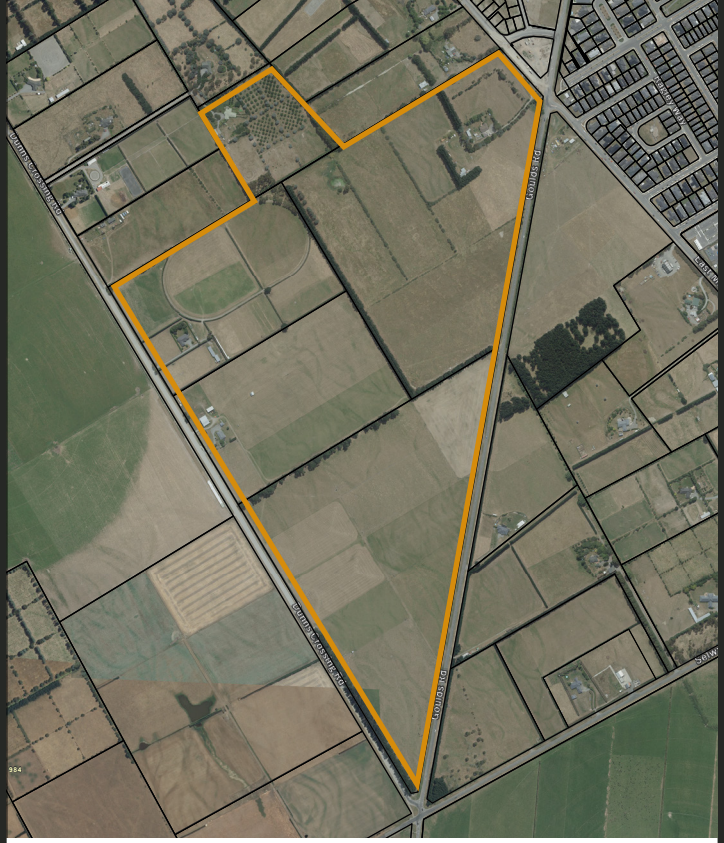


Private Plan Change Request – Hughes Developments Limited Appendix I – Design Statement



FARINGDON FAR WEST

DESIGN STATEMENT

November, 2020

For: Hughes Developments Limited

Prepared by: Urban Acumen Ltd

urban
acumen

CLIENT Hughes Developments Limited

PROJECT Faringdon Far West

UA PROJECT NO. 20-016

DOCUMENT Design Statement

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**DOCUMENT
CONTROL RECORD**

This document is provided in support of both the private plan change application by Hughes Developments Ltd (HDL) to rezone the land from Inner Plains to Living Z as well as the adoption of an Outline Development Plan to guide future subdivision design.

The process followed prior to preparing this design statement included:

- attending a briefing meeting with the applicant
- undertaking a site visit
- understanding the relevant physical and statutory design drivers
- developing a conceptual subdivision masterplan
- capturing the key aspects in the Outline Development Plan

01

location

The site is located on the south western corner of Rolleston, and represents a logical extension to its urban area.

It is bordered by Dunns Crossing Road and Goulds Road and is located approximately 2.8 km (as the crow flies) from the town centre. Land to the north is zoned Rural Inner Plains. Lemonwood Grove Primary/Intermediate School is located less than 500m from the intersection of Goulds Road and East Maddisons Road.

The Faringdon local centre (South Point) and playground is located within easy walking distance of the eastern portion of the site (700 - 800m).



