

# Attachment A



# BANGOR R o a d

D a r f i e l d  
S e l w y n

November, 2025

FINAL

## URBAN DESIGN STATEMENT

to support a  
Fast Track  
Referral  
Application



PROJECT Bangor Road, Darfield - Fast Track Referral  
UA PROJECT NO. 20-016  
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This report has been prepared by myself, Lauren White, Director and Principal Urban Designer of Urban Acumen Limited for the purpose of supporting the application for referral under the Fast Track Approvals Act 2024.

I hold a Bachelor of Architectural Studies and a Master of City Planning and Urban Design from the University of Cape Town, South Africa (1992). I am recognised as a Registered Urban Designer by the Urban Designers Institute Aotearoa (2024), hold a position as chair on the Auckland Urban Design Panel, contribute to the Urban Design Form as a Committee Member and also teach in the Master of Urban Design degree course at the University of Auckland.

I have approximately 30 years' urban design experience across a wide range of projects in both the public and private sector with extensive experience in designing and delivering housing developments of all kinds in green and brownfield locations across New Zealand, participating in private plan changes, and resource consenting and design review processes.

Relevant recent projects include:

- Urban design inputs to support the Fast-track consent application for Faringdon South East and South West (Plan Change 64), Rolleston.
- Urban design inputs to support the successful Fast-track consent application for residential subdivision of Faringdon Oval, Rolleston.
- Urban design inputs to support the Fast-track consent application for Waikanae North, Kapiti (approved July 2024).
- Wallaceville Plan Change in Hutt Valley and ongoing design and comprehensive land use and subdivision consenting for numerous development stages.
- Plimmerton Farm Plan Change in Porirua and subsequent Fast-track Resource Consent application for Stage 1 (approximately 500 lots, approved late 2024).
- Urban design inputs for the Fast Track consent application for Arataki, Havelock North.

I have been actively involved with planning for the development of this site, delivering all necessary urban design inputs including preliminary concept development and collaboration with the multi-disciplinary team.

I am very familiar with Selwyn District and visited the site in July 2025.



applicant

Hughes Developments Limited

consultants

This referral application is supported by a number of consultants that have collaborated on its development.

planner  
engineer



landscape  
architect



transport  
planner



Hughes Developments is a property development company based in Christchurch. Formed in 1986, its history now spans 39+ years.

HDL believes long-lived success comes out of a simple commitment to act with integrity at all times.

HDL's approach is always to take a long-term view of both its developments and its relationships. HDL's reputation today reflects decades of consistent delivery.

HDL's specialties include building and marketing residential subdivisions, as well as delivering industrial and commercial property developments. It has a rich history of residential development, with a portfolio that includes some of the country's most established and sought-after communities.

HDL typically takes an integrated approach that encompasses everything from design, consenting and construction right through to marketing and sales. It is this tightly focused control that enables it to deliver high quality developments.

<https://hughesdevelopments.co.nz/residential>

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# 1.0

## introduction

### 1.1 EXECUTIVE SUMMARY

This urban design statement is provided in support of an application for a referral project under the Fast Track Approvals Act (2024) to consent a residential subdivision in Darfield, Selwyn. It includes:

- a site analysis/summary of key urban design opportunities and constraints;
- a preliminary design response/master plan;
- potential effects to be considered/recommendations to be addressed and incorporated into a potential proposal for resource consent; and
- a preliminary assessment of the proposal against relative policy directions/documents.

Should the proposal for referral be successful, a rigorous multi-disciplinary design process will be undertaken and a full Urban Design Assessment be prepared to support the resource consent application.

The site is located in Darfield, Selwyn and measures approximately 130ha. It is anticipated to accommodate approximately 700 to 800 dwelling units across a range of site sizes and supported by networks for access and open space. Located approximately 2km from the centre of Darfield, it is a logical extension of its urban area and is well suited to residential use. The site has a single land owner/developer (Hughes Developments Ltd) and this provides an opportunity to comprehensively consider and control all aspects of its built and natural environment with the intention of delivering a cohesive high quality residential environment that meets growth needs in the district and supports the existing township of Darfield.

The development proposal has been driven by a strong vision for a high performing suburban environment which has a clear identity derived from site specific constraints and opportunities and high amenity based on good subdivision design.

Key structural urban design elements contributing to this outcome are:

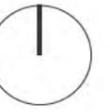
- highly vegetated central “boulevard” road lined with trees, supported by a legible grid network of local roads which connect logically to adjacent planned and future residential environments;
- a network of safe and attractive shared paths connecting passive and active internal open spaces and promoting active travel modes
- a sensitive interface with the adjacent rural environment, derived from large lot sizes and landscaping features;
- the opportunity to accommodate a new primary school to meet the education needs of children within walking distance; and
- the opportunity to accommodate a future supermarket.

The preliminary subdivision plan illustrates an appropriate, sensitive and best practice urban design response, consistent with the objectives and policies of the Selwyn District Plan relating to urban form and development and in general accordance with the direction of the site's Outline Development Plan.

It illustrates the potential development of a new residential community which:

- has a mix of lot sizes, encouraging a mixed community;
- the logical distribution of residential density internalises higher residential density and provides a transition to existing rural land to the west;
- connects to existing and future urban areas, services and destinations;
- delivers a more sustainable density within close proximity of the town centre and reduces the likelihood of future intensification and/or subdivision
- meets some of the residents' daily convenience needs within walking / cycling/scooting distance;
- references the site's specific opportunities and constraints, particularly with regard to landscape character associated with the water race, shelter belts and other mature trees; and
- deals appropriately with the site interfaces, both state highways and adjacent rural land.





Darfield, which is the main town between Christchurch and the West Coast, is often called 'The township under the Nor' West Arch.' This is a reference to the characteristic weather phenomenon which often displays a flat arch of cloud layered above clear sky and mountains to the west of the township.

With splendid views of the Mount Hutt and Torlesse Ranges of the Southern Alps, Darfield serves the Malvern district's arable and pastoral farming area. Whilst it is a gateway to the scenic attractions of the Waimakariri and Rakaia Rivers and the alpine splendour of the Southern Alps, Darfield is also a popular lift-off place for hot-air balloons.

The town is home to the Selwyn Gallery - a showcase for the district's arts - and its cafés make it a pleasant destination for a Sunday drive.

Darfield's residents are able to enjoy the pleasures of a traditional rural lifestyle, as well as the attractions of nearby Christchurch.

Selwyn District Council  
<https://www.selwyn.govt.nz/community/living-in-selwyn/townships/darfield>

## 1.2 LOCATION

The site is located approximately 2km north west of the centre of Darfield and 45min drive from the centre of Christchurch, via Rolleston.

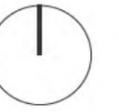
The eastern corner of the site is approximately 1.2km from Darfield Four Square and the town centre. The south eastern corner is approximately 1.3km from Darfield Primary School and Darfield High School.

Bus Route 86 operates an express service between Darfield and Christchurch in the mornings (7am) and the afternoons (arrives 5.45pm) Monday to Friday.

The journey takes 1 hour 15min.



Figure 1. Site location and accessibility analysis ● bus stop ○ train station



### 1.3 LOCAL CONTEXT

The site is located north west of the town centre of Darfield which is characterised by a range of residential neighbourhoods, supported by a mix of rural service industries along with a school, community centre and a number of recreation reserves. The Fonterra milk plant and the brickworks are key local employers.

Darfield's character is typical of small towns in the Selwyn District, derived primarily from:

- its history as a farming area, railway junction and association/gateway to Southern Alps;
- a radial structure extending out from a town centre;
- long straight roads with distant views of elevated land form/Southern Alps;
- generally flat landform, dissected by shelterbelts and single or grouped mature exotic specimen trees;
- water races adjacent to roads or between fields;
- a mix of residential character, including older neighbourhoods, large lot/rural residential areas with rural type roads, and newer subdivisions which sections down to 500 or 600m<sup>2</sup>.

