DCM URBAN DESIGN LIMITED
10/245 St Asaph St, Christchurch 8011

Westhaven Residential Development Fast-track Substantive Application

CARTER GROUP LTD

Urban Design Assessment

Project No. 2026_092 | C

Westhaven Residential Development | Fast-track Substantive Application

Project no:	2024_052
Document title:	Urban Design Assessment
Revision:	C
Date:	29 October 2026
Client name:	Carter Group Ltd.
Author:	Dave Compton-Moen – Director, Urban Designer, Landscape Architect (NZILA registered)
File name:	2024_052 Carter Westhaven Subdivison Fast-track UDA_C

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	15/07/2026	UDA for comment	DCM	DCM	DCM
B	22/10/2026	Updates	NaKi	HB	DCM
C	29/10/2026	Updates	HB		

DCM URBAN DESIGN LIMITED

10/245 St Asaph St, Ōtautahi / Christchurch 8011
Level 1, 17 Garrett St, Te Whanganui-a-Tara / Wellington 611
Unit 1/1 Umbers Street Wanaka, Otago 9305

COPYRIGHT: The concepts and information contained in this document are the property of DCM Urban Design Limited.

URBAN DESIGN ASSESSMENT: SUBDIVISION

WESTHAVEN RESIDENTIAL DEVELOPMENT, ROLLESTON (SECTION 1 SO 608925, RS 23614, RS 25807, PART RS 31354, PART SECTION 4 RES 1342, LOT 1-2 DP 72132, PART RS 31356, LOT 1 DP 82068, LOT 3-4 DP 20007)

The following report is an Urban Design Assessment (UDA) of the proposed residential subdivision at the above address. This review is based on the following documents:

- Scheme Plan by Inovo, dated 01/10/2026
- Urban design and landscape graphic attachment by DCM Urban, dated 31/07/2026
- Westhaven Design Guide for the consented Stage 1 area (excluded from the fast-track application) by DCM Urban, dated 29/10/2026

INTRODUCTION

DCM Urban Design Limited have been commissioned by Carter Group Limited (the applicant) to assess the potential urban design effects from the design and development of Westhaven Residential Development Project (Westhaven) at the address stated above. Dave Compton-Moen is the Director of DCM Urban Design Limited has 25 years of experience working in the planning, urban design and landscape profession and is a Registered Landscape Architect with the New Zealand Institute of Landscape Architects (NZILA). Dave has a Bachelor of Landscape Architecture (Honours) (BLA), a Master of Urban Design (MUrbDes) and a Bachelor of Resource Studies in Planning and Economics. Dave is familiar with the site and project, having worked on the various plan changes to rezone the land, and the resource consent for Westhaven Stage 1.

This assessment has been prepared in accordance with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. The authors have complied with that Code in preparing this report and confirm that the opinions expressed are within their respective areas of expertise, except where reliance has been placed on information or opinions provided by others.

This proposal is being submitted as a substantive application seeking approvals under the Fast-track Approvals Act 2024 (FTAA). The project, 'Rolleston West Residential Project' is a listed project per Schedule 2 of the FTAA. The project is now referred to as Westhaven Residential Development

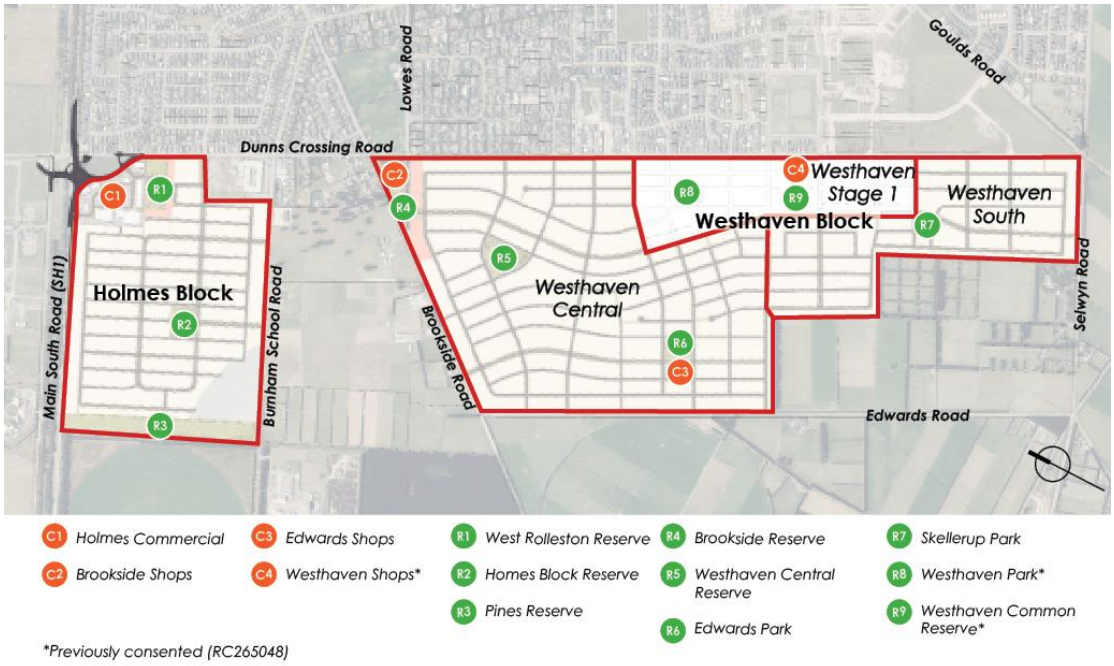
The report is supported by an appendix of figures including DCM Urban's graphic attachment, which contains several maps, mitigation measures, viewpoint photos and a conceptual masterplan and visualisations of what the proposal may come to look like in future. The proposal site is approximately 263ha in size and currently zoned as General Residential Zone (GRZ) under the Selwyn District Council (SDC) Partially Operative District Plan (Appeals Version) ('the District Plan' or 'POSDP').

THE PROPOSAL

The site is located on the western edge of Rolleston, where the urban area transitions into a rural and rural lifestyle environment. The proposal is made up of two main development blocks, both located on the western side of Dunns Crossing Road (figure 1). The northern block, referred to as the Holmes Block, extends from Main South Road (SH1) to Burnham School Road. The southern block, referred to as the Westhaven Central and Westhaven South Block, is located between Brookside Road to the north and Selwyn Road to the south. The surrounding context is

characterised by established and recently developed residential neighbourhoods to the east of Dunns Crossing Road, with rural and rural lifestyle land generally located to the west and south. Main South Road (SH1) forms the northern edge to the Holmes Block, while Burnham School Road, Brookside Road and Selwyn Road form key east-west connections through the wider area.

***Figure 1**. Plan showing proposal areas referred to in report.*



A portion of the western part of the site is currently subject to an Odour Control Overlay (OCO) in the POSDP which is related to the Pines Resource Recovery Plant (PRRP) and associated infrastructure. The POSDP prescribes a 1,000m setback between the activity composting facility on this site and any sensitive activity; this setback is proposed to be reduced for this proposal. Whilst it is recognised that there is another overlay in the POSDP associated with the Pines Waste Water Treatment Plant (PWWTP), which is also located west of the site, this does not have any impact on the development. Additionally, a portion of the site along the Main South Road (SH1) boundary is subject to a Railway Network Noise Control overlay and / or State Highway Noise Control overlay.

The proposed subdivision, as shown in the Inovo scheme plans and DCM graphic attachment, seeks to provide approximately 4,134 residential sites, together with three commercial areas, reserves, and green links, within an integrated and permeable movement network. As set out in further detail within the Planning Assessment, the development is intended to exhibit a medium density residential character, achieved through the adoption of the Medium Density Residential Zone (MRZ) built form controls. However, private covenants will generally limit development to one dwelling per allotment. Pockets of higher density residential development are proposed to be located near commercial centres and reserves. The Holmes Block includes approximately 1,058 medium density residential lots (403m2 average lot size), including 48 high density lots (180m2 average lot size). The Westhaven Central and Westhaven South Block includes approximately 2,920 residential lots (409m2 average lot size), including 108 high density lots (180m2 average lot size). As above, it is proposed that the MRZ provisions will be adopted as conditions of consent to guide the future residential development.