02

context

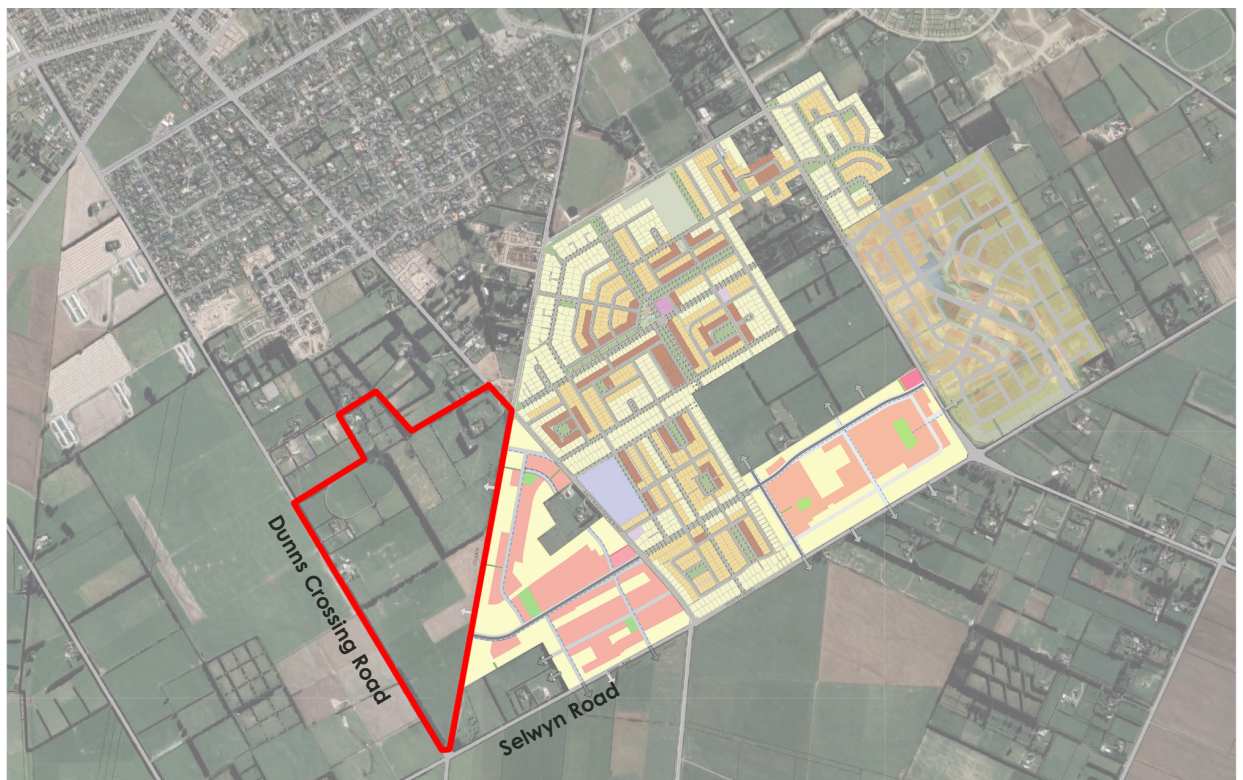
The site is located on the urban edge of Rolleston and within an area transitioning from rural (Inner Plains under the Operative District Plan) to residential. It interfaces with the Faringdon South West area (Plan Change 64) across Goulds Road.

Dunns Crossing Road forms the site's western boundary and functions as the interface with the adjacent rural area and Living 3 zone (Skellerup Block).

The surrounding area to the east and north is a fast growing residential community, characterised by single storey low and medium density development. The subdivision pattern is typically a grid, with straight roads providing long distance views. The residential character is provided in part by spacious road reserves and associated public open space corridors accommodating a variety of planting (including that associated with swales/drainage corridors) and footpaths and cycleways. A network of neighbourhood open spaces, connected by a network of pedestrian/cycle links adds to residential amenity.

Land to the north is still zoned Rural Inner plans but is anticipated to be developed as an urban residential environment.

Goulds Road and Dunns Crossing Road are rural in character, with no kerb/channel and shelterbelts along the property boundaries.



Faringdon Far West in existing and developing context



03

description and analysis

The site measures approximately 65ha and is an irregular shape. It is comprised of a number of cadastral parcels of different sizes and shapes.

Typical of the Rolleston area, the land is generally flat and dissected by shelterbelts. There are a number of existing dwellings, two of which are intended to be retained.

