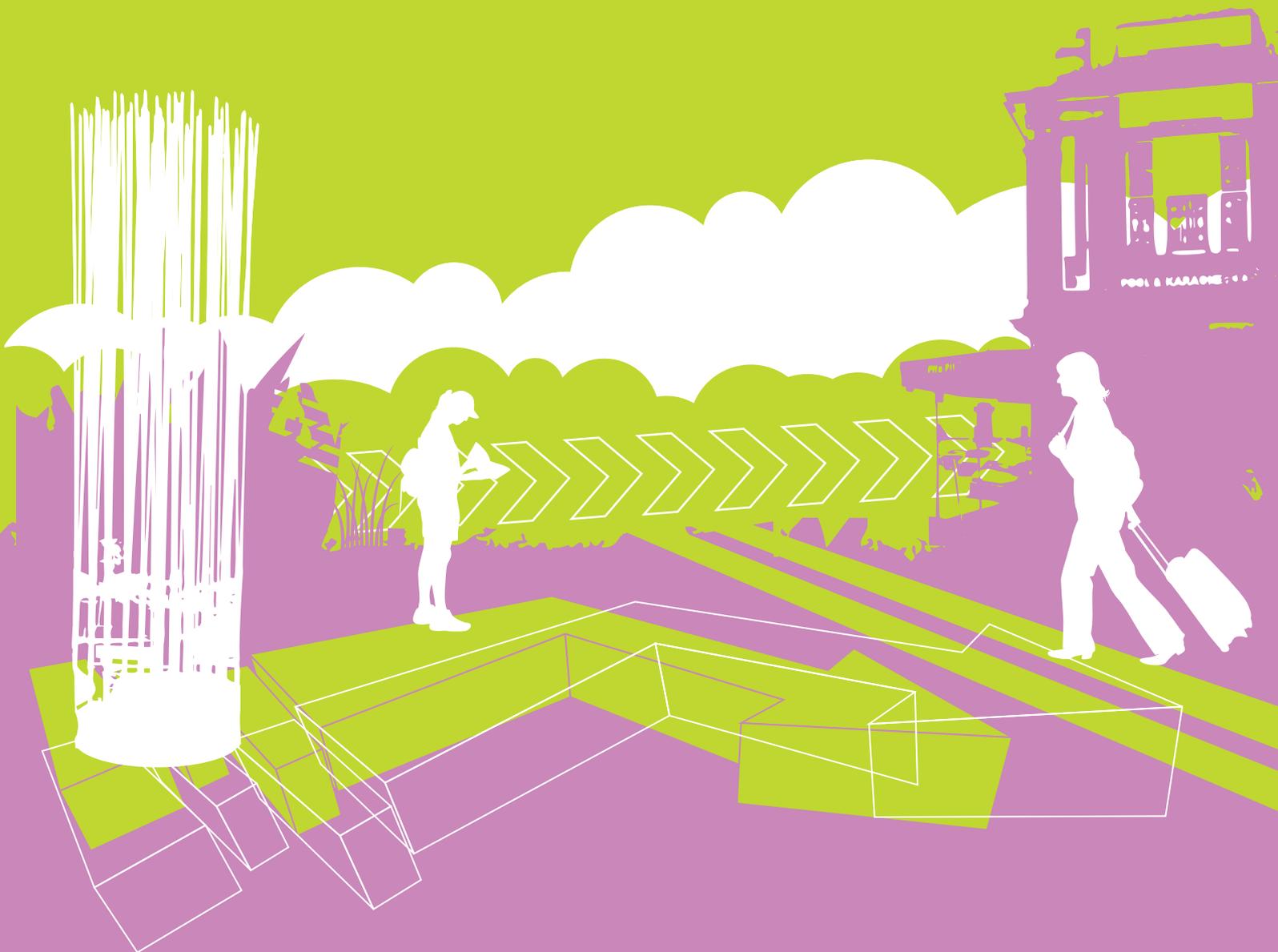


STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH





## About this Document

Strategic Development Sites have been identified as part of the City Centre Framework (CCF).

The CCF is an initiative from the Urban Design Strategy. The Strategy identified priority areas to focus on. These were the city centre, the Manawatū River, street design, structure planning of growth areas, embedding design criteria in the District Plan, and placemaking.

The CCF coordinates public and private investment and identifies strategic development sites within the city centre. The combination of the new central Business Zone provisions in the District Plan and the CCF creates a holistic approach to managing and developing Palmerston North's centre. While the CCF is focused on medium to long term investments it also provides context and guidance to the city's placemaking initiative. Placemaking allows urban interventions to be prototyped, tested, and experimented with a low-cost, rapid, and easily-reversible manner prior to larger investments.

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- Place Streets
- Strategic Development Sites
- Vegetation Framework



# THE FRAMEWORK



George St



# INTRODUCTION

**Strategic development sites have been identified where there may be benefit in having special design guidance and/or controls in order to deliver the vision set by the Urban Design Strategy. This document contains a set of design briefs to guide any future development of these sites. The strategic development sites are shown on the Framework diagram on pages 14 and 74 of the City Centre Framework.**

The design briefs are in addition to the central Business Zone provisions in the District Plan and/or would inform application of those. The design briefs describe opportunities available and what Council would like to see on the site. They could be used as a catalyst for discussions with land owners and assist with the coordination of street works design. These briefs have been developed in parallel with the development of the CCF and will assist with implementation of the central Business Zone provisions in the District Plan.

The central Business Zone provisions in the District Plan enable Council to take a proactive approach in negotiating quality design outcomes from private developments in the city centre. The objectives



of the central Business Zone collectively promote the maintenance of the Inner Business Zone as the commercial heart of the city. The Inner Business Zone provisions recognise that a high quality public environment attracts people and consequently contributes to social vitality and commercial success of the city centre.

However, where new building development is proposed, the District Plan requires private development to contribute to a high quality public environment. Targeted rules deal with the siting, design and appearance of new buildings so that the desirable qualities of existing urban form are maintained or enhanced. The District Plan has strengthened provisions relating to street edge treatment of buildings within all parts of the Inner Business Zone and requires all activities to contribute to the quality and attractiveness of the wider street environment. This approach will impact the quality of the built environment over the long term.

## Strategic Site Selection Criteria

1. Site is visually prominent
2. Site is large
3. Redevelopment is likely
4. Current configuration is poor and repair is required
5. Offers a major opportunity for on-site enhancement
6. Development will be a catalyst for significant positive change in the vicinity
7. Brief could facilitate coordination between neighbours
8. Offers potential to achieve a significant PNCC strategic intention.



