Private Plan Change 28 Maitahi/Bayview

Memo, supplementary to Urban Design Report

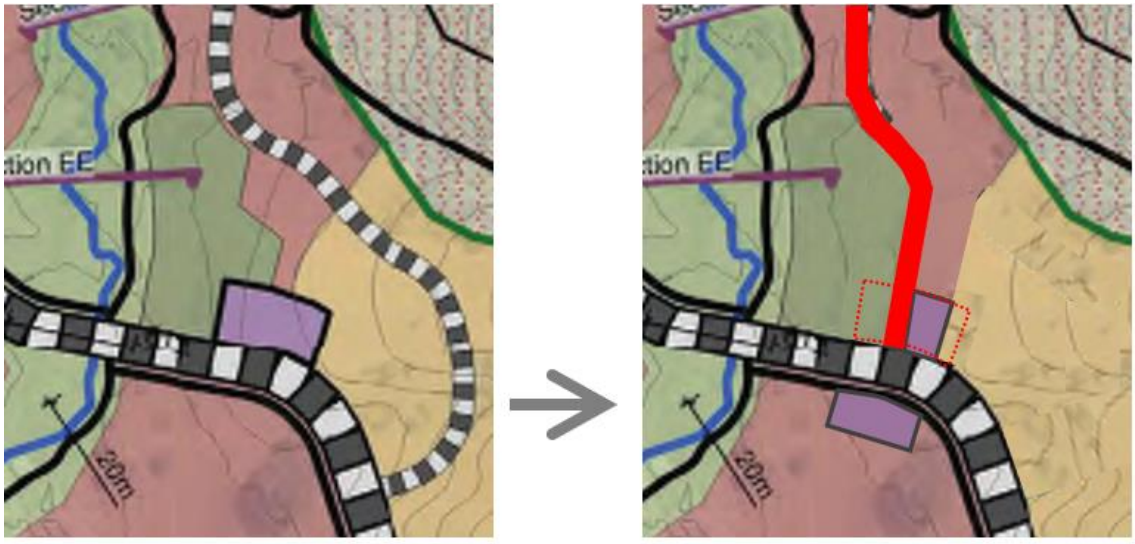
For Nelson City Council
From Graeme McIndoe, Architect and Urban Designer
Director McIndoe Urban Ltd
Date 27 June 2022

1. This is in reply to the Applicant's response to Nelson City Council's S42 reports. Important modifications proposed by the Applicant include showing the intended secondary road connection up the Kaka Valley, relocating the Suburban Commercial Zone and allowing for a connection to Walters Bluff. Several matters are outstanding, and certain matters remain to be clarified. These are identified below and discussed in turn.

Secondary road location and Suburban Commercial zone configuration

2. It is positive that Suburban Commercial Zone has been relocated to the eastern side of the Kaka Stream. However, as currently proposed, the indicative secondary road is not appropriately co-located with the commercial zone, the configuration of the commercial zone is flawed, and integration with the neighbourhood reserve is poor.

3. The agreed view of integration recorded in the urban Design JWS (para 3.2) is that the proposed Suburban Commercial Zone would be better located at the intersection of the primary road and a secondary road leading up the Kaka Valley for more passing traffic and improved commercial viability, co-location with neighbourhood reserve, and integrated planning. None of these attributes have been achieved. An alternative configuration which is intended to provide for the same areas of various types of activity is as below.