The unusual geometry of the site is created by Goulds Road which dissects the orthogonal grid and connects the site directly to the centre of Rolleston.

opportunities

- the site is large enough to accommodate a masterplanned community which can internalise any negative impacts on adjacent environments, provide a mix of residential density and support a new neighbourhood centre/heart
- provide for integration with existing and future developments to the east and north
- sensitive design response to adjacent rural boundary
- creation of a gateway feature at the Dunns Crossing/Goulds Road/Selwyn Road corner
- the site is flat and free of topographical development constraints
- the site is small enough to enable future residents to access centrally located facilities and services within an easy walking distance (800m)

constraints

- existing dwellings to be retained may influence the subdivision layout
- existing points of entry/intersections are already established by Faringdon South West ODP

04

design drivers

The Operative District Plan and Rolleston Structure Plan (including Appendix F Urban Design Principles Matrix), along with best practice urban design principles, establish the following relevant urban design drivers for the Outline Development Plan:

Layout and Legibility

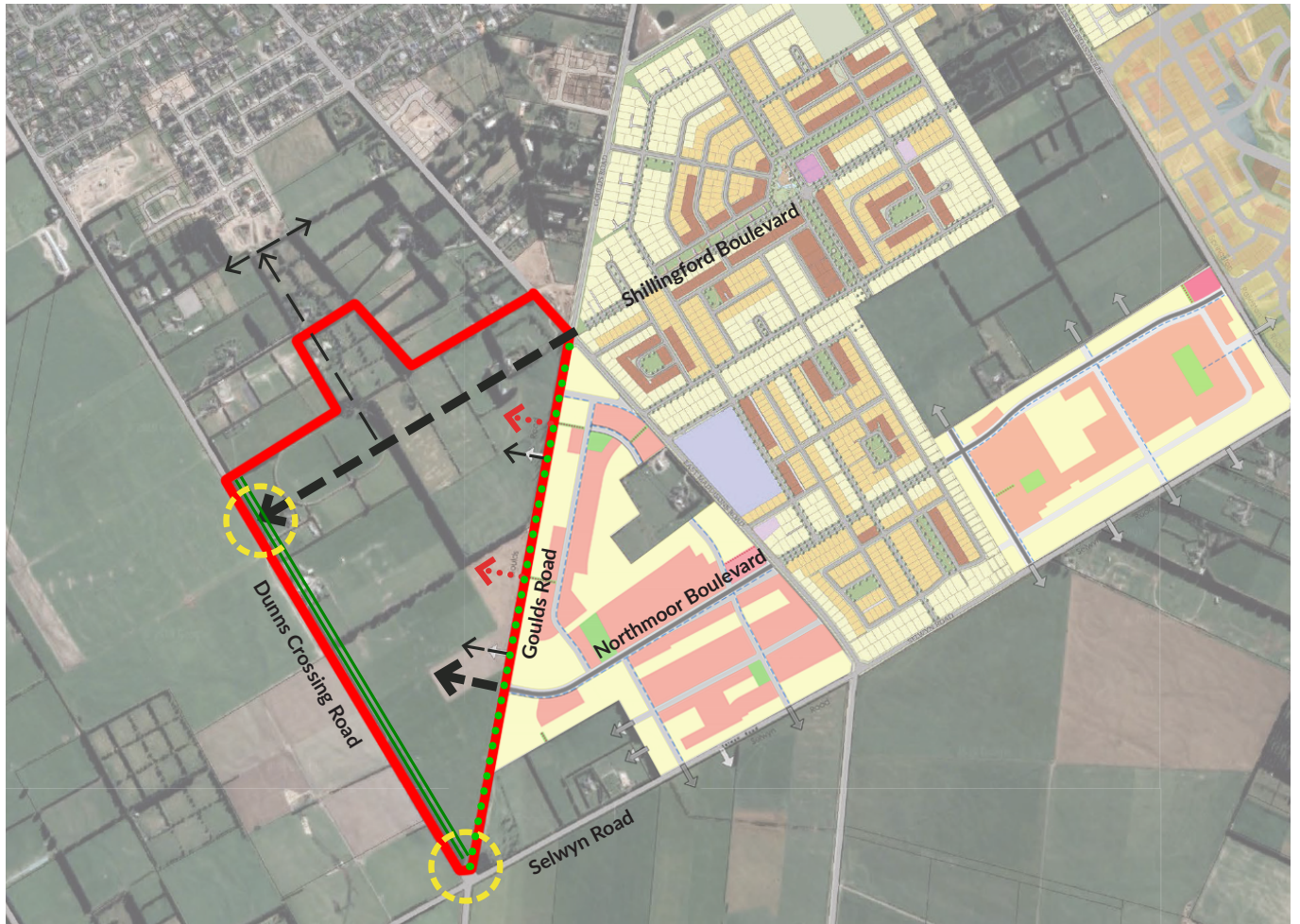
- promote a quality and compact urban form
- retain and emphasise straight road patterns and views out to rural areas
- strengthen and reinforce the grid pattern
- adopt blocks with a predominant north-south orientation in order to maximise solar gain for dwellings
- provide higher density development at nodal points
- provide key gateways at Selwyn Road/Dunns Crossing Rd and on Dunns Crossing/ proposed primary road intersection

