



*"It is the housewife on whom falls most of the burden of shopping"*

This can be brought about also by a change in the character of the locality and the lessening in the demand for shopping facilities, or again the reasons which gave rise to the growth of the centre may now not operate to the same extent. Another reason for the intrusion of other uses arises when the heart of the centre has moved from its original place to a new location, as is the case at Hampton, leaving in its wake a conglomeration of shops, industry and other uses often housed in buildings of low standard.

Many of the larger suburban shopping centres could be gradually and systematically redeveloped to provide adequate and up-to-date shopping facilities, which in conjunction with and supplementary to the suggested district business centres, could make a substantial contribution to urban decentralisation. The illustrations of the preceding chapter show how this could be done in some of the larger shopping centres.

The need for rationalisation in the number and distribution of shops is very apparent. In some areas there are obviously many more shops than are justified by local needs, while in others, particularly some of the new outer areas, there are too few shops and too few shopping centres so that an added burden is placed on the housewife.

It is not the purpose of town planning to mould the economic structure. Nevertheless, for proper community development it is necessary to fix a standard for the number of shop sites necessary in a given locality, so that sufficient but not excessive land can be reserved. The requirements

will vary in different localities, being usually greater in those neighbourhoods where the people are mostly in the lower income group. Here the small shopkeeper usually conforms to the income standard of the locality and some households supplement their normal income by shopkeeping. In localities characterised by high incomes and greater car ownership fewer shops are normally required. For a balanced shopping structure there should be some reasonable relationship between the total number of shops, their distribution between centres of different categories, and the population within the respective spheres of influence. The standards aimed at in this scheme are indicated later.

The following provisions of the planning scheme have been designed to correct eventually those faults which exist and to develop a more adequate and better balanced shopping structure:

- (a) An arterial road system designed to divert through traffic from the larger shopping and community centres.
- (b) A secondary road system linking these centres to the arterial road system, and providing adequate and convenient access to the centres for the traffic which has need to go there.
- (c) Where in or adjacent to the larger shopping centres, areas exist which offer opportunities for future improvement and provision of essential amenities, these areas have been included in the commercial zone which embraces the existing centre. In these cases the zones have been designated *Restricted Business Zones*. The





*"The formidable problem . . .*

ordinance imposes conditions designed to ensure that the additional areas, included because of the opportunities they offer, shall be used for the purpose intended—the gradual improvement of the centre and to prevent their being used merely to expand the centre in accordance with the outmoded ideas of the past, thus perpetuating the present inadequate conditions.

- (d) As far as practicable, the areas of commercial zones providing for suburban shopping have been fixed in relation to populations within their probable spheres of influence. The standard which has been aimed at, based on the results of the survey, is:

Major and Secondary Centres:  $1\frac{1}{2}$  to 2 shops per 1,000 people plus an allowance of 50 to 60 shops for local shopping.

Minor Centres:  $5\frac{1}{2}$  to 7 shops per 1,000 people.

Local Shops:  $1\frac{1}{2}$  to  $3\frac{1}{2}$  shops per 1,000 people.

Naturally, there will be some variation in the ratio of shops in the different groups, depending on the social structure of the area and the proportion of car shopping. The effectiveness of delivery services from the minor and larger centres can also influence the need for local shops. The total number of shops considered desirable is between 9 and 11 shops for every 1,000 people (not including shops in the central business area), the number appropriate to any particular district varying according to the character of the area.

- (e) Where it was found that a number of shops were being used for other than their normal purpose, it was taken as an indication that the supply of shops in the neigh-

bourhood exceeded the demand and the location of the particular group of sites did not attract shoppers. This usually occurs on the fringes of shopping areas, particularly in the older inner suburbs. In such instances the areas, usually small in extent, have been zoned for what appears to be the most appropriate use. Frequently this has been for service industries which in many centres were inadequately provided for.

No attempt has been made to zone the smaller local shopping groups, either existing or needed because of new development. These shops play a very important part in the shopping structure, but their number and location are governed by the special needs of the particular locality. Moreover the existing structure of this local shopping is by no means uniform, is often confused, and frequently unsatisfactory. It was therefore apparent that if planning were to provide satisfactorily for the needs of the local population each individual group would have to be considered in detail, but these were so numerous that a detailed study could not be undertaken in the time available. Further, the location and size of the small shopping groups can be more appropriately planned by municipal councils under their planning powers. Commercial zones, therefore, have not been provided for local shopping, but local shops have been made a conditional use of residential areas under conditions which will act as a guide to municipal councils in any detailed planning or zoning which they may carry out.

No shopping centres have been specifically zoned in Living and Reserved Living Areas, for these today are mainly unsubdivided land and the location of amenities can only be