



BANGOR

V i l l a g e

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

June 2026
FINAL

URBAN DESIGN
ASSESSMENT
to support a

Fast Track
Resource Consent
Application



PROJECT	Bangor Village, Darfield - Fast Track Resource Consent
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Although this is not an Environment Court proceeding, I confirm I have read and am familiar with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2023, and agree to comply with it. . Other than where I state that I am relying on the advice of another person, I confirm that the issues addressed in this assessment are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Urban Acumen Ltd does not accept any liability or responsibility for the use of this report in relation to any other purpose. Any use or reliance by a third party is at that party's own risk.

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 a resource consent 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 reidential projects of similar scale 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 Coast (approved July 2024).
- Wallaceville Plan Change in Upper Hutt 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 successful 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 last visited the site in July 2025 as part of conceptualising its development.

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>

applicant



Hughes Developments Limited

consultants

This application is supported by a number of consultants and those particularly relevant to this report include:

planner
engineer



landscape
architect



transport
planner



Economist



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executive summary

This urban design statement is provided in support of a substantive application for resource consent under the Fast Track Approvals Act (2024) to authorise the establishment of a new residential neighbourhood in Darfield, Selwyn known as Bangor Village (the Project). This statement includes:

- a site analysis/summary of key urban design opportunities and constraints;
- a description of the design drivers and outcomes of the Project; and
- an assessment of the Project's urban design-related effects and an assessment against relevant policy directions/documents.

The site is located at 160 Bangor Road in Darfield, Selwyn and measures approximately 130ha. The Project will subdivide the site to create 741 allotments across a range of site sizes that will accommodate 741 dwelling units, supported by networks for access and open space. Located approximately 2km from the centre of Darfield, the Project is a logical extension of its urban area and is well suited to residential use (noting the site is already zoned for residential development).

The site has a single landowner/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 in its role as a Strategic Town in Selwyn District.

The vision for the Project is a high quality suburban neighbourhood that responds sensitively to the natural features and characteristics of the site and its surrounds and delivers high residential amenity through best practice subdivision design.

Key structural urban design elements to realise this vision are:

- a highly vegetated central “boulevard” road lined with trees, accommodating two branches of a water race and 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, and transition to, the adjacent rural environment, derived from the considered distribution of density and use of boundary treatments that contribute to a semi-rural character; and
- a clear place-based identity based on the retention of rural landscape features, including shelterbelts, established trees and water races and the adoption of a landscape framework which responds to the inherent landscape qualities of the site and the wider Canterbury plains context.

The proposed subdivision plan will deliver a site specific, sensitive and best practice urban design response, consistent with both statutory and non-statutory guidance relating to urban growth,

urban form and residential safety and amenity. The design and consenting approach seeks to achieve a “hybrid” residential environment, namely one that achieves greater residential yield to align with national and district wide imperatives for higher residential density and choice while also recognising the site's current zoning in the Partially Operative Selwyn District Plan (being Large Lot Residential), its rural character and its location at the edge of the Darfield urban area.

The Project:

- represents a logical extension of the existing urban area of Darfield and continues its concentric/radial growth pattern;
- connects to existing and future urban areas, services and destinations, and will in time be part of Darfield's contiguous urban area;
- 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;
- delivers a more sustainable density within close proximity of the town centre and reduces the likelihood of rural sprawl;
- derives benefits associated with higher residential density, including greater choice, affordability and support for social and community services and infrastructure while improving the Site's environmental performance;
- has a mix of lot sizes, encouraging a community of different housing typologies to meet a variety household needs;
- utilises a logical distribution of residential density to internalise higher residential density and provides a transition to existing rural land to the west;
- provides for high residential amenity, access to a variety of public open spaces and lifestyle choice;
- meets some of the residents' daily convenience needs within walking /cycling/scooter distance; and
- deals appropriately with the site interfaces, including both state highways and adjacent rural land.

Through the key design elements described above (and discussed in further detail in this statement), the Project will ensure that any adverse effects on the existing character and amenity of the surrounding environment are negligible, and that the Bangor Village neighbourhood will integrate appropriately with its surroundings. While the Project will deliver a density outcome that is higher than anticipated in the Large Lot Residential zone, the overall density is still relatively low – and the positioning of the largest lots on the perimeter of the site ensures that any effects on amenity generated from the smaller lots are entirely internalised within the site. In my assessment, the Project is therefore generally consistent with the relevant objectives and policies of the relevant Resource Management Act 1991 documents.

The Project is therefore fully supported from an urban design perspective.

introduction

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>

1.1 LOCATION

The site is located approximately 1 to 2km north west of the centre of Darfield and 45min drive from the centre of Christchurch.

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.



entry to town centre from Christchurch



entry to township from the north (SH73)



Figure 1. Site location and accessibility analysis

1.2 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 service town for the wider farming area, railway junction and association/gateway to Southern Alps;
- a radial structure extending out from a town centre;
- wide and 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 uses, with rural service activities in close proximity to residential properties;
- one and two storey detached homes;
- roads with rural profiles - wide grassed berms with no kerb, often swales, sometimes no footpaths
- rural style post and rail or post and wire fencing
- a mix of residential character, including:
 - older neighbourhoods with spacious sections - original quarter acre sections/1000m²
 - large lot/rural residential areas with rural type roads, and
 - newer subdivisions which sections down to 500 or 600m².



Figure 2. Site in context

Please refer to photographs overleaf taken from these locations



playground/skatepark in Westview Reserve



McHughes reserve and dog park



Cridges Road



Darfield Estates new development



Clintons Road, looking south illustrating shelterbelts and rural road profile



Historical railway site, Westview Park



Historical features + rural service activities



Clinton St - older town, spacious berm, no kerb and street trees



typical new housing on McHugh Crescent



Piako Drive - newer subdivision with rural road profile



Coleman Place



Kimberley Rd - older town

1.3 IMMEDIATE CONTEXT AND INTERFACES

The site is located north of the town centre in an area characterised by rural and rural residential features including:

- shelterbelts and standalone specimen trees
- rural roads - without kerbs, street parking, etc.
- low fencing along streets, either post and rail or typical suburban fencing mixed with planting
- a mix of residential character, with large rural lifestyle properties as well as those on more suburban lot sizes (800m²+)

Its immediate interfaces are typically defined by:

- state highways
- shelterbelts
- mature planting and specimen trees
- open low fencing, particularly post and rail or post and wire
- water races
- large rural lifestyle properties

State Highway 73 is a limited/no access road and its boundaries are generally fenced or planted. It has the typical character of a state highway passing through a rural area.

The southern side of Bangor Road has a number of direct driveway crossings serving dwellings located on lots of generally 800m² up to 8000m². The northern side/ along the site boundary of Bangor Road is defined by a mature shelterbelt.

The western boundary is typically rural residential activity with the interfaces more open, typically defined by stretches of shelterbelt and open post and rail or post and rail fencing.

Land to the north of the site is large scale agriculture and the boundary demarcated by low post and rail fencing.

The “missing tooth” on the northern boundary is land owned by Selwyn District Council and accommodates a water treatment plant in the northern corner.



Figure 3. Immediate context

Please refer to photographs overleaf taken from these numbered locations

- | | |
|---|----------------------------------|
| large rural lifestyle properties (typically over 4ha) | rural service activity- saw mill |
| rural lifestyle properties (typically 1-2ha) | shelterbelt |
| | water race |



State Highway 73 adjacent to site



Bangor Road, along site boundary



3481 W Coast Road, south of southern boundary



Railway land along SH73 adjacent to site



water race along boundary with 3481 W Coast Rd



looking north along western boundary from Bangor Road



looking north west towards site from SH73



1.4 SITE DESCRIPTION

The site measures approximately 130ha and 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. Typical farm fencing, gravel drives and sheds contribute to the site's rural character.

Existing vegetation is comprised of shelterbelts, eucalyptus trees and other planting around the homestead. A water race adjoins a portion of the southern boundary and traverses the central area of the site.

The site is open/expansive and has long distance views against a backdrop of the Southern Alps.



Looking north west over site from SH73



shelterbelts dissecting the site



Figure 4. Site Aerial



existing water race



typical farm fencing



existing farm house



planting south of the farm house



shelterbelts dissecting the site

1.5 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.

Key direction from an urban design perspective for development in this zone includes the:

- Selwyn District Partially Operative District Plan – Large Lot Residential chapter, strategic direction for urban growth, form and development, and specifically directions for development and subdivision and the Outline Development Plan;
- Malvern Area Plan 2031;
- Waikirikiri Ki Tua – Future Selwyn;
- Selwyn District Council – Open Space Strategy 2015;
- Selwyn District Council – Residential Development Design Guide 2024; and
- Selwyn District Partially Operative District Plan - Strategic Direction for Urban Form and Development

SD-UFD-01 Well functioning urban environment

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.

SD-UFD-02 Compact and Sustainable Township Network

Urban growth is located:

- Outside Greater Christchurch 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; or
- Inside Greater Christchurch only within existing urban areas, Greenfield Priority Areas, or Future Development Areas identified in the Canterbury Regional Policy Statement; unless adding significantly to development capacity and contributing to well-functioning urban environments.

SD-UFD-03 Urban Growth and Development

There is at least sufficient feasible development capacity to meet expected demands for housing and business activities.

SD-UFD-04 Integration of Land Use and Infrastructure

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.

Selwyn District Partially Operative District Plan - Urban Growth in Selwyn District

At a high level, direction for growth in the District in general and for Darfield in particular includes:

UG-01 Urban growth is provided for in a strategic manner that:

- achieves attractive, pleasant, high quality, and resilient urban environments;
- achieves the built form, amenity values, and character anticipated within each residential, kainga nohoanga, or business area;
- recognises and protects identified Heritage Sites, Heritage Settings, and Notable Trees;
- protects the health and well-being of water bodies, freshwater ecosystems, and receiving environments;
- provides for the urban intensification and redevelopment of existing urban sites;
- integrates with existing residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;

is coordinated with the provision of available infrastructure, the strategic transport network, and utilities, including land transport infrastructure;

- enables people and communities, now and future, to provide for their needs, their wellbeing, and their health and safety;
- does not constrain the efficient operation, use, development, appropriate upgrading, and safety of important infrastructure; and
- does not compromise or foreclose the use of highly productive land for rural production.

UG-02 Townships maintain a consolidated and compact urban form to support:

- accessible, sustainable, and resilient residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;
- the role and function of each urban area within the District's Township Network, and the economic and social prosperity of the District's commercial centres; and

-
- the efficient servicing of townships and integration with existing and planned infrastructure.

UG-O3 There is sufficient feasible housing and sufficient business development capacity within Greater Christchurch to ensure:

- the housing bottom lines are met;
- a wide range of housing types, sizes, and densities are available to satisfy social and affordability needs and respond to demographic change; and
- commercial and industrial growth is supported by a range of working environments and places to appropriately locate and operate businesses consistent with the District's Activity Centre Network.

Relevant Direction for **Urban Form** includes:

UG-P7 Any new urban areas shall deliver the following urban form and scale outcomes:

- township boundaries maintain a consolidated and compact urban form;
- the form and scale of new urban areas support the settlements role and function within the District's Township Network;
- the natural features, physical forms, opportunities, and constraints that characterise the context of individual locations are identified and addressed to achieve appropriate land use and subdivision outcomes, including where these considerations are identified in any relevant development plan; and
- the extension of township boundaries along any strategic transport network is discouraged where it would adversely affect the safe efficient and effective functioning of the network, including the ability to support freight and passenger transport services, or would foreclose the opportunity for the development of the network to meet planned strategic transport requirements.

UG-P10 Ensure the establishment of high-quality urban environments by requiring that new urban areas:

- achieve the built form, amenity values, and character anticipated within each township and the outcomes identified in any relevant development plan;
- recognise and protect identified heritage sites, heritage settings, and notable trees; and
- preserve the rural amenity values at the interface between rural and urban environments through appropriate landscape mitigation, densities, or development controls.

UG-P11 When zoning land to establish any new urban area or to extend any township boundary:

- avoid reverse sensitivity effects and other significant adverse effects on any existing or anticipated activity in an adjoining rural, dairy processing, industrial, inland port, or knowledge zone; and
- avoid adverse effects, including reverse sensitivity effects, on the safe, efficient and cost-

effective operation, use, maintenance, development, appropriate upgrading, and safety of important infrastructure, land transport infrastructure, and the strategic transport network.

UG-P12 Ensure the zoning of land to extend township boundaries to establish new urban areas demonstrates how it will integrate with existing urban environments, optimise the efficient and cost-effective provision of infrastructure and public transport, and protect natural and physical resources, by:

- aligning the zoning, subdivision, and development with network capacity and availability of existing or planned infrastructure and public transport services, including through the staging of development;
- avoiding adverse effects on the groundwater and surface water resource by requiring connections to reticulated water, wastewater, and stormwater networks where they are available, or where they are not available by demonstrating that the necessary discharge approvals can be obtained for all on-site wastewater and stormwater treatment and disposal facilities;
- ensuring the land is located where solid waste collection and disposal services are available or planned;
- prioritising accessibility and connectivity within and between the land to be zoned and adjoining neighbourhoods, commercial centres, open space reserves, and community facilities, including education providers, public reserves, and health services; and
- requiring safe, attractive and convenient land transport infrastructure that promotes walking, cycling, and access to public transport and public transport facilities, to encourage energy efficiency and improve peoples' health and wellbeing.

