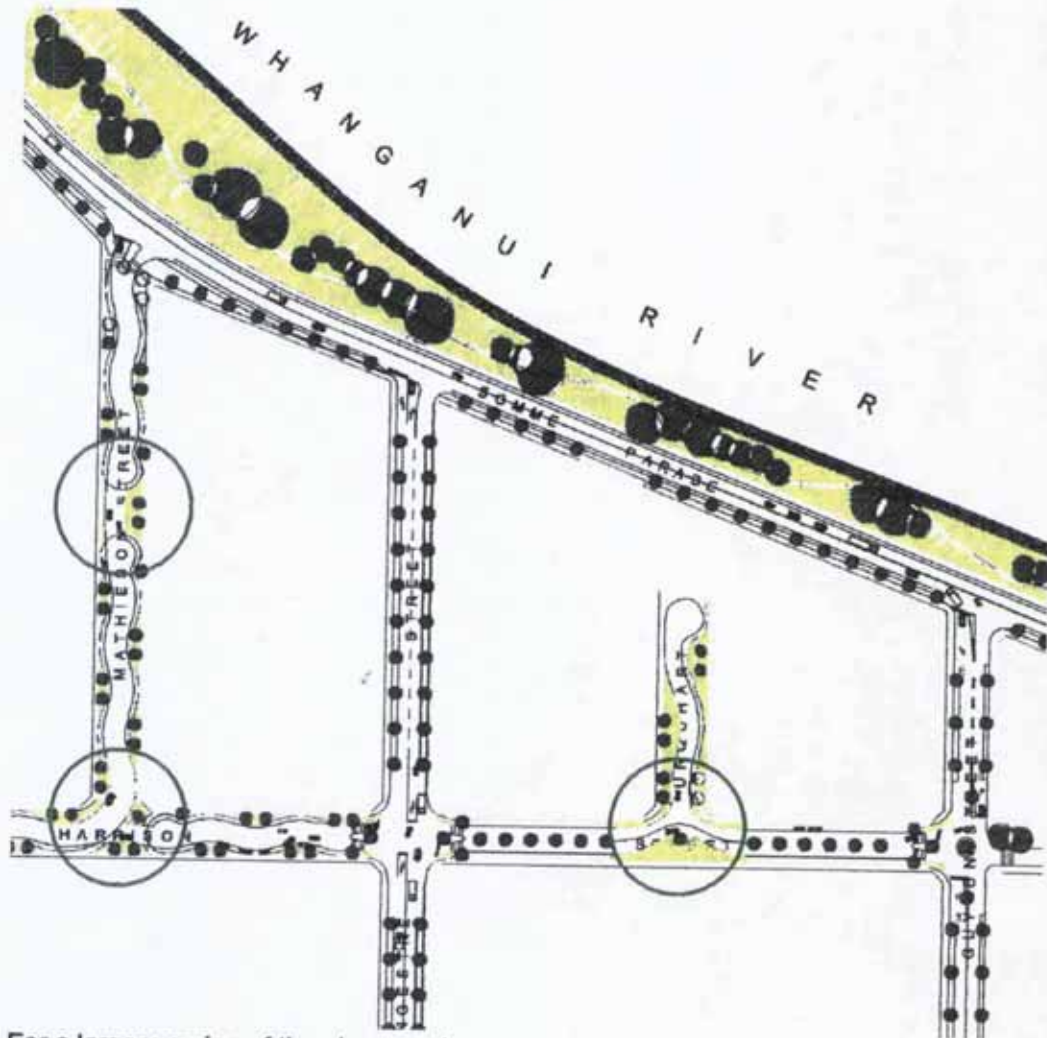
7.1 Proposed Neighbourhood Example

The Policy has designed as an example an area of the central city – Plymouth Street / Harrison Street, Guyton Street to the river – as a neighbourhood Environment.