Westhaven Stage 1 subdivision is under construction along Dunns Crossing Road between Jean Archie Drive and Jed Way, already consented under a separate application (RC265048) which also adopted the MRZ provisions rather than GRZ. This development does not form a part of the application however the proposal has been designed to appropriately integrate and connect to this consented urban form.

Three commercial areas are proposed as part of the project. One larger commercial area is proposed within the Holmes Block, near the SH1 and Dunns Crossing Road intersection, and is anticipated to function at a local centre scale. The remaining commercial areas are anticipated to function at a neighbourhood centre scale, with two commercial areas of this scale located within Westhaven Central Block. A further commercial area of a similar scale is consented as part of Westhaven Stage 1 (that commercial area does not form part of this application). These commercial areas are intended to support the day-to-day convenience needs of future residents and provide local focal points within the wider subdivision structure. Higher density residential areas have been located near these centres and associated reserves to support access to local services, open space, and movement connections.

Primary vehicle access to the development is anticipated from Dunns Crossing Road, supported by connections to Burnham School Road, Brookside Road and Selwyn Road. The proposed street network builds on the existing movement pattern established within adjacent Rolleston neighbourhoods. In particular, several east-west streets which currently terminate at Dunns Crossing Road opposite the proposal site are proposed to be continued into the development. These connections will help integrate the proposal with the existing urban area to the east and support a more connected local street network. Most of these connections are provided as roads, with one connection near the Dunns Crossing Road and Selwyn Road area continued into the site as a green link. The internal street layout provides a connected network through both development blocks, with a generally north-south structure supported by east-west links, local streets, shared paths and pedestrian connections. Within the site, the proposed roading, walking and cycling network has been designed to connect residential areas with reserves, commercial centres, and existing neighbourhoods to the east.

Open space will be integrated throughout the subdivision, as shown in the provided plans and visualisations. The reserve network and green links will provide accessible open spaces throughout the development and will assist in creating a walkable residential environment. Green links are located at the end of cul-de-sacs wherever possible to support a well-connected movement network, and the proposed reserves are placed primarily along road frontages to be accessible and visible. The distribution of commercial areas, reserves and higher density residential development is intended to support a legible neighbourhood structure, with activity and amenity concentrated around commercial areas and reserves.

Various ‘mitigation measures’ have been included to support positive urban design outcomes and wider amenity, including considered boundary treatments and the integration of publicly accessible green spaces (refer to page 68 of DCM graphic attachment for mitigation measures map, with further details of each mitigation measure provided on pages 69-73, and in this report).

This report will assess any anticipated effects on the urban character of the site and surrounding area that may occur from the proposed residential development and will review the proposal in accordance with the New Zealand Urban Design Protocol, and the Selwyn Residential Design Guide. The proposal will also be assessed in the context of the relevant Residential and Commercial zone objectives set out in the POSDP, as applicable to urban design.

CONTEXT AND EXISTING SITE CHARACTER

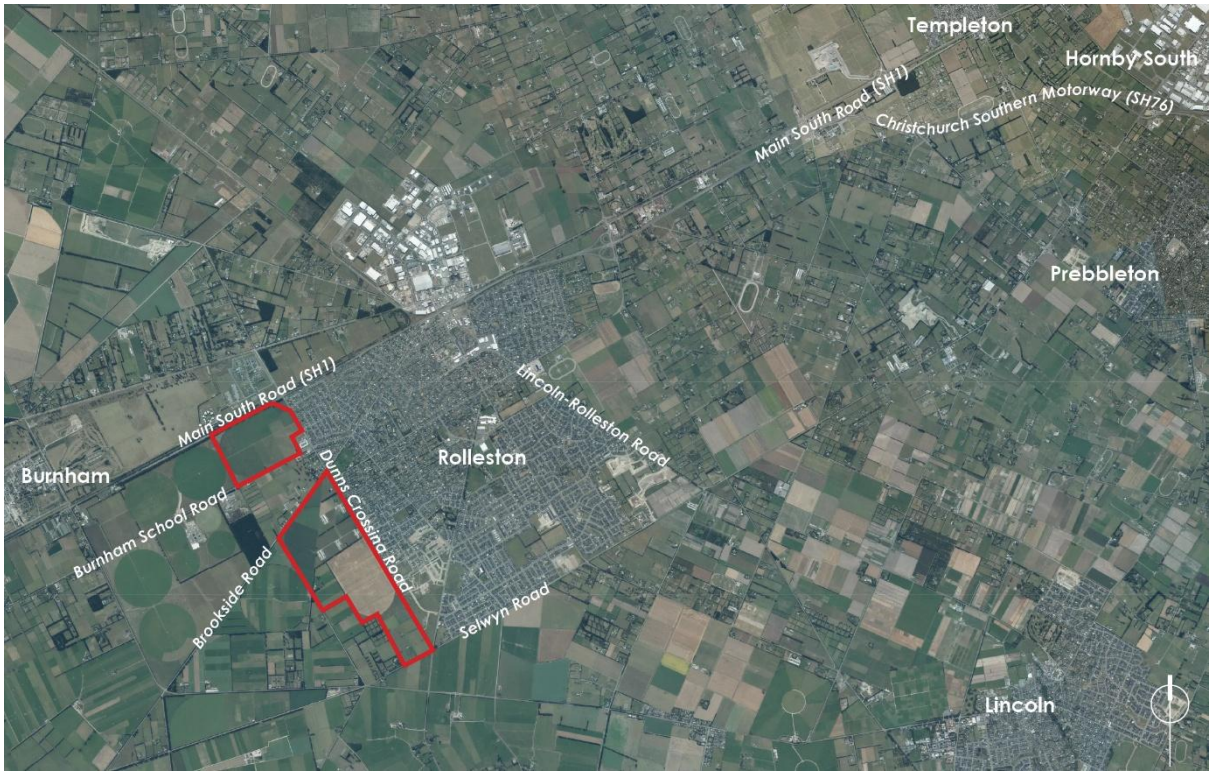


***Figure 2**: Context map (NTS) showing site in red*

The proposal site is located to the west of Dunns Crossing Road on the western edge of Rolleston, approximately 2.5km from Rolleston Town Centre. The site consists predominantly of flat agricultural land characterised by expansive open paddocks with very little topographical variation, reflecting the wider Canterbury Plains. Vegetation across the site is generally limited and consists primarily of pasture grasses, shelter belts and scattered established trees along property boundaries. Westhaven Stage 1 is located along Dunns Crossing Road between Jean Archie Drive and Jed Way. Construction and site works associated with Westhaven Stage 1 are underway, contributing to the changing character of the site. Beyond the developing urban edge, land to the west and south retains a more open rural character.

The site is located in a peri-urban area, where surrounding land use includes established residential development, land under construction, rural activities, community facilities, and industrial activities. The area of land which separates Holmes Block and Westhaven Central Block (between Burnham School Road and Brookside Road) contains a mix of rural lifestyle and rural properties, with the rural lifestyle properties generally concentrated closer to Dunns Crossing Road. Existing residential neighbourhoods are located to the east of Dunns Crossing Road, forming part of the established western edge of Rolleston.

West of the site, the surrounding context includes industrial and infrastructure activities within a rural setting. The Pines Resource Recovery Park and Pines Wastewater Treatment Facility are located west of the site along Burnham School Road. The Wastewater Treatment Facility is located on both sides of Burnham School Road, with

the main facility located on the southern side, and further treatment fields located on the northern side of Burnham School Road towards Main South Road (SH1), forming the western boundary of Holmes Block.

The OCO extends across the western portion of the Holmes Block and the north-western corner of the Westhaven Central Block. This extent has been considered with regard to the recommendations provided by Mr Donovan Van Kekem. Based on the recommendations of Mr Van Kekem, subdivision to enable residential activity is proposed within the OCO, with a setback distance of 600m to the active composting facilities to remain. The remainder of the overlay will form a balance lot, with a 75m buffer reserve along the entirety of the western boundary of the Holmes Block.

