Private Plan Change Request – Hughes Developments Limited
Appendix C – Design Statement

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Faringdon South West
Design Statement

November 2019

Architecture
Interior Design
Planning
Urban Design
Landscape Architecture

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GHD Pty Ltd

Document Status	Final
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Introduction

This design statement is provided in support of both the application to rezone the land from Inner Plains to Living Z as well as the adoption of the Outline Development Plan to guide future detailed subdivision and development.

Location and Context

This development block measures approximately 46.3 hectares and is located on the south western boundary of the urban area. It is bordered by Goulds Road on the west and East Maddisons Road on the east, across which new residential development has occured in the Faringdon Special Housing Area. It is anticipated that land on the other side of Goulds Road (currently zoned Inner Plains) be rezoned in the future but until that time, Goulds Road will function as the interface with the rural environment. The southern boundary adjoins either Selwyn Road or large cadastral parcels currently zoned as Inner Plains. SImilar to the Goulds Road condition, it is anticipated that in the near future these parcels be developed and included within the urban area to create a regular and clearly perceived edge between rural and urban.

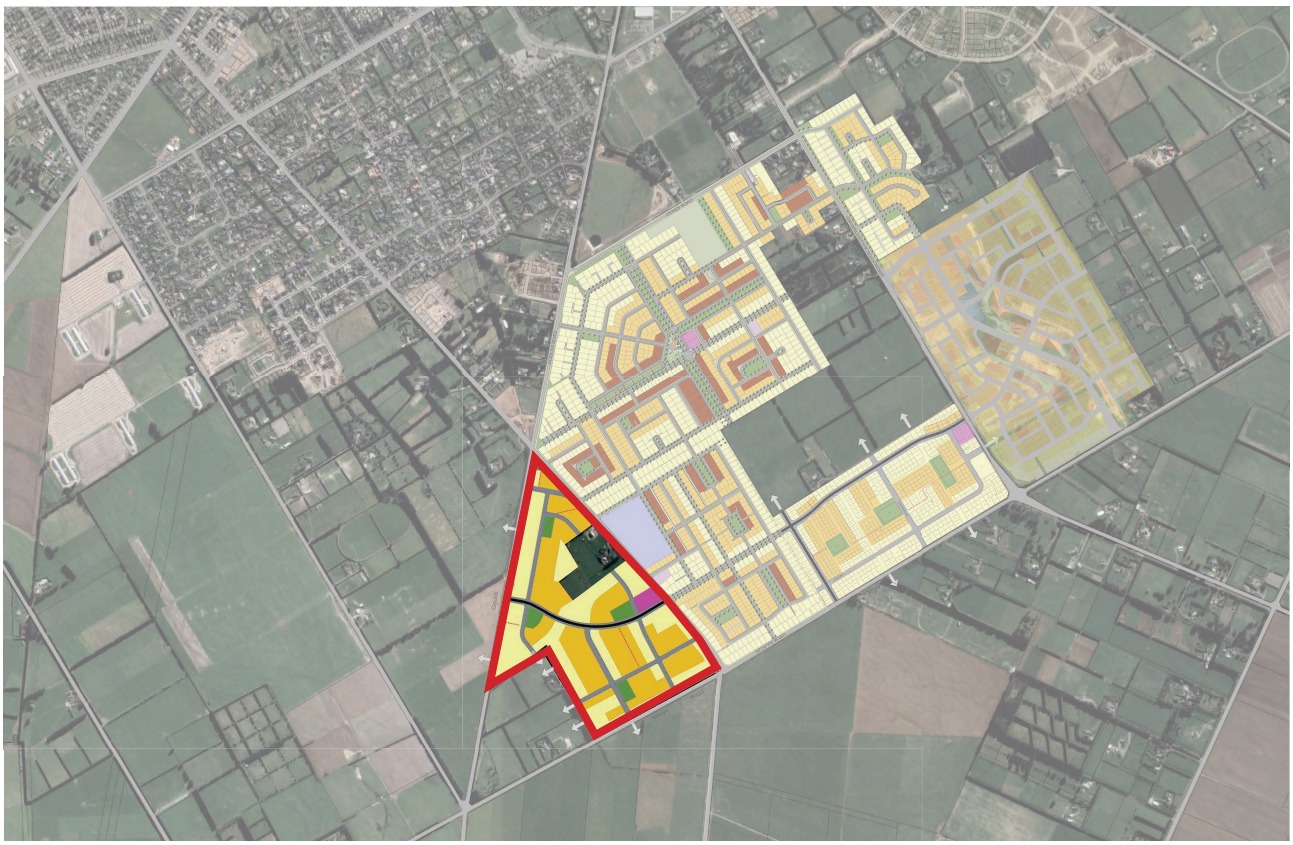
Existing and future residential development north and east of the site is typically single storey detached dwellings, with pockets of medium density housing. The surrounding area is characterised by a clear grid subdivision pattern, providing long distance views out to surrounding rural areas. The site is within easy walking and cycling distance of the Faringdon neighbourhood centre and local primary school.

