

Private Plan Change Request – Hughes Developments Limited
Appendix E – Urban Design Statement



WEST MELTON EAST

DESIGN STATEMENT

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For: Hughes Developments Limited

Prepared by: Urban Acumen Ltd

urban
acumen

CLIENT Hughes Developments Limited

PROJECT West Melton East

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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 West Melton 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:

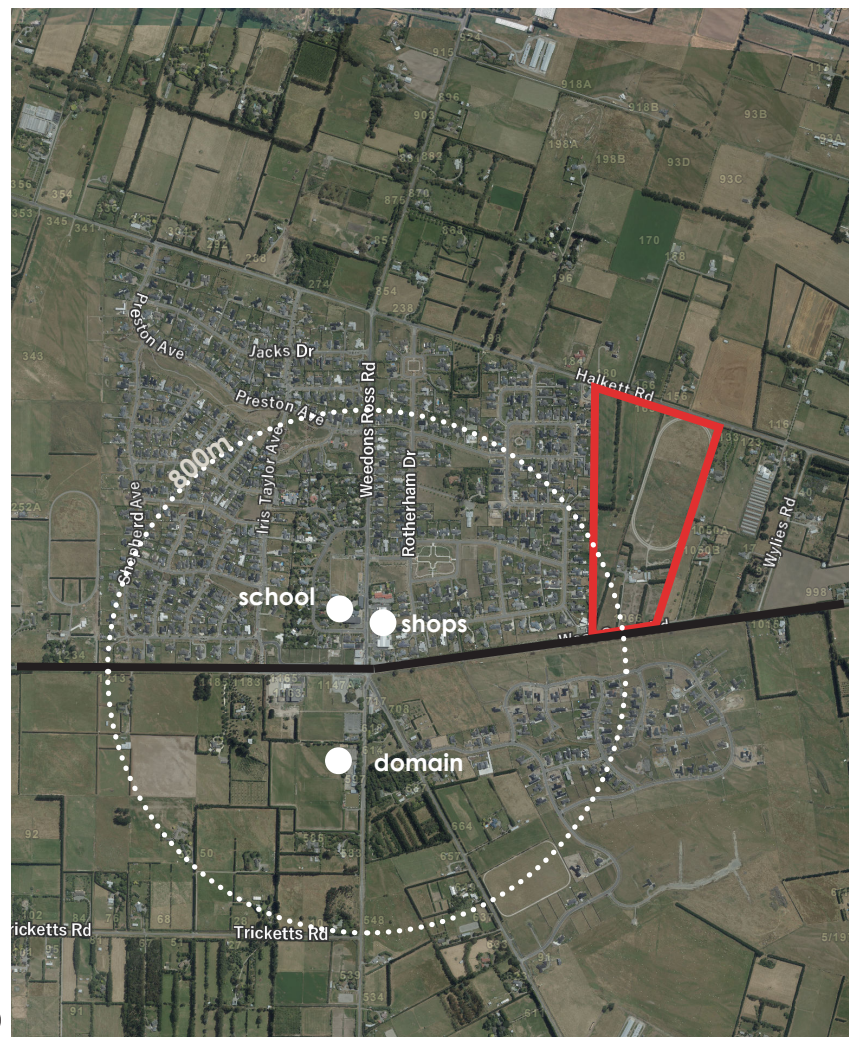
- receiving a briefing from the applicant
- understanding the relevant physical and statutory design drivers
- developing a conceptual subdivision masterplan
- capturing the key aspects in the Outline Development Plan

01

location

The site is located on the north east edge of West Melton, within walking distance (approximately 800m) of the local centre, primary school and domain.