SPEIGHT'S ALE HOUSE

CLOSING  
RELOCATING  
SPEIGHT'S ALE HOUSE  
1000 GARDEN ST  
ANN ARBOR MI 48106  
734.769.1111

STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

# Site 1

CORNER OF GREY AND  
RANGITIKEI STREETS

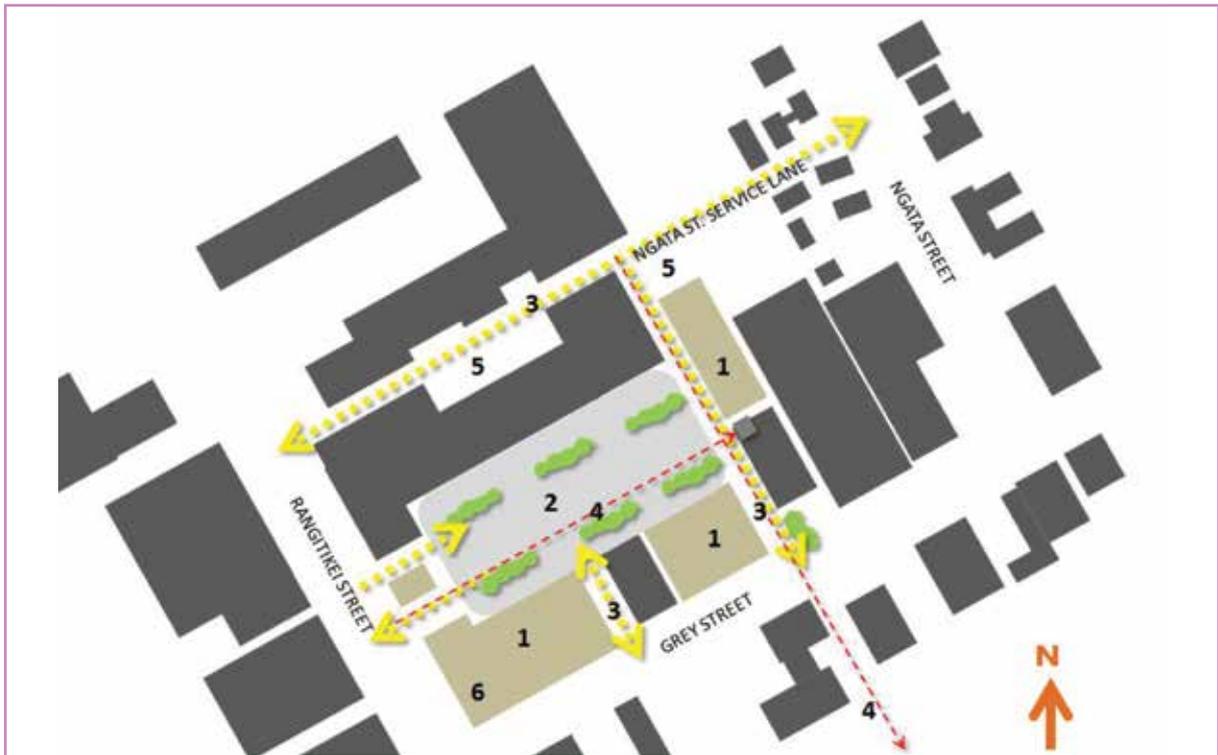


# Site 1

## CORNER OF GREY & RANGITIKEI STREETS

### Site Analysis and Recommendations

10



### District Plan Zoning

#### OUTER BUSINESS

#### Key ideas

1. Mixed use
2. Consolidated mid-block parking
3. Network of lanes
4. View connections
5. Service at rear
6. Defined corner



## Design Controls

- Maximum height 12m with plant etc. to 15m.
- Further height restrictions apply when adjoining a Scheduled building.
- Residential accommodation may rise to 15m when adjoining a Residential Zone site.
- Build to the front boundary on both Grey and Rangitikei Streets.
- No featureless façade or blank wall wider than 6m.
- Clear glazing for at least 75% of height of at least 50% of ground floor frontage.
- Pedestrian cover required at building entrances only.
- Parking permitted within 10 metres of the street edge along not more than 40% of the frontage width.
- Planting required when not built to the street frontage (one tree per 7m or equivalent).

## Observations

Very large and prominent at a city entrance, this site is currently underutilised.

Strategically located very close to the City centre this site offers potential for large scale comprehensive development, particularly for new activity that can contribute to the economic vitality of the centre. However, at the same time activity that would dissipate the vitality of the Inner Business Zone should be avoided.

It includes a mix of buildings some of which are vacant and a hidden. There is a potentially dangerous, enclosed space at the rear. This is accessed off the Ngata Service Lane.

There is potential for service access between Rangitikei and Ngata Streets with formalised extension of Ngata Service Lane.

## Opportunities and Recommendations

This site offers mixed use development potential and is large enough to accommodate a wide variety of activities. Specialist commercial/economic advice on potential development and its effects may be desirable. This is because the scale of the site is such that significant development might have a material impact on the vitality of other parts of the city.

- There is significant potential for good quality development in this location given the sites

high visibility, excellent access, and proximity to the City centre, residential areas and UCOL. There is also the possibility of undertaking large scale comprehensive design and development.

Provide coordinated and consolidated mid-block car parking. The facades here should include entrances to and frontages for adjacent building uses.

- Coordinated parking will optimise parking service and maximise efficiency, thereby allowing maximum utilisation of the site area for activity.

Maintain and formalise existing mid-block cross access between Rangitikei and Ngata Streets, as a continuous service lane.

- The existing slightly discontinuous lanes help to provide access into the centre of and across a very large urban block.

Provide access to parking from Rangitikei and Grey Streets, and Ngata Service Lane.

- The existing lanes offer potential for convenient access to the rear of development, as well as through into any main carparking area.

Maintain sightlines through to key skyline features:

- Across Grey Street to buildings on Broadway.
- From Rangitikei Street to tower at rear of site.

The towers that can be seen in views into and across the site contribute to a memorable sense of place, and help people to understand where they are in the City.

Consider setback from Grey Street frontage (to reflect existing uses which appear the most successful on the site), and maintain a built frontage to the Rangitikei Street edge. In the long term, encourage building out to Grey Street as well.

- The potential need to phase development is recognised. However the intention should be to plan for and work toward achieving the optimal outcome, either immediately or over time.

Ensure active frontages towards any central carpark. Where that is not possible along the length of a façade, ensure there are active frontages at the centre and the visually prominent corners of buildings.

- The District Plan addresses frontages to the street. However the edges of any large internal privately operated parking space that is a public destination should be activated wherever that is possible in order to contribute to the quality of user experience and safety.
- This may necessitate dual frontages for those activities that extend from the street frontage through to the carpark.



STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

# Site 2

BETWEEN KING  
& QUEEN STREETS,  
WEST OF UCOL



## Site 2

# BETWEEN KING & QUEEN STREETS, WEST OF UCOL

## Site Analysis and Recommendations

14

STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

[ Site 2 BTWN KING & QUEEN STS, WEST OF UCOL & ENVIRONS ]



### District Plan Zoning

#### INNER BUSINESS

##### Key ideas

1. Provide for UCOL expansion and connections.
2. King Street entrance space.
3. Enhanced main mid-block connector.
4. Central open space.
5. Landscaped mid-block parking.
6. Building to the street edge.
7. Enhanced pedestrian crossing and street space.



## Design Controls

- Maximum height 15m.
- Further height restrictions apply when adjoining a Scheduled building.
- Minimum height 8m.
- On King Street, ground floor height 1.3 times upper floors (varied in potential resolution with UCOL).
- On pedestrian streets 10m maximum ground floor tenancy width.
- Build to the front boundary.
- No featureless façade or blank wall wider than 3m.
- Clear glazing for at least 75% of height of at least 75% of ground floor frontage.
- Main entrance to building to the primary street or at the corner.
- On King Street, no entrance lobbies to upper level office or residential accommodation wider than 4m.
- Verandas on King Street, otherwise cover required at building entrances only.
- On King Street no parking within 10m of the street edge, otherwise, parking permitted within 10m of the street edge along not more than 40% of the frontage width.
- Provide for two mid-block pedestrian linkages between King and Queen Streets (linking more or less with the edge of the Square, and the Regent Arcade).

## Observations

This area must provide for and facilitate ongoing UCOL activity and integrate the flexibility necessary to address the unpredictability of UCOL development needs.

The detrimental visual effect of massed carparking at the street edge needs to be addressed. Existing landscape treatments in the carpark are either very poor (UCOL) or non-existent (PNCC). Parking provision and treatment here is a major issue.

It is important to support ongoing activity along King Street, which is struggling, with buildings on King Street demonstrating considerable vacancy.

Vacant sites are in a strategic location next to UCOL, with part of the land Council owned.

Hancock Community House claims the centre of the site and presents relatively poor edges towards the centre of the block.

Enhancing legibility and quality of a through site link between King and Queen Streets is important.

## Opportunities and Recommendations

Discuss with UCOL, and integrate in any planning any design agreements reached with UCOL.

- The design brief for this area must be consistent with the expectations of UCOL if it is to be implemented.

Allow roof top services and plantrooms to rise to 18m above ground.

- This accommodates the optimal four storey development of educational facilities in the most intensively occupied site within the overlay area, and allows for articulation of the skyline above.

Provide for coordinated development, with floor levels aligning with those already established.

- The existing UCOL building complex has been developed with certain floor levels and new development must be coordinated with those to allow the complex to function, allow flexibility of use and ready interconnection.

Allow the maximum width of ground floor tenancies on King Street to extend to 20 metres.

- UCOL facilities are a single 'tenancy' and extend for a much greater distance than 10m, a dimension which has been established for small scale shopfronts. Typical lots along King Street are 10m and 20m wide so adjusting frontage width relates to the existing pattern of width here, in this secondary retail street.

Buildings may be set back a minimum of 6 metres when a high quality landscaped open space is provided. Where a frontage is set back, neither a veranda or full height display windows are required.

- Setbacks are appropriate as part of a major building complex where they create quality landscaped open spaces including plazas and entrances spaces. The effect would be similar to that seen with the civic and cultural facilities along Main Street West.

Examine the potential to reduce the number of carparks here, by monitoring and establishing a carparking management plan.

Excessive numbers of carparks compromise:

- intensity of use of inner city land for people-based activity;
  - use of sustainable modes of transport;

- local streetscape in an intensively occupied part of the city.
- Measurement of parking usage reveals parking is currently adequate – that is, not under-supplied.

Consider use of a reduced amount of parking here as a strategic asset to attract short term rather than all day parking, and revitalise the area with movement and multiple use of the parking resource.

- Turnover ensures availability of parking and contributes to multiple visits and vitality.

Provide for service and carpark access from Queen Street.

- Utilises a route readily accessed from the arterial streets and avoid King Street which is more pedestrian oriented.

Pay particular attention to the architectural quality and activation of frontages to King Street.

- Quality is important here to achieve suitable visual richness and avoid monotony in this pedestrian-intensive street.

Establish a sequence of small high quality landscaped spaces and setbacks in strategic locations along King and Queen Streets. These would be defined by buildings and generally related to building entrances and the mid-block link.

- This approach reflects the successful aspects of

the existing UCOL development further to the east. Those successful spaces contrast with the existing spaces at the centre of King Street that are utilitarian and parking dominated, provide a poor image, poor amenity and a very poor edge to King Street. This should be remedied with an edge that is both attractive and works well for the activities located here.

- Enhance mid-block links (two required). One link might be active and attractive, the second a service lane that also provides for through block public access.
- There is unlikely to be the movement and activity here to sustain two 'active' links so it is better to invest in and encourage use of the primary link associated with UCOL and the Regent Arcade.
- Extend the pedestrian-oriented spaces and landscape elements associated with the through block link across Queen Street.
- Extension of landscape and pedestrian oriented surface treatments will assist traffic calming and pedestrian crossing.
- Explore potential to install public art as part of the city's public art programme at King Street.
- Public art would help to enhance the amenity of the street and related open space here. It would contribute to a memorable and positive identity and could act as a wayfinding marker on the through block link aligned with Regent Arcade.





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STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