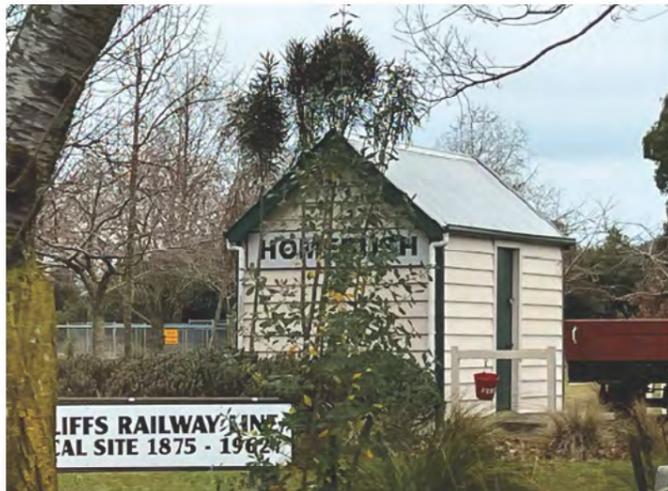


Figure 2. Site in context

Please refer to photographs overleaf taken from these locations



playground/skatepark in Westview Reserve



McHughes reserve and dog park



typical housing on McHugh Crescent



Piako Drive



State Highway 73 adjacent to site Acacia Ave



Railway land along SH73 adjacent to site



Cridges Road



Darfield Estates new development



looking north west towards site from SH73

### 1.3 DEVELOPMENT CONTEXT

Darfield, like much of the Selwyn District, has experienced unprecedented pressure for growth. Selwyn District Council, through its Residential Capacity and Demand Model (updated March 2024), identifies Darfield as a future growth area and much of the land around the town centre has been up zoned to General Residential Zone. The town is growing in a radial structure around the intersection of State Highway 73 and State Highway 77 and its town centre, logically located on SH73 which connects the town to Christchurch.

The application site is zoned Large Lot Residential Zone under the Partially Operative Selwyn District Plan. The proposed strategy for consenting and development is to enable a higher density outcome than what would be enabled under the LLR zone, while seeking to retain a spacious residential character on rural boundaries, in particular those adjoining the General Rural zoned areas. Adopting a higher density outcome at the outset (as opposed to “future-proofing” development within the LLZ zone to accommodate it) is considered appropriate given the site’s location relative to the natural/logical radial pattern of growth, along with proximity to infrastructure and the opportunity to use land more efficiently and promote more affordable development in a more compact way.



entry to town centre



new development at Darfield Estates

- Zones**
- Large lot residential zone
  - Low density residential zone
  - General residential zone
  - Medium density residential zone
  - Settlement zone
  - General rural zone
  - Neighbourhood centre zone
  - Local centre zone
  - Large format retail zone
  - Town centre zone
  - General industrial zone
  - Special purpose zone
- Rural Precincts**
- 
- Commercial Precincts**
- Commercial Precincts
- Industrial Precincts**
- 
- Airfield Precincts**
- 
- Development Areas**
- 

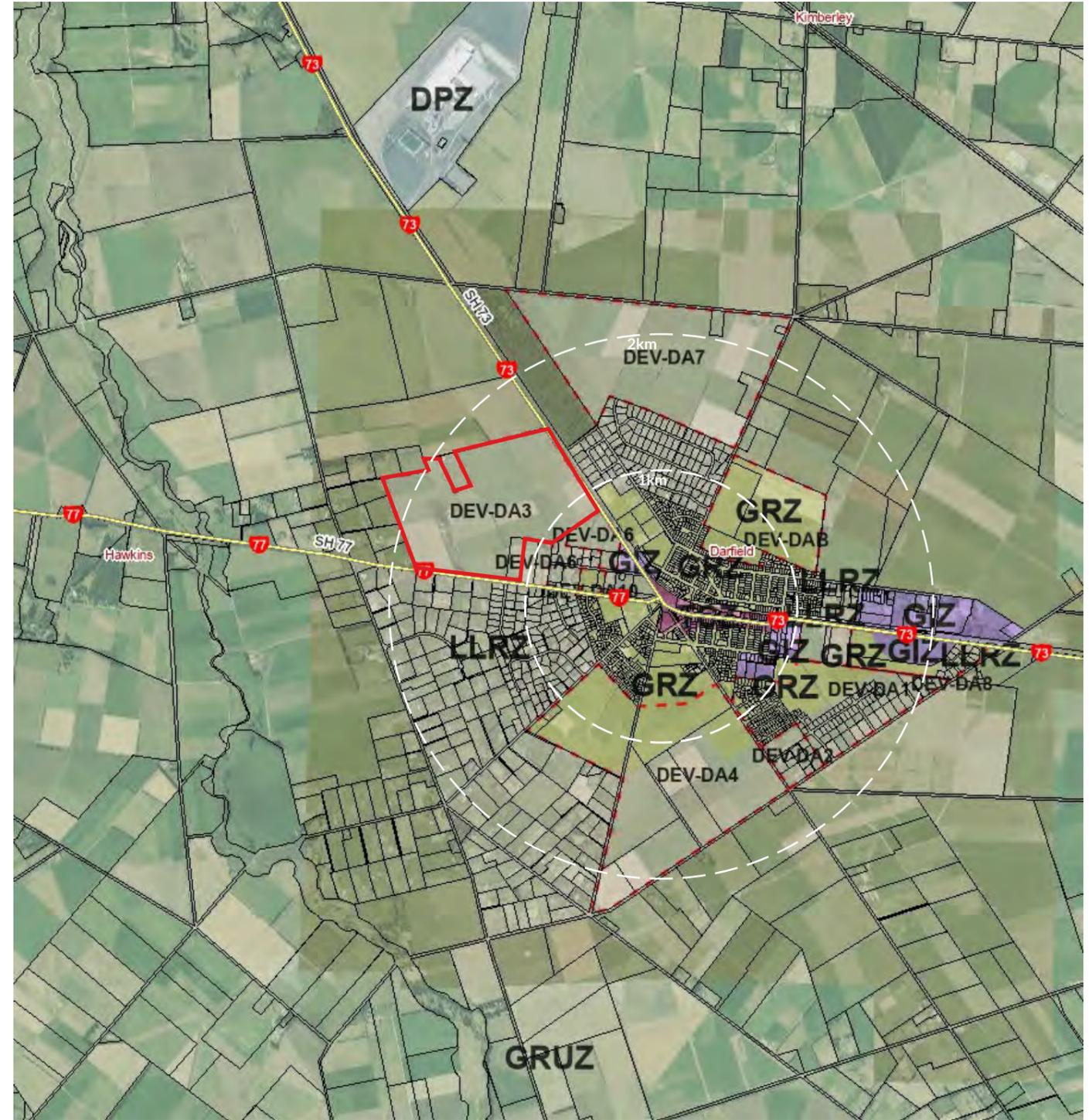
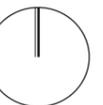


Figure 3. Partially Operative District Plan - Zoning (with site identified as DEV-DA3)



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Key direction from an urban design perspective for subdivision includes the:

- National Policy Statement on Urban Development;
- Selwyn District Partially Operative District Plan - strategic direction for urban form and development, and specifically direction for subdivision and the Outline Development Plan; and
- Malvern Area Plan 2031

### National Policy Statement on Urban Development 2020 (updated 2022)

Although Darfield does not meet the NPS-UD definition of an urban environment (and does not fall within a wider area that would meet that definition), Policy 1 sets out specific attributes of a “well functioning urban environment” and that those attributes can inform the design and layout of the Project.

The NPS-UD does not explicitly address or refer to urban design but sets out the characteristics of well-functioning urban environments. They include enabling all communities to provide for their social, economic, and cultural well-being and for their health and safety, now and into the future.

This includes, amongst other requirements, the enabling of density and development capacity through “up-zoning” and more enabling planning provisions around centre zones, in areas with employment opportunities and along rapid transit stops. Policy 1 of the NPS-UD defines what constitutes a well-functioning urban environment as one that provides “*good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport*”.

### Selwyn District Partially Operative District Plan

The strategic direction for urban form and development includes:

#### Well-functioning urban environment

- **SD-UFD-O1** Selwyn has a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

#### Compact and Sustainable Township Network

- **SD-UFD-O2** Urban growth outside greater Christchurch is located only within or adjoining existing townships and in a compact and sustainable form that aligns with its anticipated role in the Township Network, while considering the community's needs, natural landforms, cultural values, highly productive land, and physical features and the ongoing use and development needs of existing activities;

#### Urban Growth and Development

- **SD-UFD-O3** There is at least sufficient feasible development capacity to meet expected demands for housing and business activities.

#### Integration of Land Use and Infrastructure

- **SD-UFD-O4** Urban growth and development:
  - is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and
  - has the ability to manage or respond to the effects of climate change; and
  - manages reverse sensitivity effects and conflict with incompatible activities, including avoiding development or intensification of sensitive activities that would compromise the operation of existing or authorised important infrastructure, as set out in EI-P6 and other relevant policies.

For subdivision in all residential zones, the Partially Operative District Plan includes the following objectives and policies for subdivision:

- **SUB-O1** Subdivision design and layout results in the efficient use of land and is compatible with the role, function, and planned urban form of the zone.
- **SUB-O2** Every site created by subdivision has the characteristics, infrastructure, and facilities appropriate for the intended use of the land.
- **SUB-O3** - Site sizes reflect the anticipated development outcomes of the zone
- **SUB-P2** - Ensure that every site created by subdivision makes provision for safe and efficient access for motorists, pedestrians, and cyclists, consistent with that required for the intended use of the site.