Site Description

The site is comprised of nine separate properties, together measuring approximately 46.3ha. Typical of the Rolleston area, the site is flat and currently disected by shelterbelts. There are a number of existing homesteads within the site, some of which are intended to remain and be integrated into new residential subdivision.

The site has an irregular triangular shape and a "missing tooth" with respect to 545 East Maddisons Road. This provides a challenge to the extension of the surrounding grid pattern. This is due to the alignment of Goulds Road which, like Lincoln Rolleston Road on the east side of Rolleston, "cuts through" the more regular land subdivision pattern. The Rolleston Structure Plan identifies these diagonal routes (along with Springston Rolleston Road) which connect the town out to its rural surrounds as primary roads with avenue planting.

The intersection of East Maddisons Road and Goulds Road with Shillingford Boulevard is anticipated to be reorganised, such that East Maddisons Road connect directly with Goulds Road to the north and south of the new intersection between Shillingford Boulevard and Goulds Road (and a portion of East Maddisons Road is essentially closed).



Application site in the wider Faringdon context

LEGEND:

- Medium Density
- Low Density
- Neighbourhood Centre
- Reserves
- Primary Road
- Secondary Road
- Possible Future Road Connection
- Shared Pedestrian / Cycle Lane (off road)
- Shared Pedestrian / Cycle Lane (on road)

Design Drivers and Outcomes

The development of the ODP is driven by the adoption of best practice urban design.

Promoting placemaking, community and neighbourhood identity

The proposed neighbourhood centre has the opportunity to function as the heart of this precinct, while integrating it with adjacent Special Housing Area. Located on the corner of East Maddisons Road, a primary collector which connects the site directly to the centre of Rolleston, and Northmoor Boulevard, the neighbourhood centre is ideally located to take advantage of high visibility and greater passing traffic volumes as well as function as a gateway to the ODP area.

The inclusion of a number of reserves supports the intention to promote social interaction in the development area. The reserves are embedded within the area, away from the busier roads which carry through traffic. The number and location of reserves ensures all residents within the development area can easily access public open space on foot.

Prioritising walking and cycling

Like the wider Rolleston area, Faringdon is flat and ideal for active transport modes. Providing dedicated walking and cycling infrastructure that is safe and has high amenity encourages the adoption of walking and cycling for both neighbourhood trips and those further afield. Higher rates of walking and cycling has multiple benefits for both the local community and the general environment by improving physical and mental health, improving amenity and safety of movement corridors and reducing vehicle emissions and energy use.

Walking and cycling is promoted in the ODP through the provision of:

- direct routes along desire lines to key destinations;
- options that cater for different users, for example commuter and recreational cyclists;
- safe routes which do not conflict with vehicles and enjoy passive surveillance from adjacent activities;
- visually interesting streetscapes with passive surveillance.

Internal and external connectivity

The connection of each residential precinct to each other and to the wider Rolleston community is essential to creating an integrated and convenient community. Ensuring movement corridors (both vehicular, cycle and pedestrian) connect different development areas is imperative to creating a cohesive community in Faringdon. As such, careful consideration has been given to the location and connection of the ODP area both immediate neighbours, the wider Faringdon area and indeed, greater Rolleston.

The connected roading patterns and minimum residential densities encourage the provision of public transport.

Connectivity within the ODP area is provided through secondary roads, additional local roads (to be confirmed at detail subdivision stage) and pedestrian and cycle paths, providing linkage to retail and community services.

Lifestyle choice and wellbeing

A range of section sizes and housing typologies provides future residents with choice and promotes a mixed community demographic, along with a range of price points, including more affordable options. Medium density housing is co-located with open spaces to provide those residents with additional opportunity for outlook, active and passive recreation and car parking.

Movement and Connectivity

The proposed arrangement of movement corridors is defined by the ODP to ensure future development is integrated with the surrounding context and anticipates future connection as required.

The ODP establishes a "warped" grid network in reponse to the irregular shape of the site. Whilst long straight roads providing long distance views to the surrounding rural environment are the preferred urban design outcome, this is not always achievable. In this instance, the pattern of land ownership and the desire to ensure a connected movement system through all development stages requires the adoption of an alternative geometry. As a result, the extention of Northmoor Boulevard through the ODP area follows a curving aligment to connect with Goulds Road on the west. Whilst inconsistent with high order design principles and typical subdivision in the surrounding area, this sweeping curve does however, provide a unique feature for this development, assisting with identity and wayfinding.

In response to the need to avoid a 6-armed traffic circle on East Maddisons/Goulds/Shillingford, a portion of East Maddisons Road is closed, with new road intersections created with Goulds Road.

Northmoor Boulevard is a primary connector between Goulds Road and East Maddisons Road (extending towards Springston Rolleston Road), providing higher order connection beyond the site, distributing traffic and ensuring efficiency of movement and reducing travel times. Secondary movement corridors connect the development area to the adjacent Faringdon South, and future development to the west.

Future connectivity is also anticipated and provided for through the provision of two intersections with Selwyn Road, which can extend in the future once rezoning of land to the south has occurred.