# Site 3

## FITZHERBERT AVENUE



## Site 3

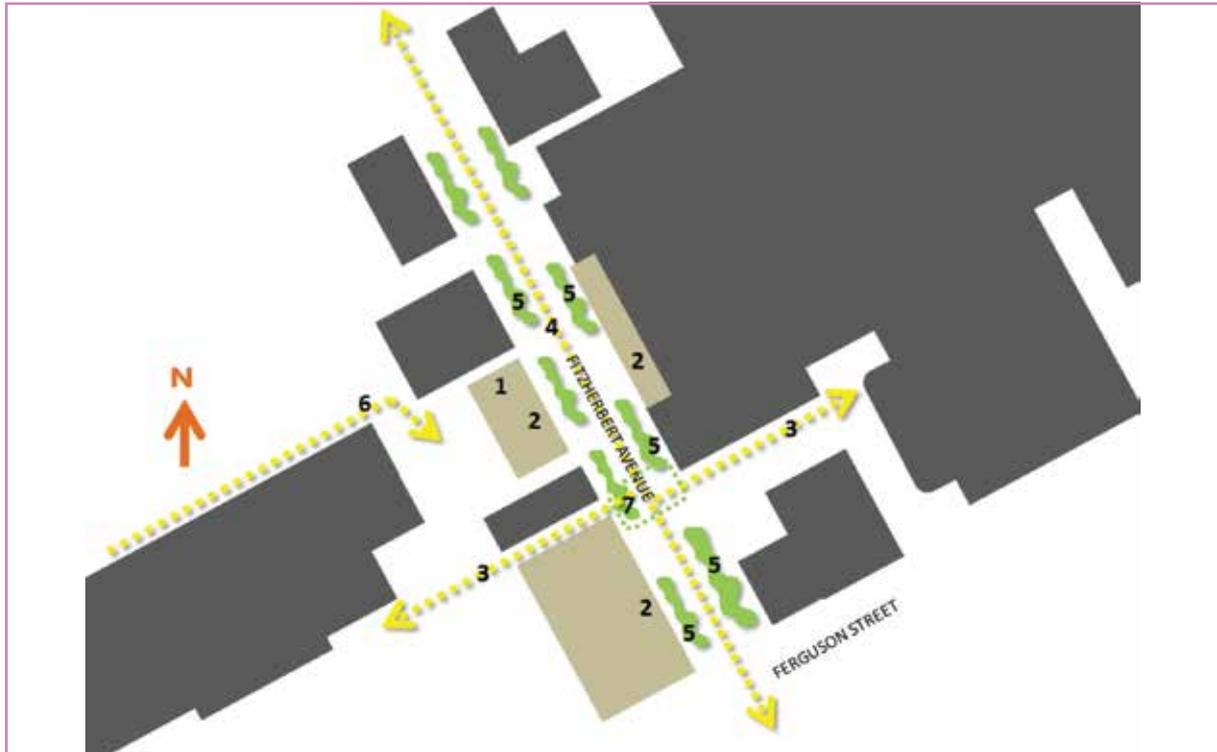
# FITZHERBERT AVENUE

## Site Analysis and Recommendations

20

STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

[ Site 3 FITZHERBERT AVENUE ]



### District Plan Zoning

**INNER BUSINESS EXCEPT FOR  
PAK-N-SAVE SERVICE AREA  
(OUTER BUSINESS ZONE)**

#### Key ideas

1. Fill the gap, with servicing under and behind.
2. Frontages to the street edge.
3. Through-block link.
4. Rationalise street alignment.
5. Street edge planting with parking.
6. Explore potential for servicing from Linton Street.
7. Enhanced pedestrian crossing and street space.



## Design Controls

- Maximum height 15m.
- Further height restrictions apply when adjoining a Scheduled building.
- Minimum height 8m, or 12m fronting The Square.
- Except for Pak-n-Save, ground floor height 1.3 times upper floors.
- Except for Pak-n-Save, 10m maximum ground floor tenancy width.
- Build to the front boundary (except for Pak-n-Save).
- No featureless façade or blank wall wider than 3m.
- Clear glazing for at least 75% of height of at least 75% of ground floor frontage.
- Main entrance to building to the primary street or at the corner.
- No entrance lobbies to upper level wider than 4m.
- Verandas required, except at Pak-n-Save where cover is required at building entrances only.
- No parking within 10m of the street edge except at Pak-n-Save where parking is permitted within 10 metres of the street edge along not more than 40% of the frontage width.
- East-west mid-block pedestrian links are required on both sides of Fitzherbert Avenue.

## Observations

Fitzherbert Avenue is a very poor streetscape characterised by visual disorder and clutter within the carriageway. There is parking and blank walls along much of the street edge.

The current alignment of Fitzherbert Avenue carriageways varies widely and the parking along the centre of the street is unsightly, creating a further sense of visual disorder that is inappropriate here.

The backs of large format retail create a poor experience at a major entrance to the city centre.

The Pak-n-Save service area creates a wide break in the street edge, and contributes to a very poor streetscape. The mitigation attempt is unsuccessful and cannot compensate for a gap in building frontages. The even wider mall servicing area immediately across the street reinforces this streetscape degradation.

The quality of both buildings and streetscape here is

inappropriate for a major city entrance, particularly immediately off The Square.

While this area is currently of low quality, minor changes could radically enhance it.

## Opportunities and Recommendations

- Streetscape and parking in Fitzherbert Avenue should be reconfigured into a more ordered pattern, integrating substantial street tree planting.
- Street redevelopment is essential to create an appropriate visual quality and high quality environment for pedestrians on this main route into the city, close to The Square.
- Infill the Pak-n-Save frontage to Fitzherbert Avenue with two storey development potentially elevated over the service car parking below.
- Development here fills an unsightly gap where servicing is exposed to the street edge. It would provide continuity of activity along the western side of Fitzherbert Avenue, enhancing the environment for pedestrians.
- Consider dual frontage for larger single tenancies in that block which addresses both Fitzherbert Avenue and the Pak-n-Save carpark.
- Buildings at this corner are prominent in view from Ferguson Street. Dual frontage offers an opportunity to significantly enhance the view from both the street and the Pak-n-Save carpark. The western frontage could be set back for carparking, that if provided would ideally be coordinated with the Pak-n-Save parking.
- Build a veneer of development on the street side of the Plaza service area.
- An active edge here provides the essential frontage to the street, but may include a component of mall servicing.
- Explore potential for a mid-block link from Fitzherbert Avenue to the supermarket frontage. Such a link would connect into existing pedestrian access across into the rear of the Plaza and help to activate this part of Fitzherbert Avenue. It may also provide convenient access for shoppers who wish to visit more than one destination.
- Explore potential to gain service access to Pak-n-Save service area from Linton Street.
- Servicing from Linton would allow any building on Fitzherbert Avenue to completely fill the gap at the street edge and totally screen servicing from the street. If not possible, access could be retained on both sides of an infill building.