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■ **SUB-P3** - ensure that every site created by subdivision on which a building may be erected has all of the following features:

- Access to sunlight;
- Adequate size and appropriate shape to contain a building square;
- Access to infrastructure and facilities consistent with those required for the intended use of the site;
- Sufficient provision of and access to suitable water supply for firefighting purposes, consistent with that required for the intended use of the site;
- Access to an existing reticulated stormwater system or sufficient suitable land to accommodate effective on-site stormwater management.
- In Residential Zones, adequate size, shape, orientation, and access for outdoor living space;

■ **SUB-P4** Provide for a variety of site sizes within a subdivision, while achieving an average net site size no smaller than that specified for the zone.

■ **SUB-P5** - Where land is subject to an Outline Development Plan, manage subdivision to ensure that the outcomes intended by the Outline Development Plan are met.

■ **SUB-P6** - Require the subdivision layout to respond to and follow natural and physical features such as the underlying landscape, topography, and established vegetation.

■ **SUB-P7** - Manage the form of land to be taken for reserves, including having regard to the:

- Council's need for the land based on adopted provision and distribution standards;
- proximity of the land to other reserves and public open spaces, and to other desirable features;
- Council's capacity to pay for maintenance and improvements;
- size, location and accessibility of the land, including frontage to a roading network and the potential for transport linkages, walkways, and cycleways;
- suitability of the land to be developed for the required purpose, including any potential for enhancement and considering the soils, gradient, and topography;
- landscape features and quality of the land, including surface water bodies, and the potential for views into or from the site;
- ecosystems and biodiversity associated with the land, including any significant indigenous biodiversity, mature vegetation, or existing shelter belts;
- historic and cultural significance of the land;
- safety of users, including the absence of hazards and any vulnerability to natural hazards.

■ **SUB-P8** Provide for the subdivision of sites with existing residential units, or boundary adjustments between sites with existing residential units, which do not comply with the minimum site area or residential density standards for the zone, only where the subdivision does not create any potential for additional residential development.

Acknowledging that the site is currently zoned Large Lot Residential and the proposal does not include a change of zoning, urban design outcomes appropriate for a General Residential Zone could be considered appropriate, so the following objectives and policies are useful:

■ **GRZ-O1** The General Residential Zone provides a quality, urban residential amenity and a range of residential unit typologies to meet the diverse needs of the community.

■ **GRZ-P1** Enable residential development which provides a range of housing typologies that are consistent with a compact urban character by managing the density of development and the scale and on-site amenity of the built form.

Relevant Rule Requirements for assessing urban design outcomes for subdivision in a General Residential Zone include:

- minimum net site area is 500m<sup>2</sup> and minimum average is 650m<sup>2</sup>
- minimum site frontage is 15m
- Blocks shall achieve all the following maximum perimeter lengths:
  - Average perimeter not more than 800m;
  - Maximum perimeter not more than 1000m; and
  - Maximum length of any one side of a block not more than 250m

The site is identified as a development area and direction for development is provided by an Outline Development Plan, specifically indicating:

- a looped/connected road network accessed from Bangor Road and providing connections with Cridges Road and 3481 West Coast Road/SH73;
- a low density residential area with a density that transitions to adjacent rural land on its boundaries;
- average site size of 3700m<sup>2</sup> adjacent to Bangor Road, 2ha adjacent to SH73 and external boundaries, and an average of 1ha between the two areas;
- the ability for these large sites to subdivide in the future and the provision of infrastructure (including access/movement facilities and open spaces) to support higher density along with block depths and site shapes that would limit the amount of rear sections in the future;
- a road hierarchy focussed on local roads and no direct access from Bangor Road west of the second intersection on Bangor Road;
- a potential pedestrian/cycle link to SH73 at the intersection with Horndon Street;
- an appropriate landscape strategy which references rural character and promotes the retention of water races;
- retention or modification of shelterbelts where practical ;
- building setbacks (20m) and noise mitigation for lots adjoining SH73 and 77 (estimated within a zone of 50m measured from the setback line); and
- fencing which expresses the rural vernacular and provides a high level of transparency.

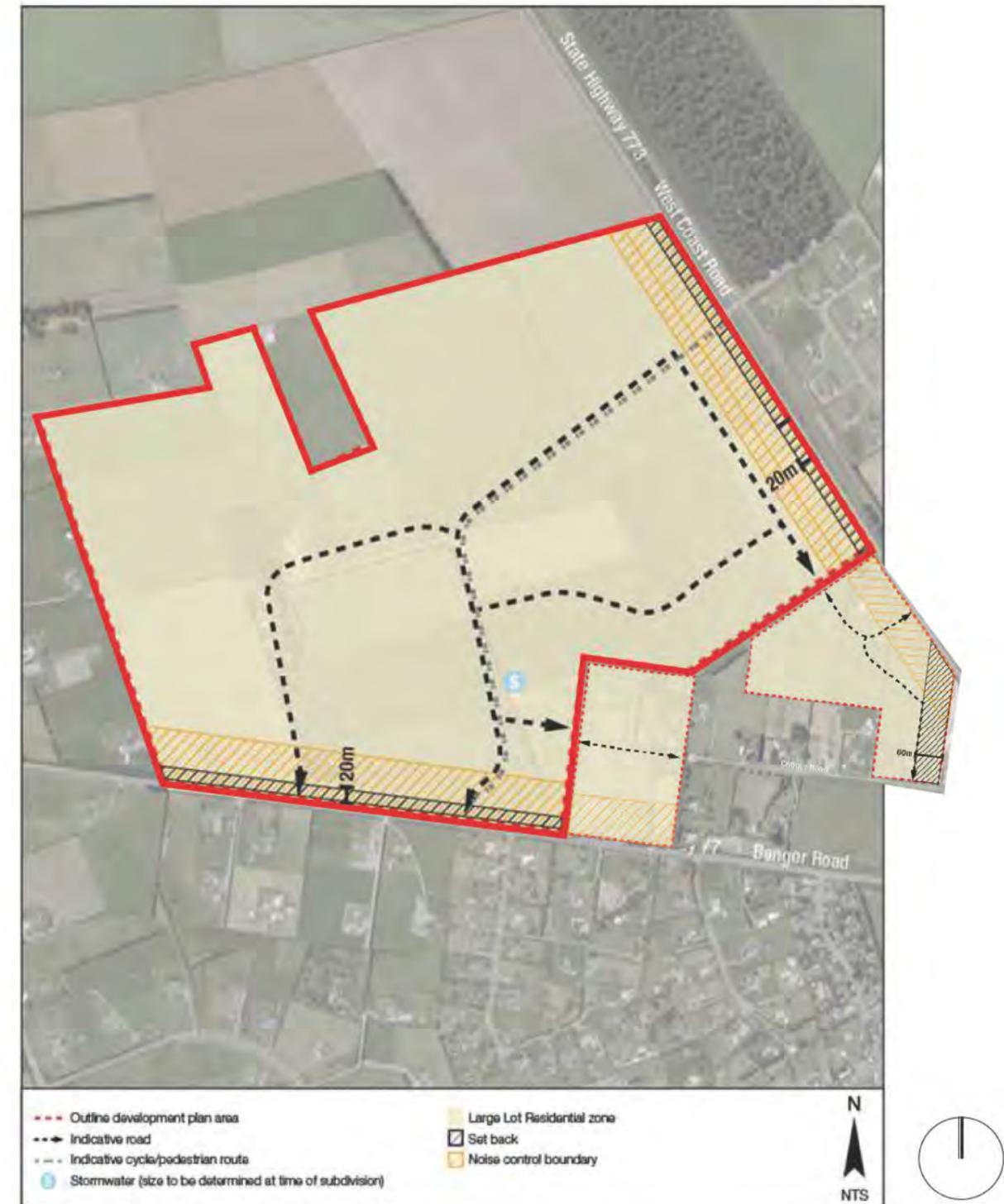


Figure 4. Partially Operative District Plan - Zoning (with site identified as DEV-DA3) and adjacent ODP for DEV- DA6

## The Malvern Area Plan

The Malvern Area Plan was developed by Selwyn District Council in 2015 and provided high level planning direction to guide the growth and sustainable management of the Malvern area townships (including Darfield) through to 2031.

The Malvern Area Plan identifies the site as “undeveloped residential land within the township”.