Connections and Integration

- provide strong district linkages and a well connected built form which accommodates all modes of transport
- utilise existing rural roads to develop distinct urban areas
- future proof development to allow for future linkages/expansion delivering a clear movement hierarchy and continuing the road profile/design established by adjacent areas
- provide avenue planting along Goulds Road






The points of potential connection at a neighbourhood level with adjacent and existing residential development is shown on the adjacent drawing. The locations of new intersections with Goulds Road are determined, in part, by the ODP for Faringdon South West and include:

- an extension of Shillingford Boulevard through the site to Dunns Crossing Road to connect the local area back to the Faringdon local centre as well as provide long distance views out to the rural area
- extension of Northmoor Boulevard as a primary east-west collector connecting Faringdon South West and South East
- an extension of the pedestrian and cycle network established by adjacent ODP's, with a focus on priority for active modes and providing access to public transport routes, the primary school and public reserves



directions from Rolleston Structure Plan and adjacent development



-  primary road
-  secondary road
-  pedestrian/cycle connection
-  gateway feature
-  avenue planting

Variety of Residential Options

- provide a variety of residential lifestyle options, including medium density options which offer a range of housing typologies and price points, including more affordable options
- locate comprehensive housing close to local centres, areas of high amenity or accessibility

Community focus and identity

- provide a local centre which functions as the heart of the new community and provides residents with access to daily convenience services
- provide a sporting/recreational opportunity that provides residents in this, and the wider Faringdon area, with access to open space and opportunity for physical activity and wellbeing
- provide key gateways at Selwyn Road/Dunns Crossing Rd and on Dunns Crossing/ proposed primary road intersection
- promote maori cultural landscapes