Block Layout

Adopting blocks which have a predominantly north –south orientation is a sound urban design technique to maximize solar access for dwellings and minimize the number of north facing sections (where private outdoor space is shaded if located at the rear). This principle however, has to be balanced with other necessary responses, including the need to minimize road intersections on collector roads and make efficient use of the land resource and lot geometry. The subdivision design which underpins the ODP adopts north-south blocks where practical, while limiting the number of intersections to Selwyn Road, and adjacent properties.

Rolleston Structure Plan - Design Principle

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"futureproof for future expansion of the town"

Hierarchy of movement spaces

The ODP includes both primary and secondary roads and has the opportunity to include a variety of local roads and accessways in detailed subdivision design. A clear hierarchy of movement corridors assists with legibility in an area, particularly important in a flat area such as Faringdon where there is very little topographic or natural features to aid wayfinding. Northmoor Boulevard (extension) is indicated as the primary road traversing ODP area and this is appropriate as this route connects directly to East maddisons Road and Goulds Road, and thereafter to the centre of Rolleston. This route will have a greater reserve width than other roads to allow for additional tree planting and a greater sense of spaciousness, both of which help to convey its primary collector roles.

Goulds Road is identified by the Rolleston Structure Plan as a high order "avenue", connecting neighbourhoods to the centre of Rolleston. This function requires a specific treatment to indicate this importance. In addition, for a period of time (until further rezoning occurs), properties developing along Goulds Road will interface with the rural environment. The detailed treatment of this route can be determined at subdivision stage and may include (but not be restricted to) specific and notable landscaping (in road reserve and/or front yards), fencing and/or setback controls, architectural form, details etc.

Secondary routes are also indicated on the ODP and provide for internal circulation and additional neighbourhood-to-neighbourhood connections.

The ODP has flexibility with respect to additional local roads, including those around the neighbourhood reserves. There is thus inherent flexibility and opportunity to:

- Locate local roads around the full perimeter of the reserves;
- Have lots which directly adjoin reserves where practical, the orientation promotes vehicle access from the other side, and interface can be managed,
- utilise shared or jointly owed spaces which have the same qualities as public streets but a narrower width and greater opportunity for landscaping etc.

Walking and Cycling

The ODP promotes active transport modes through the adoption of a connected internal movement pattern and connections to both adjacent neighbourhoods and the town centre. Shared paths (pedestrians and cyclists) are provided on primary and secondary roads to link the main collector routes and enable commuter or longer distance cyclists easy access to the wider area as well as locals with the ability to access the neighbourhood centre and internal neighbourhood parks. In addition, the shared path connects the local open spaces and clusters of medium density housing together, and in turn provides easy access out to surrounding primary roads. The proposed shared path also connect dwellings with the childcare centre and primary school.

Density Distribution

Residential variety is promoted through the delivery of of a range of housing, including compact medium density typologies.

The Rolleston Structure Plan promotes diversity with respect to residential development, thereby improving choice, diversity and affordability. The Rolleston Structure Plan's Design Principle 4 promotes higher density at nodal points, matching population density with centres of activity and high amenity. Whilst this principle addresses outcomes at more of a metropolitan level, the same principle can be applied to the neighbourhood level. It is common and best practice urban design to locate "density around amenity". In this instance it directs the location of medium density housing around neighbourhood reserves. The benefits of this practice include:

- the public open space compensates for smaller rear yards and reduced recreation opportunity on adjacent more compact housing typologies/sections;
- there are higher numbers of dwellings surrounding open spaces which promotes their active use, making better use of the land resource and more easily justifying investment and maintenance costs;
- higher numbers of dwellings around reserves increases levels of active and passive surveillance of the reserve, increasing real and perceived public safety;
- dwellings located closer together (and potentially higher) improves the spatial definition of the reserves, better defining their edges and helping to provide shelter for users and vegetation;
- neighbourhood parks provide additional opportunity for on-street parking to support adjacent medium density housing which can have less parking provision on the streets due to both the typical width of these streets and the proximity of driveway crossings etc.

Whilst "density around amenity" is a strong determination of the location of medium/higher density residential typologies, it is not the only justification for the identification of medium density housing in attractive residential neighbourhoods. Other drivers for the inclusion of medium density clusters include the better use of the land resource, wayfinding/legibility and visual interest in the streetscape. In addition, the requirement to achieve a minimum net density of 12du/ha requires the inclusion of a generous proportion of medium density housing.

The ODP therefore identifies areas for small lot/medium density residential development that are not directly adjoining or in very close proximity to public open spaces. The inclusion of pockets of medium density in an otherwise low density street creates variety and visual interest.

In general, medium density is not located adjacent to adjoing land parcels owned by others or along primary collectors (East Maddison, Goulds Road). In addition, low density residential is proposed where the development interfaces (at least temporarily) with the surrounding rural environment.

