

**531 & 535 MILL ROAD,  
ŌHOKA DEVELOPMENT**

**CARTER GROUP LIMITED**

**Urban Design Assessment**

Project No. 2021\_097B / B



## 531 & 535 Mill Road, Ōhoka Development

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## 1. INTRODUCTION

DCM Urban Design Limited has been engaged by Carter Group Limited (CGL) to provide an Urban Design Assessment of the proposed Ōhoka Residential Subdivision (the proposal). CGL is applying for approvals for the proposal under the Fast-track Approvals Act 2024 (FTAA2024).

The report is structured as follows:

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The report should be read in conjunction with:

- **Landscape Management Plan** (DCM Urban, dated 10.09.2026)
- **Landscape and Visual Impact Assessment** (DCM Urban, dated 10.09.2026)
- **Ōhoka Residential Subdivision Urban Design and Landscape Masterplan – referred to as ‘DCM Masterplan’** (DCM Urban, Ōhoka Residential Subdivision Fast Track Application\_J, dated 10.09.2026)
- **Scheme Plan** (Inovo, Draft Scheme Plan, dated 07.09.2026)

### 1.1 ASSESSMENT METHODOLOGY

This Urban Design Assessment considers the likely effects of the proposal in a holistic sense. To achieve this, the methodology adopted for this assessment has applied the following six components:

1. Identification of the **Receiving Environment**
2. Outline of **Proposed Design Measures and Benefits**
3. Assessment of **Rural Openness Versus Urban Form**
4. Urban design assessment against best practice urban design principles (seven ‘C’s from the **New Zealand Urban Design Protocol**).
5. Urban design assessment against the **Partially Operative Waimakariri District Plan** (POWDP) - Subdivision and Urban Form Matters

6. Urban design assessment against **Crime Prevention Through Environmental Design (CPTED)** principles

## 1.2 NEW ZEALAND URBAN DESIGN PROTOCOL

As part of the design process, design principles are often developed to assist with a project achieving urban design best practice. Our office uses the seven 'C's from the New Zealand Urban Design Protocol<sup>1</sup> as a basis for designing and assessing development proposals. These are:

1. **CONTEXT** - Seeing that buildings, places and spaces are part of the whole town or city.

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

2. **CHARACTER** - Reflecting and enhancing the distinctive character, heritage and identity of our urban environment.

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

3. **CHOICE** - Ensuring diversity and choice for people.

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

4. **CONNECTIONS** - Enhancing how different networks link together for people.

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

5. **CREATIVITY** - Encouraging innovative and imaginative solutions.

*Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity and turns a functional place into a memorable place. Creativity facilitates new ways of thinking, and willingness to think through problems afresh, to experiment and rewrite rules, to harness*

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<sup>1</sup> <https://environment.govt.nz/assets/Publications/Files/urban-design-protocol-colour.pdf>

*new technology, and to visualise new futures. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities.*

6. **CUSTODIANSHIP** - Ensuring design is environmentally sustainable, safe and healthy.

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

7. **COLLABORATION** - Communicating and sharing knowledge across sectors, professions and with communities.

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

## **2. CONTEXT: RECEIVING ENVIRONMENT**

### **2.1 WIDER CONTEXT AND BACKGROUND**

Ōhoka is approximately 15 – 20 minutes from Christchurch, on the northern side of the Waimakariri River. It is located in close proximity to the district's main urban centres, approximately 9.2 km by road from Kaiapoi and 9.5 km from Rangiora. Both centres are approximately 10 minutes away by car or 20–30 minutes by bicycle. Central Christchurch is approximately 25 minutes away by car, depending on traffic, via the district road network and State Highway 1. Recreational destinations such as the various beaches of Pegasus Bay, Bottle Lake Forest, Spencer Park, the Kaiapoi River and Waimakariri River are all destinations within the wider district which are also within close proximity to Ōhoka. The Ōhoka Proximity Plan (refer to **Page 6 of DCM Masterplan**) highlights Ōhoka's proximity to existing settlements as well as its relative level of connectivity.

Originally, the settlement of Ōhoka was established at the location of the Mill/Whites Road intersection and serviced by a rail line (Eyreton Railway Line) which extended out to Oxford. Remnants of the early town structure are still visible with further clusters at the old school site on Jacksons Road/Mill Road and on the Bradleys/Mill Road intersection. The clusters grew together over time forming a sizable rural settlement that provided services to the local industry, surrounding farming activities and was well established with churches, a community hall, a large public domain and a school with a roll of 200 students. This fast growth in the 1800s was followed by a decline which reduced the settlement to the historic remnants still visible.

Ōhoka started to slowly grow again in the mid-1900's from this historic nucleus with mainly residential additions. These were initially of a smaller scale, establishing along the length of Mill Road. The form of the settlement became elongated from Bradleys Road through to the local school on Jacksons Road and remained bounded by the Ōhoka Stream to the north of Mill Road and the Ōhoka Stream Tributary south of

Mill Road for a long period. This original structure of the village, framed by two waterways, is still a key feature of the character of the village centre we see today.

Ōhoka remained mostly unchanged until two subdivisions on Keetly Place and Wilsons Drive were added in the 1990's, extending Ōhoka to the north and south. Each subdivision was designed around a cul-de-sac, as semi-isolated clusters with little connection to the heart of Ōhoka. Keetly Place extends development north of Mill Road and beyond by stepping over the Ōhoka Stream. Throughout the early 2000s to the present day, lifestyle blocks of varying sizes began to surround the village core to the north, south and east. The most recent expansion of Ōhoka has been through Plan Changes 17 and 21 to the Operative Waimakariri District Plan (2005) (Operative WDP (2005)), adding potential larger areas of low-density development to the north of Ōhoka between Bradleys Road and Threlkelds Road, with some of this development already progressed.

The southern part of Ōhoka, east of Whites Road, beyond the Domain, south of Ōhoka Stream, is dominated by larger rural lifestyle blocks stretching all the way to Tram Road and Mandeville. This 4ha rural lifestyle development pattern dominates the rural landscape around Ōhoka, particularly to the east and south. The Waimakariri District – Rural Character Assessment prepared by Boffa Miskell (2018) provides the following description for the 'Lower Plains' Character Area which Ōhoka is situated in:

*'This rural landscape is characterised by its changing character in relation to recent small lot development. Once predominantly rural, characterised by productive land uses, low density settlement and a sense of spaciousness, this area is now defined by its increasing finer grained settlement patterns and human induced characteristics that overlay the rural environment.'*

It also states:

*'While the rural roads and development contain limited 'urban' infrastructure, such as kerb and channel and street lighting, the regular spacing of letterboxes at driveways and linear hedgerow patterns, particularly where they follow the roadside, are indicative of the changing pattern of smaller scale subdivision into rural residential land use.'*

## 2.2 ŌHOKA CONTEXT

Current development at Ōhoka straddles both sides of Mill Road with the centre of the village considered to be the intersection of Mill Road and Whites Road, although the current zoned areas tend to be weighted more to the north (as shown on **Page 8 of DCM Masterplan**). The 'village centre' holds a mix of commercial and residential built forms, with vegetation often screening/softening-built development, limiting perceptions of its presence. The Ōhoka Domain, located on the southeast of the intersection, hosts a very popular and well-attended farmers market each Friday, often featuring over 50 stalls. This market regularly attracts many people visiting from across the broader Canterbury region.

The roads are typically slow speed through the village, controlled by side friction (parked cars), a lack of road markings and a narrow carriageway, rather than posted speed limits. Roads are largely free of kerb and channel edging, with gravel shoulders typical and often used for informal carparking. **Photo 1** below shows how the existing service station has 'spread' across Whites Road.