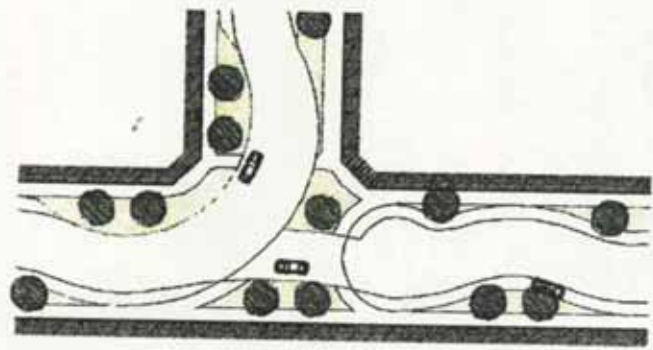
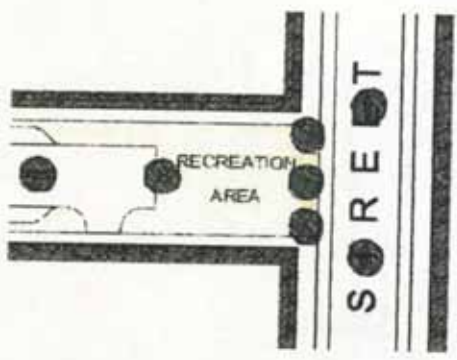
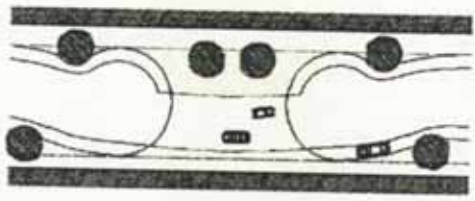
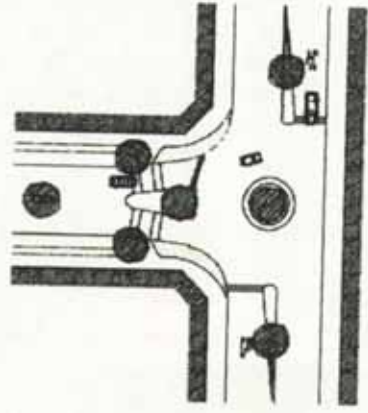
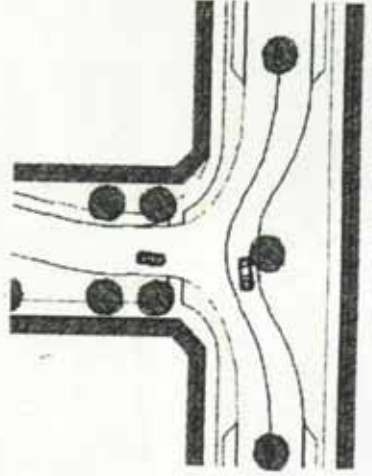
The Plan illustrates the proposal. The design has assessed Somme Parade and Ingestre Street as Main Roads, Plymouth Street and Guyton Street as Collector Roads and other roads in the area as Local.

Council Planners have commented that the design proposed for the area imposes too much alteration to the strong grid pattern of streets in the area.

The Policy has used the area chosen to illustrate how changes to a roading arrangement can enhance the environment contained within that area. These examples provide guidelines to the design of areas effected by the Wastewater Project and the design of new subdivisions.



For a larger version of the above and other local road junction treatments refer to following page.



NEIGHBOURHOOD ENVIRONMENTS

NEW SUBDIVISIONS

8. NEW SUBDIVISIONS

The Wanganui District Plan identifies the requirements for the development of new subdivisions where new roads would be required, refer Chapter 6 Infrastructure Services Development and Appendix G. Subdivision Performance Criteria. These documents are performance based and give little insight into what Council is seeking as an end result aesthetically.

This Policy recommends that Council review its attitude to New Subdivisions to reflect its aspirations for Urban Landscape. It recommends that Council consider requiring a contribution from subdivision developers to create a "tree environment" in new subdivisions to reflect the Policies of this document.

Refer sections:

Section 6. Suburban Environments

Section 7. Neighbourhood Environments



"What has been created here?"

