

To: Sabys 101 Limited

From: Alicia Lawrie, Associate Urban Designer – Barker & Associates Limited

Date: 5 May 2026

Re: **Franco Farms – Urban Design Memorandum for Fast Track Consenting Referral Application**

1.0 Introduction

1.1 Purpose

Sabys 101 Limited have engaged Barker & Associates ('**B&A**') to provide urban design services for the master planning and design of the proposed **Franco Farms**. The site is made up of two parcels (Lots 3 DP 68573 and Pt Lot 1 DP 1537) with a combined land area of approximately 35.07ha.

This Urban Design Memorandum is to support the lodgement of an application for a referral project under the Fast Track Approvals Act (2024). This memo provides a high-level assessment of the urban design aspects of the development, including:

- An understanding and high-level analysis of the site in the Christchurch and Selwyn context;
- An analysis of the constraints that will impact the urban development of the site and will have implications on the spatial outcomes within the site;
- An analysis of the spatial opportunities the site presents in terms of residential development; and
- A recommendation for a masterplan that illustrates the spatial form outcomes for residential development of the site that reflects the above analysis of the sites' context, constraints and opportunities.

This memorandum should be read in conjunction with **Attachment 1 - Urban Design Drawing Pack**, prepared by Barker & Associates and dated May 2026.

Should the project be successful in referring to the Fast-track EPA process, a full Urban Design Assessment will be prepared and lodged as part of the full resource consent application.

1.2 Background and Project Description

This application, known as **Franco Farms**, relates to the subject site located at Lot 3 DP 68573 and 6 Wroots Road or Pt Lot 1 DP 1537 (the '**Site**').

Lot 3 DP 68573 is located within the Halswell neighbourhood on the south-western edge of Christchurch City, while Pt Lot 1 DP 1537 is situated on north-eastern edge of Selwyn District. The site is accessed from its north-eastern and north-western boundaries, where Lot 3 DP 68573 adjoins Sabys Road and Candys Road. Due to its location on the periphery of Christchurch City, the site is surrounded by a mix of established and recently developed residential areas to the north-east, and rural and rural-residential properties to the north-west, east, and south.

The site is located approximately 11 kilometres (20-minute drive) south-west of the Christchurch City Centre. It is also approximately 4.8km (6-minute drive) southeast of Prebbleton Village, 10km (10-minute drive) to the northeast of Lincoln, and approximately 18.6km (28-minute drive) to the east of Rolleston within Selwyn District (see Figure 1).



Figure 1: Franco Farms in the context of the wider Christchurch City and Selwyn District.

Franco Farms is a proposed residential subdivision comprising approximately 350 lots of varying sizes, along with a supporting neighbourhood centre, open space, and associated infrastructure. The proposed transport network includes an approximate 18-19m wide local road running northeast to southwest through Lot 3 DP 68573 before realigning to the southeast to connect to Pt Lot 1 DP 1537 across Knights Stream and terminating in a cul-de-sac to the east of the site. The primary road is supported by a network of approximately 16m wide secondary roads that provide connections throughout the wider site. These roads are largely configured as looped connections, creating a well-connected internal network. In addition, three road connections are proposed to provide connectivity and integration between the primary road and the existing surrounding road network of Sabys Road to the northwest and Candys Road to the northeast.

The neighbourhood centre is proposed adjacent to Candys Road, the primary internal roading network, and Nottingham Stream. Its location at the northern periphery of the site, and at the key entrance from Candys Road, provides convenient access for both the wider site and adjoining residential areas to the

north. The neighbourhood centre has been sized to accommodate a range of amenities and services to support the residential development.

A public open space /park is proposed at the junction of Knights Stream and Creamery Drain. Its location along the primary route will ensure easy access to support the proposed residential development. In addition, the riparian margin adjoining the stream network will provide connectivity and amenity to the residential development. A stormwater basin with associated wetland areas is also located to the south of the proposal site.



Figure 2: Franco Farms conceptual Masterplan.

2.0 Site and Context Analysis

B&A has undertaken a site and context analysis for the **Franco Farms** development to help inform the development of the Masterplan, which has been included in **Attachment 1** of this report.

As noted, **Franco Farms** covers an area of approximately 35.07ha at the southwestern periphery of Christchurch City. The site is approximately 1.6km south (~2 min drive) from Halswell, which provides access to key amenities and services such as schools, supermarkets and medical centres. In addition, the site is approximately 4.8km east (~6 min drive) from Prebbleton Village.