 Strategic Development Site  
(Indicative Only)



ARENA

WALDING ST

CUBA ST

7

GEORGE ST

6

MAIN ST

5

CHURCH ST

PITT ST

4

FERGUSON ST

RAILWAY LAND

Pascall St

Oakley St

Waldedge

Bourke St

Campbell St

Lombard St

Tasmin St

Cuba St

Willis St

Domain St

David St

George St

Andrew Young St

Coleman Pl

Main St

Cook St

Cleland St

Shelton St

Mogiffert St

Rakala Pl

Linton St

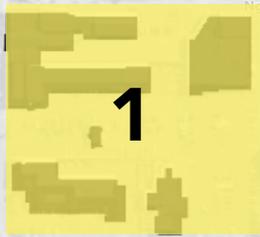
Forrester St

Herford St

South St

# STRATEGIC DEVELOPMENT SITES

RANGITIKEI ST



1

QUEEN ST



2

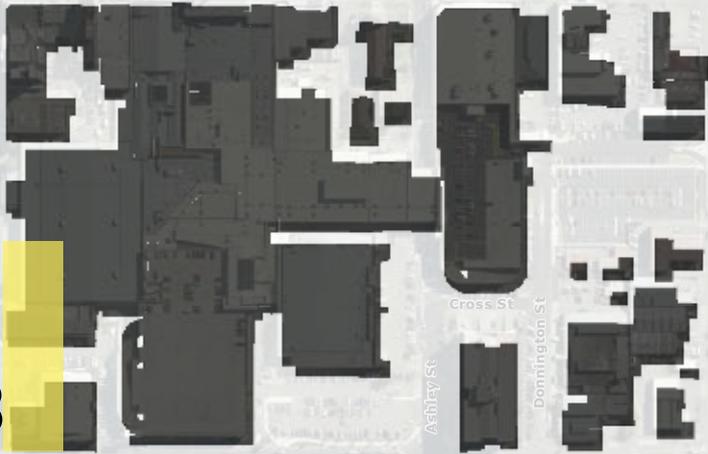
KING ST

BROADWAY AVE

THE SQUARE

FITZHERBERT AVE

3





STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

# Site 4

FORMER  
RESIDENTIALLY  
ZONED SITES ON  
FERGUSON, PITT AND  
LINTON STREETS



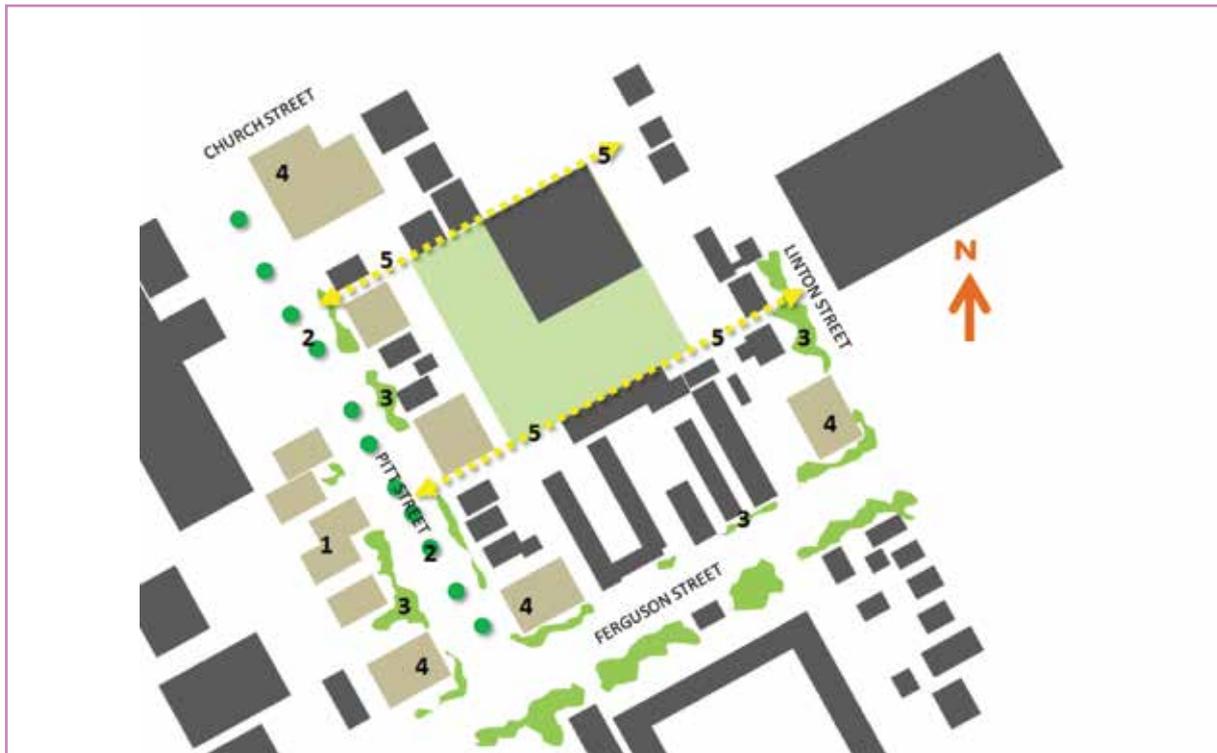
## Site 4

# FORMER RESIDENTIALLY ZONED SITES ON FERGUSON, PITT & LINTON STREETS

## Site Analysis and Recommendations

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STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH [ Site 4 FORMER RESIDENTIALLY ZONED SITES ON FERGUSON, PITT & LINTON STS ]



### District Plan Zoning

#### OUTER BUSINESS

#### Key ideas

1. Mixed use with intensive residential to the west of Pitt Street.
2. Additional street trees.
3. Garden frontages.
4. Strong street corners.
5. Explore potential for mid-block links.



## Design Standards

- Maximum height 12m with plant etc. to 15m.
- Residential accommodation may rise to 15m for those sites on the west side of Pitt Street, adjoining a residential zone.
- Build to the front boundary on Pitt and Ferguson Streets.
- Build to the front boundary along no less than 50% of the Linton Street frontage.
- No featureless façade or blank wall wider than 6m.
- Clear glazing for at least 75% of height of at least 50% of ground floor frontage.
- Pedestrian cover required at entrances only.
- Parking permitted within 10 metres of the street edge along not more than 40% of the frontage width.
- Planting required when not built to the street frontage (one tree per 7m or equivalent).

## Observations

Recently rezoned from residential to Outer Business, this area is characterised largely by residential buildings with some existing commercial operations. It is located opposite land zoned both Residential and Outer Business Zone. A large vacant site also exists on the corner of Pitt and Church Streets. Most of the frontages are prominent on the Ring Road.

## Opportunities and Recommendations

Intensive residential accommodation to the west of Pitt Street.

- Pitt Street is busy. The sites here are exceptionally well located close to the City Centre and to cultural and recreational amenities.

Strengthen street tree planting.

- The existing median offers significant planting opportunity but currently accommodates only 6 or 7 widely spaced trees. This is an opportunity to significantly enhance the streetscape, subject to coordination with other parts of the street network.

Ensure strong, good quality garden edge planting to frontages, particularly Pitt and Ferguson Streets.

- Existing setbacks are likely to be maintained in this area and car parking may become more prevalent at the frontage. To ensure a quality streetscape, good quality planting is required which will help to avoid car parking dominating the frontages.

Maintain a built edge and planting along Linton Street.

- A layer of screening buildings and landscaping defines the edge of Linton Street (and in consequence the Pak-n-Save car park across the street), preventing exposure of the extensive mid-block car parking.