Access to open space and adding amenity

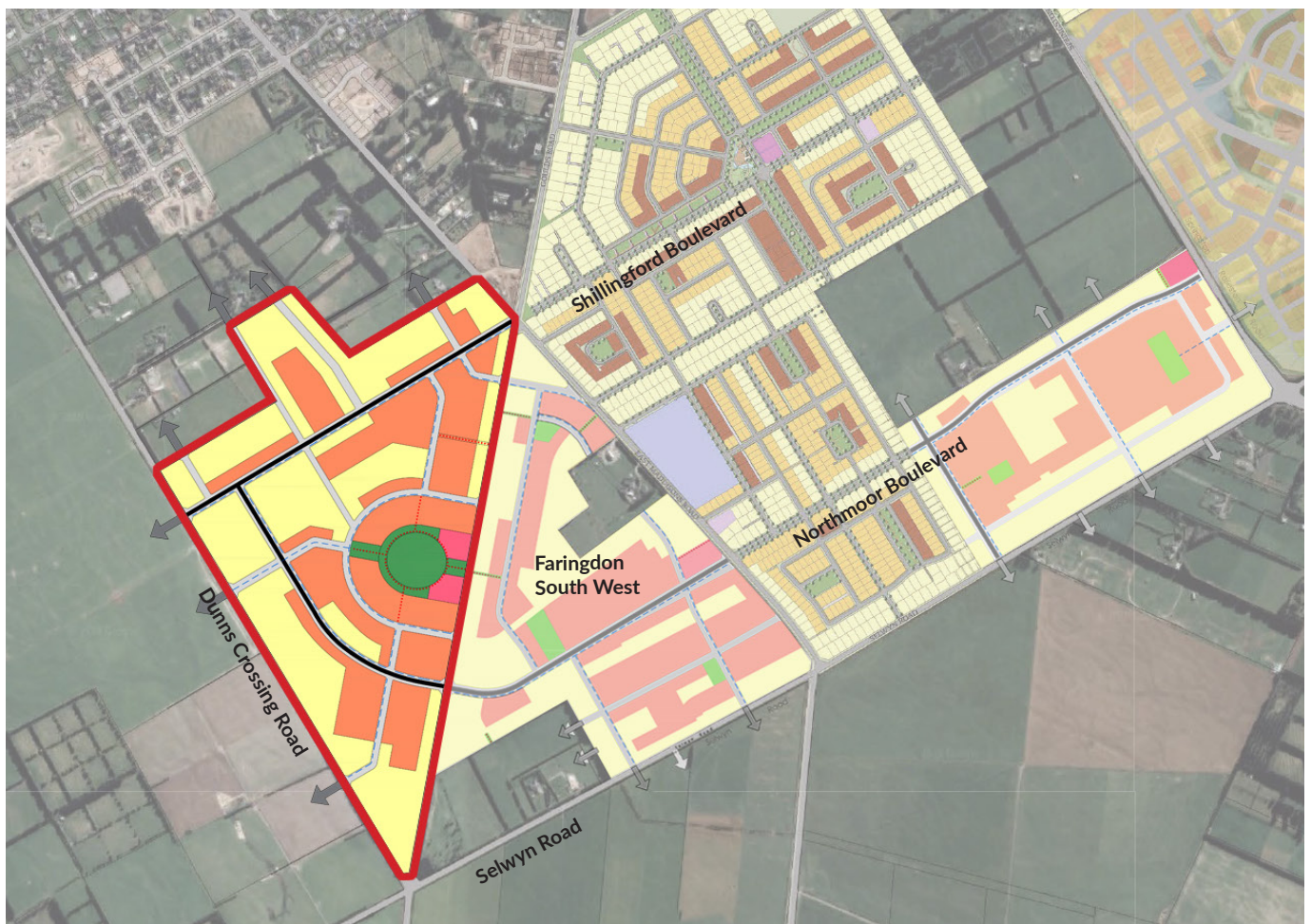
- create a continuous network of open space
- create ecological and open space links between town and rural land
- enable future residents with access to local recreation within easy walking/cycling distance
- locate large recreation areas at the periphery of dense urban areas
- include a neighbourhood park

Responding to the rural interface

- recognising the nature of the rural interface on the west side of Dunns Crossing Road and providing a transition through a green belt/corridor along Dunns Crossing Road
- locate low density residential adjacent to the rural interface

05









This section discusses the urban design outcomes of the proposed Outline Development Plan which is based on a conceptual subdivision masterplan. The ODP is not intended to be prescriptive but captures the key spatial elements of the underlying subdivision concept to ensure connection and integration while retaining a measure of flexibility for the future.



proposed ODP in the wider Faringdon context



LEGEND

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

Overall Structure and Block Pattern

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 overall spatial structure is a response to the following key drivers:

- the shape and geometry of the site
- the road intersections and entries established by the Faringdon South West ODP
- the need to provide for future connections to the north

The ODP establishes a grid based movement network and block sizes which distribute local traffic, provide permeability and promote a choice of routes. The primary movement corridors connect the area to the adjacent Faringdon neighbourhood, the Faringdon local centre and the school. Connections also provide opportunity for residents to access neighbourhood parks.