**Photo 1** - The existing service station on the corner of Whites and Mill Roads.

**Figure A on Page 7 of DCM Masterplan** shows the existing cadastral pattern of the land surrounding Ōhoka and Mandeville with the latter having been developed into large rural-residential properties. Mandeville's dispersed, cul-de-sac dominated layout, combined with its distance from Ōhoka's village centre (approximately 4km) and separation by the higher-speed Tram Road, means the two settlements cannot reasonably function as a single walkable, connected rural town.

In terms of built form, the scale, character, form, and materiality of structures vary throughout Ōhoka. There are a number of existing dwellings along Mill Road and Whites Road, with character varying depending on the location. For example, Mill Road has an informal urban character proximate to the intersection with Whites Road, while Whites Road to the south of the Ōhoka Domain has a rural-lifestyle character. Dwellings have a varied layout, and irregular bulk and location characteristics. Dwellings are often supported by additional infrastructure (implement sheds, standalone garages) and are typically on larger lots and separated from neighbours by fields/extensive lawn areas and green belts. Generally, dwellings appear to be tidy with well-maintained landscaping.

Overall, Ōhoka is a quaint settlement with a pleasant and quiet atmosphere. The presence of heritage buildings, mix of local small businesses, the well-known farmers market, slower pace of living and established green corridors, all amongst a farming background, contribute to the village's sense of place.

## 2.3 THE SITE

The proposal site (Site) is bound by Mill Road to the north, Whites Road to the east and Bradleys Road to the west. The northeast boundary of the Site borders the edge of Ōhoka's village centre, where there is an increase in the number of dwellings, hard surface coverage, and infrastructure present in the landscape.

The Site is located approximately 4.8km to the west of Kaiapoi West (Silverstream) where development has a typical suburban character with a mix of housing typologies (standalone, duplexes and terrace) supported by a commercial area; and 2km northeast of Mandeville where development has a typical rural residential character and density, also supported by a commercial area.

There are three main waterways which run through the Site, being the Ōhoka Stream Tributary, the Ōhoka South Branch and an existing spring/waterway/pond which runs through the centre of the Site between the two stream branches. These waterways run in a west-east direction to eventually feed into the Kaiapoi River to the east. In addition, there are also several lesser waterways/drains that have been identified, which the majority run and discharge to the roadside drain along Whites Road. Within the Site the waterways are predominantly bordered by either exotic species in the form of shelter belts or individual trees, notably poplars and willows, or paddock. Large portions of the waterways are open with no shade. The waterways have soft edges with no timber or concrete channelling. Some localised signs of erosion are visible, highlighting natural processes, but not to a degree where they influence the character of the waterways (refer to **Photo 2** below).

The stream corridor to the northeast of the Site (outside of the Site boundary), downstream of Whites Road in Ōhoka Bush, has been planted extensively with native species, although large numbers of weed species are also present (refer to **Photo 3** below).



**Photo 2** – This image shows one of the waterways running through proposal site, depicting its typical form. No native species of note were identified to be growing in association with the waterways on site.



**Photo 3** – This image shows the continuation of the stream corridor to the northeast of the site. Native riparian species have been planted in Ōhoka Bush, however several weed species are still present.

The Site has a relatively flat topography and has typical rural characteristics found within the Canterbury Plains, including shelterbelts, auxiliary structures, and rural residential dwellings. Overall, the topographical attributes of the receiving environment are relatively low with no other defining features to note.

In terms of built form, the Site holds three existing dwellings. One of the dwellings is located at 531 Mill Road, a large two-storey family home, separated from the road front by an established hedge and surrounded by various mature trees and plantings. The other two dwellings are located on the 535 Mill Road property. One of the dwellings which is of considerable size is positioned centrally, while the other more modest and older dwelling is positioned towards the southwestern corner. As part of the development the two larger houses (dwelling at 531 Mill Road and central dwelling on 535 Mill Road) will be retained, and the dwelling located closer to the southwestern corner of 535 Mill Road will be demolished. Various farm sheds/ ancillary buildings are also found on Site, both on 531 and 535 Mill Road. These have a typical rural appearance, with walls and roofs comprised of metal sheeting. These are all planned to be demolished as part of the development.

Further landscape character is covered by the Landscape and Visual Impact Assessment *DCM Urban* dated 10/09/2026.

### **3. THE PROPOSAL**

#### **3.1 THE MASTER PLAN**

The Masterplan proposes approximately 856 residential lots (ranging in size from 425-4,013m<sup>2</sup>) with a small commercial area / village centre along Whites Road adjacent to the existing village centre and Ōhoka

Domain(Domain). The Masterplan also includes a proposed retirement village (with approximately 250 units), to provide housing options for older generations, and a proposed polo ground (approximately 8.9ha) with associated facilities, as a local destination and point of interest.

The overall spatial structure of the Masterplan (***Ohoka Residential Subdivision Fast Track Application\_J, dated 10.09.2026***) has been shaped by the existing form of Ōhoka and the natural characteristics of the Site. Development is concentrated toward the established settlement and village centre, with a transition to larger residential lots and stronger landscape treatments toward the southern and rural edges. The waterways and associated green corridors provide a further organising structure through the Site, breaking the development into a series of smaller neighbourhood areas and helping establish a legible transition between the village core and the surrounding rural environment.

The proposed village centre has been deliberately located to reinforce and consolidate the existing Ōhoka village core, rather than establishing a separate commercial node within the wider development. Alternative locations, including the current location and Mill Road were considered; however, the proposed location on Whites Road provides a closer relationship with the existing Domain and the established community activities associated with it. The existing village core is already centred around the Mill Road/Whites Road intersection, the Domain, community facilities and the farmers' market, and the proposed centre is intended to extend and strengthen this existing focus rather than shift it elsewhere.

The location opposite the Domain provides a number of urban design benefits. It creates a direct relationship between new commercial and community activity and one of Ōhoka's most important existing public spaces, increasing activity, passive surveillance and opportunities for shared use between the two areas. The Whites Road interface is the main connection with the township core, with the proposed centre extending the existing centre southwards and helping to activate the Domain, providing small-scale retail and local services while also supporting the existing market and wider community function.

The provision for a local village square and greenspace within the village centre will allow for generous landscaping to provide amenity, while also breaking up hard surfaces and softening built form. Two road crossings are proposed for Whites Road from the village centre towards Ōhoka Domain. This will improve accessibility for pedestrians and cyclists by integrating safe connections to this prominent existing green space. In this way, the proposed location supports a more consolidated, connected and legible village centre, rather than creating a standalone commercial destination within the subdivision.

Walkability and connectivity are key principles of the Masterplan with a hierarchy of street types and connections provided throughout the area. The Masterplan proposes a mix of primary and secondary roads running north-south, and east-west from Bradleys Road through to Whites Road. The design of the local streets will encourage slow vehicle movements by way of their layout and design, which includes street trees and landscape planting, mountable kerbs, surface changes at crossing points and various pedestrian/cycle zones depending on the road typology.

The Masterplan places a strong emphasis on active transport by establishing an extensive shared pedestrian and cycle network throughout the Site. The primary routes through the Site (22m wide street corridors with/without a swale) include a 2.5m wide shared path, separate from the main carriageway. From the shared paths, further connections to the network of paths running through the site's green spaces are also available. **Figure A on Page 8 of DCM Masterplan** shows 500m and 1500m radii to highlight high

level of connectivity the development will have in respect of the village centre. The proposed path network will allow residents to walk, scooter and cycle into the village in a relatively short time, as well as then being able to connect through to Ōhoka school and other amenities.

