MASTERTON TOWN CENTRE IMPLEMENTATION
CONCEPT DESIGN REPORT

Prepared for Masterton District Council by Boffa Miskell

25 FEBRUARY 2019
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INTRODUCTION
1.0 BACKGROUND

Our Future Masterton
Ahuataki mua
Engagement
2016

Shaping our Town Centre
Public Consultation
2018

Completion of SHAPING
OUR FUTURE A strategy
for the Masterton Town Centre 2018

PHASE 1 projects

Tactical urbanism
projects

Feedback

PHASE 2 concept/developed design projects

Park Street
Bruce Street
Lower Queen Street

Completion of Phase 2
Developed Design

Reference Group
Project Group
MDC

Inspiration streets

Masterton schools were engaged and gave presentations - including their ideas on inspirational streets - this is one example
The intent of this concept design report is to get moving with the first tranche of the Masterton District Council’s (Council) initiative to transform the town centre over the next 20 years. This includes 3 out of the 10 initiatives (Bruce Street, Park Street and Lower Queen Streets).

This report considers ‘Shaping our Future - A Strategy for the Masterton Town Centre’, feedback from the Town Centre Project Team and Town Centre Reference Group to shape the look and feel of these three initiatives.

Concept design will focus on improved water quality through public space initiatives which can treat water, while providing increased amenity and awareness.

While not immediately interfacing with the Waipoua River, street design will improve pedestrian access to neighbouring green spaces such as Queen Elizabeth Park to improve connectivity to the River.

Pedestrian safety and comfort will be prioritised to encourage walking within the centre of town and surrounding key nodes such as parks, civic buildings and community spaces.

Footpath cross falls and cross street connections will be considered with those less able in mind.

Existing values are to be woven into the design ensuring a vibrant and centre with a unique identity.

Businesses can be encouraged to occupy Park Street to support the increase in amenity and street life.

Lower Queen Street to consider its focus as the town heart with a look and feel which differs to the mid and upper Queen Street.

The first 3 projects are a chance to focus public investment in the town heart, connecting Queen Elizabeth Park and adding value to the Arts precinct.

Streetscape design to ensure the open and recreation spaces are increased through the centre.

Street trees chosen for ability to provide shade in summer and treat stormwater. Plant species considered for their ability to treat stormwater, improve biodiversity and invertebrate habitat.

Streetscape design to address Masterton’s cultural and landscape setting to reflect its unique identity within New Zealand.
1.2 MASTERPLAN DIAGRAMS
1.3 MASTERPLAN DIAGRAMS
MASTERPLAN RESPONSE TO THE TOWN CENTRE STRATEGY OBJECTIVES

The masterplan highlights the overarching ideas for the broader town centre which informs the first 3 initiatives (Bruce Street, Park Street and Lower Queen Street). By overlaying the masterplan diagrams indicates how Park Street forms a key part in cross town connectivity, stormwater and sits within the crossover of character areas.

By defining character areas gives the town heart its own identity ensuring Queen Street does not feel like one long similar space. This will ensure vibrant and interesting public spaces for visitors and the community to enjoy.

The stormwater diagrams show the broad catchment areas, giving further identity to the 3 streets. It shows how a town drain was introduced ruling out the idea of daylighting streams through the centre. It shows how Park Street is used as an overland flow path during larger events which will be a key consideration in the concept design.

The original subdivision map of Masterton in 1854 shows the location of Bunnys Bush. Overlaying this historical information on the current centre adds identity to the centre particularly. The Vegetation map shows how other influences such as the town drain and Queen Elizabeth Park. Vegetation in these zones could reflect the exotic heritage and a stormwater treatment function.

The transport maps pick up on the slow nature of Queen Street without cycle lanes. While Park Street is a key cycle connector between Chapel and Dixon Streets and links key civic buildings.

1.4 MASTERPLAN RECOMMENDATION
1.5 DESIGN APPROACH OPTIONS

OPTION 1: INVERTED CAMBER

OPTION 2: ADAPTED CURRENT SITUATION

KEY
- Stormwater
- Cycle
- Vehicle network
- Public space
- Chosen option (refer to sheet 12 for feedback)
FEEDBACK ON INITIAL DESIGN APPROACH

Feedback shows that most support for Queen Street was for option 1 - the inverted camber. We have taken this option forward into concept design. There was no clear preference for Bruce Street and we have worked up concept design considering both options. For Park Street we have progressed option 1 which received the most support and focuses the pedestrian space on south side of the street which receives the afternoon sun.