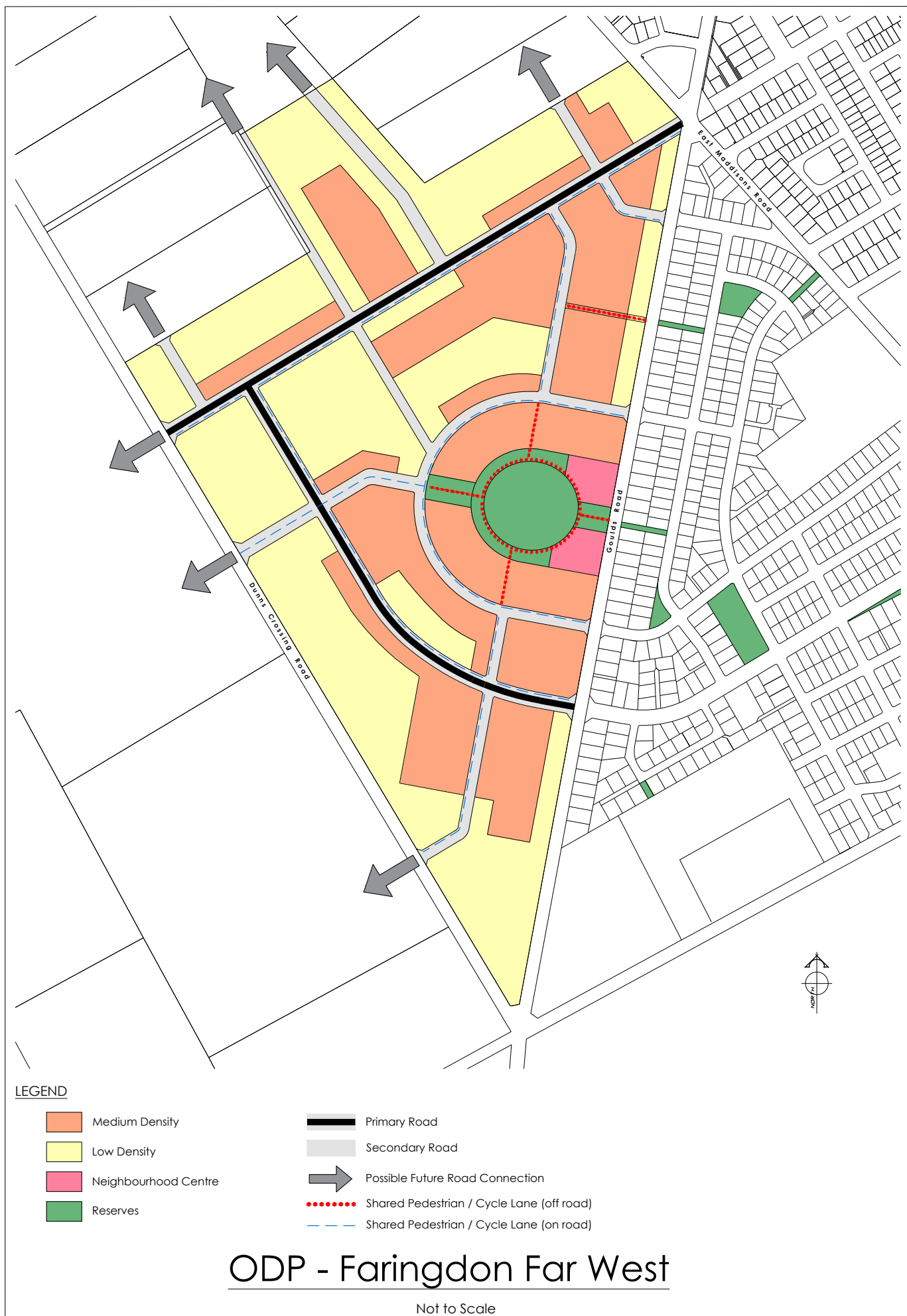
The block pattern sets up a grid system which favours long straight roads but also responds to the diagonal alignment of Goulds Road on the basis of efficiency and safety. Views out to the rural environment are provided along Shillingford Boulevard and other secondary roads which meet Dunns Crossing Road.

The overall structure is also driven by the inclusion of a circular public open space which is based on the concept of a cricket oval, providing a focal point for the development. This facility sets up a circular/crescent road pattern which creates a unique sense of place for this neighbourhood. The secondary road network aligns with that in the Faringdon South West area and provides for connections to the north, thereby ensuring good overall neighbourhood connectivity.

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 Dunns Crossing and Goulds Roads.