Additionally, Whites and Bradleys Roads are proposed to be upgraded to include 2.5m wide gravel shared paths, linking through to Mill Road and existing village amenities (refer to **Page 52-54 in of DCM Masterplan**). The shared paths proposed along Whites and Bradleys Roads will provide valuable pedestrian and cycling connections for existing and future residents in the area. These paths also form part of Waimakariri District Council's (WDC) planned future cycling network.

The existing waterways and spring systems form a key part of the Masterplan structure. The Ōhoka Stream Tributary and other higher-value spring-fed waterways are retained and enhanced, while the northern spring channel is realigned to connect with the southern spring system to create a more coherent ecological corridor. Springheads and waterway margins are protected through generous landscape setbacks and native planting. Together, these areas form an integrated blue-green network that provides ecological enhancement, stormwater management, recreation and pedestrian and cycle connections through the Site.

Open green space is provided within 500m walkable catchments of all proposed lots, combined with the waterway (blue) network. The green and blue network will provide public access to Ōhoka Stream and other waterways that are currently largely inaccessible, while also creating continuous recreational and ecological corridors through the development. When combined with the existing walkways east of Whites Road within Ōhoka Bush, the proposal will contribute to a comprehensive recreational network.

Informed by a detailed tree survey of the site undertaken by Tree Tech (as discussed above), the plan on **Page 63 in DCM Masterplan** indicates the trees that may possibly be retained. The retention of existing trees as part of the proposal would preserve an established feel. Tree retention will require working closely with ecologists, arborists and engineers to assess tree suitability including whether tree removal/replacement will provide an improved long-term outcome.

As well as the retention of existing trees, a considerable number of new trees are proposed throughout the Site. An approximately 40m wide (20m each side of the stream) open space area is proposed along the banks of Ōhoka Stream Tributary between Whites Road and Bradleys Road. This area will include a minimum riparian enhancement setback of 10m (measured from the top of the bank on each side of the stream) to improve ecological values, provide shared paths for pedestrians and cyclists, support stormwater management, enhance amenity and provide recreational spaces. An approximately 30m wide (15m each side of the waterways) corridor is proposed along the two southern waterways, providing for similar activities and functions as proposed for Ōhoka Stream Tributary, including the minimum 10m riparian enhancement setback. (See further information in the Instream Aquatic Ecology Assessment and supplementary documents)

The Bradleys Road and Whites Road interfaces have also been treated as important character edges within the Masterplan. Development is set behind a strong landscape framework, with planting, setbacks and shared pedestrian and cycle connections providing a consistent rural-facing edge to the development. Direct individual property access onto Bradleys and Whites Roads is avoided, with vehicle access instead provided through the internal street network. This allows the principal road frontages to retain a more

cohesive landscape character while still providing strong physical connections into the wider Ōhoka settlement.

Overall, the protection and enhancement of the waterways listed above results in the following public open spaces (areas include corresponding waterways):

- Ōhoka Stream Tributary: approximately 3.57ha;
- Pond and waterway running through the centre: approximately 4.35ha; and
- Ōhoka South Branch: approximately 5.32ha.

### 3.2 PROPOSED DESIGN MEASURES AND BENEFITS

The proposal establishes a landscape-led village edge, with residential areas set within a strong framework of planting, waterways and open space along Bradleys and Whites Roads. This treatment reflects the established rural character of Ōhoka, where vegetation and generous setbacks play an important role in shaping the experience of the settlement and its interfaces with the surrounding countryside.

The existing settlement has a relatively contained core, with densely vegetated waterways and landscaped property edges screening much of the more recent residential and lifestyle development from public view. In particular, existing lifestyle properties along Whites Road commonly comprise dwellings set well back behind dense boundary vegetation, with only intermittent views of residential activity from the road.

The proposed boundary treatment therefore seeks to emulate an established characteristic of Ōhoka rather than screen or separate the development from its surroundings. A cohesive landscaped edge along Bradleys and Whites Roads will help maintain the established rural character of Ōhoka, with planting used to filter views of the development and create a transition that is consistent with the vegetated frontage treatment of surrounding and neighbouring rural and lifestyle properties. The 10 m planting strips along Bradleys and Whites Roads reinforce the rural character of these frontages and establish a generous, vegetated transition between the development and surrounding rural landscape. This approach reflects the established pattern of planted edges and setback development within the wider Ōhoka rural and rural-lifestyle setting, rather than representing a defensive or disconnected urban edge.

Importantly, visual screening at the rural edges does not equate to physical or functional disconnection. The proposal remains strongly connected to Ōhoka through its road, pedestrian and cycle network, its waterways and green corridors, and through the deliberate placement of commercial and community activities within the northern part of the site where they directly engage with the existing village core. The waterways are thresholds that structure and break down the development while allowing the northern part of the site to interact directly with the township core. In this sense, the proposal is better understood as having a rural-facing landscape edge and an outwardly connected village structure.

The following design (mitigation) measures are proposed as part of the development to avoid, remedy or mitigate potential adverse effects in respect of urban design, landscape character, landscape values and visual amenity, and to ensure that the proposed development contributes to a well-functioning local environment.

1. (MM1) Provision for a diversity of lot sizes to provide choice, with higher density development located close to existing residential areas, areas of high amenity and the village centre.
2. (MM2) The creation of streets which have a high level of amenity, provide for different modal allocation, and allow for an efficient use of land by having a hierarchy with different road reserve widths depending on their classification. Indicative cross sections are shown in **Section D4 (Pages 44-50) in DCM Masterplan** to show how the street network can be developed to retain a safe and low-key village character.
3. (MM3) Creation of a well-connected walking and cycling network which combines with the green / blue network and existing facilities, featuring connections to key destinations such as Ōhoka Domain and Ōhoka Bush. Thereby prioritising walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes.
4. (MM4) Precluding vehicle access onto Whites Road and Bradleys Road from individual properties to allow for high-quality landscape treatments along these corridors, thereby minimising potential adverse visual/landscape effects on these public spaces and neighbouring properties along these roads.
5. (MM5) The generous provision of quality green spaces and outdoor facilities, appropriate for the future population of the development. This includes green links which extend through the site and connect with adjoining recreation areas and networks, as well as protection of the existing waterways and their enhancement with riparian plantings. In total, the combined proposed green space area, associated with waterways, stormwater management areas (SMA) and reserves, makes up approximately 24ha.
6. (MM6) It is intended that restrictions in the use of road boundary fencing of residential lots will be applied, along with setting back fencing from frontages in order to maintain an open feeling environment. Similarly, reserves will be separated from lots by open-style fencing, either post and rail or open-style pool fencing, to maintain permeability and passive surveillance across the site.
7. (MM7) **Landscape Treatment A** is proposed to retain a rural character along Whites and Bradleys Roads as shown in the boundary treatment details (**Page 53 in DCM Masterplan**). The landscape treatment proposed is a 10m wide planted strip, with post and rail fence or post and wire fencing along the boundary. The proposed landscape strip is further augmented with a 15m building setback from the current road boundary, to screen and offset domestic activity. A 2.5m wide shared gravel path is proposed, running the full length of both roads. Planting is to consist of the species listed in **Section E9 of DCM Masterplan**, planted at 1m centres to achieve a minimum height of 5m once established except under the National Grid transmission lines in the southwest corner of the Site where the height of planting will be maintained at a lower height.
8. (MM8) **Landscape Treatment B** focuses on containing and screening the proposed residential development from the south, to minimize landscape and visual effects on neighbouring properties (**refer to Page 54 in DCM Masterplan**). This involves the retention of the existing shelter belts (Tree Groups 67, 69 and 78 identified in the Tree Tech Tree Report, refer to **Page 63 in DCM Masterplan**) which run along the southern boundary of the Site, and planting an adjoining 6m wide landscape strip. Planting in the landscape strip is to achieve a minimum height of 5m once established, with trees positioned at a maximum spacing of 2m. The landscape strip is to consist of the species listed in **DCM Masterplan**, in a single species or mixed planting format
9. (MM9) **Landscape Treatment C** is generally located in the northern half of the Site to create a physical and visual softening between the Site and existing residential properties (290 Bradleys

Road; 344 Bradleys Road; 507 Mill Road; 509 Mill Road; 547 Mill Road; and 401 Whites Road) (refer to Page 54 in DCM Masterplan). The planting proposed consists of a single row of any of the species listed in DCM Masterplan (page 54) along the shared internal boundaries to achieve a minimum established height of 4m once established and a width of 2m, with planting at a maximum spacing of 1.5m.