That said, it is also necessary to "restrict the impact of higher density areas on the rural character by generally containing visual effects within the urban limit" (Design Principle 13, Rolleston Structure Plan). In line with this, the ODP does not allocate land for medium density development where it will be visible from rural areas or those on Selwyn Road.

Green Network

Rolleston Structure Plan - Design Principle 7

"create a continous network of open space"

A number of public open spaces are included in the ODP in order to add amenity to the neighbourhood, relief for more compact residential clusters and provide residents with opportunity for recreation.

There are five proposed reserves, four of which are embedded in the ODP area, adding amenity and relief to adjacent medium density housing. Whilst the exact and final size of these reserves wil be determined at the time of subdivision, it is anticipated that they be between 3000m^2 and 4500m^2. This enables a variety of active and passive recreation opportuitites to be accommodated, along with landscaping.

The provision of these reserves ensures that all residents within the ODP area can access open space with a 400m walking radius.

The fifth reserve is located adjacent to the new traffic circle on Shillingford Boulevard/Goulds Road. The function of this reserve is to celebrate the gateway to this neighbourhood and provide amenity to this important junction.

All reserves are located in order to provide a minimum of two road frontages. This ensures that these spaces are accessible and visible and thereby safe.

Interfaces

Best practice urban design requires new development to respond appropriately to adjacent environments, both existing and future.

Selwyn Road and Goulds Road are both the perimeter of the ODP area and the proposed urban area, with land south of Selwyn Road zoned as Rural Inner Plains. As such, the ODP needs to balance the current interface with rural environment as well as anticipate that the urban area will extend. In line with development along Selwyn Road west of the site, low density/large sections are proposed. Future sections along these boundaries will be accessed directly from the primary routes, providing a strong and active frontage. The benefits of this include:

- Dwellings address the street with front doors, habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space, increasing levels of real and perceived safety;
- Dwellings can locate their primary private outdoor spaces to the rear on the north side of the dwellings to maximize solar access for habitable rooms, ensure privacy and allow an open and spacious character along Selwyn without the need for privacy fencing;
- Dwellings along this boundary can enjoy a rural outlook and sense of address (at least as long as the adjacent land remains rural) which offers a greater variety of living conditions and character;
- Larger lots can better accommodate on-site vehicle manoevering to reduce the need for vehicles to back out onto Selwyn Road and cause potential traffic safety issues;
- Larger lots have greater opportunity to accommodate on-site vegetation which will contribute to a greener/softer interface with the adjacent rural environment.; and
- Detailed subdivision design and landscaping can adopt specific techniques to soften the interface.

The Selwyn Road and Goulds Road frontages alongside the development area will be upgraded to urban standard in line with the existing developed areas to the north and east. This will be undertaken as part of future subdivision.

Specific fencing controls within the District Plan (supplemented by developer covenants) will ensure that these frontages are consistent and present an activated and high amenity interface.

East Maddisons Road consitutes the sites' interface with the Faringdon South Special Housing Area. This area has already developed with a mix of residential types, the primary school and childcare. As such, no specific road or boundary treatment is required.

Summary and Conclusion

The proposed Outline Development Plan captures the essential components of an underlying conceptual subdivision plan while retaining a measure of flexibility to response to additional opportunities and constraints, as well as market changes.

In summary the ODP:

- facilitiates connectivity within the southern portion of Rolleston's urban area through the extension of Northmore Boulevard and provides for future connection to adjacent residential deevlopment in the future;
- delivers residential development at a density of 12 households/hectare and provides for a variety of residential house types, lifestyles and price points;
- promotes social interaction and neighbourhood cohesion through the inclusion of neighbourhood reserves;
- encourages active transport modes through the provision of shared paths that provide both internal connectivity as well as links to the wider Faringdon and Rolleston area;
- establishes a neighbourhood centre which meets daily convenience needs of the walkable catchment, provides an opportunity for a community focus/heart and functions as a gateway to aid legibility;
- balances the constraints of site shape and geometry with the desire to continue the rectilinear grid;
- responds sensitively to its interfaces with both existing and future adjacent development; and
- is consistent with the design principles of the Rolleston Structure Plan;

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Faringdon South East
Design Statement

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Introduction

This design statement is provided in support of both the application to rezone the land from Inner Plains to Living Z as well as the adoption of the Outline Development Plan to guide future detailed subdivision and development.