EXISTING STREET TREES

9. EXISTING STREET TREES

Wanganui is already blessed with a considerable number of street trees, gardens and other landscape planting. The Wanganui District Council needs to ensure that there is adequate funding available to maintain and extend Wanganui's strong heritage of street trees.

Victoria Ave for example, north of Ingestre Street, has been planted with Plane Trees at 6 to 8 metre centres both sides. Over the years many trees have been removed – for commercial reasons or health of the tree. The 'Avenue' environment has been allowed to deteriorate and although some replacement trees have been planted they are so far inadequate in number to achieve a continuous avenue effect.

The Policy accepts that funding will be limited and that an order of priority will need to be established.

The Policy proposes that the priority should be

- Allocate funding for the completion of the existing street tree plantings in the CBD Ring Road and upper Victoria Ave.
- Allocate funding to provide for regular inspection, pruning and maintenance of existing trees.
- Plant 3 metre plane trees each side of these roads at even centres. Plant in root guards held down with concrete surface rings. Fit with removable street tree guards for a minimum of three years.



10. INFRASTRUCTURE ASSETS – ROADS AND SERVICES

The Waste water Project dramatically demonstrates that roads and services do not last forever. Replacement is needed as well as continual maintenance – replacement with the same or replacement with new, new materials, systems, technologies.

Dean Taylor, WDC Manager Wastewater Project, has written a commentary on the need for replacement.

"Urban Landscape Policy

The urban roading corridor, typically 20m, is the space in which a number of utility functions operate their infrastructure asset and delivery services to adjoining and no-adjointing properties. These assets either create a certain level of amenity value or affect other amenity elements, positively and negatively.

As each utility asset is maintained, renewed or replaced, there is an opportunity to consider not only its utility function, but also the extent to which the new asset, or its installation, can contribute to the amenity environment that is considered to be desirable. Therefore it is important that there is a prior plan in place that every utility action can work co-operatively with each maintenance action that takes place. Note that over the life cycle of each asset, total replacement takes place. The greater the level of physical work activity that occurs, the quicker (and cheaper) the amenity plan can be implemented. The current Wastewater Project is an example of increased activity, which simply increase the opportunity for implementation of the plan.

This activity level would be dramatically accelerated if there were a major earthquake requiring reinstatement of all 'lifeline' assets. Experience in post disaster events worldwide indicates that the normal pattern is rapid reinstatement of infrastructures, built to similar specifications to that which existed previously, unless there was an alternative plan in place.