Note: Not all project group and reference group gave feedback.
PHASE 1 TACTICAL URBANISM SURVEY RESULTS

Survey to be completed at end of January and results to be placed here.

FEEDBACK ON TARGETED BUSINESSES

The Project Team has communicated with more than 100 business operators and 160 building owners in the Town Centre. This has included the following:

• Letters to building owners inviting a discussion of the concept designs
• Letters to business operators inviting a discussion of the concept designs
• Invitation to Queen Street business operators and building owners to Queen Street-specific event Monday 25th February
• 13 meetings held with business operators and/or building owners with another 10 booked for coming days
• Email update to Town Centre database (325 contacts)

The purpose of these communications and meetings are to:

• Update stakeholders on progress and clarify next steps
• Gather feedback on concept design to enable refinements

The appendix at the back of this document includes notes from all the meetings we’ve had so far.
FEEDBACK ON DRAFT CONCEPT DESIGN - BRUCE STREET

Reference and project group feedback for Bruce Street

Reference Group

Project Group

FEEDBACK

Ensure turning circle from Bruce from Queen Street North

Angled carparks easier

Extend the cycleway into Queen Street

Love the rain garden element

Do parallel parks here

Love the timber boardwalk feel

We have lots of unused open/green spaces

Encourage the water and nature for our CBD upgrade. Expose water, natural murals, trees and planting

This can be shady side of street in winter?

Consider bus loading

Agree with moving the carparks from front of Entice

Aratoi can use the Conart lawn for Art space

Not liking loss car parking outside Entice

Put back exit from New World

Make east New World exit only

Potential to use pull off space in front of QE Park bus stop for Aratoi/iSITE

Create in and out of carpark via Dixon St?

Like the designs but worried about scale

Add angle parks to southern side QE Park

Make cycle crossing on Dixon Street signalled

Ensure turning circle from Bruce from Queen Street North

Potential to use pull off space in front of QE Park bus stop for Aratoi/iSITE

Love the upgraded streetscape spilling into Queen Street inviting you in

Love the timber boardwalk feel

Add angle parks to southern side QE Park

Like the designs but worried about scale

Agree with moving the carparks from front of Entice

Aratoi can use the Conart lawn for Art space

Not liking loss car parking outside Entice

Potential to use pull off space in front of QE Park bus stop for Aratoi/iSITE
FEEDBACK ON DRAFT CONCEPT DESIGN - PARK STREET

Reference and project group feedback for Bruce Street

Reference Group

- Some parking here is private, not Council.
- Link cycleway with SH2 cycle footpath.
- Love the long non-vehicle linkage through multiple streets from QE Park to Chapel.
- Bike clusters be good for cyclists to socialise/have a coffee.
- Great to have pedestrian space take priority with no level change.
- Will boardwalks be slippery? Needs to be safe for elderly.
- We must support business by providing easy vehicle access to commercial.
- Shared space for crickets street needs to be 30km/h.
- Like the material change signal for carparks on Cricket Street.
- Change to angle parks outside car dealer.
- Any skate equipment to be designed in collaboration with skate community.

Project Group

- Linkage from Chapel all the way to Dixon is great.
- Make raised table over Queen Street for crossing.
- More murals, including on WBS wall in Park St.
- More masts, including on WBS wall in Park St.
- Don’t think people will bring own t-tennis bats.
- Like the long non-vehicle linkage through multiple streets from QE Park to Chapel.
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Reference and project group feedback for Bruce Street

**Reference Group**

- Concern markets could harm retail
- Parking will be at a premium on Queen St side of SH2 so more pedestrian friendly access
- Trees selected for growth, maintenance, visibility
- Seating on sunny side needs shade
- Public furniture to be functional, with cover and not too exposed

**Project Group**

- Be mindful of elderly in furniture and path design
- Need at least 2.2m for parallel and 5.5m for angled parks
- Expensive to change road profile
- Don’t waste space with wheel stops
- Connect materials to this place and its people
- Connect to something truly native to the place

**New crossing here is a good idea**
- New crossing here is a good idea
- Such a short space between crossings why not create a shared space between and raise entire area?

**Why change parking layout on eastern side, what are the benefits? Sun?**
- Expense to change road profile
- New crossing here is a good idea
- Such a short space between crossings why not create a shared space between and raise entire area?