Relevant direction for the site and surrounding land to inform the development of the site includes:

- the significant over-supply of undeveloped low-density Living 2 zoned land, which gives rise to a dispersed settlement pattern and presents significant issues in respect to achieving integrated development and delivering efficient and cost effective infrastructure servicing
- infill/intensification opportunities in locations that are in close proximity to the town centre and consistent with the township's status to provide a greater range of housing typologies, including opportunities for elderly persons housing.
- Connection/integration with potential development to the north of the site (DAR 1) comprising low density residential
- Facilitate a Corridor Management Plan in partnership with NZTA to identify future opportunities and issues associated with the state highway, which will inform on-going planning initiatives
- Undertake a feasibility study to provide a walking/cycling link between the town and McHugh's Forest Park along the rail corridor
- Investigate options for growth of the township with sustainable water management
- carry out master planning exercises to determine initiatives to accommodate the projected future growth in the school roll
- DAR3 - An area for possible future intensification is the Living 2 zone and part of the Living 2A zoned areas west of State Highway 73 and north of Bangor Road. These areas have yet to be developed to the permitted District Plan subdivision standards, so there is the potential for it to be intensified to provide for a mixed-use Living zone with variation in section sizes and housing typologies.
- DAR3 - The area is in close proximity to the Darfield town centre and other community services and provides for a compact and concentric urban development pattern. A mixed-use Living zone would be consistent with adjacent urban areas
- Suitable setbacks or interface treatments will be required to avoid reverse sensitivity effects from State Highway 73 and State Highway 77

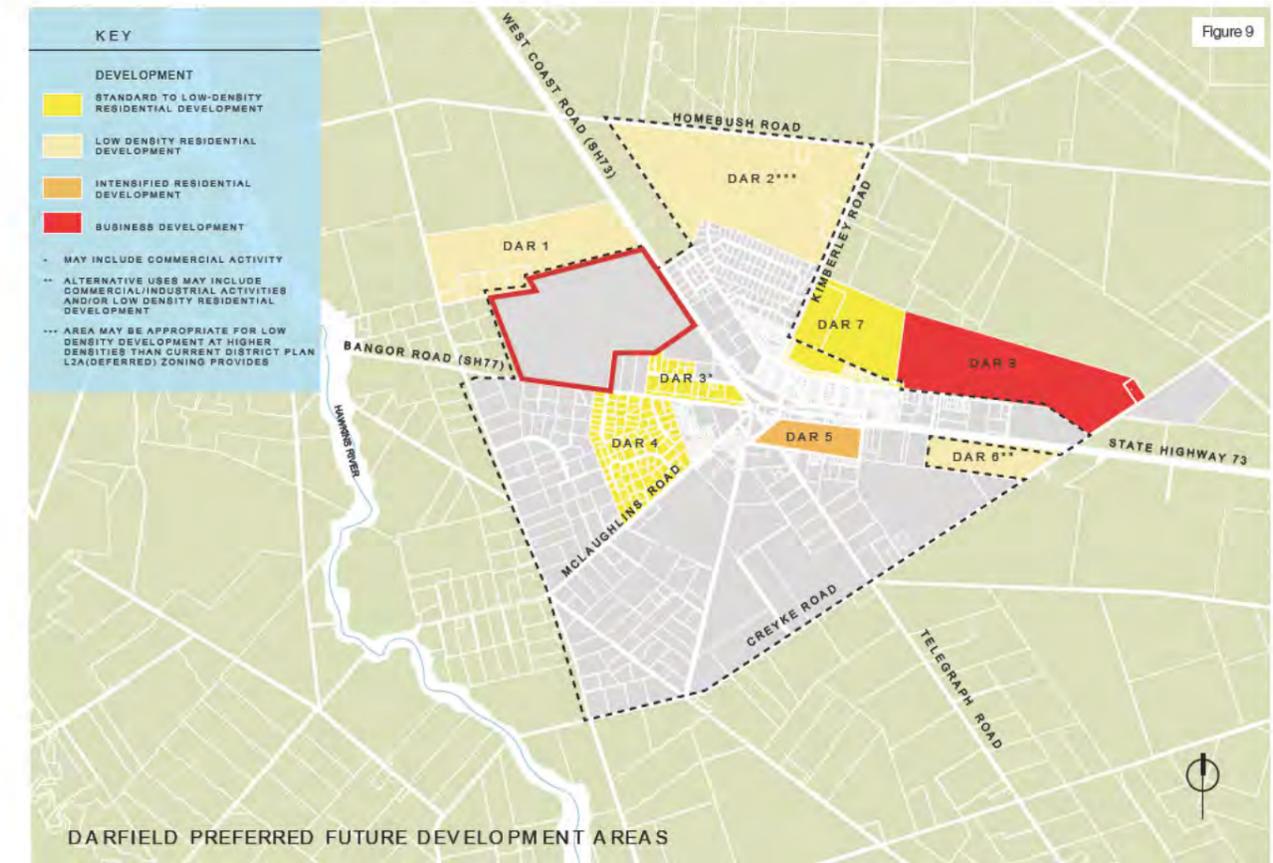
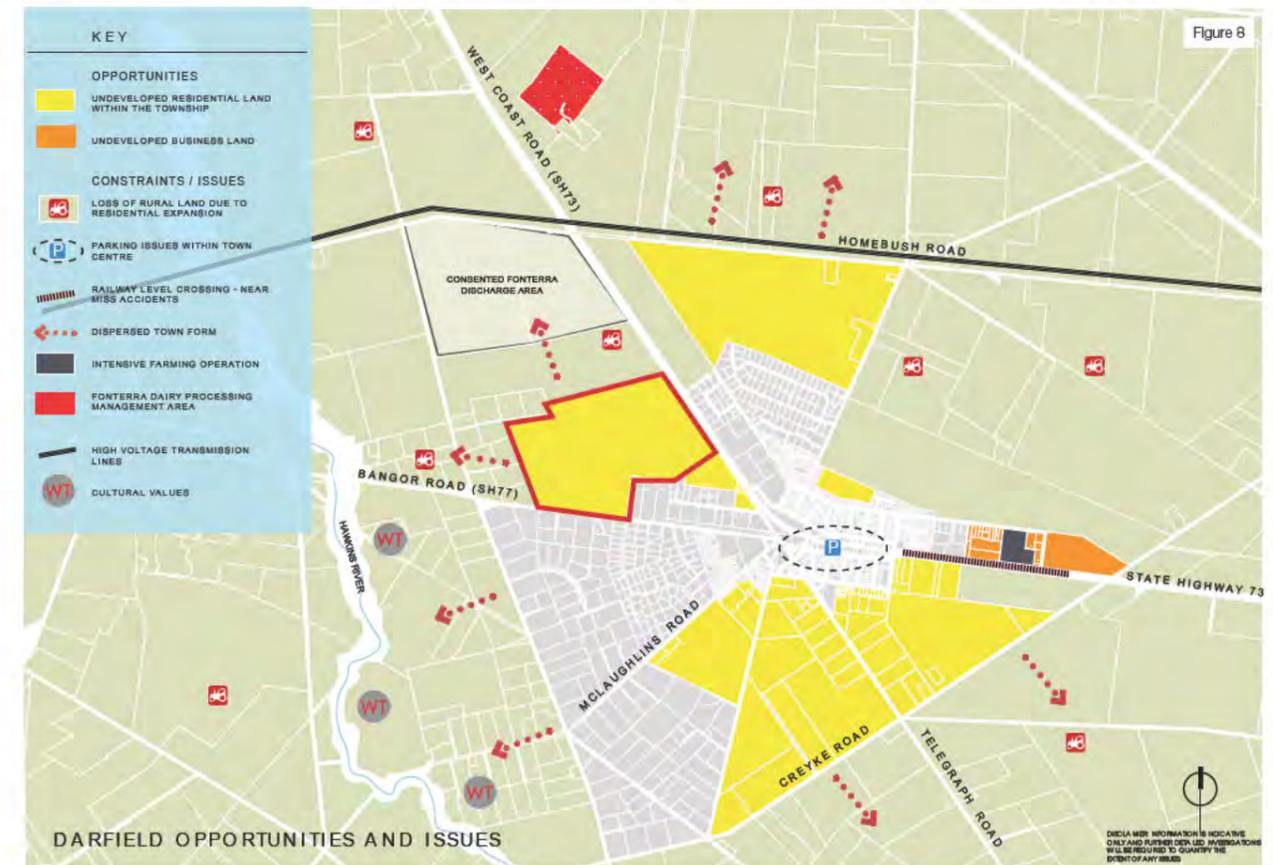


Figure 5. Extracts from Malvern Area Plan (with application site outlined in red)

#### 1.4 SITE DESCRIPTION

The site has an irregular shape with frontages to both SH73 and SH77. It adjoins existing rural and rural residential development on the eastern boundary and rural land use on the north and west.

The site has a gentle crossfall from north to south and is currently used for agriculture/farming purposes. There is one homestead and ancillary buildings within the site. Existing vegetation is comprised of shelterbelts and planting around the homestead.

The site is open/expansive and has long distance views.