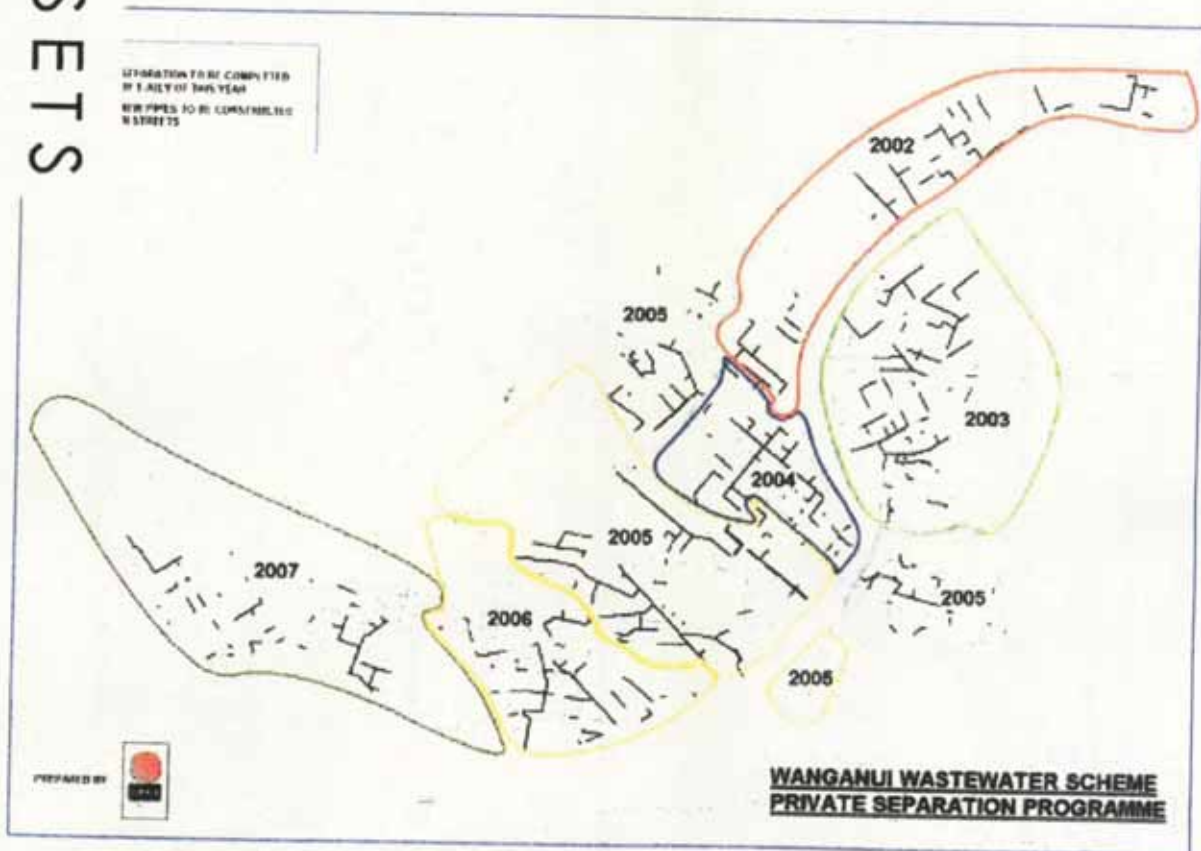
Therefore, of critical value is the overall plan. Secondly, the strategies by which both major and minor asset maintenance / renew activities can incrementally deliver the amenity plan. Thirdly, the capital contribution Council considers is justified to accelerate the implementation. Fourthly, the alternative funding sources that might be tapped to similarly accelerate the programme."

INFRASTRUCTURE ASSETS

The Wastewater Project offers the opportunity of adding Urban Landscape to Wanganui's environment with little or no extra Council Funding.

As this Project extends through the city from 2002 to 2007 it provides the opportunity to consider and implement aspects of this policy – refer sections:

- 5. Main Access Corridors
- 6. Suburban Environment
- 7. Neighbourhood Environments
- 8. Existing Street Trees Management



11. THE CENTRAL BUSINESS DISTRICT

Council have spent the last twelve years implementing a revitalisation programme for the CBD. That programme as originally envisaged will be finalised with the completion of Majestic Square.

Council is however looking further than this through the Central Business District review which will extend the originally contained (8 city blocks) area of the revitalisation programme to include Queens Park, Cooks Gardens, The River Edge and Trafalgar Square.

The Policy proposes that the design of the extended area follows the principles laid down in this document.

- Landscaping of Main Access Corridors
- The creation of a Suburban Environment
Meaning that the CBD creates its own environment with consistency of design, choice of planting, signage, etc.
- Existing Street Tree Management



RECOMMENDATIONS

12. RECOMMENDATIONS

1. Form an Urban Landscape Policy Implementation Committee to ensure that the Policy is understood and used by the various Council Units:

Mark Daniels	Recreation and Culture
Ian McGowan	Roading and Public Spaces
Richard Munneke	Environment
Dean Taylor	Wastewater Project

The committee would obtain design and other input as required for the particular circumstance.

2. Set the priorities for the next three years for the Urban Landscape Budget as:
 - Establishment of the 3 City Gateways
 - Completion of Victoria Avenue and the CBD ring road.
 - Reinforcement of existing street tree patterns
 - Assistance to and supplementation of the Wastewater Project Urban Landscape opportunities.
3. Recommendation for Year 1
 - Aramoho Bridge Gateway
 - Wanganui East Wastewater Scheme Support
 - Victoria Avenue and the CBD Ring Road