**Parking will be at a premium on Queen St side of SH2 so more pedestrian friendly access**
- Parking will be at a premium on Queen St side of SH2 so more pedestrian friendly access

**To check plans for all earthquake prone buildings**
- To check plans for all earthquake prone buildings
- Investigate other options than cobbles if moving crossing. Cobbles an existing problem

**Covered areas would be a good option for winter + summer**
- Covered areas would be a good option for winter + summer

**Queen St be renamed Bridge St**
- Queen St be renamed Bridge St

**Connect to something truly native to the place**
- Connect to something truly native to the place
- Connect to something truly native to the place

**Retailers in Queen Street North concerned over time frame of their upgrade**
- Retailers in Queen Street North concerned over time frame of their upgrade

**Why change parking layout on eastern side, what are the benefits? Sun?**
- Why change parking layout on eastern side, what are the benefits? Sun?

**Do we keep the Hannah’s crossing or just make the Charlie Lane the one**
- Do we keep the Hannah’s crossing or just make the Charlie Lane the one

**Expensive to change road profile**
- Expensive to change road profile

**Public furniture to be functional, with cover and not too exposed**
- Public furniture to be functional, with cover and not too exposed

**Trees selected for growth, maintenance, visibility**
- Trees selected for growth, maintenance, visibility

**Queen St be renamed Bridge St**
- Queen St be renamed Bridge St

**Trees selected for growth, maintenance, visibility**
- Trees selected for growth, maintenance, visibility

**Seating on sunny side needs shade**
- Seating on sunny side needs shade

**Expensive to change road profile**
- Expensive to change road profile

**Connect to something truly native to the place**
- Connect to something truly native to the place

**Potential to do two blocks of Queen rather than Bruce and Park Streets**
- Potential to do two blocks of Queen rather than Bruce and Park Streets

**Don’t waste space with wheel stops**
- Don’t waste space with wheel stops

**Connect materials to this place and its people**
- Connect materials to this place and its people

**Public furniture to be functional, with cover and not too exposed**
- Public furniture to be functional, with cover and not too exposed

**Trees selected for growth, maintenance, visibility**
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**Public furniture to be functional, with cover and not too exposed**
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**New crossing here is a good idea**
- New crossing here is a good idea

**Such a short space between crossings why not create a shared space between and raise entire area?**
- Such a short space between crossings why not create a shared space between and raise entire area?

**Parking will be at a premium on Queen St side of SH2 so more pedestrian friendly access**
- Parking will be at a premium on Queen St side of SH2 so more pedestrian friendly access

**Be mindful of elderly in furniture and path design**
- Be mindful of elderly in furniture and path design

**Concern markets could harm retail**
- Concern markets could harm retail

**Such a short space between crossings why not create a shared space between and raise entire area?**
- Such a short space between crossings why not create a shared space between and raise entire area?
OVERALL COMMENTS

- Overall there is much excitement across the entire design
- The key concern that comes up for all three streets is parking and ease of accessibility for large vehicles – especially coming in and out of side streets.
- The element which is receiving the most excitement and positivity is the rain gardens and water management solutions.
- In terms of retail improvement, there is a concern around the fact the plans to upgrade this southern sector of the Town will only strengthen the more ‘thriving’ block some more, potentially to the detriment of the other two retail blocks.
- There is lots of support for a cohesive planting strategy, which takes into consideration the level of maintenance needed and safety when it comes to visibility.

FEEDBACK

LOWER QUEEN STREET

- Many people agree that it is good to change the road layout and modify the parking, but there is concern over cost which needs to be explored
- There is concern about parking numbers in the central area east of SH2
- Concern over other blocks becoming the poor cousin to Lower Queen once it receives an upgrade
- There is strong interest in using a varied material palette and a planting scheme specific to place to give Queen Street a sense of place
- Stormwater management is a theme people are excited about

BRUCE STREET

- People generally like the layout
- There is a lot of excitement surrounding the treatment of stormwater, pedestrian focused space and shared cycleway
- Angled parking is more supported than parallel for ease of vehicle movement and there is a desire for bikes and vehicles to be kept separate
- There were mixed views on the removal of carparking from Entice Cafe
- There was support for removing one entry/exit from New World and other options tabled such as entry/exit on Dixon and more parking on Dixon Street

PARK STREET

- Suitable and site-specific furniture and bike parks are a priority here with people placing an emphasis on wanting tables and shaded spaces people can use for longer periods of time e.g. while children play
- Having safe, possibly raised crossings is an idea which was expressed by several over Queen and or Dixon Streets
- Much support for linkage from QE Park to Chapel Street
- Some concern over angled versus parallel park even though overall numbers have not reduced
- Interest in ensuring safe entry/exit to Cricket Street and access for commercial businesses
To help guide the layout of space, background research can reinforce design ideas or support thinking where change can often be perceived as negative.