Location and Context

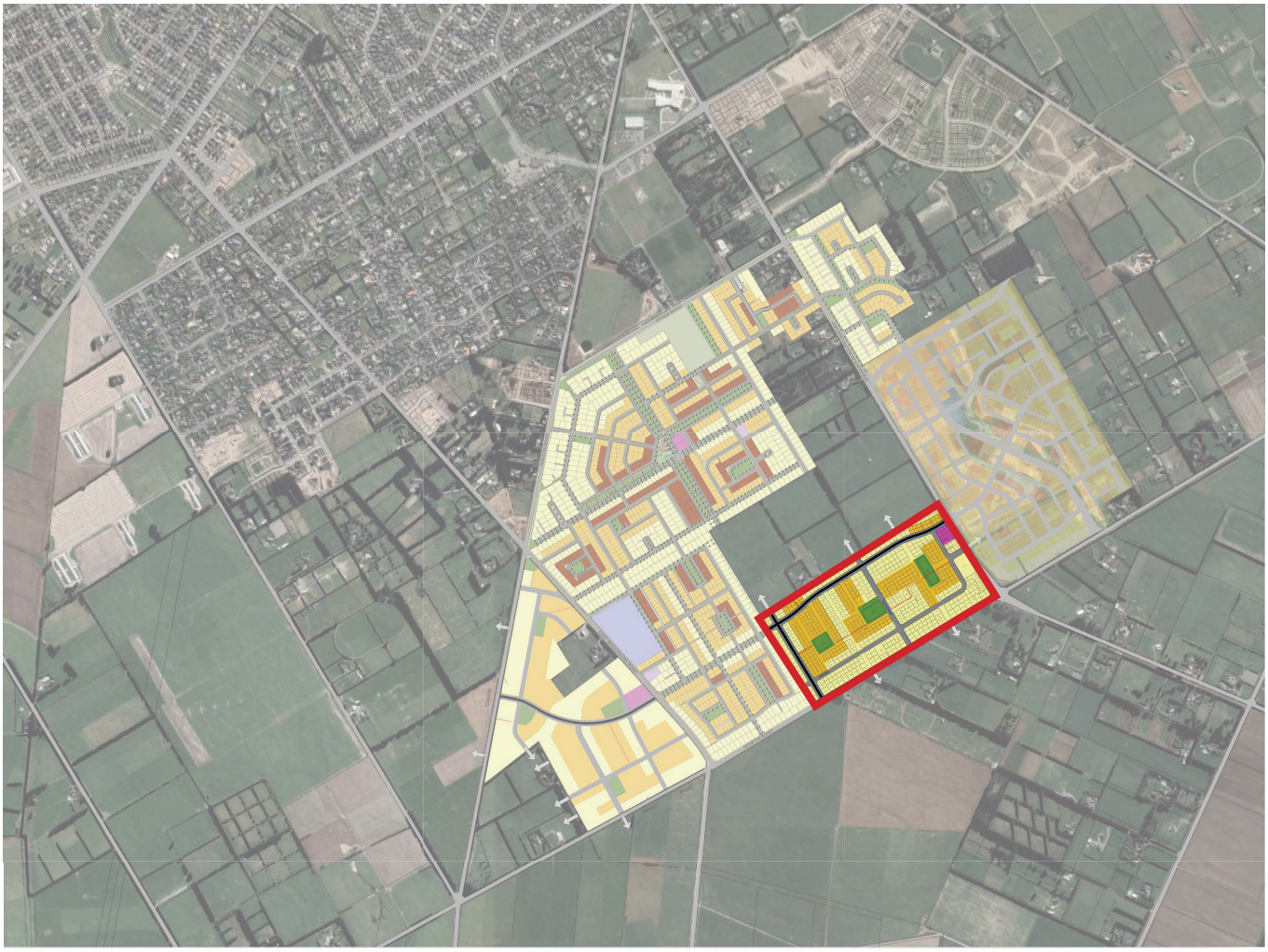
This development block measures approximately 37 hectares and is located on the southern boundary of the urban area. It is bordered by Selwyn Road on the south and Springston Rolleston Road on the east, across which new residential development in Acland Park is currently underway. To the north and west lies additional existing and future residential development, typically single storey detached dwellings, with pockets of medium density housing. To the west is the Special Housing Area known as Faringdon South.

The surrounding area is characterised by a clear grid subdivision pattern, providing long distance views out to surrounding rural areas.