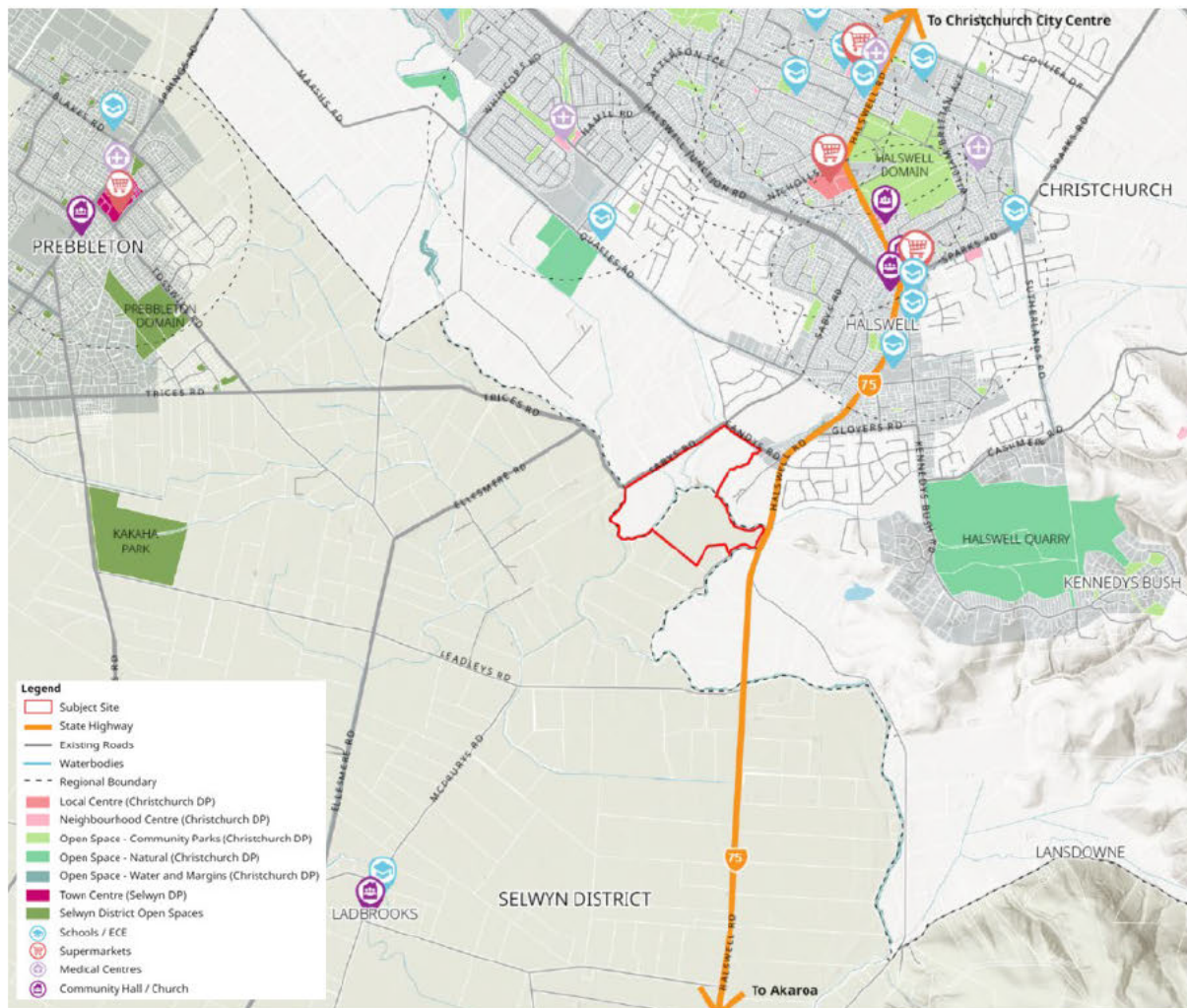


Figure 3: Key amenities and services within the local context of Franco Farms

Adjoining land uses include rural and rural-residential properties to the south along Wroots Road, land to the east adjoining State Highway 75, and properties to the north-west adjoining Sabys Road. To the north and north-east, recently consented and developing residential subdivisions, including Sabys Estate, Franco Block, and River Stone Subdivision, indicate the site's transitional urban context.

The site is currently used for rural purposes and is primarily made up of open farmland. The two parcels comprising the site are situated on either side of Knights Stream, which forms both a physical divide and the regional boundary between Christchurch City and Selwyn District.

The northernmost parcel (Lot 3 DP 68573) is located within Christchurch City and is bounded by Sabys Road to the north-west and Candys Road to the north-east. Knights Stream forms the southern and western boundaries of Lot 3 DP 68573, while Nottingham Stream adjoins the site to the south-east. These two waterways converge and connect to the Halswell River to the south-east, which curves around the eastern boundaries of Pt Lot 1 DP 1537 and separates the site from State Highway 75 to the east. Pt Lot 1 DP 1537 is also adjoined by rural and rural residential properties along Wroots Road to the south. The northernmost corner of the site adjoins a residential property at 43 Candys Road (Lot DP 7766). Two additional drains (Creamery Drain and Coakley Drain), run north to south through the centre of the site and adjoin Knights Stream. The combination of adjoining parcels and the majority of the site boundaries being defined by a series of rivers and streams results in the site having an irregular shape. The site is

relatively flat with gentle undulations. The two parcels generally fall towards Creamery Drain and Knights Stream/Halswell River.