UG-P14 Any new residential growth area outside the Greater Christchurch area shall only occur where:

- there is a demonstrated need for additional development capacity within the township, including where identified in any relevant development plan;
- the township-based opportunities and constraints identified in any relevant development plan are addressed;
- the minimum net densities support a range of housing types that respond to demographic change, social needs and outcomes identified in any relevant development plan; and
- an ODP is prepared that addresses the matters listed in UG-SCHED1 Growth Area ODP Criteria and incorporated into this Plan before any subdivision proceeds.

With respect to the strategic direction for urban form and development in the District, the Selwyn Operative District Plan includes:

SD-UDF-01 Well-functioning urban environment

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.

SD-UDF-01 Compact and Sustainable Township Network

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;

SD-UDF-01 Urban Growth and Development

There is at least sufficient feasible development capacity to meet expected demands for housing and business activities.

SD-UDF-01 Integration of Land Use and Infrastructure

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.*

Selwyn District Partially Operative District Plan - Zoning

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.*

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 fire fighting 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.*

Selwyn District Partially Operative District Plan - Zoning

The current zoning “provides for residential activity on large sites, in a manner compatible with the retention of an open and spacious peri-urban character at the rural interface.” (LLRZ-01) by

- *"providing for a very low density and spacious residential character by:*
- *managing the density of development; and*
- *managing the height, bulk and form of development."*

(Policy LLRZ-P1)

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

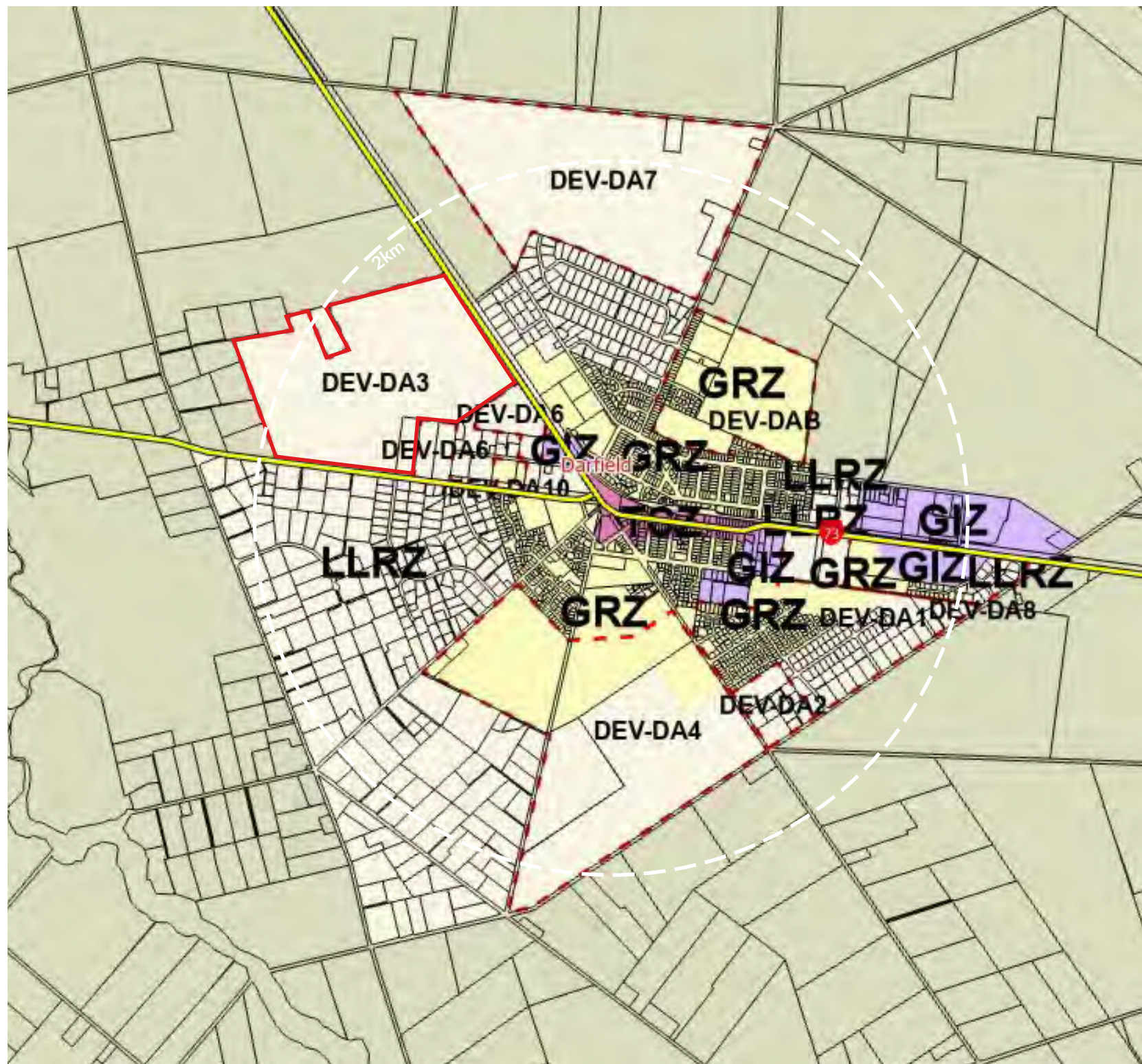
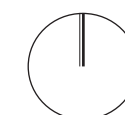


Figure 5. Partially Operative District Plan - Zoning (with site identified as DEV-DA3)



The subdivision and zone rules seeks to achieve the above objectives and policies through:

- limiting overall density by a minimum average lot size greater than 5000m² (SUB-TABLE1)
 - limiting any lot size to 3000m² net site area (SUB-TABLE2)
 - limiting density by restricting the number of residential units on any site to one, with opportunity for a minor residential unit (less than 70m²)
 - limiting built form through maximum coverage of 500m² or 20% of the net site area, which ever is the lesser
 - ensuring any site frontage width is at least 30m
 - limiting building height to 8m
 - setting buildings back from boundaries
 - at least 10m from any road boundary, or reserve; and
 - at least 5m from any internal boundary, or shared accessway.
 - ensure landscaping of road yards, notably providing 1 specimen tree for every 10m of road frontage
 - managing fencing as follows:

within 10m of any road boundary, it is:

a maximum of 1.2m in height;

- at least 50% visually permeable; and
- of post and rail or post and wire fencing.

on any internal boundary, it is:

- a maximum of 1.8m in height;
- at least 50% visually permeable; and
- of post and rail, post and wire, tennis court or swimming pool fencing.

In addition to the above rules which drive the anticipated real and perceived density and spacious landscaped streets and reserves, LLRZ-REQ6 includes direction typically applied in more suburban environments:

Where a site has direct road frontage, any residential unit or other principal building shall incorporate:

- at least one habitable room or kitchen located facing the road at ground level;
- at least 20% glazing in the facade facing the road; and
- a door that is directly visible and accessible from the road.

For clarification purposes, LLRZ-REQ6.1.b shall:

- apply to all road frontages where a site has direct frontage to a road. On a corner site, this provision applies to both road frontages;
- exclude any area of a residential unit that is used as a garage, and any fully enclosed roof space of any gabled end;
- only refer to the area of glass, excluding window and door frames.

Selwyn District Partially Operative District Plan - Outline Development Plan

The site is identified as a development area (DEV- DA3) 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;
- a low density residential area with a density that transitions to adjacent rural land on its boundaries;
- average site size of 3700m² 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 pipe sizes, 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.

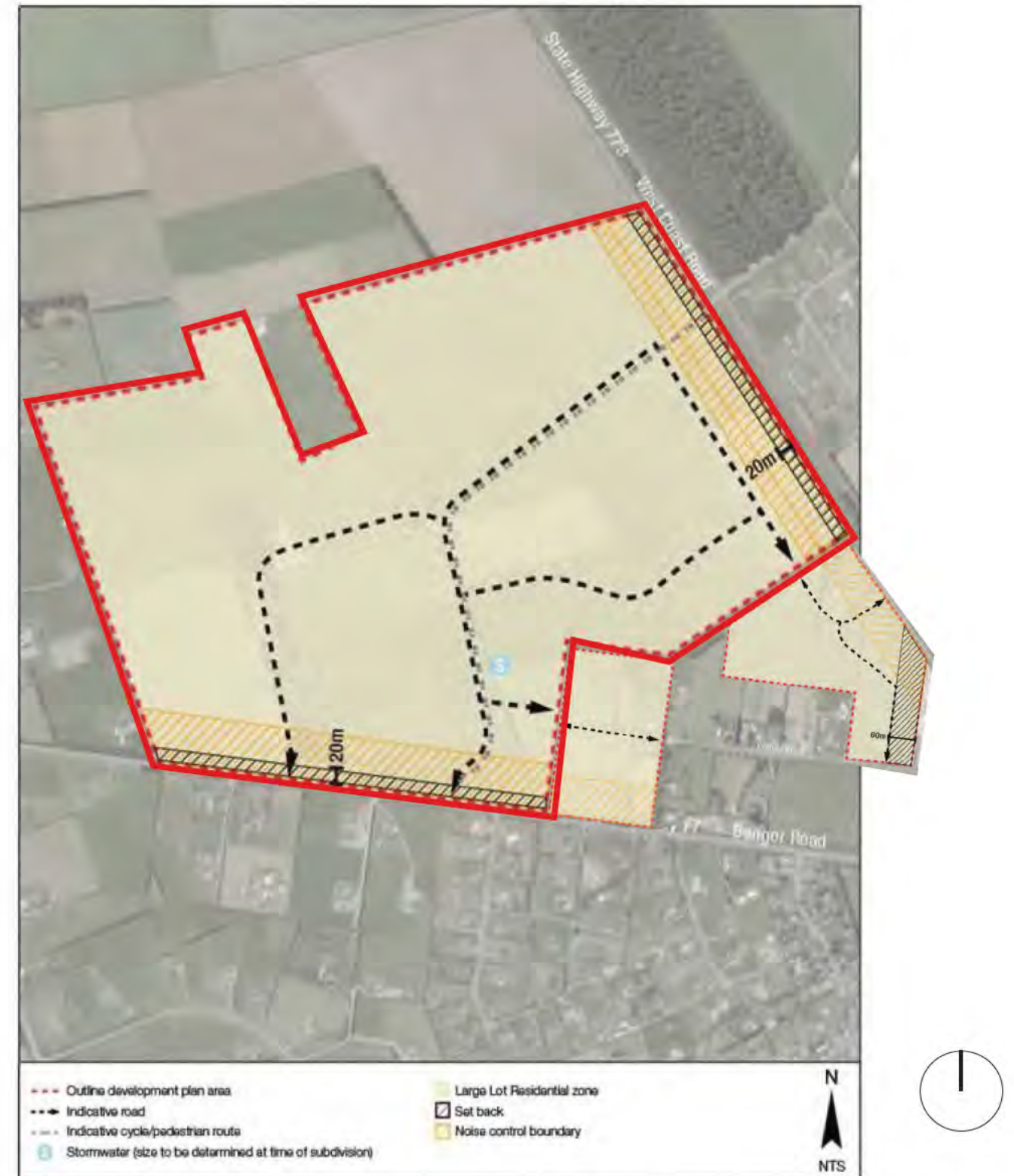


Figure 6. Partially Operative District Plan - Zoning (with site identified as DEV-DA3) and adjacent ODP for DEV- DA6

Selwyn District Council - 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 (non-statutory) 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
- Integration with 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