Community facilities and open spaces are located within the existing urban area east of Dunns Crossing Road. West Rolleston Primary School is located on the eastern side of the Dunns Crossing Road and Burnham School Road intersection and forms part of the Holmes Block boundary. Several established reserves are also located east of Dunns Crossing Road, including Brookside Park, Westwood Park and Arbor Green Boulevard Playground. Neighbourhood-scale amenities are also established within the existing residential area to the east. Stonebrook Shops, located on Granite Drive, providing retail and hospitality. Woolshed Park is located beside Stonebrook Shops and includes a playground and half basketball court. A green link extending across several residential blocks connects West Rolleston Primary School on Dunns Crossing Road to Stonebrook Shops and Woolshed Park, providing an existing local walking and cycling connection through the surrounding neighbourhood.

Rolleston Town Centre is located approximately 2.5km east of the site and provides the main commercial, civic and community hub for the wider township. This includes supermarkets, retail, hospitality, healthcare services, community facilities and the Selwyn District Council offices. Te Ara Ātea, the Rolleston Library and Community Centre, is also located within the town centre area. These facilities provide a wider level of amenity beyond the immediate neighbourhood context and are accessible from the site via Dunns Crossing Road and the wider Rolleston street network.

Vehicle access to the site is provided from Dunns Crossing Road, which forms the site's eastern boundary and provides north-south connectivity between Main South Road (SH1) and Selwyn Road. Dunns Crossing Road connects directly to Rolleston's existing street network and provides access to the town centre and wider transport network. SH1 is located directly north of the site, along Holmes Block's northern boundary, with a railway running generally parallel with the northern side of SH1. Selwyn Road lies to the south and functions as an important east-west route linking Rolleston with surrounding rural settlements. The roads mentioned above, and elaborated on below, support key local and regional connections between the site, the surrounding Rolleston urban area, rural land to the west, and the wider transport network as follows:

1. Main South Road (SH1) is located directly north of the Holmes Block. It operates as a key regional transport corridor, providing connections between Rolleston, Christchurch, Ashburton and the wider South Island. The railway corridor runs generally parallel with the northern side of SH1, further reinforcing the transport and infrastructure character of the northern edge of the Holmes Block.
2. Dunns Crossing Road is an arterial road forming the eastern boundary of the proposal site. It provides the primary north-south connection along the western edge of Rolleston, linking SH1 in the north with Selwyn Road in the south. It also connects the site with the existing residential

neighbourhoods to the east, including West Rolleston Primary School, local reserves and neighbourhood amenities

3. Selwyn Road is an arterial/local road located to the south of the Westhaven South Block. It provides an east-west connection between Rolleston and the surrounding rural area and forms the southern edge of the wider proposal site. Selwyn Road also contributes to the wider rural and peri-urban setting of the Westhaven Block.
4. Brookside Road, Lowes Road and Goulds Road are local east-west connections that link Dunns Crossing Road with the existing residential neighbourhoods to the east. These roads support local movement across Rolleston and provide connections between the proposal site, nearby reserves, schools, neighbourhood amenities and the wider local street network. Several existing east-west street connections currently terminate at Dunns Crossing Road opposite the site and provide opportunities for the proposal to extend the surrounding movement pattern into the future subdivision.

In regards to public transport, the nearest bus stop is located near Brookside Park on Lowes Road, approximately 1.1km away, servicing Route 5 between Rolleston and New Brighton via Christchurch City. This route provides access to the Christchurch Central City Bus Interchange, where passengers can transfer to other bus services to local and regional destinations. Route 5 also connects with Route 820, which provides access between Rolleston, Lincoln and Burnham. The bus routes are addressed on more detail in the Integrated Traffic Assessment. The nearest railway station is Rolleston Railway Station, located approximately 3.1km east of the site.

MITIGATION MEASURES

Notwithstanding that the site is already zoned for residential development, a number of mitigation measures are proposed to ensure that the transition from a semi-rural landscape to future residential neighbourhood is managed in a cohesive and integrated manner, and to ensure positive urban design outcomes are achieved. These mitigation measures are listed within the Landscape and Visual Impact Assessment by DCM Urban - please refer to this document for mitigation measures (revision C, dated 29 October 2026).

MM1 – BUND AND LANDSCAPE BUFFER ALONG STATE HIGHWAY 1 INTERFACE

A 7.7m wide, 1.2m high landscape bund with 1:3 side slopes is proposed along the northern boundary adjoining SH1. The bund will incorporate indigenous planting on its outer face and a 1.8m high acoustic fence along its crest to provide visual and acoustic separation between the highway corridor and adjoining residential lots. Together, these measures will assist in screening views of traffic and associated infrastructure, improving privacy and residential amenity, and establishing a landscaped edge to the development. The proposed planting will also increase indigenous vegetation cover and provide habitat opportunities for local bird, insect, and pollinator species. Dwellings on lots adjoining SH 1 will be set back from the boundary where practicable to maximise separation from the transport corridor and further support residential amenity.

MM2 – LANDSCAPE BUFFER AND POST & RAIL FENCING ALONG EXISTING ROAD BOUNDARY

The proposed development will avoid direct vehicle access onto Brookside Rd for individual properties to maintain a continuous landscaped frontage, minimise fragmentation of the road-edge landscape treatment, and protect the

visual amenity of this corridor. Vehicle access will instead be provided via JOAL access in the internal road network. A 10m wide grassed swale and 1.8m footpath will be established adjacent to the Brookside Road boundary, with a low post-and-rail fence and landscape planting located behind within the lot boundary. A landscape buffer comprising predominantly native planting, reaching approximately 4–6 m in height at maturity, will be established along residential lot boundaries adjoining Brookside Road. [ED1.1][AR1.2] The planting will progressively soften and filter views into the development, reducing the visual prominence of built form and assisting the transition between the emerging urban environment and surrounding rural landscape. The post-and-rail fence will provide a visually permeable edge that reflects the rural character of the area. Together, these measures will enhance visual amenity, reinforce the vegetated character of the road corridors, and support the integration of the development into the wider landscape.

MM3 – WESTERN BOUNDARY INTERFACE TREATMENT: 1.8M HIGH CLOSE BOARD FENCING

A 1.8 m high close board fence will be established along the western boundary adjoining 966 Selwyn Road and neighbouring rural land between Edwards Road and Selwyn Road. The fence will provide immediate visual separation between the proposed residential development and adjoining rural activities, while clearly defining the new urban edge. Given the flat topography and the setback of the existing dwelling from the shared boundary, the fencing will assist in maintaining privacy and reducing views of residential development from the adjoining rural-residential property. While existing shelterbelts and specimen trees on neighbouring land currently provide additional screening, the proposed fence will ensure a consistent and effective boundary treatment regardless of future changes to surrounding vegetation or land use. Subject to agreement with adjoining landowners, alternative boundary treatments that achieve comparable visual screening and amenity outcomes may also be considered during detailed design.

MM4 – GREEN LINKS AND RESERVES

The proposal will provide green pedestrian/cycle links and a range of recreation reserves, forming a diverse network of open space throughout the development. These areas will incorporate native planting, providing prominent green focal points and visual relief within an otherwise intensified residential environment. Compared to the site's current agricultural land use and predominantly exotic shelterbelts, the proposal will substantially increase vegetation diversity and provide enhanced habitat and foraging opportunities for indigenous bird, insect, and pollinator species. The green links will also contribute to landscape structure, amenity, and neighbourhood character, continuing the open space strategy established within adjoining Rolleston subdivisions. While not functioning as significant ecological corridors, the introduction of more diverse native vegetation throughout the site will contribute positively to the wider Canterbury Plains landscape by increasing indigenous vegetation cover within the modified agricultural environment.

A landscaped reserve is also proposed along the western site boundary between SH1 and Burnham School Road. The reserve provides an appropriate use of this land which is otherwise constrained by the OCO, contributing additional open space, planting opportunities, location of the proposed lizard re-location habitat, and visual amenity while reinforcing the landscape structure of the development.