10. (MM10) **Landscape Treatment D** is proposed along Whites Road as shown in the boundary treatment details (Page 54 in DCM Masterplan), where the Whites Road boundary adjoins a proposed SMA. Landscape Treatment D will be consistent with Landscape Treatment A, featuring a 2.5m wide gravel path, post and rail/ post and wire fencing, and a landscape strip. The proposed landscape strip will be 3m wide however (rather than 10m wide), and as it will adjoin SMAs, no built form setback is required. Planting is to consist of the species listed in DCM Masterplan, planted at 1m centres to achieve a minimum height of 5m once established.
11. (MM11) Creating a threshold/gateway on the Ōhoka Stream/bush alignment and the provision of two crossing (pedestrian/cycling) facilities along the proposed Whites Road village centre frontage. This will enable connections between the Site's pedestrian and green networks and key destinations/roads in the existing village. Similarly, several through routes and thresholds are proposed along Mill Road and Bradleys Roads to promote a well-integrated and connected site for future residents.

For MM7, MM8, MM9, and MM10 a 24-month maintenance period is proposed to ensure the successful establishment of all landscape areas. The exact breakdown and composition of the planting of all publicly vested land will be submitted to Council during the engineering approval stage of the subdivision process, while all planting on private lots will be reviewed and approved by the Project Landscape Architect.

In association with the maintenance period, a detailed Landscape Management Plan has been prepared, providing direction on the establishment of planting, weed and pest control, replacement planting, irrigation and the like.

The maintenance of the landscape treatment/reserve areas proposed is an important part of the development, and will ensure a high-quality landscape outcome is achieved, and in doing so, will provide widespread amenity and integrate the Site with its setting.

### 3.3 RURAL OPENNESS VERSUS URBAN FORM

For the most part, the current land use of the Site is as a dairy farm, characterised by large paddocks, farm buildings, mature trees, shelterbelts, waterways and springs. While this contributes to an open rural character in parts of the Site at present, the Site is now zoned Rural Lifestyle Zone and the current condition of the Site is not expected to remain unchanged. In particular, the Rural Lifestyle Zone anticipates a 4 ha lifestyle subdivision pattern that allows for the progressive introduction individual dwellings, accessways, letterboxes, domestic curtilage and boundary planting across the Site, which would create a finer-grained and increasingly enclosed landscape. This is consistent with the wider Lower Plains development pattern, where rural-residential development has introduced shelter planting, smaller lot boundaries, entrances and buildings across the landscape. In this context, incremental lifestyle subdivision under the Rural Lifestyle Zone has the potential to result in a *'monotonous expanse of scattered rural*

*residential development*, rather than retaining the existing dairy-farming landscape or its current degree of openness.

By comparison, the proposal establishes a co-ordinated pattern of development concentrated around an existing settlement, with growth consolidated as an extension of Ōhoka and structured through a comprehensive masterplan. Roads, open spaces, waterways, planting and movement networks are considered together, enabling a consistent landscape treatment along Bradleys and Whites Roads, fewer individual property accesses, connected pedestrian and cycle routes, public access through the open-space and waterway network, and coordinated ecological enhancement. The resulting landscape pattern is therefore more structured and coherent than the dispersed, lot-by-lot development that could reasonably occur under what is allowed under the Rural Lifestyle Zone.

## 4. URBAN DESIGN ASSESSMENT

### 4.1 ASSESSMENT AGAINST NZ URBAN DESIGN PROTOCOL

This section assesses the proposal against the seven 'C's' of the New Zealand Urban Design Protocol as set out previously in section 1.2.

#### 4.1.1 CONTEXT

##### **Objective - Seeing that buildings, places and spaces are part of the whole town or city.**

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

##### **Project Response**

The Site is located on the southern edge of the existing Ōhoka settlement, with the prospective development adjacent to the existing (but minimal) commercial activities concentrated around the T-intersection of Mill and Whites Road, and the Domain. The proposed village centre builds on and integrates with the existing village centre and is of a scale which will support day-to-day needs of existing and future residents. Buildings with active frontages are to be built to the street edge with carparking tucked behind to ensure streets have a positive built edge and sense of containment. It is the developer's intention that the scale and character of buildings will reflect the existing character of Ōhoka, with use of materials and forms sympathetic to the existing context and the rural vernacular.

The natural hydrological processes of the Site have been integrated into the layout resulting in significant 'green-blue' corridors running west to east.

##### **Supporting Evidence**

In a wider development and urban growth context, the primary growth areas identified in the Waimakariri 2048 District Development Strategy (Rangiora, Kaiapoi, Woodend and Pegasus) are all affected by

development constraints. Three out of the four centres (Kaiapoi, Pegasus and Woodend) are affected by natural hazards including coastal inundation, liquefaction and flooding. With regards to providing growth areas that are resilient, which is a key requirement of the National Policy Statement on Urban Development (NPS-UD) (see Policy 1(f)), exposure to natural hazards should generally be avoided. Any risk to the neighbourhood, the wider community, or the environment through natural hazards or hazardous installations is also required to be assessed under the Fast-track Approvals Act 2024. In terms of intensification and urban growth, Ōhoka benefits from sitting outside of these major constraints and is in a comparably more protected and elevated position while being in close proximity to two of the main activity centres (Kaiapoi and Rangiora).

### **Outcomes**

Ōhoka is therefore considered to be a location which is well-suited and appropriate for residential growth. The blue/green corridors, once established, will provide a high level of amenity, for existing and future residents as well as enhancing the ecological value of the waterways. Overall, the comprehensive and location-specific Masterplan will ensure the development is appropriate for its context.

## **4.1.2 CHARACTER**

### **Objective - Reflecting and enhancing the distinctive character, heritage and identity of our urban environment.**

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

### **Project Response**

The design intent for the proposed development is to expand the existing settlement and in doing so provide a high level of amenity and character which reflects the existing identity of the village.

The waterway corridors, large stormwater management areas and extensive areas of landscape planting, particularly the planting of large specimen trees in streets, will give the development a very 'green and leafy' character. Streetscapes, reserves, and boundary interfaces are proposed to be planted with a mix of native and exotic species to provide seasonal variety and support the integration of the development into its surroundings. Where possible, existing trees are to be retained to provide an established feel to the development from the outset.

The street environments are designed with mountable or flush kerbs to create a low-key, un-engineered appearance, with large grass berms/swales and large trees, replicating existing streets in Ōhoka such as Keetly Place. External boundary treatment controls are proposed to ensure fencing avoids a typical suburban appearance at the proposal's interface with Whites and Bradleys Roads, while open street frontages and permeable fencing around green spaces promote a sense of spaciousness within the site.