Looking north west over site from SH73



Looking west along southern boundary of the site



Figure 6. Site Aerial



shelterbelts dissecting the site



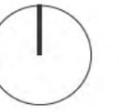
existing farm house



planting south of the farm house



shelterbelts dissecting the site



### 1.5 OPPORTUNITIES & CONSTRAINTS

#### OPPORTUNITIES

- future proof all mode connections
- likely primary entry
- ped/cycle access to McHughes Forest and park
- maintaining shelterbelt where practical
- retain existing vegetation - mature specimen trees
- existing vegetation - some value, needs maintenance
- retain/enhance water race as placemaking feature
- infrastructure site (excluded from application)
- distant views
- active travel mode provision on key routes
- active travel mode provision on Cridges Road linking to Westmere Reserve
- maximise spatial integration with the existing urban area through multi-modal connections
- provide a range of housing choice through variation in site size, type and orientation
- transition to rural interface - larger lots and/or landscaping
- consider potential location of a primary school and supermarket to better support walkability and community needs

#### CONSTRAINTS

- vehicle access restrictions SH77
- stormwater entry
- no vehicle access to SH73
- noise/visual effects of highway
- noise/visual effects of highway and railway
- Rural Zone interface
- existing narrow footpath SH77
- speed limit changes
- limited pedestrian and cycle provision to town centre

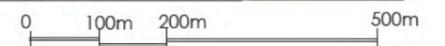


Figure 7. Opportunities and Constraints

# 2.0

## proposal

The subdivision proposal is fully described and illustrated in the application documents.

In summary it proposes to:

- embody a spatial structure which logically extends the existing urban area and provides links to future adjacent development to achieve a consolidated urban form in the future
- adopt a layout which provides long distance views to surrounding rural areas and elevated land forms
- create 700 to 800 residential sections for the erection of a variety of detached single or double storey dwellings
- define a clear hierarchy of overall access/movement and a network of streets and key pedestrian and cycle routes to be vested with Selwyn District Council
- create a central community focus around public open space and neighbourhood shops/services
- retain and incorporate rural landscape features which contribute to placemaking
- include opportunities for a school and supermarket
- respond appropriately to site interfaces



Figure 8. illustrative master plan

## 2.1 THE SUBDIVISION PROPOSAL

The design has been informed by the following high level design intentions:

- structure development around a central boulevard and open space system which echoes the existing shelterbelt, accommodates the water race and provides distant views to the Southern Alps;
- limit the likelihood of future subdivision/infill and achieve minimum residential yield to align with national imperatives for greater residential density and choice while recognising the site's location at the edge of the urban area;
- provide an appropriate interface to the adjacent state highways, mitigating potential visual and aural effects and providing a high amenity landscaped interface with the road;
- transition residential density from the southern and central areas to the rural boundaries;
- promote connections across all transport modes, prioritising walking and cycling;
- provide a variety of site sizes, promoting diversity of dwelling type/design as well as a range of pricepoints;
- maintain and enhance the water race and efficiently accommodate stormwater management needs;
- retain mature trees and shelterbelts where practical to reference location and prior rural use and also mitigate wind and leverage value in contributing to landscape character;
- promote multi-functional open spaces and maximise amenity and placemaking value of these spaces;
- adopt block and site dimensions that promote good solar access for dwellings; and
- promote safe and attractive streets by prioritising active frontage, passive surveillance and landscape amenity.

The preliminary subdivision plan illustrates approximately 700 residential sections that start at 650m<sup>2</sup> in size and extend to over 1 hectare. These are accessed either from a network of new local roads or a small number of privately owned accessways. The subdivision plan also creates a number of other public spaces to be vested with Selwyn District Council serving either recreation, linkage or stormwater functions (or both).

The overall layout has also been designed to easily enable staged development with a range of lot sizes in each stage.



Figure 9. preliminary subdivision plan

### 2.1.1 LAYOUT AND ACCESS

The proposed block pattern is logically north-south in orientation and relation to external/ cadastral boundaries. This provides good opportunity for good solar access to be achieved in private indoor and outdoor spaces on east or west facing lots.

A hierarchy of movement spaces have been employed to promote legibility and placemaking. Roads have been designed to balance "movement and place" function and to align with current best practice.

The primary north-south boulevard has been co-located with the water race which adds amenity and landscape character to the overall development. This street enables greater tree canopy to visually reinforce its role/status and add to amenity.

Other roads will include local collectors, local roads and small accessways which may be public or private.

A primary network of shared paths is proposed to cover the development area and link dwellings to key destinations. These will locate along both public roads and through public reserves.

#### Recommendations for detail design:

- accommodate shared paths or separated cycle paths along the primary boulevard and on local collector roads
- ensure all street spaces can accommodate street trees
- provide shared path linkages through reserves
- provide/futureproof pedestrian + cycle connection to McHughes Forest and Dog Park
- include a variety of road reserve widths and cross sections including short streets which can prioritise place function and/or shared space
- ensure reserves have a good proportion of road frontage
- consider an entry feature along Bangor Road
- consider how water races can be accommodated along with vehicle crossings
- consider how pedestrians and cyclists can access the town centre, schools and other destinations along SH77 (i.e. potential upgrades to walking and cycle infrastructure and pedestrian crossings, speed limit reduction etc.
- consider how cyclists and pedestrians can safely access McHughes Forest and Dog Park across SH73
- consider changes in speed limits on adjacent state highways to better support active modes and site access



Figure 10. movement network

## 2.1.2 LOT TYPOLOGIES AND DISTRIBUTION

Residential lots vary in size from approximately 650m<sup>2</sup> to greater than 1 hectare.

Careful consideration of lot size and density distribution has resulted in:

- larger lots adjacent to the external boundaries, with greater density internalised within the site;
- smaller lot sizes along the north-south boulevard route and around the reserves to promote / balance visual interest and surveillance
- a variety of lots and the ability for both single storey and double storey dwellings in all streetscapes
- a variety of lots in each development stage, thereby supporting greater lifestyle choice and pricepoint range
- compatible density and lot size/frontage width on both sides of a street, providing a consistent urban character in streets
- greater density around reserves (while still respecting wider/overall density rationale)

Recommendations for detail subdivision design:

- provide larger lots on corners to accommodate greater offsets to driveways and better enable private outdoor space without the need for high fencing on street boundaries
- consider alternative access, grouped access or on-site vehicle manoeuvring for lots which adjoin the water race and shared paths or dedicated cycleways



Figure 11. lot types + density distribution

### 2.1.3 OPEN SPACE NETWORK

The open space network has been located to enable the retention of some shelter belts/mature trees and stretched or water race. It also serves to provide open space within easy walking distance (400-800m) of all proposed sections.

Vested reserves/open space across the proposal are made up of a number of different spaces and conditions including:

- active open space
- road side swales and cycleways
- pedestrian/cycle links
- passive open space associated with stormwater management
- private shared spaces

Recommendations for detail open space design:

- clear role and function of open spaces
- appropriate interfaces with adjacent residential development, managing transition from public to private space
- consider public safety through sightlines, passive surveillance, tree canopy etc. and



Figure 12. open space

## 2.1.4 LANDSCAPE STRATEGY/FEATURES

To promote identity and character in the development, unique placemaking moves are being considered including:

- boulevard street treatments
- specimen trees on key corners to promote legibility/way finding along with improving overall amenity and micro-climate
- retention of some shelterbelts and incorporation into public reserves
- a variety of public open spaces, each with a clear role/function

### Recommendations for detail landscape design:

- consider appropriate tree species, which reference history/existing landscape character but are also appropriate for future climate change conditions
- identification of valuable trees for retention
- retention and management of water race and how access over it is achieved (vehicular and pedestrian)
- clear role of landscaping in managing interfaces with state highways and establishing a good/appropriate external image for the development
- ability of landscaping to support a clearly perceived roading hierarchy and promoting identity of different streets

feature planting

feature roundabout

- Arboretum - mature exotic and native trees - Robinia, Copper Beech, Cheery Trees, Leyland Cypress and Maple Trees



overland flowpath  
planted bund along SH

feature trees on corners



shelterbelt and water race with  
shared paths



boulevard planting  
water race



feature roundabout



some conifers and  
gum trees retained



retained shelterbelt -  
with gaps for access  
or access from  
panhandles to the  
north

## 2.1.5 INTERFACES

### State Highway 73

Large lots are proposed along this highway, reducing the number of dwellings that may be effected by traffic volumes and the train line. No individual vehicle access is permitted along this boundary.

The preliminary proposal is to manage the visual and aural effects on residential dwellings through a planted bund and rural type fencing.

### State Highway 77

Larger lots are also proposed along this road boundary although it allows for more engagement with adjacent urban development. Visual and aural effects associated with the state highway also need to be accommodated, potentially through lower density, greater building setbacks and noise mitigation measures

### Rural Interface

Density transitions to the rural interface with lots of a shape and size that can also subdivide in the future if/when more rural land is urbanised. Larger lots can accommodate greater building setbacks from the rural interface, reducing potential reverse sensitivity issues.

### Central Boulevard

The central boulevard street is lined with smaller lots, reinforcing its hierarchy and maximising the number of households which can enjoy outlook and amenity associated with it.