Provide for strong corner definition with buildings at the corners.

- Definition of corners signals an urban condition, differentiating business areas from residential, and marking entry to the City Centre.

Explore potential for mid-block links.

- These might provide shared service access as well as for pedestrian linkage between Linton and Pitt Streets. The southernmost of the two links indicated would allow good connection from the Pak-n-Save supermarket through to close to the centre of Linton Street.



STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

# Site 5

COUNCIL PRECINCT  
BETWEEN CHURCH  
AND MAIN STREETS



## Site 5

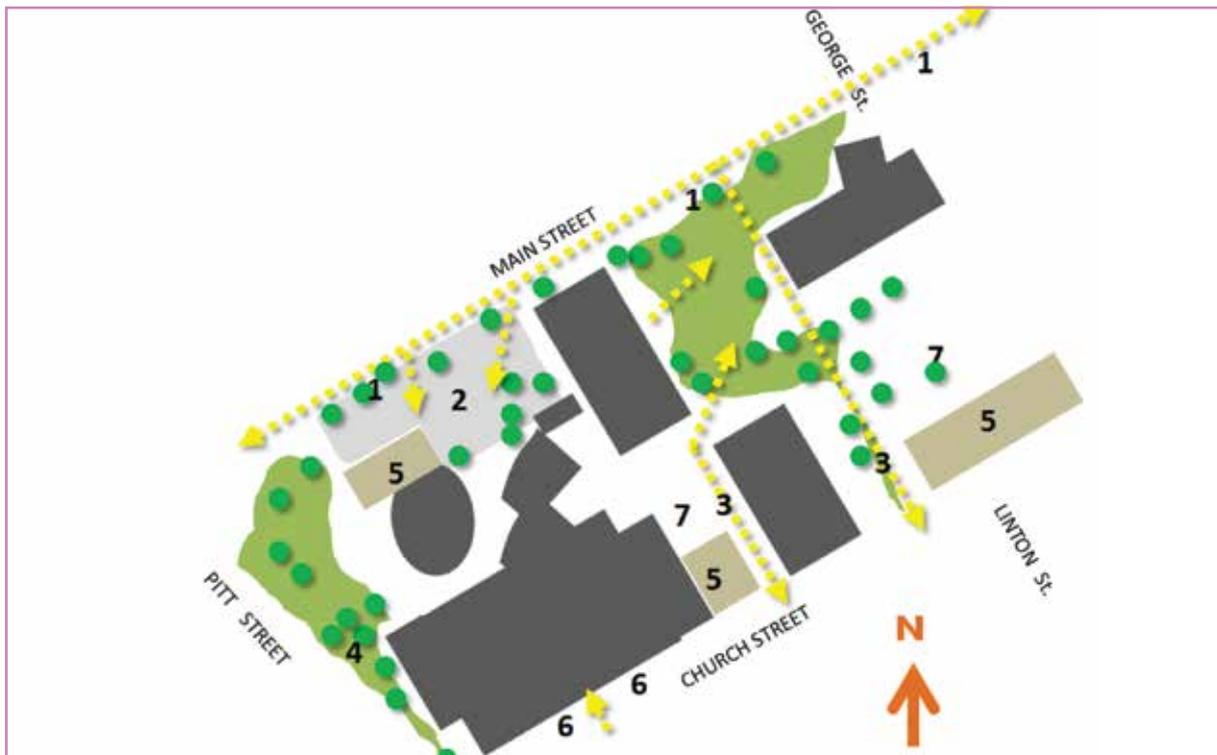
# COUNCIL PRECINCT BETWEEN CHURCH & MAIN STREETS

## Site Analysis and Recommendations

30

STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

[ Site 5 COUNCIL PRECINCT BTWN CHURCH & MAIN STS ]



### District Plan Zoning

#### INNER BUSINESS

##### Key ideas

1. Civic and cultural buildings front Main Street in a park-like setting.
2. Landscaped, multi-purpose entrance space to Main Street.
3. Enhance link and extend landscape through to Church Street.
4. Address public frontage to Pitt Street with landscape.
5. Buildings defining open space and fronting the street.
6. Strong connection with Church Street.
7. Servicing and parking mid-block.



## Design Controls

- Maximum height 15m.
- Further height restrictions apply when adjoining a Scheduled building.
- Minimum height 8m.
- On Main and Church Streets, ground floor height 1.3 times upper floors.
- On Main and Church Streets, 10m maximum ground floor tenancy width.
- Build to the front boundary.
- No featureless façade or blank wall wider than 3m.
- Clear glazing for at least 75% of height of at least 75% of ground floor frontage.
- Main entrance to building to the primary street or at the corner.
- On Main and Church Streets, no entrance lobbies to upper level wider than 4m.
- Verandas on Church and Main Streets, otherwise cover required at entrance only.
- On Main and Church Streets no parking within 10m of the street edge. Otherwise, parking permitted within 10 metres of the street edge along not more than 40% of the frontage width.
- Midblock Pedestrian Link required to connect Linton to George Street.

## Observations

The precinct comprises civic and cultural facilities characterised in part by pavilion buildings in an open landscaped space, except that buildings along Church Street are built to the street edge. While providing for valuable activities, most of the facilities here are characterised by inactive edges with little sense for observers of what is happening inside.

High quality established landscaping can be seen in some parts of the area. However, other landscape treatments remain inconsistent with poor quality landscaping at some other edges. Entrances and paths through the site are not readily obvious making way-finding unclear.

The area at the entrance to Te Manawa is currently dominated by car parking and is poorly landscaped. The convex curved wall is visually obstructive and the resultant south-east facing sloping lawn at the edge of Te Manawa restricts occupation at the entry. The setting and visual integration of the relocated cottage is poor.

An extension has been planned for the Globe Theatre which provides a fully glazed and active frontage towards the street. This frames the existing car park space here and could be a catalyst for public space redevelopment and enhancement.

The existing situation here does not correlate well with current District Plan requirements, nor with the expectations and approach appropriate for civic and cultural facilities.

- Te Manawa presents service facades to Pitt Street. This is a poor quality outcome given it is main arterial and a major city centre entrance. Adjacent to this, CPTED issues at the back of the Globe Theatre need to be resolved and might be exacerbated by intensifying landscaping which could restrict natural surveillance into this area.
- Church Street is a major pedestrian route (and identified as a 'pedestrian street') yet the quality of its edge is poor, there are few building frontages and many backs.

Because this is a Council owned site, there is an opportunity to integrate facilities with open space design considering coordination, way-finding, and the address of Te Manawa to both Main and Church Streets.

## Opportunities and Recommendations

Intensify landscaping along Main Street by developing a generous pedestrian promenade that links activities and spaces along the street edge, this would require significant new street trees and related planting.