Movement Hierarchy

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, particularly important in a flat area such as Faringdon where there is very little topographic or natural features to aid wayfinding. Shillingford Boulevard and Northmoor Boulevard are indicated as the primary roads in the ODP area and this is appropriate as these routes are primary connectors to the Faringdon local centre and other neighbourhoods. 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 appropriate flexibility with respect to additional local roads, including those around the neighbourhood reserve. There is thus inherent opportunity to:

- locate local roads around the full perimeter of the reserve if desired;
- have lots which directly adjoin the reserve where practical, where the orientation favours vehicle access from the other side, and the interface with the reserve can be successfully managed; and/or
- utilise shared or jointly owned spaces which have the same qualities as public streets but a narrower width and additional opportunities for placemaking/landscaping etc.

Prioritising Active Transport Modes

By utilising a connected grid pattern and providing connections to adjacent neighbourhoods, the local centre and the school, the ODP promotes active transport modes of walking, cycling and scootering. Shared paths (pedestrians, scooters and cyclists) are provided on the berms of primary roads to link the main collector routes and enable commuter or longer distance cyclists easy access to the wider area. These routes also benefit from the greater landscaping and planting provided in these corridors.

Additional off road shared paths connect local open spaces and clusters of medium density housing to the wider pedestrian and cycling network, thereby responding to likely desire lines to destinations.

Neighbourhood Centre Location

The neighbourhood centre has been located on Goulds Road such that it is central and easily accessible by the wider south west Faringdon area. Goulds Road is a primary route which provides convenient access and high visibility to this land use. It is intended that vehicle access to the local centre is provided from local roads. Pedestrian access to the neighbourhood centre is provided from both Goulds Road and the local road network making it highly accessible to all modes of travel.

Distribution of Medium Density Housing

The ODP provides for both low and medium density housing and this promotes diversity with respect to the resident demographic, pricepoint/affordability and lifestyle choice. Medium density housing promotes an efficient use of the land resource and infrastructure, encourages the use of public reserves and supports local neighbourhood centres.

The distribution of medium density housing on the ODP has been informed by the underlying subdivision concept as well as best practice urban design which supports:

- density around amenity - namely locating higher density dwellings such that they can enjoy outlook over landscaped open space (either roads or reserves)
- density in proximity to local services and facilities - maximising the number of people that can conveniently access local shops, recreation and public transport services or key pedestrian or cycle routes
- locating higher density areas where they have little visual or physical impact on other existing or sensitive environments.

In the first instance, the ODP locates medium density housing in close proximity of the proposed public open space and neighbourhood centre. This has the following urban design benefits:

- 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 the open space which promotes its active use, making better use of the land resource and more easily justifying investment and maintenance costs;
- higher numbers of dwellings around the reserve increases the levels of active and passive surveillance of the reserve, increasing real and perceived public safety;
- dwellings located closer together improves the spatial definition of the reserve, better defining its edges;
- 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.
- higher density around local services increases the number of people that can access these facilities easily by foot or other active modes, thereby reducing the dependence on private cars for local trips
- higher density in close proximity of services and facilities increases their viability and long term resilience

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, housing affordability and visual interest in the streetscape. In addition, the desire 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. The drivers for their location include:

- the inclusion of pockets of medium density in an otherwise low density street creates variety and visual interest

-
- locating medium density sections in locations where they have north facing rear yards and therefore greater opportunity for solar gain in smaller rear yards
 - location medium density sections on both sides of the street to enable a consistent, more identifiable streetscape/enclave/cluster
 - is located such that it has easy access to the proposed cycling network, thereby promoting use of active transport modes and greater wellbeing
 - is not located where it would interface with, or be visible from, rural areas or roads adjoining rural areas and thereby restricts its visual impact

Public Open Space

The ODP proposes one central public open space based on the notion of a cricket oval. With an area of approximately 2.5ha, this space can also accommodate a playground, public space around the neighbourhood centre and passive recreation/outlook space.