MM5 – OPEN STREETSCAPE AND RESERVE FRONTAGES

The proposal will establish an open and visually permeable interface along streets and public open spaces. While the final boundary treatment design will be confirmed through the detailed design process, open-style fencing is proposed along boundaries fronting reserves, green links, and other public open spaces. In contrast, fencing is generally not proposed along street frontages, allowing development to present an open frontage character to the public realm. Together, these measures will reinforce a sense of openness, maintain visual connectivity, reduce the perceived dominance of built form, and contribute to an attractive and pedestrian-friendly public realm. This approach reflects the character of neighbouring Rolleston subdivisions, such as Arbor Green on the eastern side of Dunns Crossing Road, and will assist in establishing a cohesive, open, and welcoming environment as the urban area continues to expand.

MM6 – INTEGRATED MOVEMENT AND AMENITY NETWORK

The proposal will provide a connected network of streets, shared paths, cycleways, and pedestrian links that tie into the movement network within the adjoining established and under construction Rolleston subdivisions. By extending these established connections and providing access to reserves and public facilities, the development will create a well-connected and accessible environment that encourages walking, cycling, and everyday community use. This integrated network will help the development sit more naturally within its surroundings, softening the transition from the site's existing rural character to an urban residential environment. The resulting streets, paths, and open spaces will provide a high level of amenity for future residents and the wider Rolleston/Burnham community, while reinforcing the character and connectivity already established within neighbouring residential areas.

EFFECTS ON URBAN DESIGN MATTERS

Given that the site is already zoned for residential development, the most prominent effects on urban design matters are expected to arise from the changes to the size of the commercial area in the north-east corner of the site and the density, visual bulk and location of buildings between the existing and proposed theoretical zoning of the proposal site, with the site essentially becoming similar to a MRZ in terms of built form. Some of the key differences in the built form and activity standards between the current (General Residential Zone / GRZ) and proposed subdivision (based on MRZ) and the possible urban design outcomes are outlined below:

- Smaller minimum lot sizes with residential subdivision, thereby creating a greater number of buildings and increased density of development.
- Buildings and activity oriented towards and more closely associated with roads and internal boundaries
- Greater building coverage, with an increased intensity of built form/structures
- Reduced setbacks
- Larger commercial centre within the north-eastern corner of the site (adjacent to SH1)

The proposal will introduce urban residential form to the proposal site, which will be markedly different from the current rural form that exists on the site. Although the subdivision will result in a higher intensity of development compared to the existing land rural use, this change is not considered adverse from an urban design perspective, as the site is already zoned for residential use and is bordered by established residential development to the east, and Stage 1 of the development (excluded from this consent) is currently under construction. The consented and under construction Stage 1 Westhaven Development provides a consented baseline for the density of development

that may occur on the site. It is therefore considered that the introduction of residential development at the MRZ zoning scale on this site is consistent with the existing and expected land use patterns.

In addition, the rural qualities of the area have already been altered by surrounding urban development as the surrounding area has already transitioned to an urban residential environment. The residential subdivision proposed is expected to integrate well within its location.

Assessment of proposed development against Selwyn District Council's Partially Operative District Plan Outline Development Plan (DEV-RO7)

The project site is subject to the DEV-RO7 ODP under the POSDP. The proposed development retains the broad intent of DEV-RO7, while updating the structure of the development in having regard to the assessment of air quality effects associated with the PRRP the consented Westhaven Stage 1, the proposed commercial centre hierarchy, and the more detailed subdivision layout now proposed.

The proposal will provide for subdivision within the OCO, providing for future residential activity up to 600m from the active composting area. The POSDP currently requires a non-complying activity resource consent for subdivision or sensitive activity within this OCO. The provision of subdivision for future residential activity within the OCO is supported by the Air Quality assessment prepared as part of the substantive application material. Subdivision within this area will provide for approximately 768 additional residential lots within both the Holmes and Westhaven Central Blocks, whilst the remainder of the OCO will be accommodated through a balance lot and a 75m wide buffer reserve along the western boundary of the Holmes Block. This is considered an appropriate urban design response, as it enables more efficient use of the site while still managing the interface with the PRRP.

The road alignment shown within the proposed development is generally in keeping with DEV-RO7, retaining an overall north-south movement structure. The proposed development adds curvature to some longer road alignments while maintaining the intended connections through the site and to Dunns Crossing Road. This is considered positive, as it introduces greater visual interest, supports traffic calming and creates a more varied subdivision pattern, without undermining the wider connectivity outcomes anticipated by DEV-RO7.

A key difference between DEV-RO7 and the proposed development is the location and size of Neighbourhood Centre 1 (proposed now to be known as 'Holmes Commercial'). As part of the proposal, this commercial area has been shifted to the corner of SH1 and Dunns Crossing Road and increased in size to function at a local centre scale. This change is supported, as the more prominent corner location will increase the visibility and accessibility of the centre, while its larger size will allow it to provide a stronger service function for the Holmes Block and wider western Rolleston area and potentially beyond. The commercial area sizes shown in DEV-RO7 and the proposed development are as follows:

- N1 – 0.8ha (DEV-RO7) vs 5.7ha (proposed development 'Holmes Commercial').
- N2 – 1 ha (DEV-RO7) vs 1.2ha (proposed development 'Brookside Shops')
- N3 – 0.22ha (DEV-RO7) vs 0.56ha (proposed development 'Edwards Shops')
- N4 (already consented as part of Stage 1) – 0.245ha (DEV-RO7) vs 0.978ha

The reserve network has also been refined from DEV-RO7. The proposed development provides less reserves of a larger scale, However the reserves proposed are more closely associated with road frontages, green links, commercial areas and higher density residential areas. This is considered positive, as it improves visibility,

accessibility and passive surveillance, while helping create clearer neighbourhood focal points. This also reflects discussions recently had with SDC who are trending towards and have indicated a preference to providing less reserves of a more substantial size.

Overall, the proposed development is generally consistent with the intent of DEV-RO7, while providing a more refined urban structure. The key changes are considered to have positive urban design effects, particularly through a more efficient use of the OCO (which is supported by expert advice), the larger and more visible northern commercial area, and the refined road and reserve network.

From an urban design perspective, the proposed development will support an efficient and suitable use of land in West Rolleston. Considering the site's location, the proposed indicative design, relationship to surrounding natural and amenity features, and proximity to existing and proposed services/facilities, as well as existing development patterns, it is considered the proposed residential subdivision development within the current GRZ to be appropriate and is supported from an urban design perspective.

ASSESSMENT OF THE SUBDIVISION DESIGN AGAINST NEW ZEALAND URBAN DESIGN PROTOCOL (NON-STATUTORY)

The proposal has been assessed against the "seven c's" from the New Zealand Urban Design Protocol. The principles, while non-statutory, encourage recognised good urban design to achieve a successful design outcome.

1. Context

Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city. For example, a building is connected to its street, the street to its neighbourhood, the neighbourhood to its city, and the city to its region. Urban design has a strong spatial dimension and optimises relationships between buildings, places, spaces, activities and networks. It also recognises that towns and cities are part of a constantly evolving relationship between people, land, culture and the wider environment.

In terms of a wider view context, as noted above the proposed residential development adheres well to existing urban development patterns around Rolleston, which has undergone rapid growth in recent years. The proposed development site, whilst currently undeveloped, is located within the urban area and zoned for residential development. References to 'the site' relate only to the land included in this Fast-track Application. The previously consented Stage 1 development (RC265048) is currently under construction and is excluded from both the application and the site referred to in this assessment. The site will be developed to a similar scale as the established and recently developed residential neighbourhoods located to the east of Dunns Crossing Road. The proposal will therefore form a part of the ongoing urban expansion of Rolleston, consistent with its anticipated zoning. The wider context contains a mix of residential, rural, rural lifestyle, community and infrastructure activities.