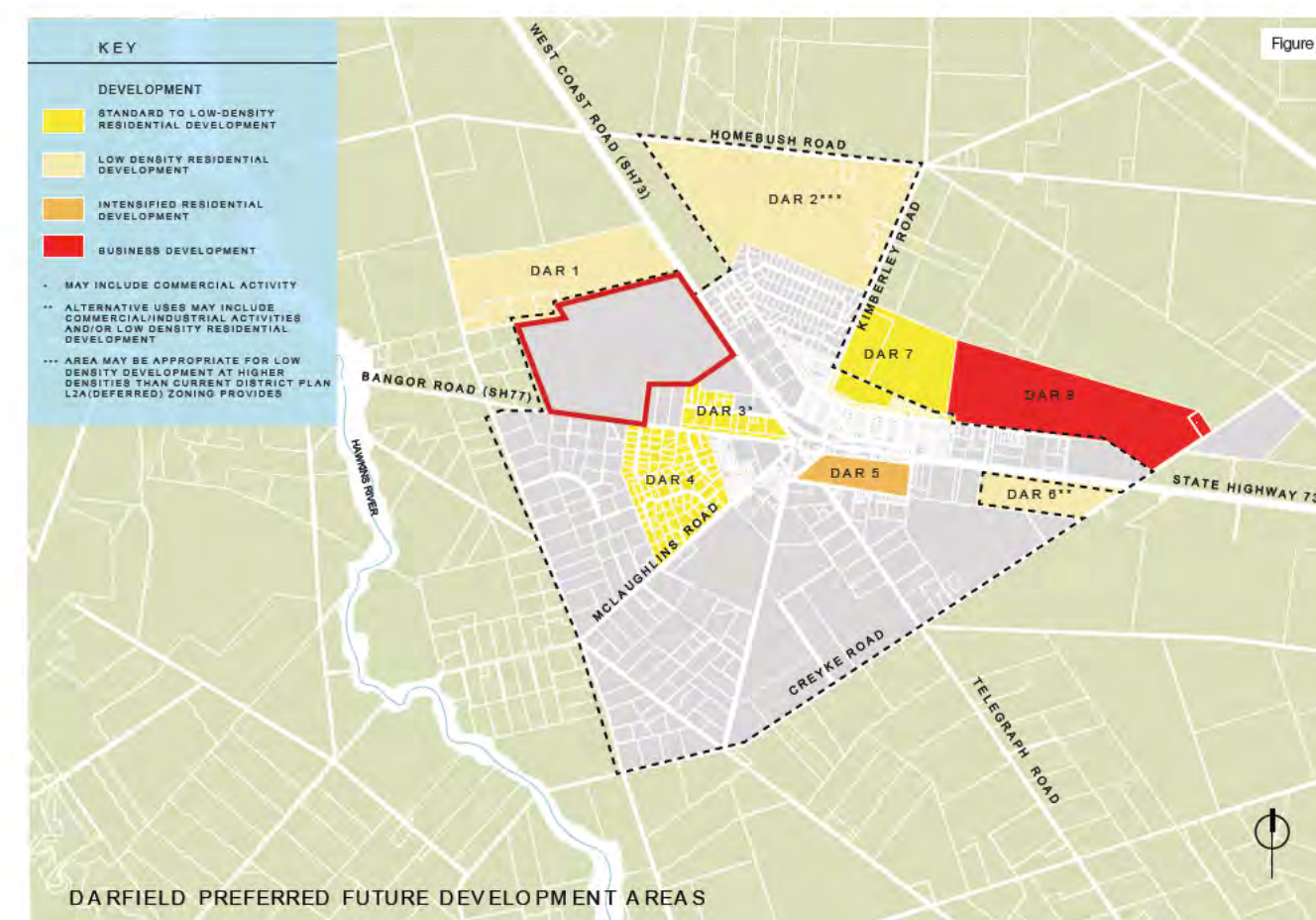


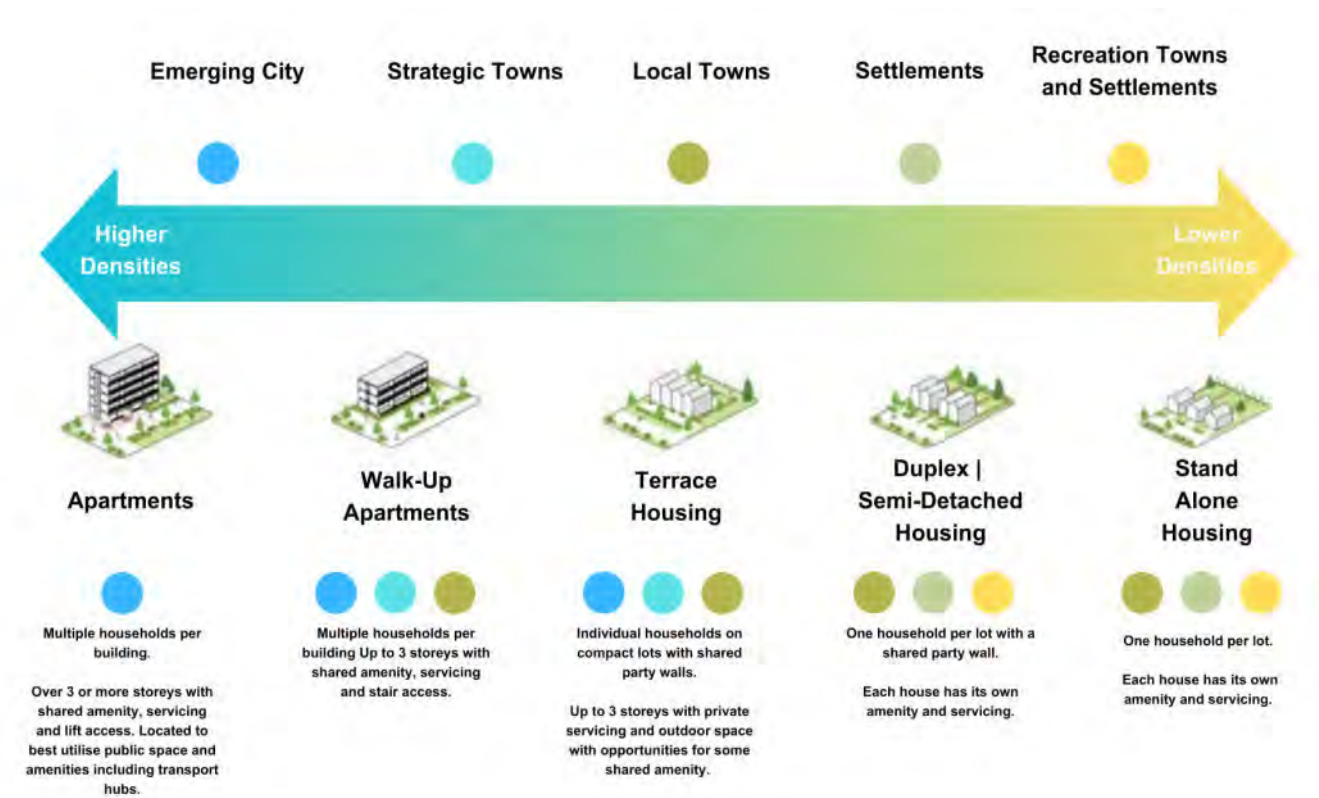
Figure 7. Extracts from Malvern Area Plan (with application site outlined in red)

Selwyn District Council - Waikirikiri Ki Tua - Future Selwyn

This provides strategic direction for supporting growth, change and development across our towns into the future. This includes the distribution of growth, both housing and employment as well as the infrastructure and investment needed to support growth. Our town network aligns and builds upon the strengthened network of urban and town centres across Greater Christchurch outlined in the Greater Christchurch Spatial Plan.

This document identifies Darfield as a **Strategic Town**, a focal point and hub for sub-areas of Waikirikiri Selwyn, centered on key transport routes with a focus on serving the town and surrounding areas. Darfield is supported by enabling infrastructure, projected to experience substantial growth and able to support a broader range of services and activities into the future.

The adjacent diagram indicates the general intention of this document to encourage greater density and housing variety across the district, with Strategic Towns playing a key role.



Selwyn District Council - Open Space Strategy 2015

The purpose of the Strategy is therefore to set the direction for provision of an open space network that will meet the District's needs for the next 30 years, taking into consideration existing Council provision and levels of service as well as other providers of open space in the District. It emphasises the role of open space as an integral part of the District's aesthetic, social, ecological, cultural and economic life.

Its stated vision is:

'A well connected, sustainable network of open spaces across the District that reflect the needs and aspirations of the District's residents & visitors, and protects and enhances the District's biodiversity'.

Key goals driving the provision and design of open spaces include:

- providing a diversity of open spaces and facilities that cater for a wide range of abilities, activities and experiences
- developing and managing our open spaces efficiently and in a manner that is sustainable
- having enough space to meet growth as it occurs and provide for the future
- designing and developing open space to create quality living environments
- providing a network of open space that is easily accessible by district residents and visitors and is well used by them. The open space network is also well connected in terms of green corridors.
- providing and developing open space to strengthen the district identity and the local character of townships
- looking after and protecting open space areas and their special
- encouraging the community to be involved in caring for open space values

With respect to the area requirements for Darfield and the site in particular:

- in 2014, Darfield was considered to have no deficit; and
- given the size and proximity of the Darfield Reserve and Recreation Centre and assuming the proposed site would only need to satisfy requirements for neighbourhood level open space.

Selwyn District Council - Residential Development Design Guide (2024)

The Residential Development Design Guide is as a non-statutory supplementary document to the provisions in the Selwyn District Plan. It aims to be a tool to promote high quality urban design and create a better built environment for the future. The urban design principles, tools and ideas in this guide have been adapted to the Selwyn context and intended to be a useful framework to Council staff in its assessment and decision making on applications under the District Plans.

Given its intended purpose and urban design focus, and the scale of this application, the key and relevant outcomes for integration, connection and servicing are considered to be contained in **Chapter 3 - The Neighborhood** and extracted below:

- Development that follows the natural landform and works with natural elements
- A development that is designed for sun, shelter, and outdoor living, by responding to weather conditions and climate change
- A legible grid of local streets and crescents that links with the wider movement network on a multi modal basis
- A well connected pedestrian and cycling network
- An integrated, effective and safe movement and transport approach
- An interlinked network of green spaces that can be accessed on foot or by bike or other non-motorised transport

Useful direction contained within **Chapter 4 - The Block** and **Chapter 5 - The Street**

- Different areas of development that reflect the past and present, identifying and celebrating local character.
- Block design that supports a legible informal roading grid for ease of walking and navigating.
- Providing the correct amount and type of public open blue and green space in the right location.
- Streets that are aligned along key view shafts and natural features.
- Functional, user-friendly and attractive streets.
- An attractive streetscape characterised by reinstated and beautified waterways.
- An attractive tree lined streetscape, where people have a pleasant walking experience.



1.6 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

- future proof all mode connections
- likely primary entry
- maintaining shelterbelt where practical
- retain existing vegetation - mature specimen trees
- existing vegetation - some value, needs maintenance
- retain/enhance water race as placemaking feature
- SDC infrastructure site (excluded from application) but surplus could be developed in the future
- capture distant views to mountains
- active travel mode on key route to town centre
- active travel mode provision on Cridges Road linking to Westmere Reserve
- residential intensification and commercial (Malvern Area Plan)
- Development Area 6 - Large Lot Residential Zone

- 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

CONSTRAINTS

- vehicle access restrictions SH77
- stormwater entry
- no vehicle or pedestrian 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

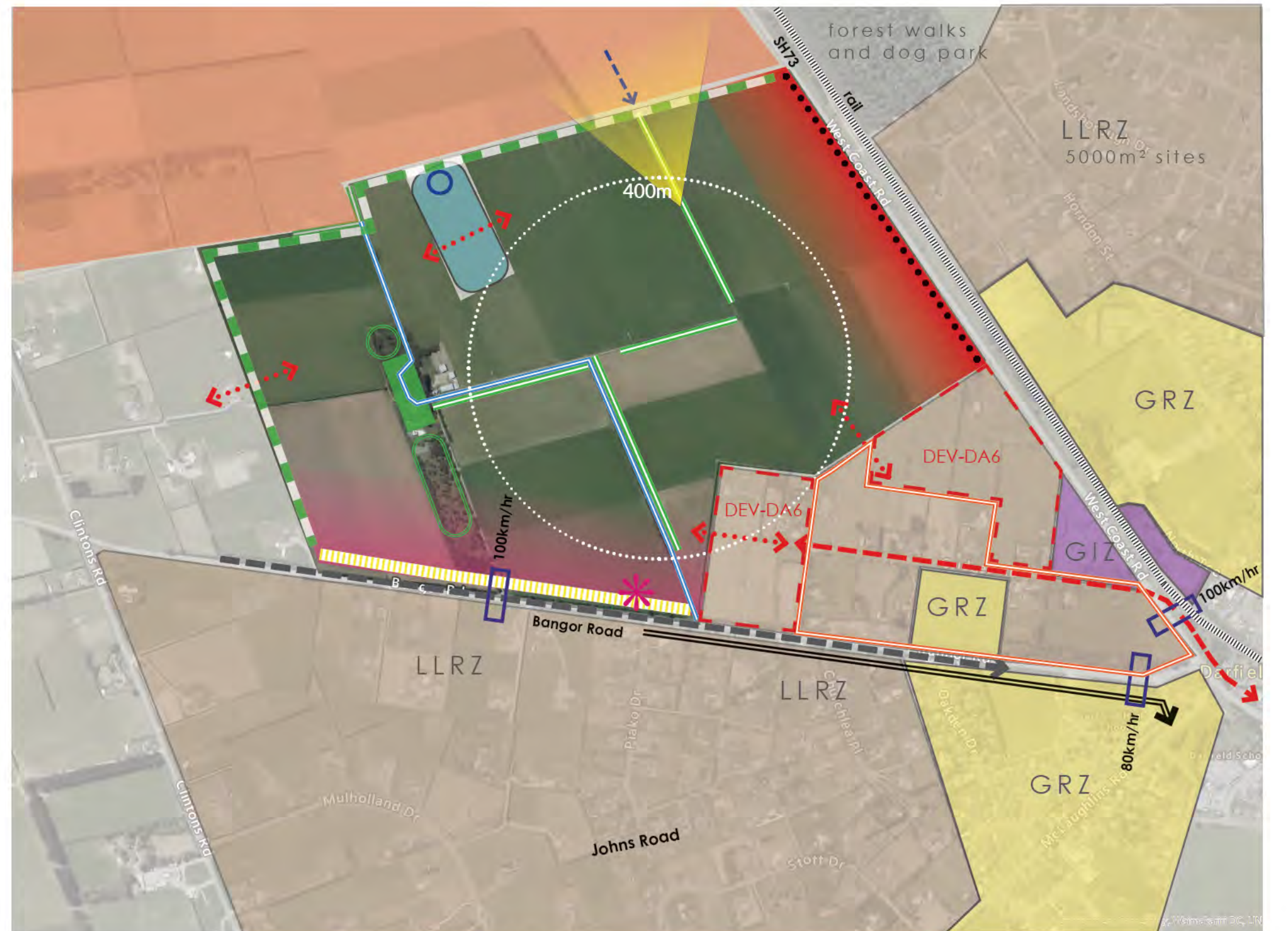


Figure 8. Opportunities and Constraints

Zone Legend

- Large Lot Residential Zone
- General Residential Zone
- General Industrial Zone

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 74 residential sections across a range of lot sizes 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
- incorporate a landscape framework which seeks to retain and reinforce the openness, agricultural patterns, and informal character that define the wider region.
- structure development around an integrated network of green spaces that provide recreational, ecological, and amenity functions while retaining existing shelterbelts, vegetation, and water races as key organising elements
- respond appropriately to all site interfaces, specifically making an effective transition to external rural interfaces and state highways

not to scale



Figure 9. subdivision plan

2.1 DESIGN APPROACH AND KEY MOVES

The design approach for the Project aims to provide for a higher density outcome than enabled under the Large Lot Residential Zone while also seeking to retain a spacious residential character, particularly in areas of the site which transition to adjacent rural areas. The Project adopts a higher density, more suburban outcome at the outset, as opposed to “future-proofing” development within the LLZ zone to accommodate it as directed by the site’s Outline Development Plan. This is considered appropriate given the site’s location relative to the existing town centre and the natural/logical radial pattern of growth, along with its proximity to infrastructure. It realises the opportunity to use land more efficiently, promote more affordable development in a compact way and support the balanced growth of Darfield and its role as a Strategic Town..