As currently proposed

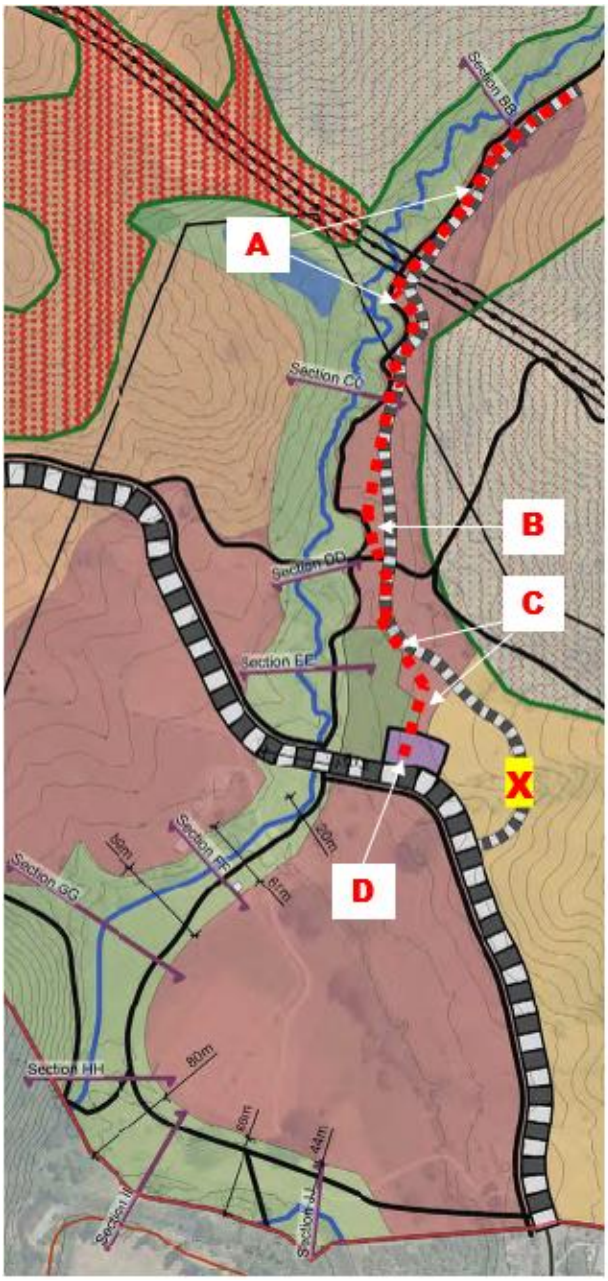
FLAWED
1. Centre disconnected from secondary road
2. South facing street frontage – poor amenity
3. Rear boundaries presented to the neighbourhood reserve
4. Reserve relatively inaccessible

Alternative

FLAWS ADDRESSED
1. Centre benefits from location at intersection
2. North and west facing street frontages – high amenity
3. Frontages presented to the neighbourhood reserve
4. Reserve accessibility enhanced

Relation of secondary road to the esplanade reserve

4. The Structure Plan shows a new indicative secondary road along the Kaka Stream. However this has insufficient adjacency to the stream. I agree with Mr Nicholson (Evidence para 29) "that the proposed neighbourhood and esplanade reserves should include longer road frontages to provide for better public access and positive CPTED outcomes."[1] I also agree that this can be addressed adequately as part of detailed design and subdivision stages. However, the Structure Plan should indicate the intended condition and not something else, and the cross sections presented to illustrate the general intention should also show this and not something else. Therefore, the Structure Plan should be amended to more precisely indicate intentions for location of the secondary road up the Kaka Valley. Minor graphic editing of the alignment of the route of the secondary road on the Structure Plan might be as shown below.



DIAGRAMMATIC OVERLAY ON PART OF THE REVISED STRUCTURE PLAN

NOTES

A. Indicative secondary road ○ ■ ■ ○ runs against the edge of the open space recreation zone. Includes appropriate edge treatment to ensure overlook and safety, and maintain landscape and ecological values.

B. Secondary road touching and running along the edge of the open space recreation zone.

C. Secondary road along the edge of the recreational reserve to contribute to visual and physical access, and ensure dwellings front at least half of the Neighbourhood Reserve.

D. Secondary road connection to and through the Suburban Commercial Zone. Boundaries adjusted as necessary (see alternative) to provide appropriate area and configuration for Suburban Commercial Zone.