Recommendations for detail interface design:

- explore opportunity to provide active frontage to SH77 while accommodating access and amenity constraints
- adopt appropriate fencing which contributes to character
- adopt measures that can adapt if/when the interface condition changes
- for the central boulevard - consider the relative costs and benefits of a central planted median, vehicle restrictions, maintenance constraints, greater on-lot landscaping etc.
- for reserve interfaces - consider appropriate fencing which contributes to character, secures property and pets and also screens service areas while allowing for passive surveillance
- for SH77 - consider how passive surveillance of pedestrians and cyclists while accommodating noise effects etc.



- External**
- State Highway 73
  - State Highway 77
  - rural interface
- Internal**
- reserve
  - ..... water race

Figure 13. Managing interfaces

### 2.1.6 POTENTIAL NON-RESIDENTIAL USES

Opportunities to accommodate a primary school and supermarket have been incorporated into the underlying subdivision layout. If these uses are feasible, they would promote walkability, increase residential convenience and reduce vehicle trips.

- Recommendations for detail design:
- ensure a potential school site has local road frontage, ideally to the central north-south collector
  - consider potential connection between school and open space network and possible benefits of co-location
  - ensure any potential lot for a supermarket enables an active frontage to the corner/main entry boulevard
  - consider potential effect of supermarket on commercial performance of existing town centre
  - locate infrastructure sites to enable easy vehicle access without occupying high profile positions



Figure 14. Potential location and extent of non-residential uses

# 3.0

## assessment

“Urban design is concerned with the design of the buildings, places, spaces and networks that make up our towns and cities, and the ways people use them. It ranges in scale from a metropolitan region, city or town down to a street, public space or even a single building. Urban design is concerned not just with appearances and built form but with the environmental, economic, social and cultural consequences of design. It is an approach that draws together many different sectors and professions, and it includes both the process of decision-making as well as the outcomes of design.”

*Urban Design Protocol  
MfE, 2005*

“Urban design is about making the connections between people and places, between public and private space, between the natural and built environment, between movement and urban form, and between the social and economic purposes for which urban space is used.”

*People + Places + Spaces, a  
design guide for urban New  
Zealand, MfE, 2002*

### 3.1 APPROACH AND METHODOLOGY

The proposal is for a residential subdivision creating 700 to 800 sections for the future development of dwellings.

The scope of this assessment is limited to urban design outcomes and is intrinsically linked to the generally agreed definition and scope of urban design matters and Registered Urban Designers. The Institute of Urban Designers Aotearoa (UDIA) directs that:

*“The focus of urban design evaluation should be limited to whether or not a proposal or project reasonably satisfies the outcomes sought by the relevant statutory document or plan. Best practice urban design outcomes should be relied on to guide the assessment but should not be the benchmark to be achieved unless the statutory document or plan itself seeks that.”*

In this instance, the following direction is considered relevant

- National Policy Statement on Urban Development;
- Selwyn District Partially Operative District Plan - strategic direction for urban form and development, and specifically direction for subdivision and the Outline Development Plan; and
- Waikirikiriri Ki Tua Future Selwyn - specifically direction within the Malvern Area Plan 2031

The above assessment criteria are reproduced in **blue text** on the following pages, followed by assessment commentary.

### 3.2 NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT (NPS-UD)

The NPS-UD identifies Selwyn District as a Tier 1 territorial authority and responsible for providing for growth and ensuring well-functioning urban environments. While the NPS-UD does not apply to the Site, the proposal can be assessed against its objectives and policies and the attributes in Policy 1 that define a well-functioning urban area.

**Objective 1:** New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

**Policy 1:** Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- (a) have or enable a variety of homes that:
  - (i) meet the needs, in terms of type, price, and location, of different households;
  - and (ii) enable Māori to express their cultural traditions and norms; and
- (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- (e) support reductions in greenhouse gas emissions; and
- (f) are resilient to the likely current and future effects of climate change.

The development of the site in general accordance with the preliminary development concept will promote a well functioning environment the following ways:

- it is large land holding under a single ownership which enables a masterplan approach to planning and delivery and thereby capable of achieving an integrated and connected neighbourhood which can assist with meeting housing demand in Darfield over a significant period of time;
- the proposal includes more intensive residential development in the first instance (as opposed to developing at low density consistent with the Large Lot Residential Zone, minimum average lot size is 5000m<sup>2</sup>), thereby aligning more closely with objectives and policies for better land utilisation and intensification of sites close to town centres;
- this also avoids future ad hoc subdivision in the future which is a challenge to achieving a connected and legible suburban environment;
- the proposal has a variety of site sizes, promoting variety of pricepoint and a more mixed demographic/community
- the site has good accessibility and connections to the town centre and can support active transport modes to connect residents with the town centre, community facilities and services and open spaces; and
- the site can be connected to the existing urban area by Bangor Road and West Coast Road, and assuming the area around Cridges Road will, in the future, redevelop, will be a part of a contiguous urban area which radiates out from the town centre.

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### 3.3 SELWYN DISTRICT PLAN (PARTIALLY OPERATIVE)

#### 3.3.1 STRATEGIC DIRECTION

The strategic overarching direction for matters relating to the growth of urban areas in the District:

***SD-UFD-O1 Selwyn has a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.***

This criterion has been addressed in Section 3.2 above.

***SD-UFD-O2 Urban growth outside greater Christchurch is located only within or adjoining existing townships and in a compact and sustainable form that aligns with its anticipated role in the Township Network, while considering the community's needs, natural landforms, cultural values, highly productive land, and physical features and the ongoing use and development needs of existing activities;***

The proposal represents a logical extension of the radial urban form of Darfield. The majority of the site lies within 1 to 2km of the town centre providing easy and efficient access. Natural site features have informed subdivision design and the distribution of residential density serves to limit potential impacts on adjacent roading and land uses.

***SD-UFD-O3 There is at least sufficient feasible development capacity to meet expected demands for housing and business activities.***

This criterion is addressed by the project's property economist.

***SD-UFD-O4 Urban growth and development:***

- *is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and*

All necessary infrastructure can be provided - please refer to infrastructure report.

- *has the ability to manage or respond to the effects of climate change; and*

A greater residential density than that anticipated in the Large Lot Residential Zone reduces the potential for greenhouse gas emissions and better supports active travel and public transport.

- *manages reverse sensitivity effects and conflict with incompatible activities, including avoiding development or intensification of sensitive activities that would compromise the operation of existing or authorised important infrastructure, as set out in EI-P6 and other relevant policies.*

Any potential reverse sensitivity effects on adjacent state highways and rural land use can be managed through appropriate access controls, lot size, and noise mitigation measures and the detail thereof can be confirmed at detail design stage.

#### 3.3.2. SUBDIVISION

The direction below for subdivision applies to all residential zones.

***SUB-O1 Subdivision design and layout results in the efficient use of land and is compatible with the role, function, and planned urban form of the zone.***

The proposal is not in line with the low density urban form anticipated in the Large Lot Residential Zone (which has a minimum average lot size of 5000m<sup>2</sup>) and instead adopts a position that a higher density pattern of subdivision is appropriate given the sites' location and accessibility and better supports urban growth which reduces green house gas emissions.

The Outline Development Plan anticipates/directs that future intensification should be provided for if the site develops at a low density. However, "retrofitting" or intensifying residential areas once established is often challenging for the following reasons:

- further subdivision of large sections often results in rear lots which typically result in:
  - a loss of privacy, particularly for front units, associated with "front to backs" and potential for overlooking;
  - conflicts with access;
  - a low level of activation and passive surveillance of the street;
  - a poor sense of address and legibility for rear units; and
  - a greater number of driveway crossings on a street frontage, and corresponding reduction in pedestrian and cyclist amenity and lack of street trees.
- avoiding the above outcomes requires large lots to have long street frontages (relative to lot depths) which is inefficient and expensive (on the basis of per lot land development cost) with respect to the provision of infrastructure (both roading and services below them)

In addition to greater land and infrastructure efficiency, adopting a higher residential density has a number of advantages for Darfield, and its district, including:

- supporting high amenity pedestrian and cycle infrastructure which promotes active travel, public transport patronage and lower greenhouse gas emissions; and
- supporting the town centre by increasing its catchment to support existing and future shops, services and open spaces.

Given the above challenges and the direction of the ODP and the NPS:UD, and the natural/ logical direction of growth in Darfield, the proposal prioritises a more efficient and affordable residential density as opposed to compatibility with urban form anticipated in Large Lot Residential Zone.

***SUB-O2 Every site created by subdivision has the characteristics, infrastructure, and facilities appropriate for the intended use of the land.***

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The proposal is for a masterplanned residential community that includes, or provides for, open spaces, schools and local centre services to support it.