Documents such as the Auckland Transports ‘Roads and Streets Framework’, Transport for London’s ‘Healthy Streets for London’ and books ‘Cities for People’ and ‘Global Street Design Guide’ are such examples.

“People stay in a place if it is a beautiful, meaningful and pleasant place to be. The good city has similarities to a good party: the guests stay on because they are enjoying themselves”.

Jan Gehl - Cities for People

The ‘Roads and Streets Framework’ shows the significance of each mode for different street types. A high bar indicates a greater priority. Looking at significance helps guide the weighting each mode should be given on each street.

Transport for London has produced the ‘10 Healthy Streets Indicators’, which provides a useful checklist to note as the designs begin to take shape.

Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. Great data to support active commuting and town centre movement.

TFL - Healthy Streets for London

1.7 BACKGROUND DATA
DESIGN ELEMENTS
2.0 CONCEPT PALETTE - PLANTING

“The idea is not to copy nature, but to give a feeling of nature”. Piet Oudolf

- The planting is an opportunity to showcase Masterton’s natural heritage and ensure heritage is a key part of the town centre upgrade. This by drawing on both the native species which once stood and the cultural overlays that have formed part of history since. This means looking to historical map overlays which show how ‘Bunnys Bush’ sat over the southern part of town. The introduction of Queen Elizabeth Park and the surrounding pastoral landscape and finally the influence of the storm-water network and how the Town Drain was introduced to alleviate flooding issues.

- Planting can vary through the three streets to give diversity to the town centre, link the space to its heritage values while having an overall structure which feels cohesive.

- The plant palette is to be guided by the items below where appropriate;
  
  **Ecological** - berries, seeds, nectar, invertebrate habitat, bee pollen/nectar supplying plants
  
  **Aesthetic** - colour change, seed head, wind effect, flower, contrasting, habit, form
  
  **Functional** - low maintenance, robust, frost hardy, shade tolerant, wet/drought tolerant, shape/form
  
  **Cultural** - local iwi, European history, surrounding pastoral landscape

KURIPUNI + BUNNYS BUSH

QUEEN ELIZABETH PARK

TOWN DRAIN
Materials and form dictates the look and feel of the town centre. They should give a sense of the town's character while being robust, comfortable, attractive and add to sense of place.

- Material choices include:
  
  **New** - new materials selected to achieve the desired outcome of the space, including seating and the groundplane elements. Where new materials are proposed the re-useability should be examined as well as ability to be locally supplied or fabricated.
  
  **Reuse** - where-ever practical, recycled or materials that can be reused should be considered to reduced the embodied energy of the town centre upgrade.
  
  **Water** - materials and form which allows greater permeability, readability and treatment should be considered where possible, to increase the centre's resilience against flooding. This to raise awareness and champion change for future town centre investment.
  
- Urban to park

  **Form** - the form of plant beds and pedestrian areas in the urban centre of town to take more linear/geometrical forms cognisant of restricted space and ability to move greater numbers of visitors and the community. Further from the centre these forms can become less geometrical and more park like.
  
  **Groundplane** - given the flat nature of the town centre, raising the ground plane through planter beds or raised areas with seating is an opportunity to give structure and interest to larger spaces such as Park Street.

### 2.1 CONCEPT PALETTE - MATERIALS + FORM
2.2 CONCEPT PALETTE - FURNITURE + ART

- Street furniture adds to the comfort and functionality of the public realm for the community. It is a place to rest, to sit and observe and a place to come together.

- Furniture must be composed of a coordinated palette of elements positioned in a rational way to ensure easy pedestrian movement and respond to the function of their location.

- Furniture is an opportunity to express the identity and culture of Masterton and ensure the breath of the community are.

- Public artwork adds interest and colour to a town centre and helps to celebrate identity. The use of art can identify heritage components, provide way-finding and reveal cultural narratives. There is opportunity to engage with iwi and local artists to enable artwork and to celebrate Masterton’s heritage and culture.
2.3
CONCEPT PALETTE - LIGHTING + TECH

Lighting in towns and streets has traditionally been designed to address the needs of motorists, but pedestrians’ and cyclists’ needs are different.

- Good lighting must be provided to ensure the safety of the whole community
- Considerations include;

Tech - Lighting can be multifunctional. There is opportunity to understand local data, include cameras, wifi, speakers and car charging locations.

CPTED and Personal Security – Good lighting can reduce the occurrence of antisocial behaviour and likelihood of pedestrians being mugged or assaulted. Lighting levels should be sufficient to enable a pedestrian to recognise a known face at a distance of approximately 15m.