Key urban design moves

The proposed subdivision embeds the following key moves:

- structuring development around a central boulevard and open space system which echoes a existing shelterbelt alignment, accommodates the water race and provides/frames distant views to the Southern Alps;
- providing an appropriate interface to the adjacent state highways, mitigating potential visual and aural effects and providing a high amenity landscaped interface with the road;
- transitioning residential density from the southern and central areas to the rural boundaries;
- providing connections across all transport modes, including walking and cycling;
- providing a variety of site sizes, promoting diversity of dwelling type/design as well as a range of price points;
- maintaining and enhancing the water race and efficiently accommodating stormwater management needs;
- retaining 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;
- promoting multi-functional open spaces for recreation and maximising amenity and placemaking value of these spaces;
- contributing to wider biodiversity connections and incorporating ecological enhancement measures through retention of vegetation of ecological value where practical, using native riparian planting associated with water race corridors, and using planting and stormwater infrastructure to enhance habitat for lizards, birds, insects and aquatic species;
- adopting block and site dimensions that promote good solar access for dwellings; and
- maintaining a sense of openness and visual links to surrounding rural landscapes while referencing the existing rural character and surrounding Canterbury Plains through considered landscape design and fencing/boundary treatments.

The proposed subdivision plan illustrates 741 residential sections that start at around 600m² 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 a recreation or linkage function.

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

Design influence

The way in which the Partially Operative Selwyn District Plan and other policy documents have influenced the design and layout of the Project is assessed in Section 3 below.

Although, for the reasons set out below, they are not applicable to an assessment of the Project, the Project design and layout have also been influenced by the National Policy Statement on Urban Development 2020 and provisions within the General Residential zone, as set out below.

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” which can inform the design and layout of the Project. 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”.

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.

Expanding this definition to urban design specific attributes of well-functioning urban environments can also include:

- *maximising equitable access with a range of housing choices (typology and tenure), near active or public transport links connecting education, recreation, health and employment opportunities.*
- *providing access to a range of employment options.....using affordable efficient public transport.*
- *prioritising highly connected permeable routes and legible streetscapes to encourage walking, social interaction and visual complexity*

- enhancing social capital with inclusive neighbourhood designs which are safe, comfortable, and convenient for people of all ages and abilities to play, thrive, and have social and cultural interaction in the public realm.
- classifying social, green and cultural infrastructure as critical infrastructure and ensure the timely implementation and phasing of its development to maximise community use.
- integrating high quality accessible green infrastructure within, upon and adjacent to the built environment, with a focus on high-quality amenities, social interaction and biodiversity, using contiguous green infrastructure corridors, retention and enhancement of tree canopies particularly in areas of current deficit.
- integrating water sensitive design, which minimises use and enhances water receiving environments.
- reflecting the contribution of green infrastructure (in all its forms) to health, climate resilience, amenity value and cultural value.
- respecting the mana of Māori and create the conditions for Māori to practise rangatiratanga, with the power to control and influence the use of resources in line with Article II of Te Tiriti o Waitangi.
- preserving significant natural and built cultural heritage (both colonial and Māori).

(from "Defining a Well-Functioning Urban Environment", by Research and Evaluation Unit, Auckland Council, 2021)

The development of the site is intended to promote a well functioning environment in the following ways:

- adopting a single developer masterplan approach to planning and delivery and thereby achieving an integrated and connected neighbourhood which can assist with meeting housing demand in Darfield over a significant period of time;
- including more intensive residential development in the first instance and avoiding future ad hoc subdivision which can be a challenge to achieving a connected and legible suburban environment;
- providing a range of housing options with good strategic access to highway networks and the existing town;
- including a variety of site sizes, promoting variety of pricepoint and a more mixed demographic/ community
- promoting accessibility and connections and supporting active transport modes to connect residents with the town centre, community facilities and services and open spaces;
- futureproofing connection/integration with the site the area around Cridges Road which will, in the future, redevelop to create a contiguous urban area which radiates out from the town centre;
- including a central open space network which supports the retention of existing vegetation and water systems and a landscape framework which improves the environmental performance of the site
- including a network of public open spaces which provide opportunities for recreation and social interaction

The SDC General Residential Zone

The higher density, more suburban outcome that is concentrated in the centre of the site (described as the suburban core of Bangor Village) has been informed by the provisions of the General Residential zone in the Partially Operative Selwyn District Plan, in particular:

- **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.

The following Rule Requirements in the General Residential zone have also informed the layout and design of the Project's suburban core in the following ways:

- **SUB-REQ1**, which prescribes a minimum net site area of 500m² and minimum average net site area of 650m² in the General Residential zone (compared to the equivalent minimums of 3000m² and 5000m² respectively in the Large Lot Residential zone).

Project design response: For the lots in the suburban core of the site, the average lot size is shown in the subdivision layout as 849m². The smallest lots size is 603m².

- **SUB-REQ4**, which prescribes a minimum road frontage in the General Residential zone of 15m (compared to 30m in the Large Lot Residential zone).

Project design response: For the lots in the suburban core of the site, the minimum proposed road frontage width is 17.5m and applies to lots which adjoin the central reserve and have rear gardens with northern outlook. This enables good solar access and increases the number of dwellings overlooking the reserve.

- **SUB-REQ2**, which prescribes a minimum building square dimension of 10m x 15m in the General Residential zone (compared to 15m x 15m dimensions in the Large Lot Residential zone).

Project design response: All proposed rectangular / square shaped lots in the suburban core of the site have adequate widths and depths to accommodate a dwelling platform of the dimension anticipated in the General Residential zone. Corner lots or irregular shaped lots are generally larger to ensure a building platform of a 10m x 15m dimension can be accommodated.

- **SUB-REQ7**, which requires blocks in the General Residential zone to 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.

There is no equivalent requirement in the Large Lot Residential zone.

Project design response: The proposed block layout meets the minimum walkable block requirements for the General Residential zone. Where blocks are longer, pedestrian links are used to ensure good permeability for pedestrians and cyclists.

- **GRZ-REQ2**, which imposes a maximum building coverage in the General Residential zone of no more than 40% of net site area (compared to 20% in the Large Lot Residential zone).

Project response: The proposed conditions of resource consent require that buildings constructed on lots within the suburban core (defined in the conditions as Qualifying Allotments) do not exceed a building coverage of more than 40% of the net site area.

- **GRZ-REQ5**, which imposes a setback of residential units from the road boundary of at least 4m, and setback from an internal boundary, shared accessway or reserve of a minimum of 2m (compared to the equivalent minimum setbacks of 10m and 5m in the Large Lot Residential zone).
- **GRZ-REQ6**, which imposes a setback of garages of at least 5.5m from the road boundary and 2m from the internal boundary.

Project response to GRZ-REQ5 and REQ6: The proposed conditions of resource consent require that buildings constructed on the Qualifying Allotments do not exceed the comparatively smaller setback requirements in the General Residential zone.

- **GR-R6(1)(b)**, which restricts fencing along boundaries with reserves to 1m in height if solid or 1.8m if at least 50% visually permeable.

Project response: The proposed conditions of resource consent require fencing on Qualifying Allotments to be constructed in accordance with this standard. Proposed fencing along reserves is shown on the landscape plans in the Landscape Framework Report. The proposed consent conditions also require fencing to be constructed in accordance with those plans.

Moving outward from the Project's more suburban core, the density and urban outcomes that will be realised through the Project transition to align with the provisions of the Large Lot Residential zone. That is achieved through delivery of larger lots toward the perimeter of the site, fencing and roading design, and through reliance on the permitted built form standards for the Large Lot Residential zone which, among other outcomes, anticipate a lower maximum building coverage compared to the General Residential zone.

2.2 LAYOUT AND ACCESS

The proposed block pattern is logically north-south in orientation and in 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 subdivision is predominantly a basic grid structure, balancing 4-way intersections with T-junctions. There are two cul-de-sacs but these spaces have pedestrian and cycle links to other local roads and are not considered to restrict connectivity or safety. With the exception of lots adjoining the state highways, there are very few rear lots; they are employed only where there are large and/or unusual blocks or uncertainty about the number and/or locations of local roads connecting to adjacent properties. All lots adjoining the state highway interfaces are required to have alternative access from inside the subdivision. Providing these lots with “double” road frontages is considered inefficient given the development standards that apply to them under the Large Lots Residential Zone (setbacks from roads, fencing and landscaping requirements). Rather, each lot is accessed from a shared right of way which is generous in width (10m) and will be subject to fencing requirements which will ensure they are attractive, spacious and safe.

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 is role/status and add to amenity. The design of this boulevard varies slightly in response to function (see cross sections C, E, F and G overleaf) depending on the location/ inclusion of the water race and also location (i.e. as entry feature or transitioning to future urban area to the north).

Local roads are designed to accommodate car parking informally on both sides of the carriageway and, depending on stormwater design, some incorporate swales. Local roads typically have a footpath on one side of the carriageway and tree planting on both sides. Swales and street trees will provide a high amenity landscaped character to roads. Requirements for street trees in the General Residential Zone (GRZ-REQ10) and the Large Lot Residential Zone (LLRZ-REQ7) will ensure street trees are delivered.

A shared path is incorporated along the full length of the boulevard road, and a proposed pedestrian crossing over Bangor Road links to an upgraded shared path connecting to the town centre along the southern side of Bangor Road. A network of shared paths through reserves is proposed to supplement those on the boulevard and link dwellings to key destinations, both now and in the future.

Legal road widths and cross sections have been selected to accommodate future bus routes within the site. The location sof bus stops can be agreed/determined by the provider in due course.

Future connections are provided to the south east (anticipated to be urbanised in the future), and connection to the north and west future proofed through easements over Lots 706, 711 and 735.

2.3 LOT TYPOLOGIES AND DISTRIBUTION

Residential lots vary in size from approximately 600m² to greater than 1 hectare.