***SUB-O3 - Site sizes reflect the anticipated development outcomes of the zone***

Based on the justification and planning approach to develop the site in accordance with outcomes in a General Residential Zone, site sizes (which will be confirmed during a detailed design and consenting process) will align with the anticipated development outcomes. It is also worth noting that the site is very large and the proposal includes a wide variety of site sizes which spans anticipated outcomes in both the General Residential Zone and the Large Lot Residential Zone, and thereby delivers a bespoke plan which responds to specific site characteristics and interfaces rather than adopting the rules/outcomes a single residential zone.

***SUB-P2 - Ensure that every site created by subdivision makes provision for safe and efficient access for motorists, pedestrians, and cyclists, consistent with that required for the intended use of the site.***

The intention is to provide high quality multi-functional movement spaces which accommodate all users safely. Key pedestrian and cycle routes and desire lines have been embedded in the concept plan to promote amenity and safety for active travel.

***SUB-P3 - ensure that every site created by subdivision on which a building may be erected has all of the following features:***

- Access to sunlight;
- Adequate size and appropriate shape to contain a building square;
- Access to infrastructure and facilities consistent with those required for the intended use of the site;
- Sufficient provision of and access to suitable water supply for firefighting purposes, consistent with that required for the intended use of the site;
- Access to an existing reticulated stormwater system or sufficient suitable land to accommodate effective on-site stormwater management.
- In Residential Zones, adequate size, shape, orientation, and access for outdoor living space;

Consistency with the above outcomes can be confirmed at detail design stage but the concept masterplan illustrates:

- a predominantly north-south alignment for blocks which promotes lots which face east or west and thereby have good solar access; and
- lots which have a logical and functional size and shape with a greater depth relative to lot frontage which promotes both efficient infrastructure and privacy at the rear of lots.

***SUB-P4 Provide for a variety of site sizes within a subdivision, while achieving an average net site size no smaller than that specified for the zone.***

The concept masterplan indicates a wide range of lot sizes, appropriately distributed to manage external interfaces, and benefit from internal amenity and/or features. The proposed lot sizes are therefore not intended to comply strictly with either the site sizes of the Large Lot Residential Zone or the General Residential Zone. Instead, this consenting process enables a site specific design to be advanced which maximises the potential for efficient and more affordable land use and residential choice while responding to site opportunities and constraints.

***SUB-P5 - Where land is subject to an Outline Development Plan, manage subdivision to ensure that the outcomes intended by the Outline Development Plan are met.***

See assessment in Section 3 below.

***SUB-P6 - Require the subdivision layout to respond to and follow natural and physical features such as the underlying landscape, topography, and established vegetation.***

The conceptual layout retains a number of shelter belts, water races and areas of existing vegetation

***SUB-P7 - Manage the form of land to be taken for reserves, including having regard to the:***

- Council's need for the land based on adopted provision and distribution standards;
- proximity of the land to other reserves and public open spaces, and to other desirable features;
- Council's capacity to pay for maintenance and improvements;
- size, location and accessibility of the land, including frontage to a roading network and the potential for transport linkages, walkways, and cycleways;
- suitability of the land to be developed for the required purpose, including any potential for enhancement and considering the soils, gradient, and topography;
- landscape features and quality of the land, including surface water bodies, and the potential for views into or from the site;
- ecosystems and biodiversity associated with the land, including any significant indigenous biodiversity, mature vegetation, or existing shelter belts;
- historic and cultural significance of the land;
- safety of users, including the absence of hazards and any vulnerability to natural hazards.

The Selwyn District Council Open Spaces Strategy (2015) recommends a ratio of 3ha of open space per 1000 residents for sports/recreation and neighbourhood reserves and 1.2ha per person for neighbourhood reserves. Darfield is already well served with sports and recreation space. Since Darfield Domain is close by, approximately 18ha in size, capable of serving up to 600 residents, no open space in this category is considered necessary. With respect to neighbourhood reserves, the potential yield of the site (800 lots) would require approximately 3ha.

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The concept masterplan indicates a central and connected open space network based around existing water races, shelter belts and other mature trees/vegetation. The western reserve measures approximately 2ha and the eastern reserve approximately 1ha. Linear reserves connecting these two reserves measures approximately 2ha. In total, preliminary open space provision may exceed the area required/accepted by Selwyn District Council. If this is the case, reserve areas can be reduced in size as part of consultation with Council officers and a reduction can be accommodated without undermining the overall open space concept.

The proposed open spaces all have road frontage and accommodate active mode linkages.

***SUB-P8 Provide for the subdivision of sites with existing residential units, or boundary adjustments between sites with existing residential units, which do not comply with the minimum site area or residential density standards for the zone, only where the subdivision does not create any potential for additional residential development.***

N/A

A number of relevant Rule Requirements for subdivision in a General Residential Zone are also considered useful as they offer measurable assessment criteria and define the pattern of subdivision which leads to a built form, density and level of permeability/walkability considered appropriate for the General Residential Zone:

- *minimum net site area is 500m<sup>2</sup> and minimum average is 650m<sup>2</sup>*
- *minimum site frontage is 15m*
- *Blocks shall achieve all the following maximum perimeter lengths:*
  - *Average perimeter not more than 800m;*
  - *Maximum perimeter not more than 1000m; and*
  - *Maximum length of any one side of a block not more than 250m*

The conceptual subdivision plan is based on a minimum site dimension of 18m x 32 - 35m, a lot size of 575m<sup>2</sup> to 630m<sup>2</sup>. Lots on corners are typically larger as are those responding to other site constraints such as water races. Given there is a number of lots larger than this basic typology around the perimeter of the site, and in the transitional area in between, detailed subdivision design is anticipated to meet the zones lot size requirements. Lots with narrower frontages and smaller sizes can be located to adjoin open spaces and with orientations which ensure good solar access for indoor and outdoor living spaces at the rear.

Block lengths and perimeters can be tested at detail design stage to confirm compliance with the above requirements. Greater residential density requires higher levels of walkability so there is a relationship between block size and lot size. In some parts of the site, blocks are designed to accommodate larger lots and therefore may have higher block sizes and longer lengths which may not logically align with those appropriate in a General Residential Zone. An assessment of overall walkability can be undertaken at detailed design stage and inform an additional pedestrian linkages in required.

### 3.3.3 GENERAL RESIDENTIAL ZONE

Although the site is zoned as Large Lot Residential Zone, given the planning strategy to develop it generally in line with the General Residential Zone (but with a greater variety of lot sizes), the following objectives and policies are considered useful for urban design assessment:

■ ***GRZ-O1 The General Residential Zone provides a quality, urban residential amenity and a range of residential unit typologies to meet the diverse needs of the community.***

The conceptual masterplan indicates a wide range of proposed lot sizes which will appeal to a variety of future residents and accommodate a variety of housing typologies. It proposes variety across this large site, with all lots accessed from a hierarchy of road typologies, all of which support high residential amenity.

■ ***GRZ-P1 Enable residential development which provides a range of housing typologies that are consistent with a compact urban character by managing the density of development and the scale and on-site amenity of the built form.***

The distribution of density/lot sizes has responded to site specific opportunities and constraints. Smaller lots, more compact neighbourhoods are located internally, around open spaces and landscape features while larger lots are located on external boundaries.

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### 3.3.4. DARFIELD DEVELOPMENT AREA 3 - OUTLINE DEVELOPMENT PLAN

The Darfield ODP includes the following relevant urban design direction:

- ***a looped/connected road network accessed from Bangor Road and providing connections with Cridges Road and 3481 West Coast Road/SH73;***

These road connections are included/indicated on the draft subdivision plan.

- ***a low density residential area with a density that transitions to adjacent rural land on its boundaries;***

Density is generally higher than that anticipated but the ODP (at last initially) but it does transition to low density at the external boundaries. The ODP anticipates a higher density than that of the Large Lot Residential Zone in the future.

- ***average site size of 3700m<sup>2</sup> adjacent to Bangor Road, 2ha adjacent to SH73 and external boundaries, and an average of 1ha between the two areas;***

Lots along SH73 are proposed to vary between 5000m<sup>2</sup> and 1ha (10,000m<sup>2</sup>). This reflects the lots already developed on the eastern side of SH73 (McHughes Crescent) and lots of this size can adequately accommodate any noise mitigation measures or necessary landscaping requirements. Lots along Bangor Road are proposed to align with the above area and a transition between larger lots on external boundaries and smaller lots in the centre of the site is envisaged.

- ***the ability for these large sites to subdivide in the future and the provision of infrastructure (including access/movement facilities and open spaces) to support higher density along with block depths and site shapes that would limit the amount of rear sections in the future;***

The ultimate anticipated density (although not clearly defined by the ODP) is proposed to be delivered as part of this consenting process. This removes the need for "future-proofing" for further subdivision, results in a more efficient development and avoids poor outcomes associated with intensification.