Attractiveness – Attractive well-lit public space can also have a positive effect on behaviour contributing to safer environments and decreasing vandalism.

Orientation – It is important that people can navigate and select safe routes through public space and clearly identify entry and egress points

Colour – The colour appearance of town centre lighting is important to consider and will ensure that people can more accurately sense the correct colours, size and shapes of objects.

Uniformity and Dark Shadows - Uniformity can be managed to reduce dark spots and shadows through luminaire output, mounting height, spacing, having multiple light sources, the height and angle.

Glare - Glare can impact on both pedestrian safety and experience by affecting vision (blinding) and or distracting.
2.4 TOWN CENTRE OVERALL

- Food and beverage
- Civic/Arts buildings
- Parallel parking
- Public space + greening
- Raised or change of surface material

- Retail focus
- Queen St
- Civic hub
- Arts hub
- QE Park
3.0 BRUCE STREET DIAGRAMS
3.1 BRUCE STREET CONCEPT PLAN

KEY

1. 60° CARPARKS
2. RAISED TABLE CROSSING + RUMBLE STRIP
3. STORMWATER TREATMENT/ RAIN GARDEN
4. 2m SHARED PATHWAY/ BOARDWALK
5. 2m FOOTPATH
6. DECORATIVE ENTRY/‘ROTA’ SPACE/MOUNTABLE KERB.
   POTENTIAL BUS STOP OR LOCATE BUS NEAR QE PARK
7. FLEXIBLE SPACE (Cafe Seating, Art, Events)
8. CYCLE CROSSING (Controlled crossing to be considered)
3.2 BRUCE STREET 3D RENDERS

EXAMPLE: BOARDWALK THROUGH STORMWATER DEVICE

EXAMPLE: CAFE BREAK-OUT SPACE WITH PLAYFUL FURNITURE / SCULPTURE

BRUCE STREET: VIEW A

BRUCE STREET: VIEW B
3.3 PARK STREET DIAGRAMS
3.4 PARK STREET CONCEPT PLAN

KEY

1 2m SHARED PATHWAY/ BOARDWALK (Linked to SH2 cycleways)
2 PLANTING/SEATING/STORMWATER/ACCESS TO CAR PARK
3 PEDESTRIAN/CYCLE CROSSING (Controlled crossing to be considered)
4 2m FOOTPATH
5 STORMWATER TREATMENT/ RAIN GARDEN
6 SEATING/PLANTING
7 ACTIVE ZONE
8 CRICKET STREET CROSSING
9 POTENTIAL FOR MURALS
10 PEDESTRAIN CROSSING
PARK STREET 3D RENDERS

EXAMPLE: SHARED CYCLE WALKWAY

EXAMPLE: STREET CROSSING WITH PLANTING AND PUBLIC SEATING AREAS
PARK STREET: VIEW C

1. Example: planting to create a park avenue
2. Example: public table tennis
3. Example: skate active options
4. Example: planting with pathways between
3.6 LOWER QUEEN STREET DIAGRAMS
KEY

1. 60° CARPARKS
2. PARALLEL CARPARKS
3. RAISED TABLE CROSSING + RUMBLE STRIP
4. STORMWATER TREATMENT/ RAIN
5. STREET FURNITURE AND PLANTING
6. PEDESTRIAN CROSSING LINKING TO CHARLIES LANE AND HERITAGE BUILDINGS
7. CENTRAL CROSSING POINT ALIGNED TO HERITAGE BUILDING

3.7 LOWER QUEEN STREET CONCEPT PLAN
3.8 QUEEN STREET SECTIONS

LOWER QUEEN STREET: EXISTING (OPTION A)
SCALE 1:75@A3

CAPACITY - EXISTING
- 2m² surface area/free board

LOWER QUEEN STREET: PROPOSED - INVERTED CAMBER (OPTION B)
SCALE 1:75@A3

CAPACITY - PROPOSED
- 3m² surface area/free board within angled parking
- 4m² in rain garden cross section

2m² surface area/free board

LOWER QUEEN STREET: EXISTING (OPTION A)
SCALE 1:75@A3

CAPACITY - EXISTING
- 2m² surface area/free board

LOWER QUEEN STREET: PROPOSED - INVERTED CAMBER (OPTION B)
SCALE 1:75@A3

CAPACITY - PROPOSED
- 3m² surface area/free board within angled parking
- 4m² in rain garden cross section

3m
4.3m angled parking
7.1m carriageway
20m total
2.6m parallel parking
3m footpath

3.7m
2.1m parallel parking
6m carriageway
20m total
5.2m angled parking
3m footpath

MASTERTON TOWN CENTRE
CONCEPT DESIGN REPORT
VERSION 1

DRAFT
3.9 LOWER QUEEN STREET 3D RENDERS

EXAMPLE: STREET BUILD OUTS WITH ROOM FOR RELAXING SPACES

EXAMPLE: LANEWAY BREAKOUT SPACE WITH SEATING AND PLANTING
After considering feedback from the concept design, the next steps will be to progress the project into developed design. Here the plans will become more refined with input from civil engineers and costing to test design thinking.