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



Figure 10. movement network

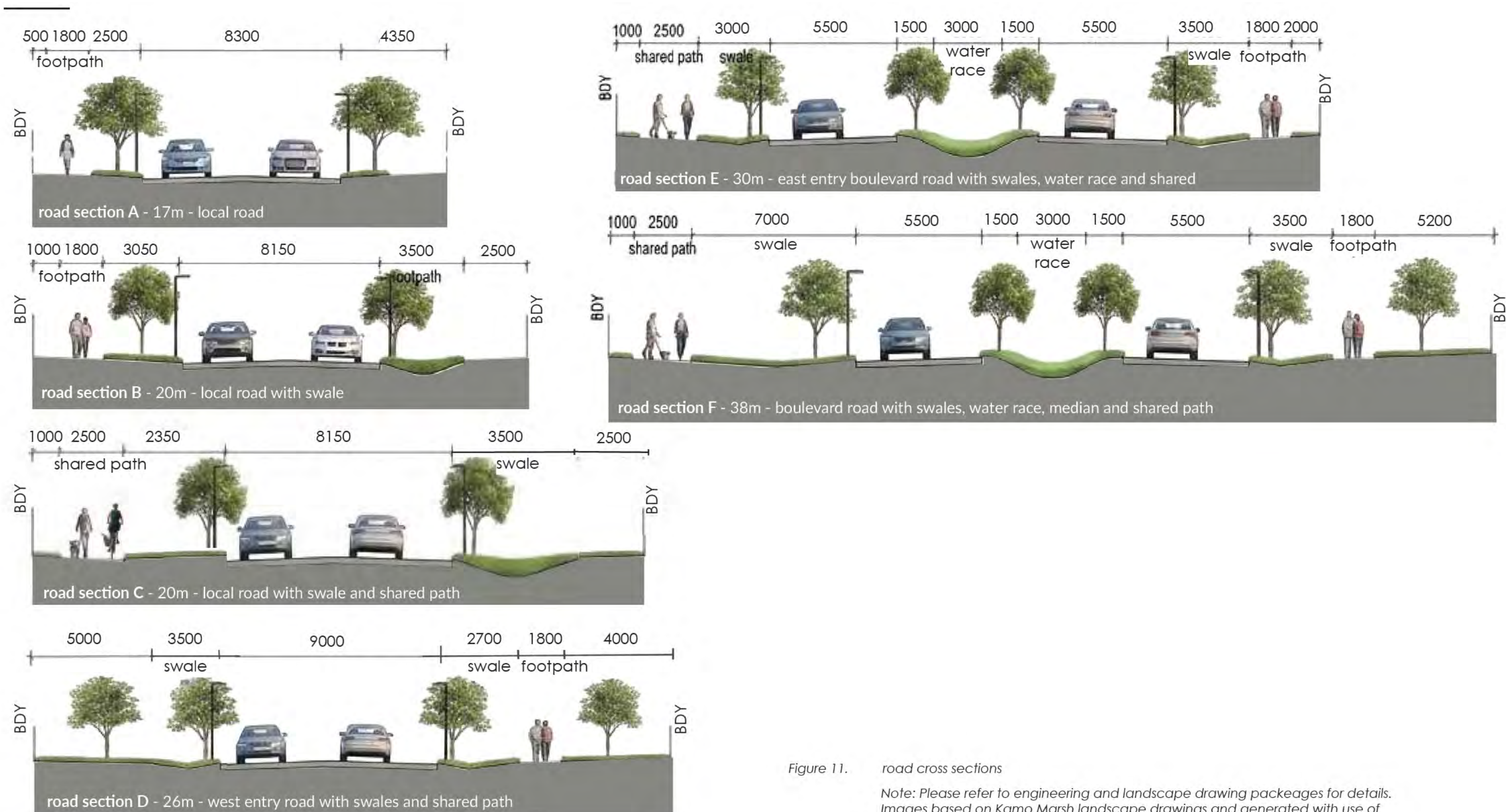


Figure 11.

road cross sections

Note: Please refer to engineering and landscape drawing packages for details. Images based on Kamo Marsh landscape drawings and generated with use of Google Gemini. For information only, not for consent purposes.

- a transition from smaller lots to the adjacent rural environment through locating larger lots adjacent to the external boundaries, and internalising greater density within the site;
- a lower density adjacent to the state highways to accommodate acoustic measures such as bunds and landscaping which will retain the rural character of these roads;
- “hybrid” or medium sized lots which transition between large lots on the periphery and the smaller lot sizes inside the site as well as promote a more compatible density and lot size/ frontage width on both sides of a street, providing a consistent urban character in streets
- 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 price point range
- greater density around reserves (while still respecting wider/overall density rationale)

As indicated earlier in this statement, the establishment of residential units on the larger allotments around the perimeter of the site (shown in green and beige on Figure 12) is anticipated to occur in accordance with the rule requirements for residential units in the underlying Large Lot Residential zone.

For the lots within the more suburban core of the Project (the lots shown in grey on Figure 12), residential units will be required (through consent notices required as conditions of resource consent for the Project) to comply with maximum building coverage, building setback and fencing standards which more closely reflect the rule requirements in the General Residential zone. Compliance with those rule requirements will be secured through a consent notice registered on those allotments in accordance with the proposed conditions of resource consent. The permitted standards for residential units in the underlying Large Lot Residential zone (except where they relate to building coverage, setbacks and fencing) will otherwise apply to those units.

2.4 OPEN SPACE NETWORK

The open space network has been primarily located to enable the retention of some shelter belts/mature trees and the 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

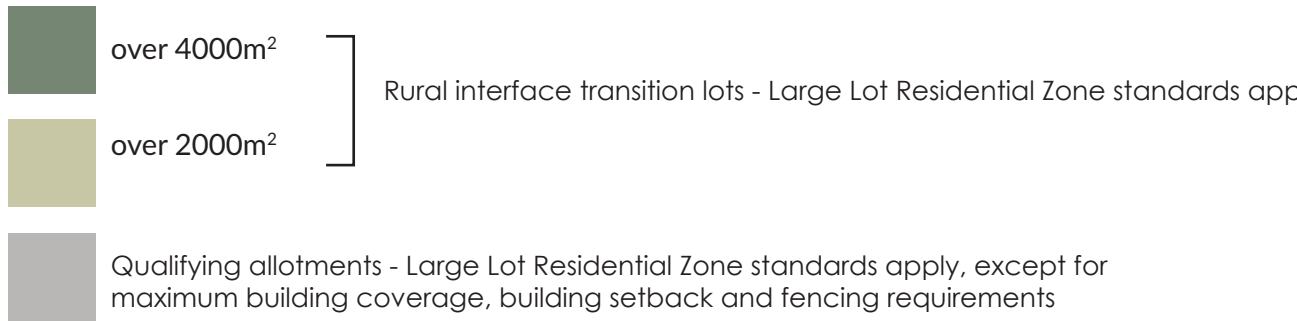


Figure 12. lot types + density distribution

and conditions including:

- open space for active recreation
- open areas for passive recreation
- pedestrian/cycle links

In total an area of approximately **5.6ha** is provided as recreation reserve space.
The linkage spaces are connected to the wider pedestrian and cycle network to provide a high level of active mode provision across the subdivision.

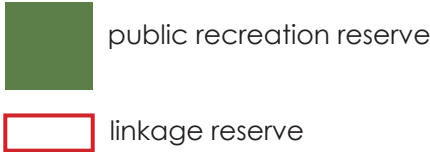


Figure 13. open space

Public reserves include a variety of public open spaces, each with a clear role/function and distinct identity as follows:

1. Farm park-style reserve (816/817)

Organised around existing mature vegetation and informed by the rural landscape character of Darfield and the wider Canterbury Plains, this park draws on informal agricultural elements to create a relaxed, welcoming space that reflects the surrounding countryside. The southern portion of the reserve is envisioned as an arboretum-style garden, including picnic lawns, barbeque facilities, a tennis court or multi purpose sports court, a nature-focused playground, and sheltered seating. The northern portion of the reserve has a stronger ecological focus, with the existing water race realigned and planted with native riparian species to improve aquatic habitat and reinforce the natural character of the park.

2. Linear shelterbelt reserve (801 and 807)

Existing shelterbelts are retained where practical as a key element of the landscape framework, reinforcing the rural character of the site and providing shelter from north-westerly winds typical of the Canterbury Plains. This shelter helps create more comfortable outdoor spaces for residents and supports the usability of adjacent parks and walkways. Breakages in the shelterbelts create view shafts from surrounding streets to provide passive surveillance of the park views north toward the mountains.

3. Neighbourhood pocket park (810)

A small neighbourhood reserve provides an important amenity space for surrounding residents, creating opportunities for informal play, relaxation, and social interaction within the wider neighbourhood. The reserve accommodates a fort play structure, a picnic shelter with seating and generous tree planting. Roading is designed to slow and calm traffic, reinforcing a shared-space environment.

4. Community Recreation reserve

This reserve is a key recreational space for the community organised into several play areas, including a football field, and playground and picnic areas.

The proposed landscape framework is fully detailed and illustrated in the landscape drawing package by Kamo March Landscape Architects; please refer to this document for additional detail.

In summary, from an urban design perspective, the public open space network of parks and linkage spaces achieves the following beneficial outcomes:

- contributes to retention of rural character and place
- enables retention of some key site features - shelterbelts and water race
- meets the recreational needs of the new neighbourhood and also offers something unique to wider Darfield residents
- aligns well with the active mode movement network
- contributes to ecological enhancement by integrating existing waterways and vegetation patterns, swales and ponds into the public realm as that contribute to environmental performance, biodiversity, and amenity.

Note: Images based on Kamo Marsh landscape drawings and generated with use of Google Gemini. For information only, not for consent purposes.



Figure 14. public parks

2.5 LANDSCAPE FEATURES

In addition to public parks and linkage spaces, the landscape framework includes a number of features which contribute to the future character and amenity of the proposed subdivision include:

- retained shelterbelts and specimen trees
- entry features on Bangor Road
- boulevard street planting
- bunding, fencing and planting along state highway interfaces
- rural style fencing around reserves, along key routes and around large or hybrid lots
- street tree palette referencing Canterbury Plains character
- retention of water races

Please refer to landscape drawing package by Kamo Marsh for details.



Inspiration for landscape identity from Kamo Marsh report



Figure 15. landscape features, edge treatments and specific fencing (other than 1.8m high close boarded fencing)

2.6 EXTERNAL INTERFACES

The proposal includes specific design responses to each external interface as described in Section 1.3 of this report.

State Highway 73 and Railway

Large lots are proposed along this highway, reducing the number of dwellings that may be affected by traffic volumes and the train line. No individual vehicle access is permitted along this boundary. A bund/mound is proposed in the rear of sections which adjoin this interface in order to mitigate noise from adjacent road and rail. The slopes of the bund are 1:3 which allows them to be mown. Specimen trees planted on the bund will provide a planted view to users of SH73 and the proposed post and rail fencing will reflect existing character.

State Highway 77/Bangor Road

Larger lots are also proposed along this road boundary to reduce potential visual and aural effects associated with the state highway. No individual vehicle access is permitted along this boundary.

The existing shelterbelt along this boundary is retained and a 3m high acoustic fence proposed on the lot boundary. This fence will protect future residential amenity and also be obscured from view by the shelterbelt, thereby retaining rural character along Bangor Road as people approach the town from the west.

Rural interfaces

Land to the west is characterised by rural residential activity and not identified as a growth area. As such, fencing to the north/north-west (Rural Interface 1) is proposed as 1.2m high post and rail and, these proposed lots (which are generally the largest in the subdivision) have sufficient area to enable on-lot privacy while maintaining an open rural character.

Land to the north, east of 5/1800 Clintons Road (Rural Interface 2), is commercially farmed and identified as an Urban Growth Overlay area in the Partially Operative Selwyn District Plan. As such, a 1.8m high closed boarded timber fence is proposed to protect residential amenity.

Where this boundary adjoins the southern boundary of land owned by Selwyn District Council with a proposed road, 1.2m high post and rail fencing is proposed. There is considered to be no active use of this land to require a 1.8m high closed fence and views from the public street north towards the Southern Alps are beneficial.

Interface 3 adjoins land zoned Large Lot Residential identified as Development Area 6 and has an existing water race. Larger lots and a number of Right of Ways are proposed along this boundary. Appropriately, low visually permeable fencing on this boundary is proposed and setback (2.5m) from the water race, returning along side boundaries for 2m to provide an open and accessible corridor here.

Interface 4 also adjoins land zoned Large Lot Residential identified as Development Area 6 but has no water race or proposed Right of Ways adjoining it. Given its location and the expectation that this area will develop as a residential environment in the future, solid 1.8m high fencing is proposed along the boundary.



Figure 16. Managing interfaces



examples of bunding and fencing for SH73 interface

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 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 in New Zealand. 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.”

Section 1.4 of this document includes direction for urban design outcomes considered relevant for this assessment as follows:

- Selwyn District Partially Operative District Plan – strategic directions for urban form and development **(SD-UFD)**
- Selwyn District Partially Operative District Plan – directions for urban growth **(UG – Urban Growth)**
- Selwyn District Partially Operative District Plan - directions for subdivision **(SUB)**
- Selwyn District Partially Operative District Plan - Large Lot Residential Zone Outcomes **(LLRZ)**
- Selwyn District Partially Operative District Plan – Outline Development Plan **(DEV-DA3)**
- SDC Malvern Area Plan 2031
- Waikirikiri Ki Tua Future Selwyn
- SDC Residential Design Guide

The content of the above documents have been distilled into four high level urban design themes and outcomes covering the following sections:

- urban growth
- urban form
- context
- residential safety and amenity

These themes form the basis of this urban design assessment across a number of sub-themes.

The source of this direction is indicated in coloured icons alongside each section.

Selwyn District Plan
Strategic + District Wide

Selwyn District Plan
Outline Development Plan

Selwyn District Council
Malvern Area Plan

Waikirikiri Ki Tua
Future Selwyn

Selwyn District Plan
Zoning

Selwyn District Plan
Subdivision

Selwyn District Council
Residential Design Guide

URBAN GROWTH

Does the Project align with the stated intentions for Darfield's urban growth namely does it:

- contribute to meeting the growth needs of the district **(SDP Policy UG-P17)**;
- provide a variety of site sizes that keep with the planned urban form of the area **(SDP Objective SUB-O1; Objective LLRZ-O1; SUB-MAT1(4), LLR-REQ2.2(1), RESZ-MA5(2))**;
- support the economic health of the town centre **(SDP Objective UG-O2; Objective UG-O2; Policy UG-P17(3))**;
- support social cohesion and the efficient use of community services and facilities **(SDP, Policy UG-P12(4))**;
- align with existing and predicted demographic change and housing demand/preferences while promoting more efficient and affordable land use **(SDP, Policy UG-P17(3))**;
- represent a logical extension of the urban area **(SDP, Objective UG-O1; Objective UG-O2; Policy UG-P12)**;
- support Darfield in fulfilling its role as a strategic town in the district **(SDP, Policy UG-P7(2); Future Selwyn)**;
- align with strategic infrastructure and safe efficient transport networks **(SDP, Objective UG-O1(6),(7),(9); Policy UG-P17; Policy TRAN-P6; Policy TRAN-P7)**;
- provide for further urban area expansion and intensification in the future **(SDP, Policy UG-P17; Objective SD-UFD-O1; DEV-DA3 (SDP), Land Use)**;
- contribute to improving biodiversity and protect and improve the health of ecosystems and receiving environments **(SDP, Objective UG-O1(4), SUB-MAT2(2))**.