[1] This agreement was also recorded in Urban Design JWS, 5 May 2022, paragraph 3.3

5. AP14.2 of the NRMP includes content to address frontage to the stream, and this applies at the level of subdivision design. Key extracts are highlighted below:

> *AP14.2.2.vi Allotment layout includes:*
> ***c) illustrate how the lot layout will enable positive relationships between private development and public spaces, including the ability to maintain passives surveillance of streets and reserves and related principles of Crime Prevention through Environmental Design (CPTED).***
>
> ***AP14.3.2 open space network***
> *AP14.3.2.ii Quality subdivision will:*
> *4. Locate local parks where they:*
> *a. Are of most benefit to the local community.*
> *b.* ***Will be overlooked from the street and dwelling frontages to ensure informal surveillance.***
>
> ***AP14.3.3 landscape*** *AP14.3.3.i Quality subdivision will:*
> *1. Maintain important landscape patterns*
> *a. Preserve significant landscape and landform features.*
> *b. Restore and extend riparian restoration treatments and biodiversity corridors*
> *4.* ***Provide both visual and physical access to the main landscape elements and features.***
>
> ***AP14.3.4 streetscape and open space design***
> *AP14.3.4.i Streetscape applies to more than just the legal road, it stretches from one building on one side of the road to the front of the building on the opposite side.*
> *AP14.3.4.ii Quality subdivision will:*
> *1. Consider the visual amenity, safety and comfort of the users of public space.*
> *a. Include safe and comfortable facilities for pedestrians and access for cyclists.*
> *b. Ensure there are good sightlines along any connecting lanes or walkways. c. Include street landscaping that creates a high level of visual amenity while maintaining openness at eye level.*
> *4. Include streets that gain identity and amenity from intensive street tree planting.*
> *5. Integrate multiple functions including recreation, access, biodiversity and stormwater control into streets and other open spaces.*

6. This matter is also addressed in the Nelson Tasman Land Development Manual 2020. Pages 10/20 and 11/20 include the following Good Practice guidance for access:

> *10.4.3.6 Open frontages onto reserves and reserve access ways and walkways are promoted.* ***A sense of openness between residential properties and reserves or access ways or walkways is required to maintain streetscape amenity, encourage a sense of community, provide opportunities for passive surveillance and improve safety in public spaces.***

7. The above notwithstanding, the Structure Plan in my opinion carries weight and therefore although indicative and subject to design investigations and further consent, it should indicate the intended condition.

Several matters of presentation require clarification.

Indicative cross sections

8. While the requested indicative cross sections along the Kaka Valley have been produced, questions arise as to their consistency and accuracy.
   a. Clarification and/or adjustment is required for sections BB and CC. The structure plan shows the secondary road very close to the edge of the open space recreation zone here whereas these sections show lots backing onto that zone. The former is the appropriate approach, but that is not shown on the sections.

b. How the cross sections FF-JJ relate to existing contours should be shown. Some of these (FF and GG) indicate that the level of the lower flat area on which housing is to be built is relatively close to the level of the Kaka Stream. However, section HH appears to show the area of housing construction elevated above that. The intent of the plan change here is therefore unclear. It would be helpful to show existing ground levels on these sections and also a RL datum for ease of reference for sections relating to the lower flat.

Legibility of mapping colours

9. The legend colours on the Cross Section Location Plan should be verified and corrected as necessary to enhance legibility of the Structure Plan. This is because while the Neighbourhood Reserve colour correctly matches the colour on the reserve next to the Suburban Commercial Zone, the other green colours on the legend don't appear to correlate with the shades of green used on the plan.

Lower Kaka Stream alignment

10. The question of the urban design logic for re-aligning the lower Kaka Stream around the lower flat/flood plane has been raised by other Council consultants. In relation to this I consider that the proposed stream re-alignment allows two significant urban amenity-related benefits:
    a. Better late afternoon sun by locating the proposed higher density dwellings away from the hills to the west rather than under them.
    b. Better aspect for dwellings that will have outlook to the west over open space and a modified stream to the hills rather than being visually dominated by their close proximity.

11. Such benefits are in my opinion particularly important when they would be experienced by large numbers of residents. That is the case here with proposed higher density residential zoning that is appropriately located on a part of the plan change area with optimal proximity to the city centre.

12. From an urban design perspective, an existing watercourse which is in reasonably pristine condition and which extends across a site for a new neighbourhood would be seen as a planning opportunity. Such a watercourse would typically be retained in-situ and celebrated as a feature of the new development. Again, from a purely urban design perspective, when an existing watercourse has been extensively modified and channelised, a re-construction and repair process could still be undertaken in-situ. However, in this instance and subject to remaining in accord with all statutory responsibilities, relocation might also be considered valid if that were to result in significantly enhanced amenity outcomes. In my opinion, this latter is the case here.

END