- This will be the linear landscaped boulevard planned in the City Centre Framework, contributing a sense of civic space as well as a sense of arrival.
- Intensive planting will fill the gap between mature trees on the Railway Reserve and those in front of the Convention Centre. In association with redesign of the space in front of Te Manawa and the Globe Theatre, this has the potential to significantly enhance the quality of Main Street.

Address legibility of Te Manawa entrance and the quality of the entrance space off Church Street.

- This area lacks the qualities that Council now expects of private development and is even more important considering the public significance of these destinations.

Develop a new and redesigned landscaped entry court to Te Manawa and the Globe. This can include car parking but might also include:

- a lesser amount of parking,
- treatment of paved area as a multi-purpose space for events
- There is potential to completely relocate parking away from this area.

Redesign offers potential to significantly enhance the presentation of activities to the street and create a multi-use entrance space that might be used for both events and parking.

Ensure a clear, legible and attractive mid-block link between George and Church Streets. Formalise this as a generous and legible landscaped pathway, a mid-block link between Church Street and an open space between Te Manawa and the Convention centre.

- These are important destinations. Visual connection could draw some of the high amenity landscape here through to the south edge of the block and Church Street.

Extend a landscaped edge down the full length of the Pitt Street frontage, providing for servicing behind, remove parking if necessary.

- The closure and service orientation of the south-west and south-east edges of Te Manawa are inconsistent with the expectations for any private site. These edges are also prominent in public view.

Consider how internal refurbishments can over time establish a strong link between Te Manawa and Church Street. This includes placing publicly relevant and accessible activities at the street edge and installing a secondary main entrance from Church Street.

- Frontages and building entrances contribute the activity and visual interest necessary for a successful street edge.
- If parking is required on site, it should be integrated with servicing in mid-block locations.
- Mid-block location avoids unsightly domination at the street frontage. A balance is required between on-site and on-street parking that allows appropriate amenity to be achieved at prominent corners.

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STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

# Site 6

OLD BUS STATION  
ON PITT STREET  
AND THROUGH  
TO DAVID STREET



## Site 6

# OLD BUS STATION ON PITT STREET, & THROUGH TO DAVID STREET

## Site Analysis and Recommendations

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STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

[ Site 6 OLD BUS STATION ON PITT ST & THROUGH TO DAVID ST ]



### District Plan Zoning

#### OUTER BUSINESS

##### Key ideas

1. Define corners and the north edge of Main Street with facades aligned with existing built edges.
2. Landscaped access and parking lane.
3. Showroom opportunity fronting Pitt Street.
4. Vehicle access and servicing behind.
5. Central median with street trees.



## Design Controls

- Maximum height 12m with plant etc. to 15m.
- Build to the front boundary on all sites fronting Pitt Street.
- Elsewhere, build to the front boundary along no less than 50% of the street boundary.
- No featureless façade or blank wall wider than 6m.
- Clear glazing for at least 75% of height of at least 50% of ground floor frontage.
- Pedestrian cover required at building entrances only.
- Parking permitted within 10 metres of the street edge along not more than 40% of the frontage width.
- Planting required when not built to the street frontage (one tree per 7m or equivalent).

## Observations

These sites are both prominent on the Ring Road and at a main city entrance. They are also underutilised.

The western side of Pitt Street is hard edged and dominated by blank walls with no or limited access. The eastern side is characterised by car parking and a slip lane.

That part of the site on the eastern side of Pitt Street is very narrow but offers potential for slip lane access, parking and landscape elements at the frontage.

David Street provides good quality vehicle and service access with connections from both Cuba and Main streets.

This portion of Pitt Street would benefit from trees along a central median, however this may be restricted by existing road width limitation.

## Opportunities and Recommendations

- Build to the front boundary along Main Street and to the corner of Pitt and Main to ensure a strong corner there. This is important to define this important street corner and spatially contain the open area in the Railway Reserve and in front of the Globe and Te Manawa.
- Maintain the alignment of the existing frontages of buildings along the eastern side of Pitt Street with a slip lane.
- Alignment maintains spatial continuity and allows for a landscaped slip lane for local access and parking here.
- Potentially utilise the high visibility of the Pitt Street edge with a glazed showroom facing the street. Such a use would contribute visual interest and to the quality of the street edge.
- Provide servicing and parking behind these frontages, accessed from David Street.
- Servicing can be unobtrusively located away from the physically inaccessible but visually prominent Pitt Street edge.
- Provide verandas along the Main Street frontage. Verandas here provide the only pedestrian shelter in this part of the city. This is because although the south side of Main Street is a 'pedestrian street' with current and likely configuration of buildings it is unlikely to provide cover for pedestrians. At the same time existing frontages on the north side of Main both defines the street and open space beyond. It generally has verandas, and can provide that cover.
- Verandas would also visually connect with those further to the west, including the Railway Hotel veranda.
- Explore potential to provide for a median along Pitt Street complete with trees including, if necessary to provide sufficient width, an adjustment to the eastern boundary of the street.
- Trees extend the existing pattern around other parts of the Ring Road, and in giving continuity assists with defining the identity of the Ring Road.