It is bordered by Halkett Road on the north and West Coast Road/ SH73 on the south.



context

The site is located on the periphery of the urban area of West Melton and adjacent to Gainsborough, an existing suburban residential development (zoned Living 1). This area is characterised by relatively new single storey dwellings on lots typically between 1500 and 2500m². The subdivision is based on a grid pattern with generally straight roads, block depths are generous and there are a number of rear lots. This low density neighbourhood has a high level of amenity and public open space. To the south, across SH73, another residential subdivision (Wilfield) is being developed, with a more organic street pattern. Along the eastern boundary and north of Halkett Road is rural land (Inner Plains Zone).



03

description and analysis

The site comprises two separate titles and measures approximately 20.6ha. It has road frontage to Halkett Road and SH73

Typical of the West Melton area, the land is generally flat and dissected by shelterbelts. There are a number of existing buildings associated with its current use, none of which are intended to remain.

The site has a north-south orientation and a generally regular shape. The site is flat and free of topographical development constraints.

The site is small enough to enable future residents to access centrally located open space within an easy walking distance.

opportunities

- maximise potential integration with adjacent residential neighbourhood to the west (Gainsborough)
- maximise access to the town centre, community services and recreation
- provide for integration with future developments to the east (subject to future plan change)
- provide a mix of residential/lot typologies to promote a mixed community and a variety of pricepoints
- provide a central feature/open space which contributes to amenity and identity
- provide gateways to contribute to a sense of address/identity and wayfinding

constraints

- limited access/intersections with Halkett Road and SH73,
- no individual driveway access to Halkett Road or SH73 - alternative/internal vehicle access required
- visual and aural effects of traffic on SH73 on residential amenity
- limited opportunities for access to Gainsborough (other than along Halkett Road/SH73) or by creating pedestrian/cycle links