Residential neighbourhoods, schools, reserves and local shops are located to the east, while rural and rural lifestyle land remains more prominent to the west and south of the site. The PRRP, PWWTP and an Orion zone substation (on Burnham School Road) contribute to an infrastructure character in parts of the western and south-western context, particularly around the Holmes Block. The proposal recognises this varied context and responds through the use of buffers, reserves and interface treatments, particularly where the development adjoins SH1, Brookside Road and rural land to the west.

The proposal also responds to the existing movement context of Rolleston. Dunns Crossing Road forms the key north-south edge along the eastern side of the site and connects the proposal to SH1, Selwyn Road and the existing Rolleston street network. Several east-west roads within the existing urban area currently terminate at Dunns Crossing Road and are proposed to be continued into the site, strengthening the relationship between the proposal and the existing neighbourhoods to the east. This supports a more integrated urban structure and helps avoid the development reading as a separate or disconnected western extension.

2. Character

Quality urban design reflects and enhances the distinctive character and culture of our urban environment, and recognises that character is dynamic and evolving, not static. It ensures new buildings and spaces are unique, are appropriate to their location and compliment their historic identity, adding value to our towns and cities by increasing tourism, investment and community pride.

The existing character of the site is predominantly rural, formed by open paddocks, flat topography, pasture grasses, shelterbelts and scattered established trees along property boundaries. This character is reflective of the wider Canterbury Plains landscape and the site's location at the edge of Rolleston. However, the immediate context has already been altered by residential growth to the east of Dunns Crossing Road, the zoning of the site for residential and the construction of Westhaven Stage 1 on the western side of Dunns Crossing Road. As a result, the site sits within a changing environment where rural land is progressively transitioning to urban residential development.

The proposed development will change the character of the site from open rural land to an urban residential neighbourhood. This will be a clear change in built form, activity and visual character. However, this change is not considered inappropriate from an urban design perspective, recognising that the site is already zoned for this use, and thus this change is already anticipated by the existing planning framework. The proposal will continue the urban character already established to the east, while also providing a planned structure for managing the transition towards rural and infrastructure activities to the west.

The proposed residential areas are anticipated to be primarily medium density in character, consistent with the existing zoning to the east of the site, with higher density residential areas located close to commercial areas and reserves. This approach will create variation within the overall subdivision pattern and support a more legible neighbourhood structure. Higher density areas are located where they can benefit from access to local services, open space and movement connections, rather than being distributed without regard to amenity or accessibility. This will assist in creating a more coherent and efficient urban form.

The proposed reserves, green links and landscaped edge treatments will also contribute to the future character of the development. These spaces will help break up the extent of residential development, provide areas of relief within the subdivision, and support a greener residential environment. Boundary treatments along key edges, including the SH1 interface, existing road boundaries and the western rural interface, will assist in softening views of development and managing the change in character between the proposed residential neighbourhoods and the surrounding rural or infrastructure setting.

3. Choice

Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities. Flexible and adaptable design provides for unforeseen uses and creates resilient and robust towns and cities.

The proposal will provide a significant increase in housing choice within Rolleston. The subdivision is anticipated to support approximately 4,134 residential sites across the Holmes Block and Westhaven Central and South Blocks, with a mix of medium density and higher density residential lots. This will provide for a broader range of housing opportunities than would typically be achieved through larger rural or rural lifestyle lots and will contribute to the wider housing supply within Rolleston and the Selwyn District.

The proposal provides choice not only through the number of residential lots, but also through the intended distribution of density across the site. Most of the development is anticipated to be medium density residential in character, while higher density lots are located close to commercial areas and reserves. This provides opportunities for different household types and living arrangements to be accommodated within the development.

The proposal will also provide future residents with access to a range of local amenities. Three commercial areas are proposed within the site, with a further previously consented commercial area located within Westhaven Stage 1, which is not part of the fast track application. These commercial areas will support day-to-day convenience needs and provide local focal points within the wider development. Their distribution across both the Holmes Block and Westhaven Central Block will help reduce reliance on Rolleston Town Centre for everyday needs, while still allowing the town centre to remain the primary civic and commercial destination.

Choice is also supported through the proposed open space and movement network. Reserves and green links are distributed through the development, providing future residents with access to local recreation and amenity spaces. Walking and cycling connections will provide alternatives to vehicle movement for short local trips, including trips to reserves, commercial areas, schools and nearby existing neighbourhoods. This will assist in creating a neighbourhood that supports different ways of movement and use in the area.

4. Connections

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks - streets, railways, walking and cycling routes, services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity patterns are easily understood, residents and visitors can navigate around the city easily.

The proposal provides a connected movement structure that builds on the existing street network of west Rolleston. Dunns Crossing Road forms the primary north-south connection along the eastern boundary of the site and links the proposal to SH1, Selwyn Road and existing residential neighbourhoods within Rolleston. The proposal continues existing east-west road connections into the site which currently terminate at Dunns Crossing Road. This allows the proposal to integrate with the surrounding movement pattern.

The internal street network provides a generally north-south structure supported by east-west links, local streets, shared paths and pedestrian connections. Key boulevard routes through the Holmes Block and the Westhaven

Central and South Blocks will be provided within 24 m road reserves, reinforcing the street hierarchy and providing clear movement corridors through the development. Along these routes, one side of the road will be free from direct property access, enabling a more continuous shared path with fewer vehicle crossings and supporting safer and more legible walking and cycling connections. The use of bends and variation in the street layout will also help reduce the visual dominance of long straight roads and provide a more varied block pattern.

Connections to local amenities are a key part of the proposal. The proposed street and path network will connect residential areas to reserves, green links and commercial areas within the development. It will also connect to existing amenities east of Dunns Crossing Road, including West Rolleston Primary School, Te Rau Horopito Primary School, nearby reserves, Stonebrook Shops and the wider Rolleston street network. This will help future residents access existing services and open spaces, while also enabling surrounding communities to access the new reserves, commercial areas and movement links within the proposal.

The proposal also supports active transport through the inclusion of pedestrian and cycle connections. Green links are located at the end of cul-de-sacs wherever possible, reducing dead ends and improving local permeability. The reserve network is generally located with road frontage, which will support visibility, accessibility and passive surveillance. The main boulevard roads and wider street network will also provide the potential to accommodate future bus routes through the development. Overall, the proposed movement structure is considered to support a connected and legible neighbourhood pattern that integrates with the existing and emerging urban area.

5. Creativity

Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity and turns a functional place into a memorable place. Creativity facilitates new ways of thinking, and willingness to think through problems afresh, to experiment and rewrite rules, to harness new technology, and to visualise new futures. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities.

The proposed residential subdivision will allow for development of the site as per the scheme plan, to include urban, ecological and recreational areas. To maximise the potential of each of these facets, opportunities will be provided as development moves into the more comprehensive design stages, to look for creative and innovative approaches and design solutions. The site's planned green space and commercial areas are anticipated to create a distinctive local identity, which can be further fostered with cultural narratives, the use of new technologies and installation of public art. The proposed scheme plan (refer to Inovo scheme plan) and masterplan (refer to page 8 of DCM Graphic Attachment), allows for a flexible framework within which this can occur, with further layers to be added as time goes on and residents move in.

6. Custodianship

Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions. Custodianship recognises the lifetime costs of buildings and infrastructure and aims to hand on places to the next generation in as good or better condition. Stewardship of our towns includes the concept of kaitiakitanga. It creates enjoyable, safe public spaces, a quality environment that is cared for, and a sense of ownership and responsibility in all residents and visitors.

The proposed residential subdivision design responds well to the above principle. The subdivision is proposed within an existing Development Area of the POSDP, which anticipates residential development. It is not proposed

in an area which will adversely compromise landscape, ecological or cultural heritage values, but will be viewed as a cohesive extension of existing residential development.

The provision and enhancement of public open spaces will also contribute to long-term environment and community well-being. Additionally, well supported access to these spaces via pedestrian/ cycle infrastructure and connections to existing routes will reinforce a sense of community ownership, translating into a high-quality and cared for environment. As time goes on, these values are expected to be further strengthened, as vegetation and ecological habitats continue to establish.

