

UA Ref: 20/016

Date: 26 March 2021

To: Mark Brown and Alice Burnett, Davie Lovell Smith

RE: **West Melton - Plan Change 74 s92 - Urban Design Response**

From: Lauren White, Principal Urban Designer

This memo is provided in response to the S92 request for further information from Selwyn District Council (2 February 2021) in relation to Private Plan Change 74 (Hughes Developments Limited). It addresses matters that relate to urban design and the proposed Outline Development Plan and includes:

- additional contextual analysis, including comment about referencing site history; and
- revisions to the proposed Outline Development Plan.

1. Contextual Analysis

As a site description and general analysis is included in the design statement, this memo includes additional detail and imagery to provide further information about the context of the site and its surrounds.

Due to the site's location on the edge of the existing urban area, the plan change therefore proposes its extension, and thereby, changes the location of the urban- rural interface north of West Coast Road/SH73. Land to the south of this road has developed as residential, although it does not have an active interface with the road or the plan change site.

Site Features

The site has a rural character, provided by its rural equine activity and landscape of grassed paddocks divided by shelterbelts. Some site activity is screened from the adjacent roads and mostly from adjacent properties, whilst in some locations, views are provided across the site to the dwelling and farm buildings. The site is relatively flat and has no notable topographic features.



View into the site from entry on West Coast Road



View across the site from northern boundary (Halkett Road)



View across the site towards the west/Gainsborough



View of horse track, looking toward north eastern corner

Site Interfaces

Halkett Road

To the north of site, across Halkett Road, land is rural and infrequently screened from view by shelterbelts. Along the site boundary, Halkett Road has a rural profile (no kerb, channel or footpath) and a 100km/hr speed limit. At the north-west corner of the site, the speed limit reduces to 60km/hr at the gateway to West Melton. In general (there are one or two exceptions), residential development along Halkett Road west of the plan change site (Gainsborough) is accessed from internal local roads and sections are generally large (2000 to 4000m²). Fencing along properties on Halkett Road is open post and rail, softened with planting.



Interface to Halkett Road in Gainsborough



Halkett Road entering the urban area

West Coast Road/SH73

West Coast Road forms the southern boundary of the site and the interface with suburban residential development to the south. It has a rural profile (no kerb and channel, swale) and drops to a 60km/hr speed limit as it enters the urban area west of the site. Shelterbelts generally screen the site from views from this road.

Residential development along the south side of SH73 is physically and visually separated from the site by a raised bund and planting. Fencing is open wooden post and rail. There is no formed pedestrian footpath along either side of the state highway although the urban areas on both sides are connected via a pedestrian link located 400m west of the subject site.

Limited access/connection to route is a primary constraint to development. It is understood that recent discussions with NZTA have confirmed that only left-in/left-out traffic movements would be acceptable and that barriers are likely to prevent right turning movements.



Interface to residential activity to south of the road



Shelterbelt screening the site from view

Eastern/rural boundary

This boundary with rural land is defined by a mature shelterbelt. Existing activity to the east of this boundary generally consists of small collection of rural residential properties averaging 2ha in size.



Shelterbelt interface to rural land to east

Western/Gainsborough Boundary

This current urban-rural boundary is generally characterised by 1.8m high closed boarded timber fencing, behind which dwellings are accessed from local internal roads. There is no current connection to the Plan Change site. Gainsborough is a masterplanned low density community with large lots (1200 to 5200m²) and predominantly single level development, although there are a few double storey dwellings. The majority of sites along the plan change boundary are around between 1700 and 2500m². A few of these properties have open post and rail fences along the plan change boundary.



Typical street in Gainsborough



Fencing along western boundary of the site



Fencing along western boundary of the site

Proposed Connection - 36 Rossington Drive

The applicant has purchased 36 Rossington Drive in Gainsborough to the west of the site to provide a future vehicle and pedestrian link to West Melton Town Centre. There is a single storey house built on the lot with some space to the north to accommodate this link (approximately 14m). This link will connect the plan change area to the existing residential community of Gainsborough and provide convenient and attractive connection for all transport modes to the town centre.