04

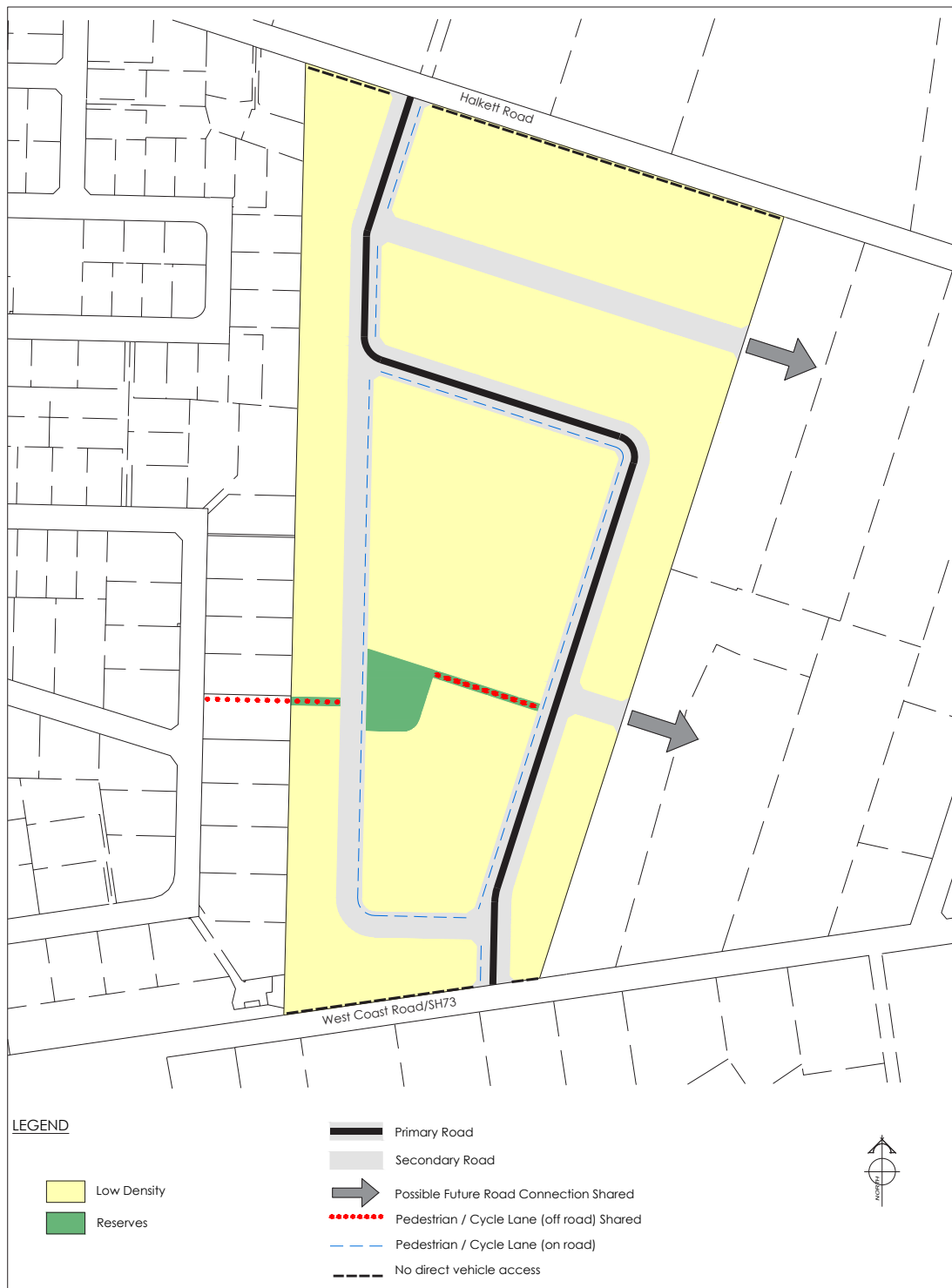
design drivers

The following best practice urban design principles have been considered in the development of the Outline Development Plan:

- promote a quality and compact urban form
- adopt blocks with a predominant north-south orientation in order to maximise solar gain for dwellings
- provide strong linkages and a well connected built form which accommodates all modes of transport
- future proof development to allow for linkages/expansion in the future
- provide a hierarchy of movement corridors to aid legibility
- provide gateway features on Halkett Road and SH23 to contribute to neighbourhood identity
- provide a variety of residential lifestyle options, which offer a range of housing typologies and price points, including more affordable options
- provide a local feature or open space which functions as the heart of the new community and provides residents with access to daily recreation and social interaction
- enable future residents access to local services, facilities and recreation within easy walking/cycling distance
- protect residential amenity along SH73

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.



Overall Structure and Block Pattern

The proposed arrangement of movement corridors is defined by the ODP to ensure future development is connected with the surrounding context and provides for links to be made with adjacent development in the future.

The spatial structure connects the development north and south with a primary road, to Halkett Road and SH73 respectively. Only one connection is made to each route to limit the number of intersections with these roads. The internal route is intentionally “dog-legged” to discourage through traffic which would reduce the internal residential amenity of the development.

The secondary road network provides for connections to the rest of the site and sets up blocks which have a predominantly north – south orientation. This will enable good solar gain for the majority of dwellings and minimise the number of north facing sections (where private outdoor space is shaded if located at the rear).

Two secondary roads meet the eastern boundary of the site to ensure neighbourhood level connections are made in the future, should the adjacent land be rezoned and developed. This futureproofs development and ensures a basic level of connectivity can be achieved over time.

Movement Hierarchy

To assist with legibility, 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. The primary road has 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 function.

The primary roads are intended to accommodate entry features at the intersections with SH73 and Halkett Road which will assist with local identity and wayfinding.

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 proposed 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 a shared or jointly owed access space which have the same qualities as a public street but a narrower width and additional opportunities for placemaking and landscaping.

Prioritising Active Transport Modes

By utilising a connected grid pattern and providing connections to adjacent neighbourhoods (through Gainsborough), the ODP promotes active transport modes of walking, cycling and scooting. Shared paths (pedestrians, scooters and cyclists) are provided on the berms of the primary road to provide easy access to the wider area. Shared paths are also provided along a secondary road to provide access to the centrally located public reserve.