At a high level, as per the scheme plan and the mitigation measures proposed, future development under the proposed subdivision is supportive of Crime Prevention Through Environmental Design Principles (CPTED) and creation of a safe environment, by:

- Providing a logical site layout with clear entry/exit points, safe access between key destinations and avoidance of entrapment areas.
- Open sightlines along the site's various roads, to support safe movement and wayfinding.
- Providing a mix of activities across the site, including pedestrian/cycle routes, commercial areas and various reserves, which serve as activity generators, thereby encouraging the presence of observers to support passive surveillance.
- A clear definition of public and private space, promoting ownership and maintenance by the relevant parties to preserve a tidy and respected environment (less prone to vandalism).
- Providing open frontages towards reserves, green spaces and paths, supporting passive surveillance while clearly defining the edge between public and private spaces. (Refer to page 68 of DCM graphic attachment for mitigation measures map, with further details of each mitigation measure provided on pages 69-73, and in this report)
- Implementing a high-quality environment through the proposed residential subdivision and future social infrastructure development which the community can engage and care for, bringing about responsiveness to antisocial behaviour.

It should be noted that as the development progresses, there will be a greater necessity to integrate CPTED principles, to ensure a safe feeling environment is maintained. Particularly through elements such as lighting design, appropriate plantings, wayfinding signage etc.

7. Collaboration

Towns and cities are designed incrementally as we make decisions on individual projects. Quality urban design requires good communication and co-ordinated actions from all decision-makers: central government, local government, professionals, transport operators, developers and users. To improve our urban design capability we need integrated training, adequately funded research and shared examples of best practice.

The proposal has received input from several disciplines to achieve a full understanding of the site, come up with potential designs and identify ways forward. At a high level a common vision has been developed, as demonstrated by the visualisations provided in DCM Graphic Attachment. Future development as the project progresses, will continue to rely on the expertise of various consultants, including engineers, planners, architects, urban designers, and landscape architects, to achieve high-quality and sustainable outcomes.

ASSESSMENT OF THE SUBDIVISION DESIGN AGAINST SELWYN RESIDENTIAL DEVELOPMENT DESIGN GUIDE (NON-STATUTORY)

The Selwyn District Council Residential Development Design Guide 2024 has been used to influence the design and layout of the proposed development and below is a brief summary of how the proposal will support good urban design outcomes.

CONTEXT - The proposed subdivision covers land currently occupied by rural properties in the GRZ, with established urban development directly opposite the proposal site. It is situated on the south-western edge of Rolleston, benefitting from strong connectivity to Christchurch and the wider Canterbury region, with key transport routes, including SH1.

The proposed subdivision is adjacent to the MRZ. The proposed residential development builds on the established urban character while ensuring the proposal is consistent with the Selwyn District's broader urban development goals by facilitating future residential housing, addressing growth challenges, and maintaining the unique identity of Selwyn.

NEIGHBOURHOOD - The proposed layout utilises the grid-like network off existing roads, ensuring a logical and efficient street network that facilitates easy navigation and connectivity. The simple and logical street layout, with a north-south orientation, provides an efficient and well-connected subdivision layout. The layout ensures all lots will receive good access to sunlight and minimises the potential for private spaces to be located within the front yard.

BLOCK - The proposed block layout maximises passive solar gain, improving energy efficiency for future residents. This approach aligns with sustainable design principles, enhancing comfort and reducing energy use. The varied street typologies across the subdivision create visual interest and maintain a clear, functional network. The use of different road types also contributes to a diverse streetscape, reinforcing a sense of place while ensuring ease of navigation. The minimisation of cul-de-sacs further enhances connectivity, reducing unnecessary dead-ends and promoting a more integrated and walkable neighbourhood. The block layout also includes green infrastructure elements, and green links to support permeability and pedestrian connection.

STREET - The proposed residential development aligns with the principle that streets serve as visible and interactive public spaces, by ensuring a balanced approach to movement, access, and placemaking. The street layouts have been designed to accommodate various modes of transport, supporting adaptability while prioritising the safety of pedestrians and cyclists, in line with urban design standards. By incorporating features that enhance accessibility for all, the design reflects the Council's support for the "complete streets" approach, where street design is responsive to the surrounding context, ensuring safe, efficient, and pleasant experiences for users.

The subdivision features well-defined pedestrian pathways on both sides of the carriageway, with some shared cycle-pedestrian lanes that enhance safety and encourage active transportation along the 24m roads (boulevard) and 18m roads. These pathways are designed to be inclusive and accessible for individuals of all ages and abilities, promoting walking and cycling as viable options for daily commutes and recreation. Pedestrian routes are visible from the street, supported by appropriate planting that maintains clear sightlines, ensuring safety for all users.

SITE - The proposed subdivision balances between hardscape and softscape elements, enhancing visual amenity and addressing the site's environmental conditions. Street trees will be planted along all public roads, improving

visual amenities and mitigating prevailing winds, which will significantly enhance amenity for both pedestrians and residents. These trees not only contribute greenery to the streetscape but also frame views along streets.

The spacing and positioning of new streets are strategically designed to create efficient lot sizes and walkable neighbourhoods with direct connections to future amenities. Most block sizes meet the requirements of the district plan of no block lengths longer than 250m or a block perimeter greater than 1,000m, although some are longer due to irregular shapes. Despite this, the subdivision as a whole is considered to provide a legible and connected layout. The proposed layout provides residential lots that can incorporate the strategies outlined in the residential guidelines, including ample space for private outdoor living areas, optimal orientation for solar gain, and thoughtful placement of dwellings to promote privacy and community engagement.

BUILT FORM - The proposal aims to enable a built form that cultivates a positive street relationship and provides a safe neighbourhood for future residents. The layout will feature a variety of lot sizes to support different dwelling types, allowing for a diverse range of residential options that meet various needs and preferences. The subdivision will create an aesthetically pleasing streetscape that not only enhances the perception of safety but also invites residents to engage with their surroundings.

DENSITY - The proposed subdivision aims to address housing demand within the Selwyn District by accommodating a diverse range of lot sizes. This will create an integrated community that aligns with the character of the adjacent residential development. Incorporating a variety of lot sizes into the proposed subdivision will ensure ample space for high-quality residential development. This aligns with the design guide's recommendations for effective site layouts, landscaping, and building placement to enhance liveability. The layout will support well-designed housing while promoting outdoor space, natural light, and privacy for each lot. As outlined above, the design and orientation of blocks allows for lots with well-positioned outdoor living areas, service areas and garaging as detailed in the Westhaven Design Guide for Stage 1, which although not part of this proposal we consider will be typical of the design guides for the remaining stages.

SELWYN DISTRICT PARTIALLY OPERATIVE DISTRICT PLAN: ASSESSMENT OF OBJECTIVES AND POLICIES RELEVANT TO URBAN DESIGN

Subdivision Objectives and Policies:

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.

Response: The proposal is considered to be consistent with the intent of DEV-RO7 ODP. As discussed above, the differences between the proposed development and DEV-RO7 are generally related to the size and number of reserves provided, the density of lots, the size and location of the commercial areas, provision for residential activity within the OCO, and some road alignment changes.

With respect to the OCO, the proposal provides for subdivision to create residential allotments a minimum of 600m from the active composting facility associated with the PRRP. This is supported by the assessment of Mr Donovan Van Kekem (NZ Air). The remainder of the OCO will be accommodated as a balance lot and as reserve space (75m zone on western boundary of Holmes Block), providing a visual buffer between the development and the adjoining land to the west.

The Holmes Commercial centre has also been positioned at the north-eastern corner of the site and will be developed at a similar scale to what the POSDP provides for a Local Commercial Centre. The location of this commercial development to this corner, and with frontage to SH1 and Dunns Crossing Road is considered positive from an urban design outcome as this provides a more visible and accessible commercial focal point for the Holmes Block and wider western Rolleston area.

The reserve network has been refined from DEV-RO7 to provide fewer but larger reserves, located closer to road frontages, green links, commercial areas and higher density residential areas. This supports visibility, accessibility, passive surveillance and clearer neighbourhood focal points.