Gateway treatments are also proposed beyond the site itself, at the intersection of Mill Road and Bradleys Road, and on Whites Road at the intersection with Ōhoka Stream Tributary - reinforcing the sense of arrival into the settlement and continuing the "threshold" design approach used elsewhere in the Masterplan.

## Supporting Evidence

The waterway corridors and stormwater management areas are proposed to be planted with a mix of native plants, with the palette developed in consultation with the applicant's ecological advisors. The proposed commercial space, combined with the Domain, community hall, and existing commercial activities, works well to concentrate the village centre around the Mill Road–Whites Road intersection, harmonising with the existing layout of Ōhoka rather than detracting from or competing with it.

The proposed polo ground is a prominent part of the development, providing an additional green space of approximately 8.9ha. While it will be privately owned, it is intended to accommodate spectators and wider visitors in association with polo and related activities and will be publicly accessible. It is an appropriate inclusion as a nod to the site's location amongst North Canterbury farmland and the associated equine culture and history and is anticipated to create a noteworthy attraction likely to draw wider visitors to the area (similar to Ōhoka's Farmers' Market).

The site contains a recorded archaeological site (M35/1875), the former Ōhoka Railway Station, part of the historic Eyreton Branch railway line. While the archaeological assessment finds that development will impact most of this site, the proposal includes retention of the existing concrete loading bank structure within a dedicated heritage reserve, together with associated public interpretation - a direct, tangible link to Ōhoka's rail and settlement history that reinforces the site's heritage character and identity.

## Outcomes

The open space areas and planting proposed will play an important role in enhancing the Site's natural features while also expanding the green networks interspersed amongst Ōhoka's existing built form. The polo ground is expected to provide a fitting destination as part of the overall development, reinforcing the area's unique culture and sense of place, and adding value and interest to the development.

Overall, the development is anticipated to deliver a high level of amenity, replicating, reinforcing and enhancing the features which create Ōhoka's distinct character, with the retained heritage loading bank and gateway treatments further strengthening the connection between the new development and Ōhoka's existing identity.

### 4.1.3 CHOICE

#### Objective - Ensuring diversity and choice for people.

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

#### Project Response

The proposal provides for a mix of commercial, recreational and residential activities. A variety of lot sizes ranging from 425m<sup>2</sup> to 4,013m<sup>2</sup> provide for diversity and flexibility, supporting a range of housing options within a landscaped setting, amongst natural waterways and in the unique location of Ōhoka. This creates a choice for an attractive semi-rural lifestyle which will be unlike any other place in the district. The commercial area proposed will function to support the day-to-day needs of residents, with the option of

commuting to the nearby centres of Rangiora and Kaiapoi, or the larger centre of Christchurch for additional facilities, services and resources as needed/desired.

### **Supporting Evidence**

The variety of lot sizes provide for diversity and flexibility. The inclusion of a retirement village equips the development for older generations, providing people with the opportunity to age in their own community. The development is also designed to promote a choice in transport modes, including active transport through walking and cycling primarily for local trips.

### **Outcomes**

The proposal creates a choice for an attractive semi-rural lifestyle unlike any other place in the district, caters for a wide demographic, and is particularly attractive to those wanting to live in a rural community but who do not have the means or the desire to own a lifestyle block.

## **4.1.4 CONNECTIONS**

### **Objective - Enhancing how different networks link together for people.**

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

### **Project Response**

The proposal has a well-connected street layout, supported by a network of on and off-road paths to support active transport modes and lessen walking/cycling travel times. Proposed paths which link through the waterway corridors via stream crossing points are shown on the landscape Masterplan to allow walkers/cyclists to cross the site's natural features. Additional mid-block pedestrian/cycle links have also been added on longer blocks to increase site permeability and walkability.

The Masterplan intentionally limits individual properties directly accessing both Whites and Bradleys Roads for amenity reasons, but also to allow the proposed 2.5m shared paths running along both roads to be largely free of vehicle crossings, thereby improving their functionality and safety for users. The paths will connect into both existing networks and the expanded village centre.

The roads are designed to be slow speed environments, with good sightlines and a high level of legibility. Five different road types are proposed with cross-sections shown on **Pages 44–50, Section D4 of DCM Masterplan**.

Road links to Bradleys, Whites and Mill Roads are proposed via seven new road intersections, with priority given to the external road network; all site access intersections are priority-controlled, with right-turn facilities provided where required. Direct property access is limited to Mill Road only, with no direct access

proposed to either Bradleys or Whites Roads. The internal road hierarchy comprises corridor widths ranging from 16m to 22m, designed as local residential streets within a 50km/h internal speed environment.

### **Supporting Evidence**

Two new pedestrian crossing points are proposed on Whites Road specifically to connect the development with Ōhoka Domain. The proposed shared paths along the Bradleys Road, Whites Road and Mill Road frontages are intended to link directly into Waimakariri District Council's planned wider walking and cycling network, improving access to both Ōhoka School and Ōhoka Domain. While no scheduled public bus service currently serves the site directly, residents will be able to access park-and-ride facilities at Kaiapoi and Rangiora, and existing school bus services already operate along the surrounding roads.

### **Outcomes**

Overall, the development delivers a better-connected and more accessible Ōhoka than currently exists, both internally and to the wider Greater Christchurch network, subject to the identified road and cycle infrastructure upgrades being delivered. While reliance on private vehicle travel for longer trips will remain the norm given the site's semi-rural setting, the scale of active transport and public-access represents a substantive net improvement in connectivity outcomes for the existing and future Ōhoka community. Further, the proposed development can be served by public transport in the future subject to the planning and funding decisions of the public transport authority for Greater Christchurch (currently the Canterbury Regional Council).

## **4.1.5 CREATIVITY**

### **Objective - Encouraging innovative and imaginative solutions.**

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

### **Project Response**

The proposal will foster a high level of creativity, providing future opportunities for public art and installations. The spaces developed will continue to change over time as more 'layers' are added when people take up residence and businesses establish. The scale and nature of the development, particularly the commercial centre, is such that it will promote creative and unique responses. The Masterplan provides a flexible 'framework' for this to occur over time.

The proposed retention of the concrete loading bank from the former Ōhoka Railway Station (M35/1875) within a dedicated heritage reserve is to be accompanied by associated public interpretation. This represents a tangible example of the Masterplan translating a constraint (unavoidable archaeological impact) into an imaginative placemaking opportunity, creating a distinctive, memorable civic feature rather than simply mitigating a loss.

### **Supporting Evidence**

The proposal has also been assessed against the seven principles of good urban design in the Canterbury

Regional Policy Statement (CRPS) Policy 6.3.2, one of which is "Creativity and innovation" - *supporting exemplar approaches to infrastructure and urban form that lift the benchmark for new urban development in the Christchurch region*. The polo ground illustrates this well. A polo facility of an international standard is not a conventional feature of residential greenfield subdivisions in the district, and its inclusion, together with the associated event, spectator and off-season recreational uses, reflects an imaginative, locally-distinctive response to the Site's rural North Canterbury setting and equine culture, rather than a standard subdivision outcome.

### **Outcomes**

The Masterplan's flexible framework, together with the heritage interpretation feature and the distinctive polo ground destination, are anticipated to support a dynamic and evolving sense of place over time, rather than a static or purely functional subdivision outcome, consistent with the CRPS's emphasis on creative and exemplar approaches lifting the benchmark for new urban development in the region.

