



FARINGDON SOUTH EAST

DESIGN STATEMENT ADDENDUM

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For: Hughes Developments Limited

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This report is an addendum to the Faringdon South East Design Statement, prepared in December 2019 by GHDWoodheadcreativespaces to support the private plan change application by Hughes Developments Ltd (HDL) as well as the adoption of an Outline Development Plan to guide future subdivision design.

01

background

The original Outline Development Plan was prepared in late 2019. Since that time, Selwyn District Council has amended its Reserves Policy and requested a reduction in the land area identified for public open space.

In addition to this primary change, other minor design amendments have been made to improve land utilisation and amenity.

02

purpose

This addendum details the updates to the proposed Outline Development Plan and covers the urban design implications thereof.

It should be read in conjunction with the Faringdon South East Design Statement (December 2019) which includes the overall justification for, and assessment of, urban design drivers and outcomes.

03

the design drivers

The development of the original ODP was driven by the following intentions:

- promoting placemaking and identity
- prioritising walking and cycling
- good internal and external connectivity
- lifestyle choice and wellbeing

These are still relevant and applicable to the current proposed ODP and function as baseline criteria against which any proposed changes are assessed.

04

the proposed changes

The following changes to the ODP have been proposed:

- a reduction in the number of public reserves
- a reduction in the overall land area identified as public reserves
- the addition of an amenity landscape corridor along the primary east-west road
- the relocation of the site for the neighbourhood centre
- minor amendments to the distribution of medium density housing

The urban design implications of each amendment will be discussed in the next section.

05

UD commentary on changes

Reduction in the number of public reserves:

Whilst the number of reserves has been reduced from three to two, all future dwellings within the ODP area will still be within easy walking distance of (5min/400m) public recreation space. The two reserves are still well located relative to the shared path network and medium density housing distribution.

Reduction in overall public reserve land area

The two reserves remain regular in shape and functional with respect to accommodating passive recreation and “kick a ball” areas. They are also still located such that they are likely to have at least two road frontages and be visible and safe.

Addition of an amenity landscape corridor

As described in the original design statement, the primary east-west road has a curving alignment in response to existing dwellings and external road intersections. This route also accommodates the on-road shared path along the southern berm. In response to the reduction in reserve space and as a way of providing additional amenity along the primary route and the shared path, a linear landscape corridor is proposed along the southern berm. This reinforces the road hierarchy and provides a more direct

sight line along the road as well as greater setback from vehicles for north facing indoor and outdoor living spaces likely to locate along this edge.

Neighbourhood centre location:

The neighbourhood centre has been relocated from the southern side of the primary road to the northern side. Due to the need to align with the adjacent roading intersection, the northern side has a deeper block and this depth necessitates rear lots. The neighbourhood centre is better able to utilise this land and thereby reduce the likely number of rear lots. Its location still functions as a gateway to the development and reinforces the roading hierarchy.

Distribution of medium density housing:

As a result of the amendment to the neighbourhood reserves, minor amendments have been made to the location of medium density housing. The proposed location of this housing is consistent with the original ODP, namely in that it:

- generally maximises “density around amenity” and surrounds neighbourhood reserves and high amenity road corridors
- is distributed in a way to provide visual interest and variety, while promoting consistent streetscapes, i.e. generally located on both sides of the street
- 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

06 conclusion

The revised ODP retains the overall urban design intentions established by the original ODP.

The amendments to the plan are intended to better align with Selwyn District Council's feedback as well as increase amenity.