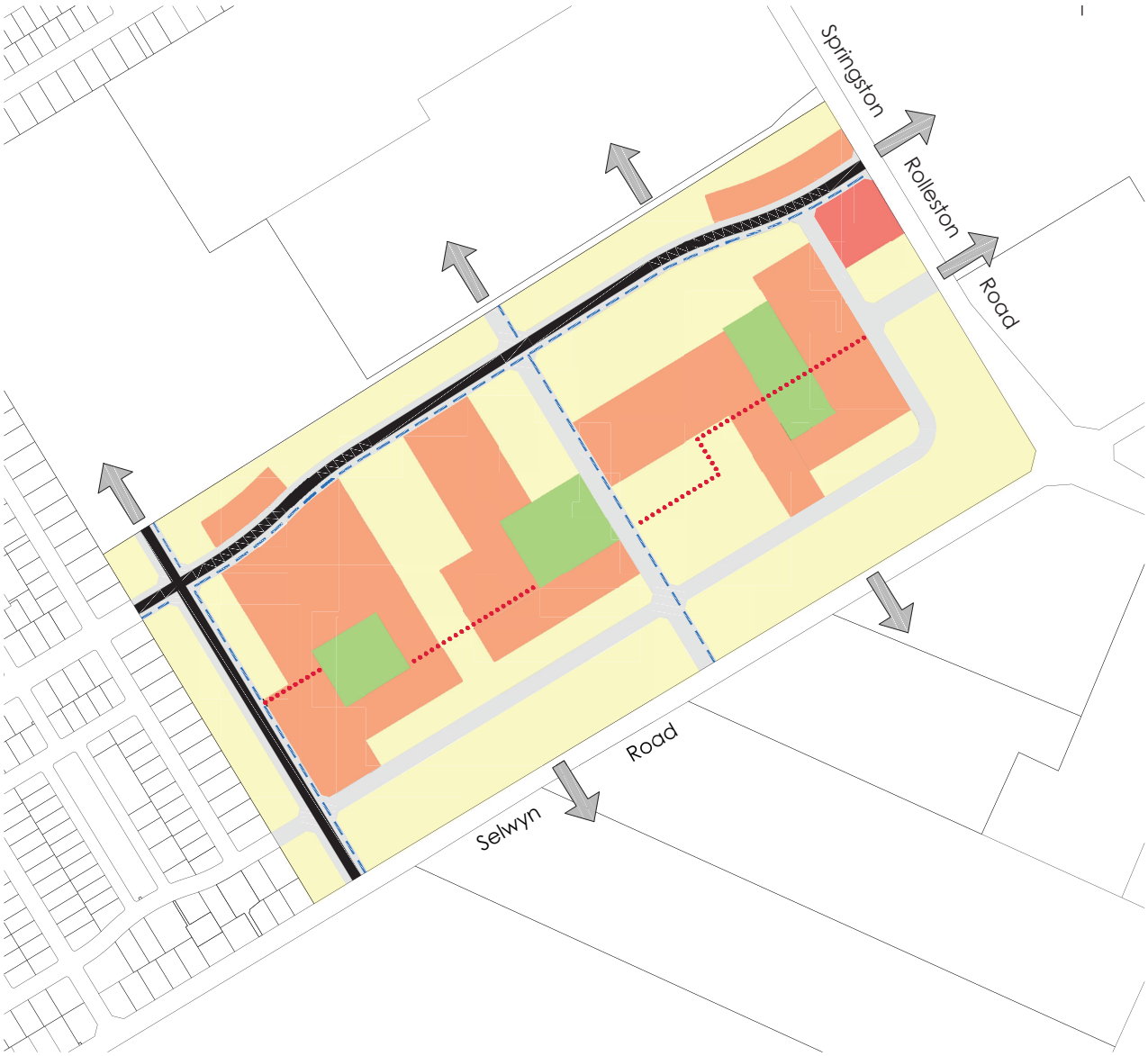
The site is within easy walking and cycling distance of the Faringdon neighbourhood centre and local primary school.

Site Description

The site is comprised of seven separate properties, together measuring approximately 35.5ha. Typical of the Rolleston area, the site is flat and currently disected by shelterbelts. There are a number of existing homesteads within the site, some of which are intended to remain and be integrated into new residential subdivision.



Application site in the wider Faringdon context



LEGEND:

- Medium Density (Small Lot)
- Low Density
- Neighbourhood Centre
- Reserves
- Primary Road
- Secondary Road
- Possible Future Road Connection
- Shared Pedestrian / Cycle Lane (off road)
- Shared Pedestrian / Cycle Lane (on road)

ODP - Faringdon South East

Not to Scale

Design Drivers and Outcomes

The development of the ODP is driven by the adoption of best practice urban design.

Promoting placemaking, community and neighbourhood identity

The inclusion of a neighbourhood centre and a number of reserves supports the intention to promote social interaction and establish a heart to the precinct. The neighbourhood centre is located on the corner Springston Rolleston Road, a primary collector which connects the site directly to the centre of Rolleston, and Northmoor Boulevard. The neighbourhood centre is therefore ideally located to take advantage of high visibility and greater passing traffic volumes as well as function as a gateway to the ODP area.

The reserves are embedded within the area, away from the busier roads which carry through traffic. The number and location of reserves ensures all residents within the development area can easily access public open space on foot.

Prioritising walking and cycling

Like the wider Rolleston area, Faringdon is flat and ideal for active transport modes. Providing dedicated walking and cycling infrastructure that is safe and has high amenity encourages the adoption of walking and cycling for both neighbourhood trips and those further afield. Higher rates of walking and cycling has multiple benefits for both the local community and the general environment by improving physical and mental health, improving amenity and safety of movement corridors and reducing vehicle emissions and energy use.

Walking and cycling is promoted through the provision of:

- direct routes along desire lines to key destinations;
- options that cater for different users, for example commuter and recreational cyclists;
- safe routes which do not conflict with vehicles and enjoy passive surveillance from adjacent activities;
- visually interesting streetscapes with passive surveillance.

Internal and external connectivity

The connection of each residential precinct to each other and to the wider Rolleston community is essential to creating an integrated and convenient community. Ensuring movement corridors (both vehicular, cycle and pedestrian) connect different development areas is imperative to creating a cohesive community in Faringdon. As such, careful consideration has been given to the location and connection of the ODP area both immediate neighbours, the wider Faringdon area and indeed, greater Rolleston.