Overall, the proposal retains the broad intent of outcomes sought by DEV-RO7, including the overall north-south movement structure, east-west connections to Dunns Crossing Road, distribution of commercial areas, and provision of reserves and green links throughout the development. The changes proposed are considered to support the outcomes intended by the DEV-R07 ODP, while providing a more refined urban structure that supports connectivity, local centres, open space access, and appropriate management of development interfaces.

Residential Zones Objectives and Policies:

RESZ-O1 – Safe, convenient, pleasant, and healthy living environments that meet the needs and preferences of the community.

RESZ-O2 – Residential activities are the principal use in residential zones.

Response: The proposal will establish a predominantly residential neighbourhood across the Holmes Block and Westhaven Central and South Blocks, with residential activities forming the principal activity throughout the subdivision. The street network will provide a connected and legible movement structure, allowing convenient access between residential areas, reserves, commercial areas and surrounding streets, while supporting active travel. Reserves and green links are distributed throughout the subdivision, providing future residents with access to local open space and supporting a healthy and pleasant residential environment.

RESZ-O3 – A wide range of housing typologies and densities are provided for to ensure choice for the community and to cater for population growth and changing demographics, including an ageing population.

RESZ-O4 – Increased residential densities occur in close proximity to activity centres, existing or planned active and public transport routes, community services, and public open spaces.

Response: The proposal is considered to respond well to the above objectives. The scheme plan establishes approximately **4,134** residential lots of various sizes (including five superlots for high density residential), which will make a significant contribution to housing supply and population growth within Rolleston and the Selwyn District. The subdivision is anticipated to be primarily medium density residential in character, providing a more efficient urban form than larger rural or rural lifestyle lots. Higher density residential lots are also proposed, located close to proposed commercial centres and reserves, ensuring increased density is supported by access to services and open space.

RESZ-O5 – Built form provides quality on-site residential amenity for residents and adjoining sites, and achieves attractive and safe streets and public open spaces.

Response: The subdivision is considered to respond well to the above objective, the proposed street layout provides a clear and connected network, supporting ease of movement and wayfinding for residents and visitors. Green links shorten block lengths and improve pedestrian and cycle permeability, particularly where they are located at the end of cul-de-sacs to reduce dead-end movement patterns. Open frontage treatments along public edges (such as towards streets or green spaces) will allow future dwellings to overlook these spaces, supporting passive surveillance and public safety. Overall, the proposed subdivision structure and mitigation measures will support on-site residential amenity, attractive streets and safe public open spaces.

RESZ-O6 – The role, function, and predominant character of the residential zones is not compromised by non-residential activities.

RESZ-O7 – Residents have access to a range of community, recreation, education, health, and corrections activities and facilities that support, maintain, and enhance the surrounding residential amenity.

Response: Residential activity will remain the predominant use within the subdivision, with non-residential activities limited to commercial areas and supporting open space functions. The proposed commercial areas are intended to support the day-to-day needs of future residents, rather than establish a commercial character across the wider residential neighbourhood. Commercial areas are located near reserves, higher density residential areas and movement connections, helping to create identifiable local focal points within the subdivision. The proposed street and path network will connect the subdivision to existing facilities east of Dunns Crossing Road, including West Rolleston Primary School and Te Rau Horopito Primary School, nearby reserves and Stonebrook Shops. Rolleston Town Centre, located approximately 2.5km east of the site, will continue to provide higher-order commercial, civic, health and community services for future residents. Overall, the proposal is considered to be consistent with the objectives above, as it maintains the residential role and character of the area, while providing access to supporting commercial, recreation, education and community facilities.

RESZ-Policies – Residential Activities

RESZ-P1 – Enable a range of housing types and densities that achieve the planned urban form for each zone.

RESZ-P2 – Vacant or underutilised land is developed in an efficient and co-ordinated manner to increase housing choice by providing opportunities for residential units at densities higher than but compatible with the planned urban form of the locality.

Response: A range of housing types and densities will be delivered as part of the proposal, as stated earlier in the report, including medium and high density lots. The higher density areas are located close to commercial areas, reserves and movement connections, where increased residential intensity can be supported by access to amenity

and services. The site is currently characterised by rural land, open paddocks and limited built form, however as set out previously, the site is zoned for residential development and thus this change is anticipated. . Furthermore, the site is located directly adjoining existing and emerging residential development on the western edge of Rolleston, building on the existing Rolleston development and movement pattern by extending east-west connections from Dunns Crossing Road into the site. Overall, the proposal enables a range of housing types and densities, while developing currently vacant land in an efficient and coordinated manner consistent with the planned urban form of the locality.

RESZ-Policies – Residential Amenity

RESZ-P3 – Achieve the planned urban form of residential zones while ensuring that all new buildings are:

1. *of a scale appropriate to the locality;*
2. *sited in a location to enable privacy and retain open space and access to sunlight and daylight;*
3. *designed to enable ancillary activities such as accessory buildings, manoeuvring, and landscaping to be accommodated on the site.*

RESZ-P4 – In recurring building types, the appearance of building facades shall maintain an overall coherent expression, but provide variation through the use of a range of materials, repeated patterns, and façade spacing.

RESZ-P5 – Encourage the development to achieve attractive and safe streets and open public spaces, including providing for passive surveillance.

RESZ-P6 – Enable housing to be designed to meet the day-to-day needs of residents.

Response: The proposed subdivision will establish a residential built form that is broadly consistent with the medium density outcomes anticipated for the site. Future buildings will be located within a planned subdivision structure, with lots, streets, reserves and green links arranged to support residential amenity. Blocks are arranged in a general north-south orientation, supporting access to sunlight for residential lots. The future built form will be supported by the Westhaven Design Guide for the consented Stage 1 area), which will assist in achieving a coordinated but varied residential character. The design of housing to meet the day-to-day needs of residents is enabled though appropriate lot sizes and residential design configurations, as seen in the Westhaven Design Guide for the consented Stage 1 area. Open spaces are distributed to serve 500 m walking catchments, with a minimum of three road frontages to promote accessibility and provide opportunities for passive surveillance. Overall, the proposal will support residential amenity through a subdivision layout which supports good design outcomes, accessible open space, passive surveillance and a built form framework that can meet the day-to-day needs of residents.

RESZ-P7 – Medium Density Residential Development

Apply the Medium Density Residential Standards across all relevant residential zones in the district plan except in circumstances where a qualifying matter is relevant (including matters

of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga).

Response: The proposal is intended to deliver a residential environment in a residential zone that is in keeping with the MRZ in terms of built form and density. The proposal is therefore consistent with the outcomes sought by this policy.

RESZ-P8 – Outdoor Living Space

Ensure that outdoor living space of sufficient area and shape is provided, and appropriately located in relation to the residential unit to be functional for the likely occupant needs including entertaining, refuse storage, clothes drying, recreational pursuits, and landscaping.

RESZ-P9 – Landscaping and Fences

Landscaping and fencing is provided that contributes to attractive and safe streets and public open spaces.

Response: The subdivision layout will provide residential lots capable of accommodating outdoor living areas, service areas, garaging and landscaping. As part of Westhaven Stage 1, a Design Guide was developed setting out built form rules for the residential lots. A similar document will be prepared for the remainder of the development and finalised during detailed design. Following a Design Guide similar to that developed for Stage 1 will help to ensure a safe and attractive streetscape.

In terms of fencing, no fences are proposed to be permitted within the front yard of any residential property. The maximum height of fences adjoining public spaces (such as a road frontage, reserve, or green link) is 1.8m, with a minimum of 50% permeability (refer to Westhaven Design Guide example from Stage 1), allowing these spaces to be overlooked from within the residential block, supporting passive surveillance and safe streets and public open spaces.