- ***a road hierarchy focussed on local roads and no direct access from Bangor Road west of the second intersection on Bangor Road;***

A hierarchy of local roads is proposed and the minimum road connections to Bangor Road

- ***a potential pedestrian/cycle link to SH73 at the intersection with Horndon Street;***

The masterplan includes a linkage to SH73/Horndon Street.

- ***an appropriate landscape strategy which references rural character and promotes the retention of water races;***

The existing water race has informed the subdivision design and it is retained along the central

boulevard where it can contribute significantly to overall identity and amenity.

- ***retention or modification of shelterbelts where practical;***

Some shelter belts have been retained where they do not result in risk or shading to residential dwellings.

- ***building setbacks (20m) and noise mitigation for lots adjoining SH73 and 77 (estimated within a zone of 50m measured from the setback line); and***

Noise mitigation measures are proposed along both state highways and lot sizes adjoining them are capable of accommodating these building setbacks.

- ***fencing which expresses the rural vernacular and provides a high level of transparency.***

This detail will be resolved at detail design stage as part of a comprehensive landscaping approach/plan.

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### 3.4 MALVERN AREA PLAN

- **a significant over-supply of undeveloped low-density Living 2 zoned land, which gives rise to a dispersed settlement pattern and presents significant issues in respect to achieving integrated development and delivering efficient and cost effective infrastructure servicing**

The proposal represents a logical extension of the existing radial pattern of urban development around the town centre. Whilst the land parcels to the south east of the site (in Development Area DA6) are still zoned Large Lot Residential Zone, their proximity to the town centre, Darfield Domain, schools etc. make them ideally located for general residential development. This would result in a contiguous urban area, integrated through the direction of the respective ODPs, reinforcing and supporting the town centre.

- **infill/intensification opportunities in locations that are in close proximity to the town centre and consistent with the township's status to provide a greater range of housing typologies, including opportunities for elderly persons housing.**

The majority of the site is within 1 to 2km of the town centre and therefore ideally placed to provide a range of housing typologies to support it and to extend housing choice in the town generally.

- **connection/integration with potential development to the north of the site (DAR 1) comprising low density residential**

Potential links for all modes (and drainage) is made to the north and to Development Area 1 (although this development area is not identified in the Partially Operative District Plan).

- **facilitate a Corridor Management Plan in partnership with NZTA to identify future opportunities and issues associated with the state highway, which will inform on-going planning initiatives**

Consultation with Waka Kotahi can be undertaken as part of detail design stage to ensure appropriate risk management/reverse sensitivity measures and adequate residential amenity is achieved.

- **undertake a feasibility study to provide a walking/cycling link between the town and McHugh's Forest Park along the rail corridor**

The proposal includes a link to SH73/McHughes Forest Park that is connected to the wider open space and pedestrian network.

- **investigate options for growth of the township with sustainable water management**

Appropriate storm water management will be confirmed at detail design stage and in consultation with SDC and in alignment with its relevant storm water management plans and policies.

- **carry out master planning exercises to determine initiatives to accommodate the projected future growth in the school roll**

Provision has been made for potential sites for a primary school. The delivery of this facility can be explored and agreed with the Ministry of Education during the detail design stage.

- **DAR3 - An area for possible future intensification is the Living 2 zone and part of the Living 2A zoned areas west of State Highway 73 and north of Bangor Road. These areas have yet to be developed to the permitted District Plan subdivision standards, so there is the potential for it to be intensified to provide for a mixed-use Living zone with variation in section sizes and housing typologies.**

The proposed density and range of lot sizes is consistent with this direction and provision is made for potential school and supermarket sites.

- **DAR3 - The area is in close proximity to the Darfield town centre and other community services and provides for a compact and concentric urban development pattern. A mixed-use Living zone would be consistent with adjacent urban areas**

As described above, the proposal aligns with the intention of this document to achieve a more sustainable and varied residential neighbourhood in close proximity of the town centre.

- **Suitable setbacks or interface treatments will be required to avoid reverse sensitivity effects from State Highway 73 and State Highway 77**

As described above, provision has been made through lot size to accommodate all necessary mitigation measures. Consultation with Waka Kotahi can be undertaken as part of detail design stage to ensure appropriate risk management/reverse sensitivity measures and adequate residential amenity is achieved.

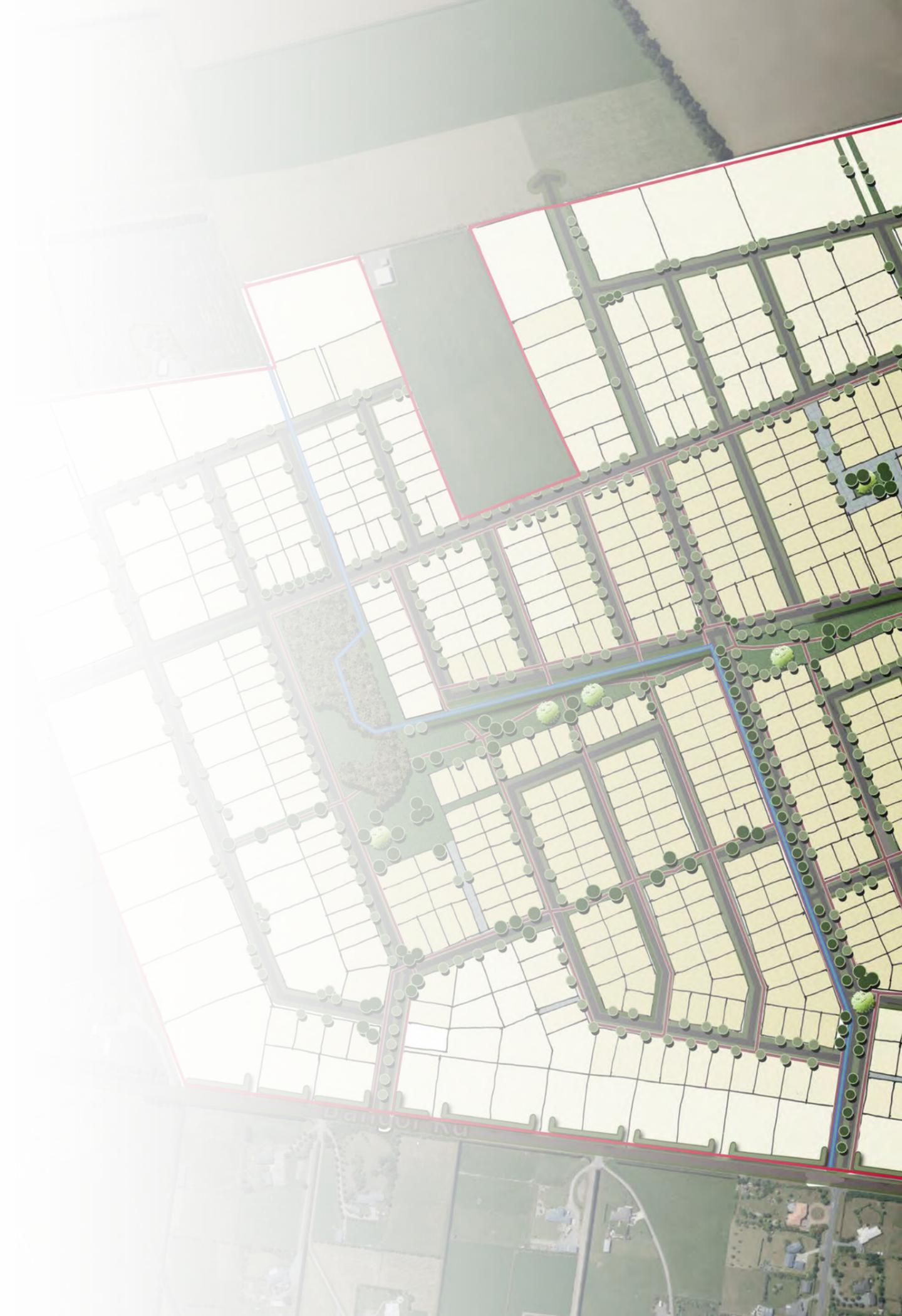
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## conclusion

In summary, the proposal:

- is a logical extension of the existing urban area and appropriate response to location, context and site specific opportunities and constraints;
- can integrate and connect to its existing and future surrounding neighbourhood;
- has a logical density distribution and can have bespoke edge conditions to manage interfaces;
- acknowledges national and regional policy and the need for greater housing delivery, diversity and affordability while balancing local context and market conditions;
- supports active travel modes and low impact engineering to promote an environmentally sustainable development and lifestyle; and
- is generally consistent with strategic direction for urban form and development, aligns with the direction of the Outline Development Plan and the Malvern Area Plan.

As such, and on the basis that the recommendations contained within this report are adopted, it can be supported from an urban design perspective.



For: Hughes Developments LTD

Prepared by: Urban Acumen Ltd