The connected roading patterns and minimum residential densities encourage the provision of public transport.

Connectivity within the ODP area is provided through secondary roads, additional local roads (to be confirmed at detail subdivision stage) and pedestrian and cycle paths, providing linkage to retail and community services.

Lifestyle choice and wellbeing

A range of section sizes and housing typologies provides future residents with choice and promotes a mixed community demographic, along with a range of price points, including more affordable options. Medium density housign is co-located with open spaces to provide those residents with additional opportunity for outlook, active and passive recreation and car parking.

Movement and Connectivity

The proposed arrangement of movement corridors is defined by the ODP to ensure future development is integrated with the surrounding context and anticipates future connection as required.

The ODP establishes a grid-based movement network and block sizes which maximize choice of routes and reduce travel distances. Primary movement corridors connect the development area to the adjacent Faringdon South, and future development to the north. Northmoor Boulevard is a primary connector between Springston Rolleston Road and East Maddisons Road, providing higher order connection beyond the site, distributing traffic and ensuring efficiency of movement and reducing travel times.

The alignment of Northmoor Boulevard as it crosses the ODP area includes some horizontal deflection and variation in the depth of the block to the north. This is due to two factors, namely the desire to retain an existing dwelling located within the dircet aligment as well as the the the need to align with the intersection of Northmoor Boulevard and Thames Drive to the east. This results in a curve in the road alignment which adds interest to this development and potentially slows traffic.

Future connectivity is also anticipated and provided for through the provision of two intersections with Northmoor Boulevard, along with stub roads extending to the northern boundary of the development area. One of these intersections is expected to connect through to Hungerford Drive and thereby complete a key north-south road connection in Faringdon. Similarly, the western primary road in the Faringdon South East ODP area is located to connect with Faringdon Boulevard in the future, and thereby provide direct access for residents to the Faringdon commercial centre.

Block Layout

Adopting blocks which have a predominantly north –south orientation is a sound urban design technique to maximize solar access for dwellings and minimize the number of north facing sections (where private outdoor space is shaded if located at the rear). This principle however, has to be balanced with other necessary responses, including the need to minimize road intersections on collector roads and make efficient use of the land resource and lot geometry. The subdivision design which underpins the ODP adopts north-south blocks where practical, while limiting the number of intersections to Selwyn Road, and adjacent properties.

Rolleston Structure Plan - Design Principle

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"futureproof for future expansion of the town"

Hierarchy of movement spaces

The ODP includes both primary and secondary roads and has the opportunity to include a variety of local roads and accessways in detailed subdivision design. A clear hierarchy of movement corridors assists with legibility in an area, particularly important in a flat area such as Faringdon where there is very little topographic or natural features to aid wayfinding. Northmoor Boulevard and Faringdon Boulevard is indicated as the primary roads in the ODP area and this is appropriate as these routes connect directly to the centre of Rolleston and the centre of Faringdon respectively. These routes will have a greater reserve width than other roads to allow for additional tree planting and a greater sense of spaciousness, both of which help to convey their primary collector roles.

Secondary routes are also indicated on the ODP and provide for internal circulation and additional neighbourhood-to-neighbourhood connections.

The ODP has flexibility with respect to additional local roads, including those around the neighbourhood reserves. There is thus inherent flexibility and opportunity to:

- Locate local roads around the full perimeter of the reserves;
- Have lots which directly adjoin reserves where practical, the orientation promotes vehicle access from the other side, and interface can be managed,
- utilise shared or jointly owed spaces which have the same qualities as public streets but a narrower width and greater opportunity for landscaping etc.

Walking and Cycling

The ODP promotes active transport modes through the adoption of the grid pattern and connections to both adjacent neighbourhoods and the town centre. Shared paths (pedestrians and cyclists) are provided on primary roads to link the main collector routes and enable commuter or longer distance cyclists easy access to the wider area. In addition, a shared path connects the local open spaces and clusters of medium density housing together, and in turn providing easy access out to surrounding primary roads.

Density Distribution

Residential variety is promoted through the delivery of of a range of housing, including compact medium density typologies.

The Rolleston Structure Plan promotes diversity with respect to residential development, thereby improving choice, diversity and affordability. The Rolleston Structure Plan's Design Principle 4 promotes higher density at nodal points, matching population density with centres of activity and high amenity. Whilst this principle addresses outcomes at more of a metropolitan level, the same principle can be applied to the neighbourhood level. It is common and best practice urban design to locate "density around amenity". In this instance it directs the location of medium density housing around neighbourhood reserves. The benefits of this practice include:

- the public open space compensates for smaller rear yards and reduced recreation opportunity on adjacent more compact housing typologies/sections;
- there are higher numbers of dwellings surrounding open spaces which promotes their active use, making better use of the land resource and more easily justifying investment and maintenance costs;
- higher numbers of dwellings around reserves increases levels of active and passive surveillance of the reserve, increasing real and perceived public safety;
- dwellings located closer together (and potentially higher) improves the spatial definition of the reserves, better defining their edges and helping to provide shelter for users and vegetation;
- neighbourhood parks provide additional opportunity for on-street parking to support adjacent medium density housing which can have less parking provision on the streets due to both the typical width of these streets and the proximity of driveway crossings etc.