## **4.1.6 CUSTODIANSHIP**

### **Objective - Ensuring design is environmentally sustainable, safe and healthy.**

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

### **Project Response**

The proposal intentionally includes large areas of the Site, approximately 24ha, as 'public domain' via open green space. The waterway corridors which run through the site will become publicly accessible spaces, building on the existing ecological restoration work which has been undertaken on the eastern side of Whites Road, adjacent to the domain at Ōhoka Bush. This will protect and improve ecological systems and values while promoting stewardship and creating a quality environment for current and future generations to enjoy.

At a subdivision level, Crime Prevention Through Environmental Design (CPTED) principles have been well incorporated into the design, creating a safer environment which discourages antisocial behaviour. A high level of outlook is provided over footpaths, walkways and shared paths from carriageways and adjoining lots, supporting passive surveillance. The site also follows a well-connected and logical layout, supporting wayfinding and legibility for pedestrian and vehicular traffic, with clear routes provided for all types of traffic. Boundaries between public and private spaces will be clearly defined, promoting a sense of ownership.

The proposal incorporates generous riparian setbacks and locally-sourced indigenous planting informed by ecological advice. The enhancement of naturalised stream corridors, consolidation of baseflows to improve hydraulic and ecological function, and protection of springheads and groundwater connectivity reflect values consistent with kaitiakitanga and the Mauri of freshwater.

### **Supporting Evidence**

The mix of activities provided in the development (residential, commercial, recreational, ecological) as well

as special events (the Ōhoka Farmers Market, Polo events) will enable a high level of community engagement and connection. The anticipated development of a high-quality environment will increase the sense of ownership and responsibility and promote a sense of community pride, with a well-maintained and managed environment expected by both residents and WDC.

While there is an inherent cultural sensitivity and tension associated with the loss of approximately 3.5ha of degraded natural inland wetland, the wetlands to be infilled are highly modified and of low ecological value as a result of farming activity. The proposal instead delivers a network of naturalised, spring-fed waterways designed to improve ecological connectivity, hydraulic diversity and aquatic habitat resilience, together with wetland enhancement and creation intended to achieve no net loss and a net positive ecological outcome relative to the current farmed baseline. The removal of intensive dairy farming activity, including associated nutrient inputs and drainage, is also found to reduce the long-term contaminant load to the receiving freshwater environment, with all stormwater discharges to be treated and attenuated in accordance with best-practice management and subject to ongoing water quality monitoring. A lizard management plan has also been developed to protect the Canterbury grass skink (an At Risk – Declining species) identified on site, providing for staged habitat clearance, salvage and relocation to an enhanced, protected on-site area, together with habitat enhancement and predator management.

#### **Outcomes**

Overall, the development supports the principle of custodianship by proposing an environmentally responsive and considered design of the Site, particularly around ecological systems. Additionally, the consideration of CPTED principles (see Section 4.4) sets out to create an environment which is safe, cared for, and respected by both residents and visitors to Ōhoka.

Although elements of the proposal may not align entirely with all cultural expectations, particularly regarding the loss of wetland remnants, the overall outcome delivers measurable improvements to freshwater quality and ecological function, reflecting values of environmental stewardship and kaitiakitanga, and is likely to be viewed positively in the context of restoring the health and mauri of the receiving freshwater environment.

### **4.1.7 COLLABORATION**

#### **Objective - Communicating and sharing knowledge across sectors, professions and with communities.**

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

#### **Project Response**

The Masterplan has been developed in collaboration with a wide range of disciplines and stakeholders including planners, ecologists, hydrologists, arborists, traffic specialists, engineers, surveyors, landscape architects and urban designers, as well as others.

## Supporting Evidence

The project has been informed by a broad range of specialist assessments covering planning, urban design and landscape, transport, civil and three-waters infrastructure, aquatic ecology, hydrology, wetlands, groundwater, geotechnical matters, archaeology, contamination, productive land, terrestrial ecology and greenhouse gas emissions. These assessments have informed the Masterplan collectively, including the relationship between development, waterways, open space, movement networks and infrastructure. The AEE also records examples of technical disciplines directly influencing the design, including aquatic ecology input into the treatment and realignment of waterways and integration of stormwater and ecological outcomes.

The proposal has also been subject to ongoing engagement with WDC, Environment Canterbury, Te Ngāi Tūāhuriri Rūnanga, the Department of Conservation (DOC), Heritage New Zealand and Transpower. This engagement has extended beyond initial consultation, with draft plans, technical reports and consent conditions circulated and updated as the proposal has developed. Feedback has informed specific aspects of the project, including refinement of technical assessments in response to Environment Canterbury, amendments to the lizard management approach following DOC input, consideration of cultural values relating to waterways, indigenous planting and stormwater, archaeological assessment following Heritage New Zealand advice, and subdivision design and conditions relating to the National Grid following engagement with Transpower.

## Outcomes

The collaborative process has resulted in a Masterplan where land use, movement, landscape, ecology and infrastructure are considered as an integrated system rather than as separate project components. This is reflected in the coordinated blue-green network, walking and cycling connections, stormwater and waterway design, landscape treatments and infrastructure strategy.

Ongoing engagement with regulatory agencies, mana whenua and technical specialists has also allowed issues to be identified and responded to as the design has progressed. This has strengthened the relationship between the masterplan and its environmental, cultural and infrastructure context, while providing a clearer framework for detailed design, consenting and future implementation.

## 4.1.8 URBAN DESIGN PROTOCOLS CONCLUSION

The proposed development appropriately incorporates each of the seven 'C's' of the New Zealand Urban Design Protocol. The proposed development is well-considered incorporating best practice urban design principles to ensure a highly functional, connected, aesthetically pleasing and well-integrated development.

## 4.2 URBAN FORM AND REGIONAL RELATIONSHIPS

Ōhoka forms part of the wider Waimakariri settlement network and is located in close proximity to both Kaiapoi and Rangiora. Ōhoka is approximately 9.2 km by road from Kaiapoi and 9.5 km from Rangiora, providing access to larger scale retail, employment, education, health and community services that are not expected to be provided within Ōhoka itself. Christchurch is also accessible via the wider district and State Highway network. The proposal therefore functions as an extension of an existing settlement within this

wider network, rather than as a self-contained urban area, with local needs supported within Ōhoka and broader activities continuing to be accessed in the surrounding centres.

The proposed village centre strengthens this relationship by providing opportunities for day-to-day goods, services and local employment within Ōhoka. Its location adjoining the established village core, Domain and existing community activity concentrates these functions within a walkable focal point rather than dispersing them throughout the development. This creates opportunities for a greater proportion of everyday trips to be undertaken locally, while maintaining access to the wider range of employment and services available in Kaiapoi, Rangiora and Christchurch. The Masterplan also provides open space within walkable catchments of residential areas and establishes direct walking and cycling connections between neighbourhoods, the village centre, Domain, Ōhoka Bush and the wider settlement.

The movement network supports this urban structure through a combination of internal streets, shared paths, off-road green links and connections to the surrounding road network. Shared pedestrian and cycle routes are proposed along Bradleys, Whites and Mill Roads, together with two pedestrian crossings across Whites Road connecting directly with the Ōhoka Domain. Mid-block links and paths associated with the green-blue network further increase permeability and provide alternative routes through the development. These connections support walking and cycling for local trips and integrate with Waimakariri District Council's wider planned walking and cycling network.

Ōhoka is not currently served directly by scheduled public transport and private vehicle travel is therefore expected to remain important for longer-distance trips. The proposal nevertheless provides for future transport choice. Park-and-ride facilities are available at Kaiapoi and Rangiora, while the proposal makes provision for dedicated park-and-ride spaces and a future bus stop and shelter should public transport services be extended to Ōhoka. The concentration of housing, local services, recreation and active-transport connections around an existing settlement also provides a more supportive spatial structure for future public transport than dispersed rural-residential development.