OPOLITAN CLUB



PILS PIL

PILS PIL

PILS PIL



STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

# Site 7

NORTH-WEST  
CORNER OF THE  
SQUARE, THROUGH  
TO CUBA STREET



## Site 7

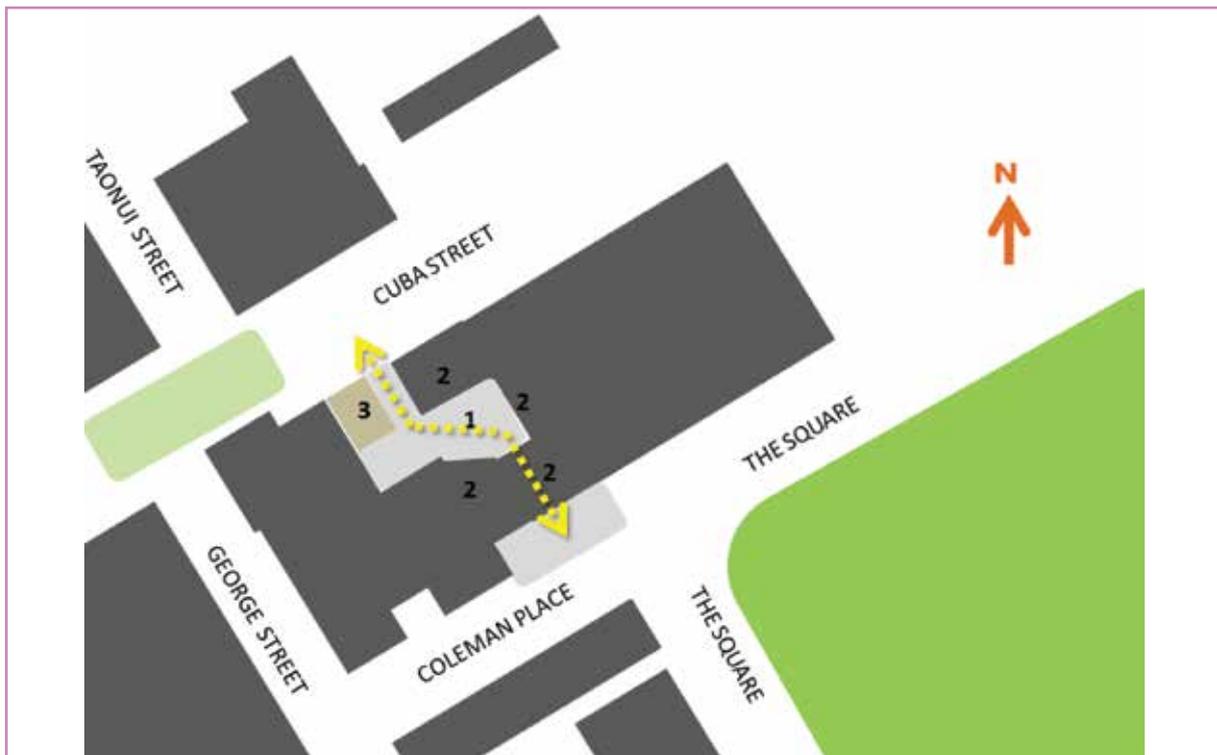
# NORTH-WEST CORNER OF THE SQUARE, THROUGH TO CUBA STREET

## Site Analysis and Recommendations

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STRATEGIC DEVELOPMENT SITES FOR PALMERSTON NORTH

[ Site 7 NORTH-WEST CNR OF THE SQUARE, THROUGH TO CUBA ST ]

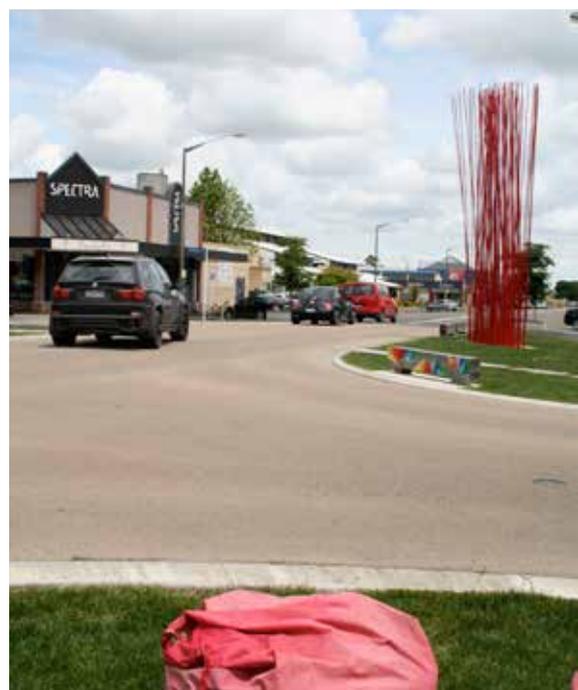


### District Plan Zoning

**INNER BUSINESS, AND NORTH-WEST SQUARE HERITAGE AREA**

#### Key ideas

1. Mid-block lanes and court.
2. Fine grain of small scale activity complementing George Street.
3. Fill in the street edge gap.



## Design Controls

- Maximum height 15m.
- Further height restrictions apply when adjoining a Scheduled building.
- Minimum height 8m fronting Coleman Place and Cuba Streets, or 12m fronting the Square
- Ground floor height 1.3 times upper floors.
- 10m maximum ground floor tenancy width.
- Build to the front boundary.
- No featureless façade or blank wall wider than 3m.
- Clear glazing for at least 75% of height of at least 75% of ground floor frontage.
- Main entrance to building to the primary street or at the corner.
- No entrance lobbies to upper level wider than 4m.
- Verandas required.
- No parking within 10m of the street edge.
- This area, within the North West Square Heritage Area, includes a large number of 'Street Character Buildings' including the four buildings in the setback area where the Square intersects with Coleman Place. These are subject to Rule 11.6.2.6 which makes demolition or relocation a restricted discretionary activity.

## Observations

Key requirements are maintenance of character and providing a mid-block pedestrian link between The Square and Cuba Street.

Monsoon Asian Kitchen is a 1 storey building fronting to the Square. This aligns with the continuation of the Square footpath and also with the service lane to the east of the Oroua Building. The former is a worthwhile alignment for a link, the latter is not necessarily desirable.

An open car park at the edge of Cuba Street provides potential to connect half way through the block and then through into the corner of the eastern portion of Coleman Place. This carpark appears to have a right of way around its east and south side so may potentially be retained as a service lane.

Any lane here is likely to need to be either edged with activity if open 24 hours or alternatively part of a building development.

## Opportunities and Recommendations

- Add a mid-block lane and court. The precise location of the lane, particularly that section which connects to Coleman Place and The Square has not been determined. The alignments should allow for either a straight or reasonably direct route through the block. A link through will be enhanced if it passes through a courtyard, particularly if that link is not straight. It is important that the lane connects to the increasingly vibrant area along Cuba Street that is close to the Taonui Street intersection.
- This provides opportunity to access the centre of the block and develop a type of environment not common in Palmerston North.
- Partial removal of the rear of buildings may be consistent with affordable seismic strengthening, particularly if in combination with realising higher value floor space due to improved public access.
- Access will add value to rear parts of buildings.
- Develop this as a heritage precinct building on the strengths and character of George Street, the Library, Coleman Place and Cuba Street.
- Activity here benefits from heritage character, a fine grained streetscape which gives visual interest, the small scale and boutique nature of some adjacent retail, and recent Council public space investment both in The Square and at the Cuba/Taonui intersection.
- Ensure a mid-block link is either privately managed and secure after dark or edged with activity that operates after hours. A frontage or two at mid-block might achieve this. This will be essential if the link is to be welcoming and safe and the activities within it attractive to the general public.
- The link is ideally in line with the edge of the Square however might also be obtained with a link from the corner of Coleman Place.
- The first alignment provides a direct line of sight through which is ideal for legibility. The second utilises the existing open space and potential service lane/right of way located on Cuba Street.
- Fill the open parking space at the edge of Cuba Street encouraging parking either behind a building there or on-street.
- This gap is unsightly and compromises the concentration of activity around the intersection and along Cuba Street. It is also unnecessary as street-side carparking is available.



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