**3.10 THE NEXT STEPS**

<table>
<thead>
<tr>
<th>WE ARE HERE</th>
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<tr>
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<tr>
<td>PROJECT TEAM MEETING</td>
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**1 REVIEW**
Review reference group feedback on design approach

**2 DESIGN**
Use findings to begin concept design drawings

**3 REFINE**
Consider/review reference and project group feedback and develop and refine the developed design

**4 DOCUMENT**
Produce design documentation for completion of developed design

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**CONCEPT DESIGN**

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**DEVELOPED DESIGN**
REFERENCE AND PROJECT GROUP FEEDBACK

Aaron Bacher

Overall
- Connect to something truly native to the place
- Look for a way to connect the materials, etc. of the finished streets to this place and its people
- Evoke and create some character of the space and the places we are doing up
- Bruce Street
- Angled carparks easier
- Love the rain garden element
- Love the timber boardwalk feel
- Love the upgraded streetscape spilling onto Queen Street and inviting you in
- Agree with removing carparks from in front of Entice

Bruce Street
- Extend cycle way to Queen Street
- Put exit back from New World
- Bus or loading bay for Ara Toi
- Do angle not 90 degree parks
- Do parallel parks on southern side as footpath already wide enough and green space in Conart
- Put angle park along eastern boundary of QE Park

Park Street
- Change to angle parks in eastern portion outside car dealer
- Don’t think people will bring their own table tennis bats

Lower Queen Street
- Concern markets could harm retail
- Don’t waste space with wheelstops
- Need at least 2.2m for parallel parks and 5.5m long for angle parks

Bex Johnson
- ‘Kiwi Magic’ – talk to lands trust about whether there might be an option to look at this area for expansion/buildings as they have in the CBD that be present opportunities for partnership for CBD development
- Don Luciano – Parklet upgrade. Ensure that it is communicated to the public that Marvin is investing in this as there have been grumbles from ratepayers about losing carparks and that his business is the only one being benefited. There have also been comments about traffic congestion on that corner. Remove cones as they are not welcoming
- Public furniture – should be functional and site-specific. Seating needs cover and not be too exposed.
- We need to be mindful of the aging demographic with everything we do. Furniture and paths must work for the elderly and mobility scooters
- Cars, access, and parking take precedence over bikes. We need to ensure we cater to all modes of transport. We need to be minding of safety with cycle access
- Bike park clusters in town would be good spaces for cyclists to congregate and socialise/have a coffee
- We must support businesses by incorporating easy vehicle access to commercial businesses
- I don’t support ‘play parks’ in the CBD that take the form of skating, basketball etc.. We should drive this sort of activity to the north end of town where the current skate park is. This type of activity in the CBD does not support business and creates noise and can be disruptive for shoppers and businesses.
- Seating on the sunny side of the street needs shade
- Storm water – I fully support this being a theme, expose it and create water features
- Queen Street should be renamed Bridge St and for water to be the main theme
- Keep tree growth and maintenance in mind when selecting trees. Visibility needed for both shoppers and cars is a safety issue
- Angle street parking where possible as it takes up less space and is easier to get in to
- More murals. I would like to see a similar effect to the on beside paper plus on the WBS wall in park Street and other walls in town
- Blue and green – encourage working the blue (water) and green (nature) colours for our CBD upgrade. Exposing water, natural murals, trees and plantings
- Lets lighten and brighten, get creative with it

David Hedley
- Once retail and first floor spaces are filled up over the coming months and years —parking is likely to be at a premium on the Queen Street side of SH1 and Dixon Street boundaries so more friendly pedestrian access to Queen must be provided across, particularly in Chapel Street
- Active engagement with Transit NZ is crucial around this
- Retailers in Hedleys block are concerned over becoming the poorer cousin to Lower Queen Street with the upgrade only strengthening the Lower Queen block further to the detriment of other two retail blocks
- Makes sense for Council to push forward with other two retail blocks as soon as possible, potentially moving monies from Park and Bruce as Queen Street pay most rates.
- An indication of time to upgrade lower two blocks should be given
- Risk of losing the colourful independent stores which provide a point of difference to the homogeneous retail landscape