Taken together, the proposal provides housing choice, access to local services and employment opportunities, connected public open space, active-transport networks and access to the wider district's employment and service centres. The Masterplan concentrates development around a walkable village centre, reduces the need for some vehicle trips through local provision, supports walking and cycling, and provides for future public transport opportunities. These characteristics contribute to the accessibility, housing choice, business opportunity and resilience outcomes associated with a well-functioning urban environment under the NPS-UD.

#### **4.3 PARTIALLY OPERATIVE WAIMAKARIRI DISTRICT PLAN (POWDP) - SUBDIVISION AND URBAN FORM MATTERS**

**SUB-O1 - Subdivision design** - *Subdivision design achieves an integrated pattern of land use, development and urban form, provides for anticipated land use and density, supports urban consolidation where appropriate, protects relevant cultural, heritage, conservation and biodiversity values, and supports community resilience.*

**Response** - The Masterplan establishes a comprehensive, integrated land use and movement structure rather than a fragmented subdivision pattern. Residential development and the village centre are arranged around a blue-green network of protected and enhanced waterways (Ōhoka Stream Tributary, northern and southern springs, South Ōhoka Branch), with a polo field and retirement village integrated into the wider open space structure. The proposal consolidates growth directly adjoining the existing Ōhoka township core, completing the township's radial urban form rather than creating an isolated enclave. It sits outside the significant natural hazard constraints (flooding, liquefaction, coastal inundation) that affect several of the District's primary growth centres, and the retention/enhancement of waterway margins and existing vegetation supports both biodiversity values and long-term community resilience.

**SUB-O2 - Infrastructure and transport** - *Subdivision is designed and located to support efficient and sustainable infrastructure and a legible, accessible, safe and well-connected transport system for all transport modes.*

**Response** – The proposal is organised around a central north-south collector spine road from Mill Road through to the south of the site, and a main east-west collector connecting Whites Road to Bradleys Road via the village centre, following the Ōhoka Stream corridor. This is supported by a permeable local road network providing direct, legible connections throughout the site, sitting within a comprehensive internal road hierarchy with corridor widths ranging from 16m to 22m. The site connects to the external network via seven new road intersections with Bradleys, Whites and Mill Roads, with no direct individual property access proposed to Whites Road or Bradleys Road. Vehicle access onto Whites and Bradleys Roads is instead restricted to subdivision roads only, protecting the safety and amenity of these rural collector routes.

A dedicated walking and cycling network, comprising of shared paths on primary internal routes, pedestrian connections between neighbourhoods, off-road paths through the green corridors, and shared paths along the Bradleys, Whites and Mill Road frontages, links the site to Ōhoka Domain, Ōhoka Bush and the wider village.

A dedicated park-and-ride facility adjacent to the village centre supports public transport uptake and doubles as farmers' market overflow parking, with provision within this area for publicly accessible EV charging and dedicated park-and-ride spaces, together with a future bus stop and shelter should public transport services be extended to Ōhoka.

**SUB-P1 - Design and amenity** - *Enable subdivision that incorporates best practice urban design, access to open space and CPTED principles, recognises cultural values, and supports the character, amenity, form and function of the relevant area.*

**Response** – The Masterplan provides a strong open-space and amenity structure comprising of 24 ha of green space, including recreation reserves, waterway corridors, stormwater management areas with connections to existing community open space. The distribution of reserves has been considered in relation to their size and function. Reserves greater than 3,000 m<sup>2</sup> are located within a 500m walking catchment, while smaller reserves of less than 3,000 m<sup>2</sup> are located within a 250m walking catchment, reflecting their more localised neighbourhood function. These features provide the basis for a high-amenity neighbourhood. To fully realise this outcome, lots and buildings front streets, parks, trails and stormwater

areas wherever practicable, with open fencing and active edges used to support passive surveillance and avoid rear-fence dominated public spaces.

CPTED principles are incorporated through open-style fencing to reserves and street frontages, buildings fronting streets and public spaces with parking located to the rear, and a well-connected, legible street network supporting passive surveillance. This is complemented by generous setbacks and extensive planting along riparian margins and around springs.

The open-space structure also responds to the established character of Ōhoka. The relationship between waterways, rural streetscapes, vegetated spaces and the existing Domain is reflected in the spatial layout of the development, with the village centre positioned opposite the Domain to reinforce its role as an established community and recreational focus.

**SUB-P2 - Allotment layout, size and dimension** - *Subdivision should provide allotment sizes and dimensions that enable a variety of housing types and densities and support the intended pattern of development.*

**Response** – The Masterplan establishes a clear density gradient that supports a range of housing types and price points. Lot sizes across the proposal span from 425 m<sup>2</sup> to 4,013 m<sup>2</sup>, reflecting considerable diversity and flexibility. Lots in the northern two-thirds of the site, closest to the village centre and existing township core, range from 425 to approximately 1,000 m<sup>2</sup>, before transitioning to larger lots of approximately 2,500 m<sup>2</sup> toward the southern part of the Site. This gradient delivers genuine housing choice, from smaller, more affordable lots through to large-lot rural-residential living, catering to a broad demographic, including young families, downsizers and retirees (supported by the proposed retirement village), while ensuring the largest lots provide an appropriate buffer to the existing rural lifestyle neighbours.

**SUB-P3 - Sustainable design** - *Subdivision design should maximise solar gain, support walking, cycling and public transport, promote water sensitive design and stormwater treatment / attenuation, and respond to climate change and environmental pressures.*

**Response** - The proposal makes efficient use of infrastructure, delivering a sustainable urban centre and a growth outcome that supports existing towns in the wider Waimakariri district. Water sensitive design is a foundational organising principle of the masterplan: stormwater treatment areas, constructed wetlands and rain gardens are integrated directly into the open space and waterway network rather than treated as isolated infrastructure, with groundwater and stormwater flows kept separate to protect spring water quality. The extensive walking and cycling network and location of the village centre adjoining the existing village core support active travel and reduce the need for some day-to-day vehicle trips. The proposal also provides for dedicated park-and-ride spaces and a future bus stop and shelter should public transport services be extended to Ōhoka. In terms of climate resilience, the site sits outside the coastal inundation, liquefaction and flooding risk zones that constrain the District's primary designated growth centres (Kaiapoi, Pegasus, parts of Woodend), making it a comparatively more resilient location to direct growth, consistent with *NPS-UD Policy 1(f)*.

**SUB-P4 - Integration and connectivity** - *Subdivision should achieve effective integration with existing development and provide multi-modal transport connections, including pedestrian and cycle linkages.*

**Response** – The proposal deliberately uses the Site's waterways as a series of "thresholds", sequencing the transition from the existing rural environment into the township core, while limiting vehicle crossings to maintain the separation and legibility that already characterises Ōhoka's historic form. The village centre is positioned directly opposite Ōhoka Domain on Whites Road, with two pedestrian/cycle crossings proposed to directly link the development to the Domain, the Friday farmers' market, and existing community facilities. Shared paths along Whites and Bradleys Road frontages, and a network of mid-block green links, connect the site to Ōhoka Bush, Ōhoka School and the broader village, integrating the new development into the existing pedestrian and cycle network rather than creating a disconnected enclave (as has occurred with some earlier cul-de-sac style subdivisions such as Wilsons Drive).