Dwelling on 36 Rossington Drive



Potential road access point

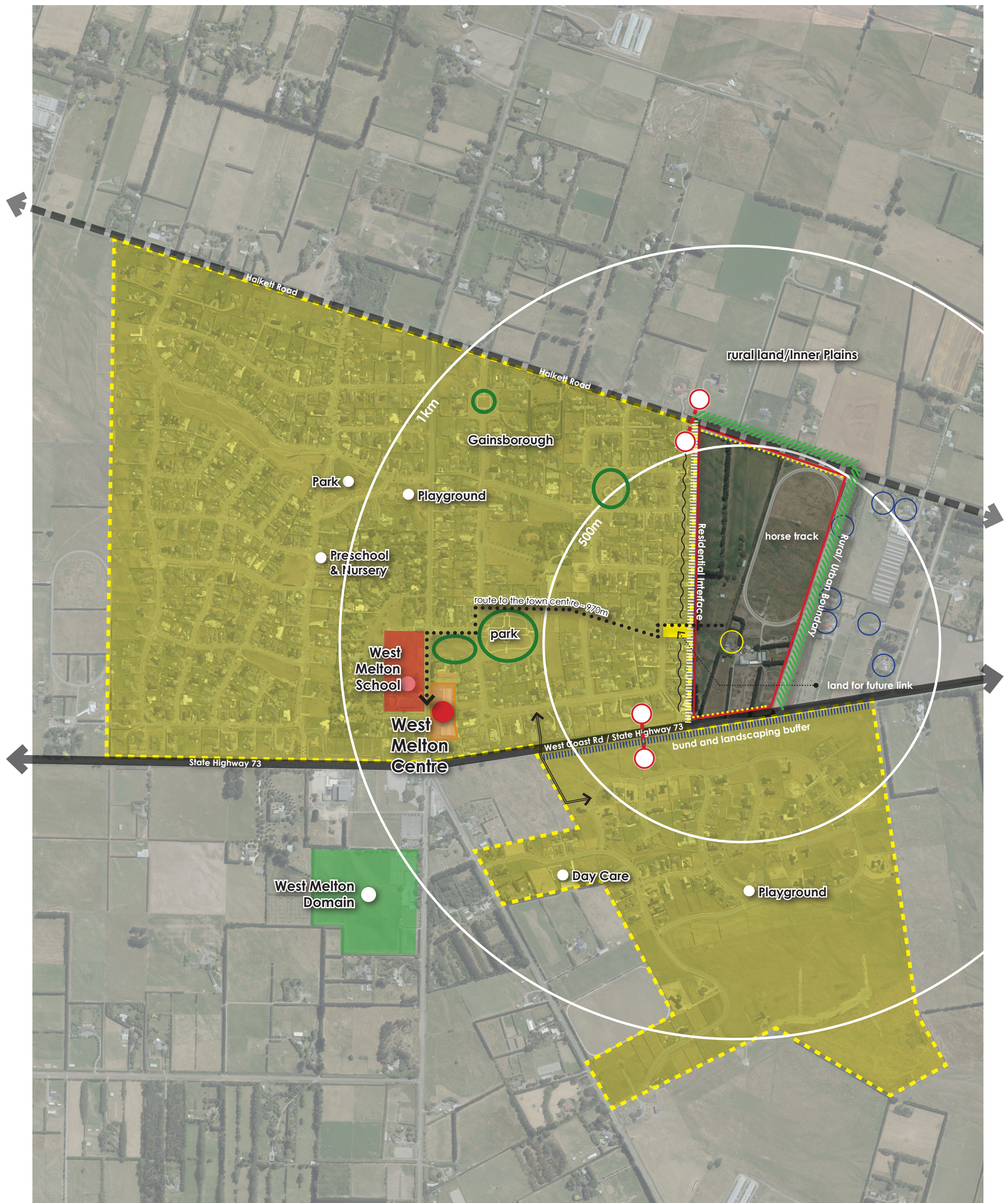


Location for future road/pedestrian route

Recognising Site History

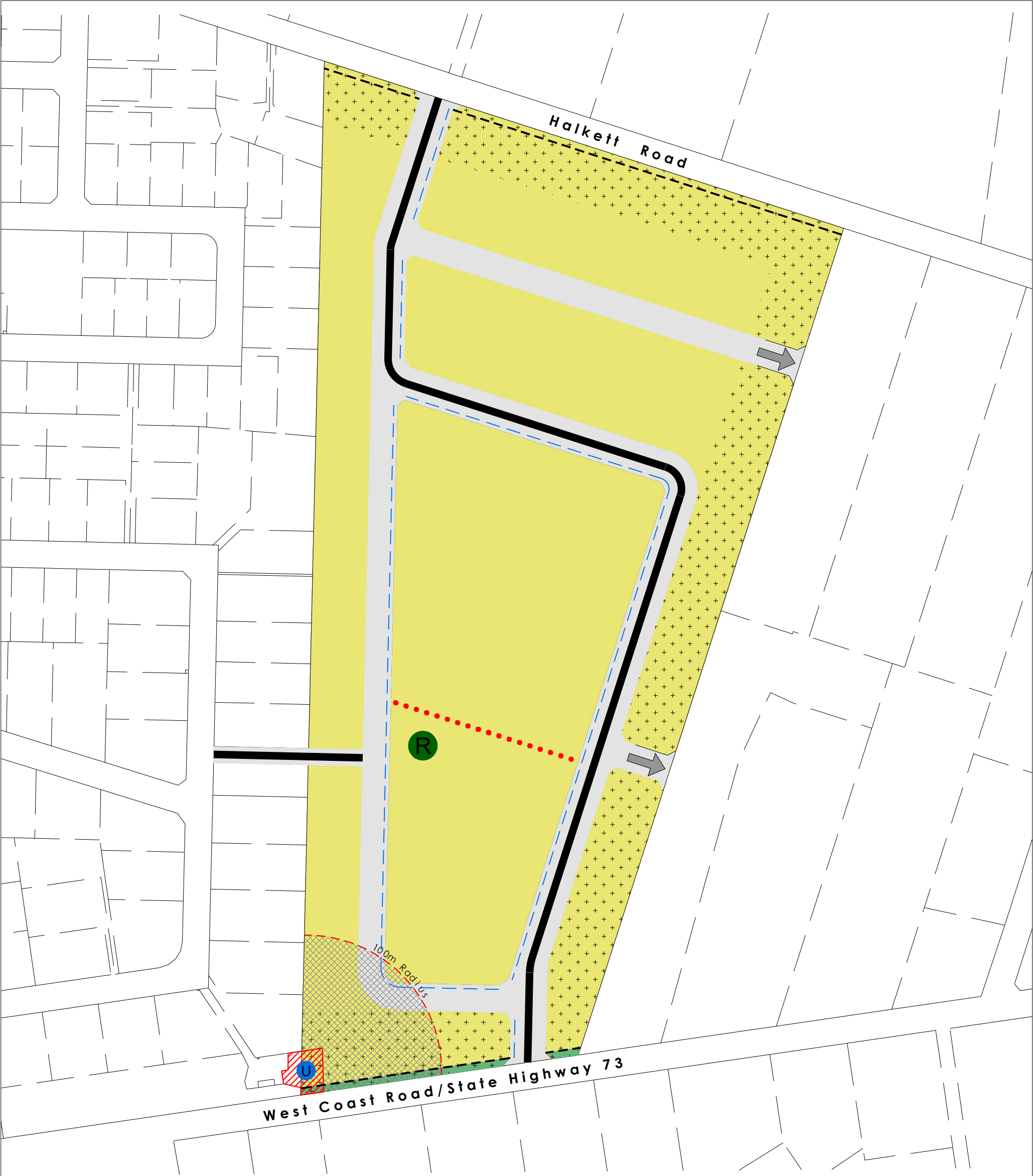
There is an existing farm house and associated mature trees which could be retained to provide the development with a visual link to the past use of the site. The proposed reserve is located such that if this homestead be retained, it would be co-located with this neighbourhood space and have good visibility.

The proposed post and rail fencing references the equine past of the site, as does Gainsborough and Preston Downs which were also equine properties.















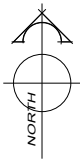
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|--|---------------------------|--|---|--|
| | plan change boundary | | existing dwelling (lifestyle/rural residential) | |
| | speed limit change | | no access to adjacent neighbourhood | |
| | extent of Living Zones | | no individual vehicle access and limited road intersections/movements | |
| | pedestrian link over SH73 | | public reserve | |

Site Analysis



LEGEND

- | | | | |
|---|---|---|--|
|  | Living West Melton - Medium Density |  | Fixed Road |
|  | Reserve Location (size to be determined at the time of subdivision) |  | Indicative Road |
|  | Utility Lot |  | Possible Future Road Connection |
|  | Ground Water Protection Zone |  | Pedestrian / Cycle Connection |
|  | Lots>1000 square metres |  | Shared Pedestrian / Cycle Lane (on road) |
|  | No Direct Vehicle Access |  | Gateway and Acoustic Landscape Treatment |



ODP - West Melton East

Not to Scale