Medium Density Residential Zone Objectives and Policies:

MRZ-O1 – *The Medium Density Residential Zone provides for a variety of housing types and sizes that respond to:*

1. *housing needs and demands; and*
2. *the neighbourhood's planned urban built character, including 3-storey buildings.*

MRZ-P1 – *Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached residential units, and low-rise apartments.*

Response: The proposal provides a variety of housing options, including standalone lots and higher density attached dwellings. Approximately 4,134 lots are to be constructed as part of the proposed development, greatly contributing to the housing stock of Rolleston. Five high density superlots are proposed to enable future comprehensive development. Whilst a typology less prevalent in Rolleston this will add housing diversity to the market. The Westhaven Design Guide will allow 2 storey townhouses to be built within the higher density areas,

unless otherwise approved by the developer. This, along with the maximum of 11m height (+1 for roof) built form in this area, means that although 3 storey buildings are not specifically designed for, they can occur where appropriate.

Commercial and Mixed Use Zones Objectives and Policies:

CMUZ-O1 – The 'Commercial and Mixed Use Zones' provide for the District's commercial needs based on a hierarchy that has the Town Centre Zone as the prime commercial and community focal point, supported by the Local Centre Zone, Neighbourhood Centre Zone, and Large Format Retail Zone.

CMUZ-O2 – Activities within the Local Centre Zone, Neighbourhood Centre Zone, and Large Format Retail Zone do not undermine the viability and function of the Town Centre Zone.

CMUZ-O3 – Commercial activities are not undermined by incompatible activities.

Response: The proposal provides three commercial areas, which will support the day-to-day needs of future residents without replacing the role of Rolleston Town Centre as the main commercial, civic and community focal point. The Holmes Commercial area is expected to function at a local centre scale, providing a larger commercial focus for the northern part of the development anchored by the Main South Road (SH1) and Dunns Crossing Road intersection. This area includes activities such as a supermarket, retail of varying sizes (from small scale retail to big box retail), hospitality, takeaway activities, a service station and a gym. The two commercial areas within the Westhaven Central Block are expected to function at a neighbourhood centre scale, with smaller-scale activities such as retail, cafés and convenience stores. These proposed commercial areas are considered appropriate within the West Rolleston area, which is predominantly residential in nature. With the additional approximate 4,100 houses as part of this substantive application and approximately 590 houses of consented Westhaven Stage 1, the configuration of multiple smaller commercial areas is expected to support the day-to-day needs of the community, within an accessible distance. Rolleston's Town Centre Zone is located approximately 2.5km away from Holmes Commercial and is significantly larger in size than all the commercial areas proposed combined.

CMUZ-O4 – The 'Commercial and Mixed Use Zones' reflect good urban design principles by providing pleasant places to be with attractive and functional buildings and public spaces.

CMUZ-O5 – 'Commercial and Mixed Use Zones' maintain appropriate levels of amenity within the zone and at the interface with residential zones.

Response: The commercial areas are intended to form identifiable local focal points within the wider subdivision, supported by nearby reserves, higher density residential areas and movement connections. The location of commercial activity near reserves and green links will help integrate commercial centres with public open space and the wider neighbourhood structure. A Commercial Design Guide is planned to be developed for Holmes Commercial Block, which would provide further direction on the quality of built form, landscaping, street address and interface treatment within the commercial areas, to ensure positive urban design outcomes are achieved.

CMUZ-O6 – That the scale and density of development in 'Commercial and Mixed Use Zones' is proportionate to the function of the applicable zone and reinforces that centres are focal points for the community.

Response: The scale of each commercial area has been planned to reflect its intended role within the wider subdivision and commercial centre hierarchy. Holmes Commercial is the largest commercial area and is expected to function at a local centre scale, with its location near the Main South Road (SH1) and Dunns Crossing Road intersection providing visibility and accessibility. The two Westhaven Central commercial areas are smaller in scale and are expected to function as neighbourhood centres, serving more immediate local convenience needs to the proposed residential subdivision, supporting the needs of future residents within a close proximity. Overall, the scale and density of commercial development is considered proportionate to the intended function of each centre and will reinforce the centres as local community focal points.

CMUZ-Policies – Character and Function of Commercial Zones

CMUZ-P1 – Avoid activities locating within any 'Commercial and Mixed Use Zone' that have effects that are incompatible with the character and function of that zone; and where located in a Local Centre, Large Format Retail or Neighbourhood Centre Zone are of a scale or nature that would adversely affect the viability and function of the Town Centre Zone, including individual and cumulative adverse retail distributional and urban form effects.

CMUZ-P2 – Enable commercial and retail activities in commercial zones that contribute to the function, amenity, and vitality of the zone.

Response: The proposed commercial areas are intended to support the day-to-day needs of the local community by providing access to everyday goods, services and hospitality within the subdivision. As discussed above, the scale, character and function of the proposed commercial areas are expected to integrate well into its context, without adversely affecting the role of the Town Centre Zone.

CMUZ-Policies – Urban Design

CMUZ-P4 – Manage development within the Town Centre, Local Centre, and Neighbourhood Centre Zones to ensure that it:

1. *Maintains the environmental qualities, aesthetics, and amenity values which make the zone distinctive and attractive;*
2. *Engages and is well integrated with streets and public areas, contributing to the variety and vitality of the street scene; and*
3. *Provides a high-quality pedestrian experience that support the economic and social vibrancy of the township.*

CMUZ-P5 – Maintain the amenity and aesthetic values of the 'Commercial and Mixed Use Zones' and surrounding residential areas, by:

1. *Managing the visual effects from the outdoor storage of goods; and*
2. *Ensuring that buildings and structures do not unduly shade or dominate adjoining residential zoned properties.*

Response: Future development within the commercial areas will be guided by the District Plan and a Commercial Design Guide for the Holmes Block Commercial Area. This document would provide direction on built form quality, landscaping, street address and public realm design, to ensure positive urban design outcomes. The relationship between commercial areas and nearby reserves provides an opportunity to create attractive and active public spaces within the subdivision. Landscaping is used to improve amenity, define edges, shade pedestrian areas and soften larger building forms and parking areas, while outdoor storage, loading and servicing areas are managed so that they do not dominate streets, reserves or adjoining residential interfaces.

CONCLUSION

Having reviewed the proposed subdivision scheme plan, graphic attachment, for the development, the proposal is supported from an urban design perspective. I consider that the proposal will not have any adverse effects from an urban design perspective for the following reasons:

- The site is already zoned for residential development, and the application of the MRZ to the site will facilitate development that is consistent with the residential character and zoning pattern of Rolleston
- The proposed subdivision will form a natural extension of Rolleston's existing urban area, as already anticipated by the existing planning framework, connecting to the established and developing residential neighbourhoods located directly east of Dunns Crossing Road.
- The proposal site is well-connected to the local and wider landscape through the existing road network, with further active transport connections planned as part of development. Shared path connections and reserve linkages support active transport and neighbourhood connectivity.
- The proposed commercial areas will provide local and neighbourhood focal points within the subdivision, supporting the day-to-day needs of residents, while maintaining Rolleston Town Centre as the primary commercial, civic and community centre.
- The reserve network, green links and pedestrian/cycle connections will support walkability, recreation, local amenity and permeability throughout the subdivision.
- Mitigation measures (including the bund, open frontage designs and landscape requirements) work to define interfaces and ensure immediate context is responded to and integrated in a considered manner.
- The proposed residential subdivision aligns well with the '7 c's' of the New Zealand Urban Design Protocol, which outlines aspects to be considered in order to achieve high-quality urban design outcomes.
- The proposed subdivision scheme plan is consistent with the objectives and policies of the relevant zones under the Selwyn District Plan, and the Selwyn Design Guide, as relevant to urban design.

Overall, in light of the above assessment, the proposed development of the site is appropriate from an urban design perspective. There are no adverse impacts that reach the threshold of a 'sufficiently significant adverse impact' such that they need to be taken into account in terms of an assessment under s85 of the Fast-track Approvals Act 2024.

Please do not hesitate to contact me if you require any clarification.

Yours sincerely,



David Compton-Moen
Director, Urban Designer / Landscape Architect
(M.Urban Design(hons); Registered Landscape Architect, MNZPI)
DCM Urban Design Limited