APPENDIX

4.0
David Hopman

Bruce Street
- Ensure turning circle correct into Bruce from Queen Street north
- Make east new world exit only
- Make cycle crossing on Dixon Street signalled
- Park Street
- Link cycleway with SH2 cycle footpath
- Make raised table over Queen Street for crossing
- Park Street
- Link cycleway with SH2 cycle footpath
- Make raised table over Queen Street for crossing
- Shared space for Cricket street entry/exit need speed restriction – 30km/hr
- Cyclist safety of crossing signalled but this is expensive
- Large trucks need access to Cricket Street
- Lower Queen Street
- Expensive to change road profile
- Why change the parking layout on eastern side, what are the benefits – sun?
- New crossing point at 10 O’clock cookie is a good idea
- Such a short space between crossings why not create a shared space between and raise entire area?

Graham McClymont

- Not liking the loss of parking spots outside Entice
- If Aratoi needed arts space they have the unused courtyard, the lawn at Conart etc.
- We have lots of unused open/ green spaces
- I think we are risking too many underused spaces
- I like the designs but worried about the scale

Jonathan Hooker

- The plan for Bruce does meet the objective re the greening up. I wouldn’t get too hung up about needing to label the extra space as designated cycle lane space though.
- Early discussion with New World as to how the car parking entrance-exit may look, and where extra car parks might be created nearby – maybe a discussion with Lands Trust?
- The linkage from Chapel all the way through to Dixon is great.
- I’m still unsure of the Big Save carpark configuration and how that links in.
- The southern Queen area fits the objectives, but it requires a radical change to the road surface Great idea but I think an early discussion with David Hopman is important in case the cost is prohibitive.
- Do we keep the Hannah’s crossing or just make the Charlies Lane the one?

Shanna

Materials – I see an image of metals seats, small detail but I consideration around heat and the seamlessness with environment will need to be considered (I’m sure they are already!)

Bruce street
- There was reference to the Entice side of the street being the ‘sunny’ side. I’m not sure this is the case? My perception is that the south side is often quite dark and gloomy, especially in winter
- Has there been thought to creating both the in and out of the carpark via Dixon St?
- Is the footpath on the north side between carparks and New World retained?
- Outside Aratoi is currently used as a bus stop for tour buses (close to the iSite) will need to consider relocating this? Potentially we use the pull off space in front of QE Park for this instead with a pedestrian crossing across to the isite?

Queen St
- We need to answer the questions about whether we know of any plans for heritage buildings re. earthquake status
- Covered areas would be a good option…for both winter and summer
- May want to consider addition of bike racks? Relocating the Bannister crossing further south, we should investigate alternatives to cobbles as this is a key problem for current crossings

Southeys losing the corner aspect of the site – both could be mitigated with answers around planting height
- Might seem a silly question, but will the boardwalks be slippery? I know we will have a lot of elderly that will be concerned with this
- Any skate equipment should be designed in collaboration with the skating community

Park Street
- Love the idea of the full end-to-end connection from Chapel to Dixon, but some questions that might come up; not sure if all the carpark in front of the Departmental building is Council, I think some is private, Chapel St is a very busy and uninspiring ‘entrance’ into this area. May be considered unsafe? Why is there an emphasis on putting seating and plantings in front of departmental building? Does this have heritage value? Some may ask why we don’t invest in the library square instead.
- Park St itself – the lawyers will be concerned about not having parks right outside their business and

APPENDIX
TARGETED BUSINESS FEEDBACK

WBS
- Anything that will beautify is good
- Plant something that was a little prettier than grasses and flaxes etc
- Could put water tank underground planter beds in there. Catch all the water from our roof.
- The more we can cater for young people in a positive way the better
- The people that are walking on this street are people that need to be kept occupied
- Like variation in texture and look makes for an interesting space. Some sort of modern paving etc.

NEW WORLD
- Our town is dying. Too many empty shops potentially bring in what you don’t want. We don’t need cheap shops.
- Carparks - is the biggest Achilles heel for this site. Doesn’t matter what I do in this store chances are I will always be number 3 (supermarket in Masterton)
- Looks good when you pull in (New World carpark) don’t make sense... harder to get into from one end. Disagree with the 90 degree parking.

MASTERTON LANDS TRUST
- Park St - linking through to public parking by department building and making people more aware of it is positive.
- Consider encroachment licences... Make it easy and free of charge, maybe not 7 days
- Advertise public parking re. Warehouse Stationery
- Landscaping needs will need a boost.
- Large trees are a problem around building. Leaves from trees do land on roofs.