Selwyn District Plan
Strategic + District Wide

Selwyn District Plan
Outline Development Plan

Selwyn District Council
Malvern Area Plan

Selwyn District Council
Future Selwyn

URBAN FORM

Does the Project deliver an urban form which:

- promotes a concentric and compact urban area for Darfield **(Malvern Area Plan; SDP, Objective UG-O2; Policy SUB-P5; SUB-MA2(5))**;
- promotes a consolidated and efficient use of land **(SDP, Objective UG-O2; Policy UG-P17(4))**;
- integrates with the existing urban area of Darfield, particularly through movement connections **(SDP, Objective TRAN-O1; Policy UG-P12(4)-(5); SUB-MAT2(4))**;
- delivers appropriate transition and edges to surrounding rural environment **(SDP, Policy SUB-P5; Objective LLRZ-O1, LLRZ-P1; DEV-DA3, Land Use)**;
- avoids reverse sensitivity effects and avoids, remedies or mitigates adverse effects on rural amenity values on adjacent rural land and adverse effects on amenity values of adjoining residential properties **(SDP, Policy SUB-P11; DEV-DA3, Landscape and Fencing; Policy UG-P17(9); Policy SUB-P11; Objective EI-O3; RESZ-MA6(1) and (4), SUB-REQ4.2(2)(a))**;
- adopts successful edges to adjacent State Highways **(DEV-DA3, Access and Transport; Policy SUB-P11; Policy NOISE-P2)**;
- provides choice and an appropriate residential density and associated character **(SDP, Objective LLRZ-O1, Policy LLRZ-P1; Objectives SUB-O1 and SUB-O2, Policy SUB-P4; DEV-DA3, Land Use; LLRZ-REQ2.2(1))**.

Selwyn District Plan
Strategic + District Wide

Selwyn District Plan
Subdivision

Selwyn District Plan
Zoning

Selwyn District Plan
Outline Development Plan

Selwyn District Council
Malvern Area Plan

CONTEXTUAL RESPONSE

Is the Project a site specific response to place, by:

- responding to a robust analysis of site specific opportunities and constraints (SDP, Objectives SUB-O1 and SUB-O2; Policy UG P17, DEV-DA3);
- recognising and incorporating local physical features like views and the Waterways(SDP, Objective SD-UFD-O1(4));
- reflecting local character, including appropriate residential density (SDP, Objective LLRZ-O1, Policy LLRZ-P1; Objectives SUB-O1 and SUB-O2, Policy SUB-P4; DEV-DA3, Land Use; LLRZ-REQ2.2(1), SUB-MAT2(4)).

RESIDENTIAL AMENITY AND WELL BEING

With respect to day to day life for the future residents of the site, does the Project enable high residential safety and amenity by:

- providing opportunities to support a sustainable lifestyle, particularly through safe and attractive pedestrian and cycle facilities (SDP, Policy SUB-P2; DEV-DA3, Access and Transport; Objective TRAN-O1; Policies TRAN-P7 and TRAN-P8; REB_REQ7.2(3)(a));
- providing a safe and legible movement network (SDP, Policy TRAN-P6(2));
- offering a choice of housing and lot size (SDP, Policy UG-P17(3));
- encouraging social interaction and community through safe and functional streets and other public open spaces (SDP, Policy UG-P12(4)-(5)), (SDP, RESZ-MA5(4));
- providing a site of adequate size and shape to support housing with access to sunlight and sufficient private outdoor space provide a choice of recreation spaces (SDP, Policy SUB-P3; RESZ-MA6(1); RESZ-MA5(2); LLRZ-REQ2.2(2), SB-MAT(4) – (6)).

Selwyn District Plan
Strategic + District Wide

Selwyn District Plan
Subdivision

Selwyn District Plan
Zoning

Selwyn District Plan
Outline Development Plan

Selwyn District Council
Residential Design Guide

Selwyn District Plan
Strategic + District Wide

Selwyn District Plan
Subdivision

Selwyn District Plan
Outline Development Plan

Selwyn District Council
Residential Design Guide

3.2 POLICY ASSESSMENT

URBAN GROWTH

Does the proposal align with the stated intentions for Darfield's urban growth namely:

- *Contribute to meeting the growth needs of the district*
- *represent a logical extension of the urban area and provide for further urban area expansion and intensification in the future*
- *support the economic health of the town centre*
- *support social cohesion and the efficient use of community services and facilities*
- *align with existing and predicted demographic change and housing demand/preferences while promoting more efficient and affordable land use*
- *support Darfield in fulfilling its role as a strategic town in the district*
- *align with strategic infrastructure and safe efficient transport networks*
- *contribute to improving biodiversity and protect and improves the health of ecosystems and receiving environments*

Of the District Plan provisions listed in section 1.6 and 3.1 above, the following are particularly relevant to assessing (from an urban design perspective) how the Project contributes to urban growth:

UG-01(1), (4), (6), (7) and (9)

Urban growth is provided for in a strategic manner that:

1. *achieves attractive, pleasant, high quality, and resilient urban environments; ...*
4. *protects the health and well-being of water bodies, freshwater ecosystems, and receiving environments; ...*
6. *integrates with existing residential neighbourhoods, commercial centres, industrial hubs, inland ports, or knowledge areas;*
7. *is coordinated with the provision of available infrastructure, the strategic transport network, and utilities, including land transport infrastructure; ...*
9. *does not constrain the efficient operation, use, development, appropriate upgrading, and safety of important infrastructure;*

UG-P17

Encourage the intensification of urban activities or the redevelopment of existing land within urban zones to assist in supporting the district’s urban growth needs, including through the implementation of an adopted urban intensification plan or any relevant development, to:

- 1. minimise the loss of the rural land resource, particularly highly productive land;
- 2. maintain the effective and efficient use of infrastructure and the strategic transport network;
- 3. support housing choice, increase the availability of affordable housing, and enable economically resilient and diverse commercial centres, including by providing mixed use activities in Key Activity Centres or Local Centre Zones; ...
- 5. promote the regeneration of buildings and land;
- 6. achieve higher residential densities in and around Key Activity Centres, town centres, core public transport routes and in locations where there is safe and convenient access to public transport and public transport facilities;

...provided that urban intensification or redevelopment does not:
- 8. generate adverse amenity effects on surrounding environments; or
- 9. undermine the safe, efficient or cost-effective operation of infrastructure or utility services;
or
- 10. generate reverse sensitivity effects on important infrastructure.

SUB-01

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.

ASSESSMENT

The Project provides a significant opportunity for Darfield to accommodate long term growth through delivering a variety of section sizes and housing/lifestyle typologies to support different household needs. Sites range from approximately 600m² to over 10,000m² offering a choice for potential buyers at differing price points.

The subdivision design delivers a legible network of landscaped streets and open spaces that will enable future residents to enjoy a safe high quality suburban environment with a character that reflects its location.

The residential development of the site at the proposed density provides an opportunity for the town to grow its population by approximately 1800 residents (based on 2.5 people per household, Stats NZ). This represents an increase of approximately 50% (based on current population of 3600, Stats NZ) and comparable to a town like Prebbleton today. This additional population will contribute to the economic growth and health of the town centre as well as support a greater range of community services and facilities. This promotes a more sustainable town by reducing the need for people to travel to other settlements in order to meet their needs.

The proposed density also enables growth to occur within a smaller urban footprint, reducing the need for urban expansion (and consequently minimising the loss of rural land resource) and achieving higher densities around the town centre. The proposed transition from the more conventional suburban core to larger lots on the periphery of the site will enable a pattern of sustainable growth without generating adverse effects on the surrounding rural residential and rural production environments.

Adopting a density which better supports growth and a town with a greater variety of facilities and services is also aligned with Future Selwyn’s intention for Darfield to develop as a Strategic Town in the district, leveraging its key transport routes and playing a key role in serving the surrounding rural areas.

The Project provides appropriate interfaces with the adjacent state highways (both through larger lots and interface treatments such as retained shelterbelts, bunding and fencing). No direct individual vehicle access is proposed which enables the ongoing efficient use of these strategic transport routes. Pedestrian and cycle routes within the site and between the site and the town centre are proposed to support a safe and sustainable active mode network.

Potential road links to adjacent properties/areas are proposed to future proof future integration as the urban area expands beyond the site as follows:

- a road link with shared path to Cridges Road (DAR 3)
- three road links south to DEV-DA6
- two links future proofed north to DAR 1
- one road link future proofed through Lot 713 to the west

Consequently, the Project will support the growth and development of Darfield as a consolidated and compact township.

The Project balances the benefits of urban expansion without compromising the amenity values of the surrounding environment or the health of natural features within the site. The retention of some landscape features and the adoption of a landscape framework which incorporates ecological enhancement measures enables a greater residential density alongside improved biodiversity and habitat for birdlife and lizards.

In summary (and with regard to the key urban growth questions identified at the start of this section), the Project:

- supports the consolidated growth of Darfield as a compact urban area and its role as a Strategic Town in the Selwyn District;
- provides a variety of site sizes which, on the periphery of the site, align with the planned urban form of the Large Lot Residential zone and which otherwise deliver a more logical, efficient housing typology that is appropriate for the location;
- represents a logical extension of the existing urban area and continues its concentric / radial growth pattern;
- proposes an efficient use of a land resource in close proximity to the town centre and a residential density and resultant population that better supports a sustainable and more economically resilient township;
- provides an attractive safe public space network of streets and reserves;
- provides for future integration with adjacent properties and will, in time, be part of a contiguous urban area;
- balances growth with the protection, and enhancement, of natural systems; and
- utilises the existing strategic transport infrastructure while protecting its ongoing efficiency and operation;

and is therefore supportable with respect to the growth of Darfield from an urban design perspective.

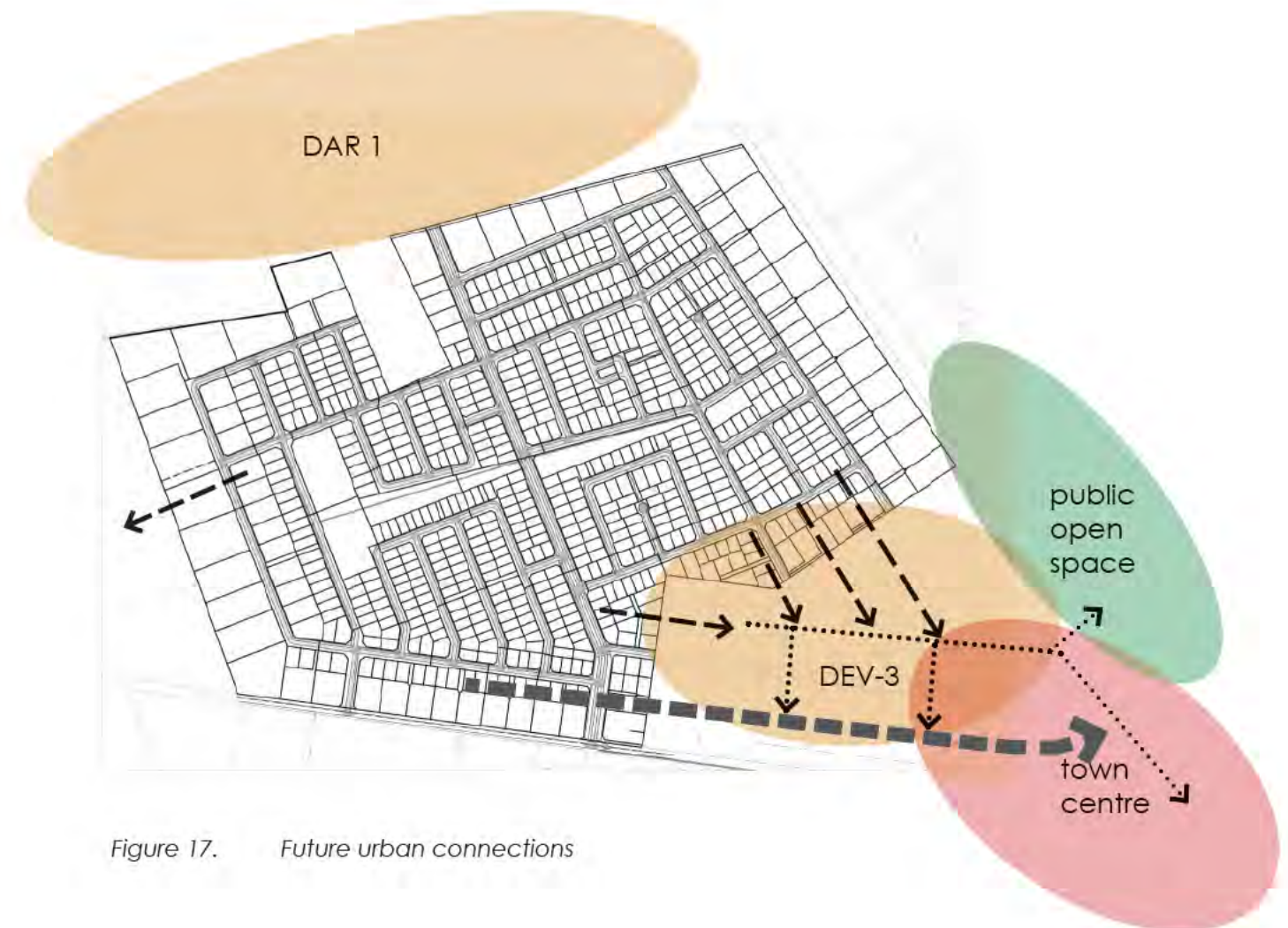


Figure 17. Future urban connections

URBAN FORM

Does the proposal deliver an urban form which:

- *promotes a concentric and contiguous urban form for Darfield*
- *promotes a consolidated and efficient use of land*
- *integrates with the existing urban area of Darfield, particularly through movement connections*
- *delivers appropriate transition and edges to surrounding rural environment*
- *avoids reverse sensitivity effects and preserves rural amenity values on adjacent rural land*
- *adopts successful edges to adjacent State Highways*

Of the District Plan provisions listed in section 1.6 and 3.1 above, the following are particularly relevant to assessing (from an urban design perspective) how the Project contributes to urban form:

UG-P7 (2)

Any new urban areas shall deliver the following urban form and scale outcome:

...