A pedestrian/cycle link is proposed to the west, to connect this development to Gainsborough and provide an alternative route to SH73 toward the town centre and school.

A pedestrian/cycle link is also proposed to provide easy access between the park and the primary road network, and further on to future urban development to the west.

Neighbourhood Park

A neighbourhood is proposed and located centrally within the development to make it easily accessible and the social focus of the subdivision. Future residents will be able to access this space within a 400-500m/5 -10min walk. It is located along a secondary road which is likely to have low traffic volumes and slow speeds. It is also located to benefit from the pedestrian/cycle access to the west, promoting the sharing of this space with adjacent residents, as well as a link to future development to the east.

The reserve is approximately 3000m in area which supports a ball kick-about area and seating, picnic tables etc.

Residential Density

The ODP proposes residential development in the Living West Melton Zone, and within the medium density band of 500m² to 3000m². This enables some variety of lot and house types to be delivered, at a range of pricepoints including more affordable options.

During the detail subdivision design stage, the size and distribution of lots of different sizes can respond to:

- the choice and opportunity in the wider/district housing market
- the need to address external interfaces, including lots which adjoin limited access roads
- the opportunity to locate smaller lots in close proximity of the neighbourhood park to promote its use/occupation and safety through passive surveillance
- the opportunity to vary lot sizes/dwelling typologies within streets to provide visual interest

Interfaces

SH73

In line with advice from NZTA, no direct vehicle access is permitted from SH73 to new residential sections which adjoin it. This is consistent with development to the west, where lots are either very deep (and dwellings adequately set back) or protected by a utility reserve and/or bund.

The ODP proposes residential development along this boundary within the Living West Melton (Medium Density) Zone. This enables lots of up to 3000m² to be delivered, large enough to enable measures to protect residential amenity to be incorporated at the detail subdivision design stage. Larger lots have greater ability to accommodate planting which can contribute to a high amenity interface along this route which does function as a entry to the town from Christchurch

It is recommended that a consistent planting and fencing strategy be adopted for the full length of the southern boundary to ensure an attractive interface is delivered. Dwellings are likely to orientate primary habitable rooms and outdoor spaces towards the north/ internal local road indicated on the ODP. In response, it is also recommended that fencing along the internal secondary road be managed to balance on-lot privacy and surveillance of the street.

Halkett Road

Halkett Road is also a limited access route and individual vehicle access to private lots is not provided. Alternative access will be designed at detail subdivision stage and can include panhandles and jointly owned access lots serving a small number of units.

Lots along this boundary are likely to orientate their primary habitable rooms and outdoor spaces towards Halkett Road. It is recommended that careful consideration be given to planting and fencing along this interface to ensure consistency and balance on-lot privacy with surveillance and visual appeal.

Lot sizes in the larger range of the Living West Melton (Medium Density) Zone can effectively deal with the constraints of this interface.

Western Boundary

Future residential development in the ODP area will be relatively consistent with the existing residential environment to the west, which is characterised by lots between 1500 and 2500m².

Eastern Boundary

Although this boundary adjoins rural land (Inner Plains), it is considered likely that land to the west will be rezoned for residential use in the future and a specific interface condition is not considered necessary.

03

conclusion

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

- has a legible spatial layout
- utilises a hierarchy of movement spaces to aid efficiency and legibility
- has a strong identity associated with a local public recreation space and gateways
- maximises opportunity for connection to the existing residential environment to the west
- provides for future linkages to the east if/when such land is rezoned and developed for residential use
- is easily accessible and permeable by active travel modes
- responds appropriately to its interfaces, particularly Halkett Road and SH73

From an urban design perspective, the ODP includes an appropriate level of detail to ensure a connected, efficient and attractive residential neighbourhood can be delivered while retaining sufficient flexibility for detailed subdivision design and staging.

It provides the opportunity for growth to be accommodated in West Melton in a way that supports the town centre and provides choice for potential residents. It promotes active transport and social interaction along with a sense of identity.