PERCY MCFADZEAN (DEPARTMENTAL BUILDING OWNER)
- Connection through chapel through to Dixon St is good
- Redevelopment of ground floor (departmental building) and refurbishment on the cards; also considering greenspace between library and departmental building.
- Opportunity for main thoroughfare on the opposite side of the building – north side of departmental building, Terry Faulkner owns neighbouring side.

KIWI MAGIC
- Concerned about width of street not enabling traffic
- Predict issues with removal of carparks outside

AUTOPAINT
- Happy with cricket street remaining open and two-way traffic down Park
- Mobility scooters down Park Street - need to enable the width for them.
- Shared cycleway?
- Looking at a skate park?
- Concerns about people skating down the road.
- Possible ideas to consider.

SOUTHEY’S
- We see Park Street as a quiet area, we are businesses and activity areas that are available elsewhere are not necessary here.
- Vandalism comes about from hiding things. Eg tall trees keep things out of sight.
- I’m ok with the green area... garden style green area. Other functions need to go out where they are, out of the business area.
- We experienced bad language, one incident of graffiti. Kids with bad language discourage customers. Customers subjected to noisy activity – they will think twice about getting their vehicle serviced here if that’s the experience they have.
- Completely opposed to any skateable furniture
- I’m opposed to noisy activity. Classy is quiet.

WCM
- Our biggest concern was having the road open and parking and this wouldn’t compromise that.
- The problem we have here is the problem we had last time. We have skateboards crashing outside, there was a guy skating yesterday in the middle of the street. For the reason they’ve been banned in the main street (skateboards) is true for Park St.
- What we found was when you get groups of kids hanging around trying to entertain themselves they gravitate into Cricket Street.
- We had clients who were not happy about walking through a throng of people.
• Concentrating noisy activities. We don’t need activities of the sort that have been suggested.

• We don’t agree with that strategy (to engage youth in Park Street), this is a commercial business district. If you wanted activities have them there and have them in the park.

• The concept of a boulevard is fantastic.

• Park Street is not a priority, it’s fine as it is. I’d like to see some more planting but that’s it.

• It wasn’t just intrusive it was sufficient so that we couldn’t conduct business.

• The night market is great, except when you wanted to come in and conduct business.

• The noisy activities are the problem.

• Trying to insist on some sort of activities is misguided and inappropriate.

• Signage is a problem on the street...

• Pedestrian crossing needs to look.

• Absolutely no trouble with it at all aside from the activities.

• Vandalism that the feral element might like to interact with. Sculpture is something that

• Noughts and crosses and chess of that sort that causes people to congregate and is therefore noisy.

• If Councillors are of the view that they would like to have these opportunities we would like to know sooner so we can take some action to safeguard against it.

• Traffic through cricket street driving through groups if children. Aren’t there safety concerns?

• Market was very successful, provided it was after hours. We’re the minority interest clearly.

• Maybe there was consultation and we should have been involved but we didn’t.

**HEALTH CENTRE**

• No raised entrance into Park Street - we have elderly drivers and that will make it hard for them.

• Games - the noise disrupted businesses with the noise. We have to close the doors.

• Had to close the doors, language and the shouting.

• We do surgery at the front of the building and that isn’t suitable for noise.

• Elderly were very nervous of the youth.

• Practitioners down the side of the wall on cricket street have nervous patients.

• Connect 4 and Jenga is fine.

• Use of the balls into the traffic created safety concerns.

• Active space down WBS would be workable.

• Emergency services – can’t come into the laneways because of the gutters.

• Access point on Park st into Parkview does encourage people to cut that corner.

• Impact on other Cricket Street access points, the sightlines coming out of cricket street.

• Could we change the parking in park street to angle parking? Perhaps wheelchair parking. Angle parking on the north side of Park Street.

• Even cricket street free car park is full most of the time.

• Need a restful place for older people. Seating would be nice. The play things should be put somewhere else. No one’s going to play if you can go over there.

• Night markets were great, not for 4pm.

• Question - felt it was to get people engaged in the space. There are facilities elsewhere that are permanent and better suited. Doesn’t necessarily need to be skate park or basketball. Those things are well resourced in other areas.

**KING & HENRY**

• Its far better than what it was

• Accessway into cricket street is important, driving is back to what it was, therefore I’ve got no problem with it.

• If it doesn’t achieve its goal, will Council revert it to what it was?

• Strongly disagrees with feedback in the survey and observations that Play on Park was well utilised.

**CONART**

• Very positive and very keen to be involved