(2) the form and scale of new urban areas support the settlement's role and function within the District's Township Network;

UG-P17 (4)

Encourage the intensification of urban activities or the redevelopment of existing land within urban zones to assist in supporting the district's urban growth needs, including through the implementation of an adopted urban intensification plan or any relevant development, to:

...

(4) promote consolidated and compact townships that support resilient, diverse and self-sufficient settlements;

LLRZ-P1

Provide for a very low density and spacious residential character by:

- *managing the density of development; and*
- *managing the height, bulk and form of development.*

ODP (DEV-DA3)

This area is to be developed at densities which would provide for a low-density residential style of development. Densities shall be scaled out from Bangor Road to integrate the area with the adjoining General Rural Zone and to achieve a progressive transition between residential and rural densities.

ASSESSMENT

The Project represents a logical extension of the urban form of Darfield, ensuring it remains compact while also contributing to Darfield's strategic role in the District (recognised by Future Selwyn) to accommodate growth. The majority of the site lies within 1 to 2km of the town centre providing easy and efficient access to shops and services. Land to the south east of the site, namely between the site and Bangor Road/West Coast Road intersection is zoned a combination of General Residential Zone, Large Lot Residential and General Industrial. Lots in this area vary in size from 2000m² to 9ha and include industrial uses, residential, rural residential and some agricultural activity. Within this context, the Project will enable the development of a strategic site which is already connected to, and part of, Darfield's urban environment.

Notwithstanding that the Project will deliver a higher residential yield compared to that enabled by the existing Large Lot Residential zoning, the Project is still considered relatively low density, with the ability to deliver a spacious residential character supported by wide landscaped streets and an average lot size that is larger than that anticipated by the General Residential Zone (850m² rather than 650m²) and therefore offers the potential for more private space within the lots. The generous provision of public reserves will also contribute to an overall perception of "a spacious living environment while being close to an urban centre" (refer LLRZ Overview).

The site is considered to offer an efficient use of the land resource and existing urban infrastructure and services within its immediate area. Under its current zoning, the site could deliver approximately 160 - 180 dwellings. By comparison, the Project will deliver a much higher number of dwellings to support the growth of Darfield in a manner which ensures that adverse effects on the existing character and amenity of the surrounding environment is minimised.

Although greater density is provided for, smaller lots are intentionally focused within the central part of the site, allowing for large lots to gradually transition to the rural interfaces and state highways in line with the direction of the site's Outline Development Plan. On the rural interfaces and within approximately 200m of it, greater lot sizes and post and rail fencing is proposed to provide a transition to rural character outside the site boundaries.

With respect to the external interfaces of the site, careful consideration has resulted in bespoke conditions on all site boundaries as follows:

- on the northern boundary (east of 5/1800 Clintons Road) with commercially farmed areas, larger lots and high fencing protects residential amenity;
- on north-western and western boundaries where the site adjoins rural residential activity, larger lots and low open post and rail fencing enables retention of rural character while enabling privacy and good outlook for future residents;

-
- on boundaries that adjoin Large Lot Residential zoned (and Development Area 6), a 1.8m high closed boarded timber fencing is proposed in anticipation of future (general) residential development in this central and accessible location;
 - on the boundary that adjoins a water race and then Large Lot Residential zoned (and Development Area 6), a low fence and gate is proposed along the water race;
 - on the boundary with SH73/West Coast Road and the railway line post and rail fencing and a landscape earth bund enables on-site residential amenity while retaining landscaped rural character on the road entering the town from the north; and
 - on the southern boundary (Bangor Road/SH77, the shelterbelt has been retained to retain rural character and an acoustic fence proposed to protect residential amenity.

Conclusion

In summary (and with regard to the key urban form questions identified at the start of this section), the Project:

- **promotes a concentric and compact urban area for Darfield;**
- **achieves a more consolidated, efficient use of a land resource that is already zoned for housing, is close to the existing town centre and public facilities and services, and is suitable for supporting a higher density of housing than the current zoning provides for;**
- **delivers a spacious living environment through landscaped streets, high average lot sizes (relative to the GRZ) and a generous public reserve network;**
- **includes a legible movement structure which supports all transport modes and prioritises wider connections;**
- **recognises and reflects the local rural character through the adoption of a range of residential densities with a transition to the site edges in order to better visually integrate its proposed urban form;**
- **responds carefully and appropriately to all external interfaces, ensuring both future residential amenity, the retention of rural character where possible/practical and avoidance of reverse sensitivity effects associated with commercial farming and the adjoining strategic infrastructure (State Highway network and Rail network);**

and is considered a supportable response to Darfield's existing and future urban form.

CONTEXTUAL RESPONSE

Is the proposal a site specific response to place, by:

- *responding to a robust analysis of site specific opportunities and constraints*
- *recognising and incorporating local physical features like views etc.*
- *reflecting local aspirations and preferences*
- *reflect local character, including appropriate residential density*

A robust site analysis is set out in Section 1 of this statement and was undertaken at both a neighbourhood and site specific scale. It considered the existing and anticipated character and role of Darfield along with site specific characteristics, and was also informed by other technical inputs from the wider multi-disciplinary team. The outcomes of the site analysis were distilled into the opportunities and constraints (identified in Figure 8) which have then informed the more detailed design approach and outcomes for the site.

Section 1.2 of this report attributes the character of Darfield to:

- its history as a service town for the wider farming area, railway junction and association/gateway to Southern Alps;
- a radial structure extending out from a town centre;
- wide and long straight roads with distant views of elevated land forms / the 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 uses, with rural service activities in close proximity to residential properties;
- one and two storey detached homes;
- rural style post and rail or post and wire fencing;
- roads with rural profiles - wide grassed berms with no kerb, often swales, sometimes no footpaths; and
- a mix of residential character, including:
 - older neighbourhoods with spacious sections - original quarter acre sections/1000m²;
 - large lot/rural residential areas with rural type roads; and
 - newer subdivisions which sections down to 500 or 600m².

Within the site, the wider rural character of Darfield has influenced the subdivision and landscaping design through:

- adopting a rectilinear grid pattern that is typical of both older and new subdivisions in Darfield;
- the retention of long distance views to surrounding rural landscapes and Southern Alps, particularly along roads;
- the retention of some shelterbelts in key locations, namely along SH77 and the central reserve network;
- the retention of the water race in a prominent location(s) namely at the main Bangor Road entry, along the central boulevard and along the central open space network;
- the provision of a connected open space network which includes the retention of mature planting associated with the existing farm house;
- the retention of shelterbelt planting along SH77 which maintains a rural feel on entry to the town;
- adopting a rural parkland aesthetic incorporating open lawns, shelterbelt planting, and simple material palettes from the surrounding rural environment;
- reflecting the agricultural character of the site through planting typologies and spatial arrangements characteristic of the Canterbury Plains and maintaining a sense of greenness typical of the rural environment;
- integrate open space and streetscape design with the wider landscape setting to strengthen sense of place;
- using planting typologies suited to local environmental conditions, riparian corridors and the Canterbury Plains landscape and ecological habitat opportunities for bird life and lizards; and
- stipulating fencing with a rural parkland aesthetic as per the landscape/fencing plans and through proposed consent conditions.

The proposed lot sizes vary; the centrally located smaller lots are consistent with the size of both newer subdivisions (600-900m²) as well as the original/older parts of town (800-1000m²). This successfully reflects and combines both the original and newer residential character in Darfield.

As previously described, the Project will deliver larger lots – consistent with a more rural residential character – along the periphery of the site, which aligns with the intended outcomes sought for the LLRZ and is sensitive to the character of the adjoining land. Within the centre of the site, the suburban core has been designed to more closely align with the outcomes anticipated for the General Residential zone, which is a zone that exists throughout other parts of Darfield near the town centre. In that regard, the residential character that will be established in that part of Bangor Village will be consistent with the experience of other parts of Darfield.

Conclusion

In summary (and with regard to the key contextual response questions identified at the start of this section), the Project:

- **is an appropriate urban design response to the specific characteristics of the site and its surrounds;**
- **has balanced the opportunities and constraints within the site and its surrounds, and has incorporated local features as part of the Project;**
- **responds to the local rural character through the retention of existing landscape features, the adoption of a landscape strategy which reflects the character of Darfield;**
- **provides for residential choice and an overall residential density comparable to newer residential development in Darfield;**

and is considered a supportable response to Darfield's existing and future context.

RESIDENTIAL SAFETY AND AMENITY

With respect to day to day life for the future residents of the site, does the proposal enable high residential amenity and well being by:

- offering an sustainable lifestyle, particularly through safe and attractive pedestrian and cycle opportunities
- providing a safe and legible movement network
- offer a choice of housing and lot size
- encourage social interaction and community through safe and functional streets and other public open spaces
- providing a site of adequate size and shape to support housing with access to sunlight and sufficient private outdoor space
- provide a choice of recreation spaces

ACCESSIBILITY

The Project provides a permeable and logical subdivision pattern that promotes safe walking and provides connections to destinations both within and outside the site.

With respect to pedestrian accessibility, the layout and sizing of the suburban core of the Project has been designed to achieve consistency with the following subdivision rule for walkable blocks in the General Residential Zone (noting that no such equivalent rule exists in the Large Lot Residential zone):

SUB-REQ7 - Blocks shall achieve all the following maximum perimeter lengths, unless precluded by an existing pattern of development:

- 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

All proposed blocks meet the maximum perimeter of 800m and can therefore be considered to provide a high degree of permeability for pedestrians and cyclists.

The proposed road network is in line with that illustrated in the ODP for DEV-DA3, providing the appropriate connections and adopting a clear hierarchy and a variety of road types, all of which are considered local roads. All proposed roads accommodate vehicle and active modes, street trees and parking as well as service and emergency vehicles.

With respect to the provision of active transport mode infrastructure, the Project includes a network of shared paths with a high coverage of the site and a connection to the town centre along Bangor Road. Provision is also made for a shared path to connect to Cridges Road which could be extended in future to provide a safe and direct connection to SH73 and, should a path be provided along the highway, to the reserve and town centre.

The ODP indicates a potential pedestrian and cycle connection to State Highway 73 in the vicinity of Horndon Street; this connection has been tested but is not supported by Waka Kotahi given the traffic speeds and lack of safe active mode facilities on this highway.

In terms of specific accessibility outcomes sought through the Transport chapter of the District Plan, **TRAN-P6** seeks to enable safe, multi-modal connections that support walking, cycling, and access to public transport and public transport facilities through land use activities and subdivision development that:

1. establish levels of service and multi-modal transport options based on the network road classifications, including the provision of strategic level walking and cycling connections where they are identified in Development Plans or ODP;
2. encourage residential blocks to be small, navigable and convenient to move around through legible, convenient and attractive walking and cycling routes to public transport facilities and between residential areas, business centres, community facilities, recreation space and local services;
3. manage the number and design of cul de sacs, rear sites and accessways;
4. provide for the interaction between vehicle access and manoeuvring, loading and parking areas when determining on-site pedestrian and cycling routes; and
5. align street layouts to maximise views and landscape features to promote attractive streets.

The proposed movement network aligns with the above outcomes by:

- including a network of shared paths along key routes and connecting destinations;
- locating shared paths along and/or within reserves where they are free of driveway crossings;
- complying with subdivision standards to achieve a high level of permeability;
- including only two cul-de-sacs and mitigating their potential reduction of vehicular connectivity by keeping them very short (less than 150m) and providing a pedestrian and cycle connection to link them through to adjacent streets;
- having a very high proportion of front/public street facing lots (approximately 97%) and consequently very few rear lots;
- encouraging people to walk and cycle by adopting a highly connected public street network, straight streets, promoting long distance views and including tree berms, and enabling front yard landscaping; and
- managing fencing to ensure passive surveillance of streets and reserves.