**SUB-P6 - Outline Development Plan criteria** - *New residential development areas should identify principal roads, connections, infrastructure, community facilities, parks, business activities, residential densities, water systems, environmental and landscape protection, phasing, transport options, open space access and potential adverse effects.*

**Response** - The accompanying Masterplan identifies the principal road and walking and cycling connections, open-space and waterway network, village centre, retirement village, polo ground, residential allotments, stormwater management areas and staging of development. Residential allotments range from 425 m<sup>2</sup> to 4,013 m<sup>2</sup>, with future development consistent with the General Residential Zone or Large Lot Residential Zone provisions. The subdivision is proposed to be delivered in 11 stages, with the retirement village allotment forming Stage 3 and the polo ground allotment forming Stage 5. The Masterplan also provides for the retention and enhancement of higher-value waterways and springs, with buffers ranging from 10m to 30m depending on the feature, together with stormwater management areas, landscape treatments at the rural interfaces and connected walking and cycling routes.

#### 4.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The Masterplan has been considered against the four principles of the National Guidelines for CPTED (2005): Surveillance, Access Management, Territorial Reinforcement and Quality Environments. At the masterplan scale, these principles are embedded primarily through the relationship between the village centre, streets, open spaces, waterways, recreational facilities and pedestrian and cycle movement. The proposal establishes a connected village structure with an integrated internal walking and cycling network, pedestrian connections between neighbourhoods and shared paths along Bradleys, Whites and Mill Roads. Two pedestrian crossings across Whites Road directly connect the development with the Ōhoka Domain.

##### Surveillance

The location of the village centre opposite the Ōhoka Domain concentrates commercial, community and pedestrian activity at an established public focal point. This relationship would increase active and passive surveillance of Whites Road and the Domain, while direct connections between the development and Domain would increase activity within the existing public space. The village centre therefore provides a more active public-facing edge to Whites Road, with daily activity associated with shops, services, residents and visitors contributing to natural surveillance of the surrounding public realm. The two proposed Whites Road crossings further reinforce this relationship by encouraging regular pedestrian movement between the centre and Domain.

The waterways and open-space network also form part of this approach. Rather than remaining largely within private farmland, key waterway corridors become publicly accessible landscape and movement corridors. Walking tracks are proposed along the Ōhoka Stream Tributary, while pedestrian bridges and crossings maintain connections across the wider waterway network. Bringing regular pedestrian and recreational activity alongside these corridors increases their use and visibility and provides opportunities for passive surveillance as part of everyday movement through the development.

### **Access Management**

The movement network provides a clear hierarchy of streets, shared paths and pedestrian connections, with access distributed through seven intersections with Bradleys, Whites and Mill Roads and no direct individual property access to Whites Road or Bradleys Road. Within the site, the road network is supplemented by shared paths, green links and pedestrian bridges, providing alternative routes while maintaining clear connections between residential neighbourhoods, the village centre, Domain, reserves and waterways. The waterways and their crossings are important spatial thresholds, helping to sequence movement through the settlement and provide clear and legible transitions between different parts of Ōhoka.

### **Territorial Reinforcement and Legibility**

The landscape and movement structure provides clear spatial definition between public, semi-public and private areas. Waterways, reserves, streets and gateways provide recognisable edges and landmarks that help people understand the layout of the settlement and move through it intuitively. The village centre reinforces the established core around Whites and Mill Roads and the Domain, while the waterway corridors divide the wider development into smaller, identifiable neighbourhoods. This structure provides legible thresholds between the outer areas and the village core and strengthening the community focus of Ōhoka.

The Polo Ground provides a further recognisable recreational destination within this structure. The current proposal provides an 8.9 ha polo-ground allotment with provision for a clubhouse, spectator amenities and supporting facilities. Its location and associated recreational activity help establish it as an identifiable component of the wider open-space and movement structure.

### **Quality Environments**

The CPTED approach is supported by the broader emphasis on creating well-used, connected and high-amenity public environments. The proposal combines local services, recreational destinations, streets, walking and cycling routes, reserves and enhanced waterways within one integrated framework. Long-term enhancement of waterway corridors, increased public access and recreational opportunities through walkways, cycleways and the polo complex are positive aspects of the proposal. The restoration and enhancement of waterways, riparian planting and integration of existing vegetation also provide a distinctive landscape structure that assists orientation and creates attractive routes and destinations throughout the development.

The Masterplan therefore establishes a strong CPTED framework at the subdivision and spatial-planning scale. To ensure the masterplan-level CPTED outcomes are carried through to individual developments, detailed design should retain clear building entrances and active frontages to principal public spaces, maintain visibility along pedestrian and cycle routes, appropriately integrate lighting and planting, avoid

visually isolated areas, and provide clear definition between public and private space, particularly around the village centre, polo grounds and waterway corridors.

## CONCLUSIONS

The Masterplan outlines a well-considered, integrated and comprehensive plan for the urban expansion of Ōhoka, which:

- Aligns well with the seven 'C's of the New Zealand Urban Design Protocol, providing a strong framework for a connected, legible, high-amenity and well-functioning urban environment. The Masterplan also incorporates CPTED principles through its approach to surveillance, access management, territorial reinforcement and the creation of quality public environments.
- Forms an appropriate and coherent extension of the existing Ōhoka settlement, consolidating growth around the established village core and building on existing amenities, community facilities and open spaces. The Masterplan responds to Ōhoka's established rural village character through its landscape setting, informal streetscape qualities, waterways, vegetated edges and relationship with the surrounding rural environment.
- Protects and enhances the higher-value waterways and spring systems throughout the Site, integrating these with reserves, stormwater management, riparian and native planting, public access and walking and cycling connections to establish a connected blue-green network.
- Provides a more coordinated settlement pattern than the dispersed rural-lifestyle development reasonably anticipated under the existing zoning. The comprehensive masterplan allows roads, open spaces, waterways, planting, movement networks and ecological enhancement to be considered together, while maintaining a clear transition between the expanded village and surrounding rural landscape.
- Reinforces the existing village centre at the Mill Road/Whites Road intersection by locating the proposed village centre opposite the Ōhoka Domain. This strengthens the existing community focus, supports activity and passive surveillance around the Domain, and provides direct pedestrian and cycling connections between existing and proposed community destinations.
- Establishes a highly connected movement structure comprising an internal street hierarchy, shared paths, off-road green links and connections to Bradleys, Whites and Mill Roads. This supports convenient walking and cycling between residential neighbourhoods, the village centre, Domain, reserves and waterways and connects with the wider planned walking and cycling network.
- Integrates Ōhoka with the wider Waimakariri settlement network, recognising the role of Rangiora and Kaiapoi in providing higher-order employment and services while increasing opportunities for day-to-day needs to be met locally. Provision for active transport, park-and-ride spaces and future public transport further supports increased transport choice and the outcomes associated with a well-functioning urban environment under the NPS-UD.

- Provides a range of living, commercial and recreational opportunities within an integrated settlement structure, including 856 residential allotments of varying sizes, a retirement village, village centre and polo ground, supporting housing choice, local services and community activity.
- Has been informed by a multidisciplinary and collaborative design process, enabling urban design, landscape, ecology, transport, infrastructure, cultural and environmental considerations to be integrated into the Masterplan and carried forward into detailed design and implementation.

With consideration of the context and design of the proposal (including implementation of mitigation measures), there are no adverse urban design related impacts anticipated which reach the threshold for consideration under s 85 of the FTAA2024. Overall, the proposal is seen as a considered response to Ōhoka's existing character and is anticipated to achieve a positive urban design outcome and high standard of residential development.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Isabella Moran'.

Isabella Moran

**Senior Urban Designer**

*DCM Urban Design Limited*

A handwritten signature in dark ink, appearing to read 'David Compton-Moen'.

David Compton-Moen

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