This space is located to:

- support the neighbourhood centre through co-location
- enable easy access to the wider south west area of Rolleston
- provide opportunity for recreation within easy walking distance (10min/800m) for all residents in the ODP area
- be easily accessible by the shared pedestrian/cycling network, both that within the ODP area and that of the wider area (particularly Faringdon South West)
- be easily accessible by the primary road network to reduce any traffic impacts on local streets (particularly on game days)

Interfaces

Goulds Road

Goulds Road is a key entry point into Rolleston from the surrounding rural area and provides a direct route into the Rolleston town centre. As such, it contributes to the perceived amenity and character of Rolleston. It is assumed that Goulds Road will be upgraded to an urban standard with kerbs etc. and potentially accommodate a water race.

It is noted that some portions of Goulds Road (between Dynes Road and Shillingford Boulevard) has restrictions on individual vehicle access to private sections. In this ODP, as in that for that for the Faringdon South West area, no vehicle restriction on access to individual lots is proposed. This is the preferred urban design outcome as it provides:

- active frontages where dwellings have front doors facing the street, and activity associated with people coming and going and therefore good passive surveillance of the street and thereby greater real and perceived safety
- no conflict between on-lot privacy for residents (where the desire is for high fencing) and maintaining surveillance and a sense of open on the boundary
- an efficient use of land without the need for additional circulation spaces (panhandles, jointly owned access lots etc.) for those lots adjoining Goulds Road

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

The Faringdon South West ODP indicates low density residential development fronting Goulds Road which provides greater opportunity for dwellings to set back from the road and accommodate amenity landscaping, including specimen trees. In general, this outcome is mirrored by the Far West ODP, except for that portion of the road frontage in close proximity of the neighbourhood centre where medium density development is indicated.

In this instance, the benefits of medium density housing in this location include:

- greater residential density within close proximity of local neighbourhood services and recreation
- greater passive surveillance over pedestrian spaces and walkways
- a contribution to identifying the location/gateway to the neighbourhood centre, assisting with wayfinding and potentially signalling to road users the potential requirement to change behavior

As block dimensions are generally similar, the medium higher density lots are characterised by similar depths but narrower frontages. The dwellings are generally therefore closer together and perceived as being of higher density. Dwellings can still be setback from the front boundaries to accommodate landscaping (including large specimen trees) should this landscaping approach be adopted at detail design stage. This is also facilitated by the orientation of the lots (north-west facing rear yard) which allows for good solar gain for narrower rear yards.

Dunns Crossing Road

Dunns Crossing Road is both the perimeter of the ODP area and the proposed urban area, with land to the west zoned as Rural Inner Plains or Living 3. As such, the ODP needs to balance the current interface with the rural environment as well as anticipate that the urban area may extend in the future. In line with development along Selwyn Road on the southern boundary of the Rolleston urban area, low density/large sections are proposed along this road. 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. These will be accessed directly from Dunns Crossing Road, ensuring dwellings address the street with front doors, habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space.

The benefits of locating low density lots this road include:

- larger lots can better accommodate on-site vehicle maneuvering to reduce the need for vehicles to back out onto Dunns Crossing Road and cause potential traffic safety issues;
- larger lots have greater opportunity to accommodate on-site vegetation which will contribute to greener/softer interface with the adjacent rural environment; and
- detailed subdivision design and landscaping can adopt specific techniques to soften the interface if desired (e.g. greater front yards or landscaping).

06

The proposed Outline Development Plan includes an appropriate level of detail to guide future subdivision and ensure staged development delivers a connected and integrated residential environment.

conclusion

In summary, the proposed ODP directs the development of a new residential community which:

- responds to the design drivers of the Rolleston Structure Plan and best practice urban design
- has a legible spatial layout
- has a mix of lot/housing typologies, encourages a mixed community and a logical distribution of medium density housing
- has a strong identity associated with a local neighbourhood centre and public recreation space
- extends and aligns with the neighbourhood-to-neighbourhood road network in Rolleston's south west
- is easily accessible and permeable by active travel modes
- delivers a density of at least 12 dwelling units per hectare
- meets some of the residents' daily convenience needs within walking /cycling/scootering distance
- provides good connection to adjacent neighbourhoods, the primary school and the Faringdon centre
- responds sensitively to its rural interface and doesn't preclude landscaping strategies for Dunns Crossing Road and Goulds Road
- provides for integration with future residential development to the north