SAFETY

The Ministry of Justice's National Guidelines for Crime Prevention through Environmental Design outlines seven qualities that characterise safer places as follows:

■ Access: Safe movement and connections

Places with well-defined routes, spaces and entrances that provide for convenient and safe movement without compromising security.

■ Surveillance and sightlines: See and be seen

Places where all publicly accessible spaces are overlooked, and clear sightlines and good lighting provide maximum visibility.

■ Layout: Clear and logical orientation

Places laid out to discourage crime, enhance perception of safety and help orientation and way-finding.

■ Activity mix: Eyes on the street

Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.

■ Sense of ownership: Showing a space is cared for

Places that promote a sense of ownership, respect, territorial responsibility and community.

■ Quality environments: Well designed, managed and maintained environments

Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and the future.

■ Physical protection: Using active security measures

Places that include necessary, well designed security features and elements.

With respect to safety, the Landscape Framework Report by Kamo Marsh includes Crime Prevention through Environmental Design measures to promote public safety as follows:

- maintaining clear sightlines and visual permeability within reserves, streets, and movement corridors.
- locating parks, pathways, and open spaces adjacent to residential development to encourage passive surveillance and regular activity.
- ensuring pedestrian and cycle connections are highly visible, legible, and well integrated with the wider neighbourhood structure.
- using planting design that balances amenity, shelter, and ecological outcomes with visibility and long-term safety considerations.

- incorporating seating, shade structures, and community amenities to encourage regular use of public spaces.
- minimising concealed spaces and avoiding vegetation layouts that restrict visibility or create isolated areas.
- reinforcing clear public and private space definition through planting, fencing, and landscape treatments.
- integrating lighting, wayfinding, and open space design to support accessibility, and safe movement throughout the development.
- considering long-term maintenance requirements to ensure planting and landscape elements continue to support CPTED outcomes over time.

In addition to the above measures, the following outcomes are achieved through subdivision design, development standards and specific conditions:

- the subdivision is "street-based", with dwellings fronting and accessed from public streets, providing long distance views, and many options/alternatives for movement direction;
- the subdivision has a legible grid pattern with a clear hierarchy of movement spaces which promote way-finding; it takes advantage of existing natural features to create landmarks (shelterbelts and water race) to aid legibility;
- there are very few rear lots; there are only two cul-de-sacs and both of these have pedestrian exits/links thereby providing escape routes;
- reserves have a high proportion of road frontage, ensuring passing vehicles and pedestrians have good sightlines into them;
- where private lots directly adjoin reserves, there are generally orientated such that private indoor and outdoor space will be orientated to the north and therefore directly overlook the public space through high proportions of glazing and the location of private outdoor areas;
- shelterbelts have been trimmed back to allow sightlines directly into reserves from surrounding roads, thereby improving visibility of these reserves which retaining landscape character;
- shared paths are placed within/through reserves where possible to reduce vehicle crossings over the path and promote safety of pedestrians and cyclists;
- development standards for Large Lot Residential Zone (**LLRZ-REQ6**) require at least one habitable room or kitchen to face the street at ground level and a minimum of 20% glazing which will ensure dwellings provide activation and passive surveillance of the street;
- there is a clear demarcation of public and private space, and proposed fencing requirements will avoid high fences at the street front, along reserve interfaces and adjacent to accessways, thereby enabling real and perceived passive surveillance of public spaces;
- development standards for Large Lot Residential Zone (**LLRZ-REQ6**) require entrances and pedestrian accesses to be legible with good visibility and clear sightlines, and this avoids tight bends, blind corners and entrapment spaces; and
- relevant front yard setback requirements and proposed fencing will create a sense of ownership of front yards, planting areas and other transition spaces through the location of these in relation to unit entrances and pedestrian accessways.

PUBLIC OPEN SPACE

Public open space is considered to include both streets and reserve spaces. With respect to proposed streets in Bangor Village, please refer to the street cross sections in Section 2.1.1 of this report. These cross sections illustrate a range and hierarchy of movement spaces which will provide a legible and safe street network. Provision is made for street trees on both sides of the carriageway which will add to visual amenity, cooling, biodiversity and character.

The success of public streets is determined through the nature of their adjoining (private) interfaces. In this regard, the key development standards that will apply and determine street outcomes include:

For all lots:

- at least one habitable room or kitchen located facing the road at ground level
- at least 20% glazing in the facade facing the road;
- a door that is directly visible and accessible from the road;
- landscaping in the front yard, including at least 1 specimen tree for every 10m of road frontage

For Large Lot Residential lots:

- fencing along road boundaries will be a maximum of 1.2m in height ensuring passive surveillance of the street; and
- garages will be required to be set back at least 10m from the front boundary ensuring a spacious green street character.

For the Qualifying Allotments:

- fencing within 4m of road boundaries will be a maximum of 1.2m in height;
- buildings will be setback at least 4m from the road boundary (to be secured via a consent notice); and
- garages will be setback at least 5.5m from the road boundary.

These requirements will ensure streets that are activated, safe and have a spacious green feel.

In regard to open space/reserves, the proposal includes a total of **5.6ha** across three main spaces. These reserves are supported by a further pocket park and pedestrian/cycle linkages.

The SDC Open Space Strategy 2015 indicates the minimum quantity of neighbourhood parks is 1.2ha per 1000 population. With approximately 750 lots, the proposal represents a potential additional population of approximately 2250. This translates which translates into **2.7ha** for the application site. The proposal includes approximately 5.6ha of recreation space, significantly more than the minimum required by SDC.

The amount of open space proposed is a result of accommodating shelterbelts (which need additional space to account for shading and limb fall) and existing vegetation around the existing farm house (incorporated into the “farm park”). The central linear open space is

considered an integral part of referencing/retaining the site's rural character while additional reserves provide for active play opportunities.

PRIVATE ON-LOT AMENITY

Private amenity will be driven by the adoption of the development standards from the Large Lot Residential zone, except where they relate to building coverage and road and internal boundary setbacks. Dwellings developed in accordance with these standards will be a permitted activity and ensure adequate sunlight access, private outdoor space.

The proposed lot sizes and maximum building coverage (40%) will ensure there is sufficient on-lot areas for outdoor space. The smallest lot measure 594m² which provides for a building of approximately 238m² and on-lot open space of approximately 356m². Even taking account of single level dwellings and potential areas of parking and/or driveways, this allows for adequate areas to accommodate planting which can contribute to both on-lot amenity and that of the wider neighbourhood.

Similarly, the proposed lot sizes, along with the proposed adopting of LLRZ standards (with the exception of building coverage and setbacks) will ensure access to sunlight and privacy between dwellings.

Conclusion:

In summary, the proposal is considered to provide for high quality residential environment where residents can:

- **have a choice of section size and location**
- **enjoy outlook to the adjacent rural environment and towards the Southern Alps from public streets and spaces**
- **benefit from a connected walking and cycling network to access neighbours and Darfield's town centre, school and other services**
- **enjoy a safe attractive public realm of streets and reserves**
- **socialise and play in a variety of open spaces that offer both passive and active recreation opportunities**
- **enjoy high quality private indoor and outdoor living spaces**

In summary, the proposal is considered to provide for good residential safety and amenity.

3.3 URBAN DESIGN EFFECTS

With respect to assessing the potential effects of the proposal on urban design outcomes, the following key matters are addressed and summarised on the basis of assessment in Section 3.2 above:

The potential effects of the Project are on:

- the character and amenity of the wider environment;
- the character and amenity of adjoining neighbours (residential and rural); and
- the amenity for future residents – including safety, access to open space, community facilities, sunlight and privacy etc.

CHARACTER AND AMENITY OF THE WIDER ENVIRONMENT

The existing character and amenity of the wider environment in Darfield is described in Section 1. Overall, Darfield's urban environment is predominantly low density suburban in character while being set within a wider rural context, with the Southern Alps as the backdrop. The key linkages provided by the State Highways and the railway network also influence the character of the wider environment.

The Project has the potential to generate effects on that existing character and those amenity values through the establishment of a greater number and intensity of dwellings beyond what is contemplated by the existing Large Lot Residential zone. In my opinion, those effects are acceptable from an urban design perspective because:

- The character of development being enabled on the site by the Project is still low density overall and, in terms of the suburban core of the Project, it is consistent with the kind of suburban development seen elsewhere in Darfield. The Project also adopts a subdivision pattern that aligns with both older and more recent residential development in Darfield (rectilinear grid pattern with straight streets providing long distance views).
- The more suburban density enabled by the Project is located in the centre of the site which will ensure that the experience of the higher density living environment is largely internalised to the site.
- Landscaping initiatives around the perimeter of the site are in keeping with other suburban developments in Darfield and/or retain the current experience of the site when viewed from adjoining roads. These initiatives include:
 - the retention of the shelterbelt along Bangor Road which screens new development and maintains the rural character for the approach to the town;
 - the provision of planted bunds along SH73 which screens new development and maintains the rural character of this key approach to the town; and
 - the use of rural style fencing (post and rail) in key/high profile locations (e.g. along the boulevard) which reference the rural setting and contribute to the overall character of the neighbourhood.

CHARACTER AND AMENITY OF ADJOINING NEIGHBOURS

The existing character of the properties immediately adjoining the site is also described in Section 1. The Project also has the potential to generate effects on that existing character and the amenity values of neighbouring properties through the establishment of a greater number and intensity of dwellings than otherwise contemplated by the existing Large Lot Residential zone. In my opinion however, those effects are also satisfactorily addressed through:

- The placement of the largest lots around the periphery of the site which reflect the lot sizes and density that is already enabled through the Large Lot Residential zone. The larger lots at the interface with adjoining rural properties:
 - limits the potential number of new dwellings on or near the external boundaries, and thereby the potential for overlooking or other reverse sensitivity;
 - ensures that these lots have sufficient area to have very large setbacks from external boundaries and enables the use of generous planting to soften and/or screen the interfaces between the properties.
- The use of landscaping and fencing which have been intentionally selected to deliver a more rural aesthetic, as described earlier in this assessment.
- The retention of key landscaping features including the shelterbelts.

CHARACTER AND AMENITY FOR FUTURE RESIDENTS

Finally, the establishment of a greater number and intensity of dwellings beyond what is contemplated by the existing Large Lot Residential zone also has the potential to generate adverse effects on the character and the amenity values that should be enjoyed by future residents within the site. Those adverse effects can relate to loss of privacy, on site amenity, sunlight access and access to open space.

The Project, and in particular, the layout within the suburban core, has been carefully designed to deliver a high quality residential neighbourhood which prioritises the amenity of future residents while also enhancing the natural features of the site. While the density enabled by the Project is higher than otherwise enabled by the Large Lot Residential zoning, the Project will still deliver a low density suburban character overall and the provision of generously proportioned streets, landscaping and open space reserve areas will contribute to a sense of spaciousness for future residents. The orientation of the lots is intended to maximise sunlight and to take advantage of the views through the Southern Alps, and the setback requirements for buildings will also avoid overlooking and adverse privacy effects, even in the suburban core.

The retention of existing landscape features and the design and planting of the proposed public open spaces will contribute to a site specific neighbourhood character for residents, while enabling them to identify with the wider landscape.

In summary, whilst the development of the site has the potential to effect character and amenity, the project has adopted subdivision and landscape design techniques and future development controls to ensure good urban design outcomes are achieved.

4.0

conclusion

The subject site has a size and location that provides an opportunity for Darfield to accommodate growth through the development of a comprehensively masterplanned community which represents a logical extension of its urban area. The site also has an existing landscape character that provides an opportunity for a community to benefit from connection to its rural setting and local context.

In summary, the proposal:

- supports the growth of Darfield and its future as a Strategic Town in Selwyn District by making appropriate use of a land resource that is close to existing strategic transport corridors, the existing town centre and public facilities and services;
- represents a logical extension of the existing urban area, continues it's concentric/radial growth pattern and can integrate and connect to its existing and future surrounding urban environment;
- is an appropriate response to location, context and site specific opportunities and constraints and has balanced opportunities and constraints established by the wider team of project experts;
- has a logical density distribution and responds carefully and appropriately to all external interfaces, ensuring both future residential amenity, the retention of rural character where possible/practical and avoidance of reverse sensitivity effects
- acknowledges national policy and the need for greater housing delivery, diversity and affordability while balancing local context, character and market conditions;
- is generally consistent with strategic direction for urban form growth and form,
- aligns with statutory and non-statutory direction for subdivision and residential development
- includes a legible movement structure which supports all transport modes and prioritises connection to the town centre
- provides a variety of lot sizes and lifestyle choice and an overall residential density comparable to newer residential development in Darfield
- realises the benefits associated with higher residential density (than that offered by the LLRZ) such as greater affordability, choice and support for town infrastructure, while improving environmental performance
- is an appropriate urban design response to its unique context and responds to the local rural character through the retention of existing landscape features, the adoption of a landscape strategy which reflects the character of Darfield

Based on the conclusions reached within this report, it is supported from an urban design perspective.



For: Hughes Developments LTD
Prepared by: Urban Acumen Ltd