Whilst "density around amenity" is a strong determination of the location of medium/higher density residential typologies, it is not the only justification for the identification of medium density housing in attractive residential neighbourhoods. Other drivers for the inclusion of medium density clusters include the better use of the land resource, wayfinding/legibility and visual interest in the streetscape. In addition, the requirement to achieve a minimum net density of 12du/ha requires the inclusion of medium density housing.

The ODP therefore identifies areas for small lot/medium density residential development that are not directly adjoining or in very close proximity to public open spaces. As an example, pockets of medium density are indicated along the north side of Northmoor Boulevard where they have a dual benefit of making good use of a deep block, as well as adding variety, prominence and interest to a long road which is also a key connector. The inclusion of pockets of medium density in an otherwise low density street creates variety and visual interest.

That said, it is also necessary to "restrict the impact of higher density areas on the rural character by generally containing visual effects within the urban limit" (Design Principle 13, Rolleston Structure Plan). In line with this, the ODP does not allocate land for medium density development where it will be visible from rural areas or those on Selwyn Road.

Green Network

Rolleston Structure Plan - Design Principle 7 "create a continous network of open space"

A number of public open spaces are included in the ODP in order to add amenity to the neighbourhood, relief for more compact residential clusters and provide residents with opportunity for recreation.

There are three proposed reserves, embedded in the ODP area and adding amenity and relief to adjacent medium density housing. Whilst the exact and final size of these reserves wil be determined at the time of subdivision, it is anticipated that they be between 3000m^2 and 4500m^2. This enables a variety of active and passive recreation opportuitites to be accommodated, along with landscaping.

The provision of these reserves ensures that all residents within the ODP area can access open space with a 400m walking radius.

Interfaces

Best practice urban design requires new development to respond appropriately to adjacent environments, both existing and future.

Selwyn Road is both the perimeter of the ODP area and the proposed urban area, with land south of Selwyn Road zoned as Rural Inner Plains. As such, the ODP needs to balance the current interface with rural environment as well as anticipate that the urban area will extend. In line with development along Selwyn Road west of the site, low density/large sections are proposed. Future sections along this boundary will be accessed directly from Selwyn Road, providing a strong and active frontage. The benefits of this include:

- Dwellings address the street with front doors, habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space, increasing levels of real and perceived safety;
- Dwellings can locate their primary private outdoor spaces to the rear on the north side of the dwellings to maximize solar access for habitable rooms, ensure privacy and allow an open and spacious character along Selwyn without the need for privacy fencing;
- Dwellings along this boundary can enjoy a rural outlook and sense of address (at least as long as the adjacent land remains rural) which offers a greater variety of living conditions and character;
- Larger lots can better accommodate on-site vehicle manoevering to reduce the need for vehicles to back out onto Selwyn Road and cause potential traffic safety issues;
- Larger lots have greater opportunity to accommodate on-site vegetation which will contribute to a greener/softer interface with the adjacent rural environment.; and
- Detailed subdivision design and landscaping can adopt specific techniques to soften the interface.

The Selwyn Road frontage alongside the development area will be upgraded to urban standard in line with the existing developed areas to the west and east. This will be undertaken as part of future subdivision.

Specific fencing controls within the District Plan (supplemented by developer covenants) will ensure the Selwyn Road frontage is consistent and presents an activated and high amenity interface.

Springston Rolleston Road is restricted with respect to individual driveway access. All residential properties along this interface therefore requires access from an alternative direction. It is anticipated that at the time of detailed subdivison, a combination of rear lanes and pan-handles will be utilised to access these sections. To ensure active frontage is provided to this road, at the time of subdivision, careful consideration of this interface is required to ensure attractive and active frontage is provided. This may include (but not be limited to) landscape treatment, fencing controls and architectural detailing.

Summary and conclusion

The proposed Outline Development Plan captures the essential components of an underlying conceptual subdivision plan while retaining a measure of flexibility to response to additional opportunities and constraints, as well as market changes.

In summary the ODP:

- facilitiates connectivity within the southern portion of Rolleston's urban area through the extension of Northmore Boulevard and provides for future connection to adjacent residential deevlopment in the future;
- delivers residential development at a density of 12 households/hectare and provides for a variety of residential house types, lifestyles and price points;
- promotes social interaction and neighbourhood cohesion through the inclusion of neighbourhood reserves;
- encourages active transport modes through the provision of shared paths and on-road cycle lanes that provide both internal connectivity as well as links to the wider Faringdon and Rolleston area;
- establishes a neighbourhood centre which meets daily convenience needs of the walkable catchment, provides an opportunity for a community focus/heart and functions as a gateway to aid legibility;
- responds sensitively to its interfaces with both existing and future adjacent development; and
- is consistent with the design principles of the Rolleston Structure Plan.