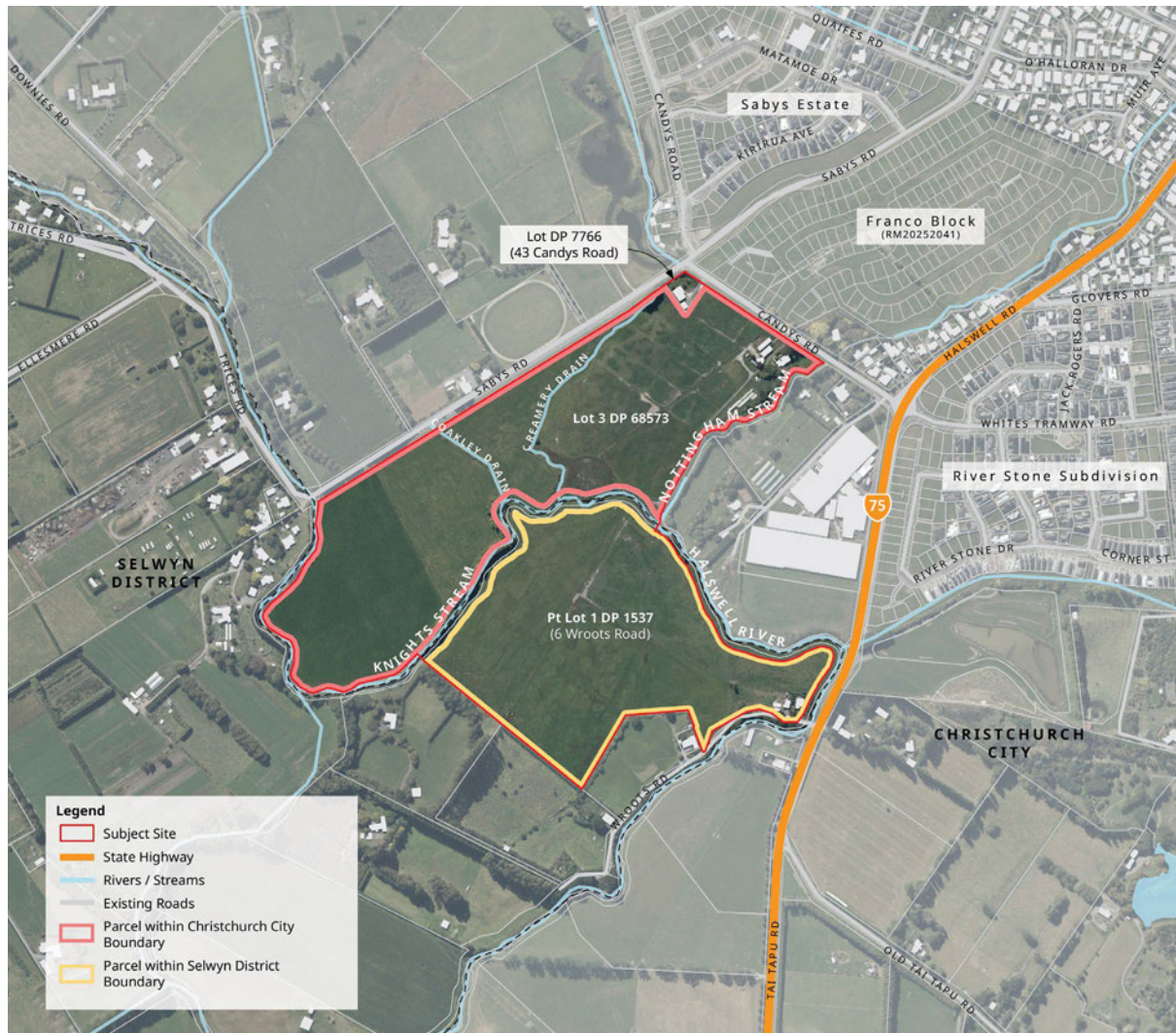


Figure 4: Site Overview Plan

3.0 Planning Context

Due to the site's location across both Christchurch City and Selwyn District, it is subject to split zoning, comprising Rural Urban Fringe Zone under the Christchurch District Plan and General Rural Zone under the Selwyn District Plan.

The site is located to the southeast of Halswells urban area, which is centred around a Local Centre Zone. Surrounding this centre, the area is predominantly zoned Medium Density Residential and Residential – Suburban, supported by neighbourhood centres, schools, and areas of open space (including the Halswell Domain). To the north of the site, at the southern periphery of Halswell, and to the east across State Highway 75, land is zoned Residential New Neighbourhood. This pattern of zoning reflects the ongoing transition of the area from rural to residential use.

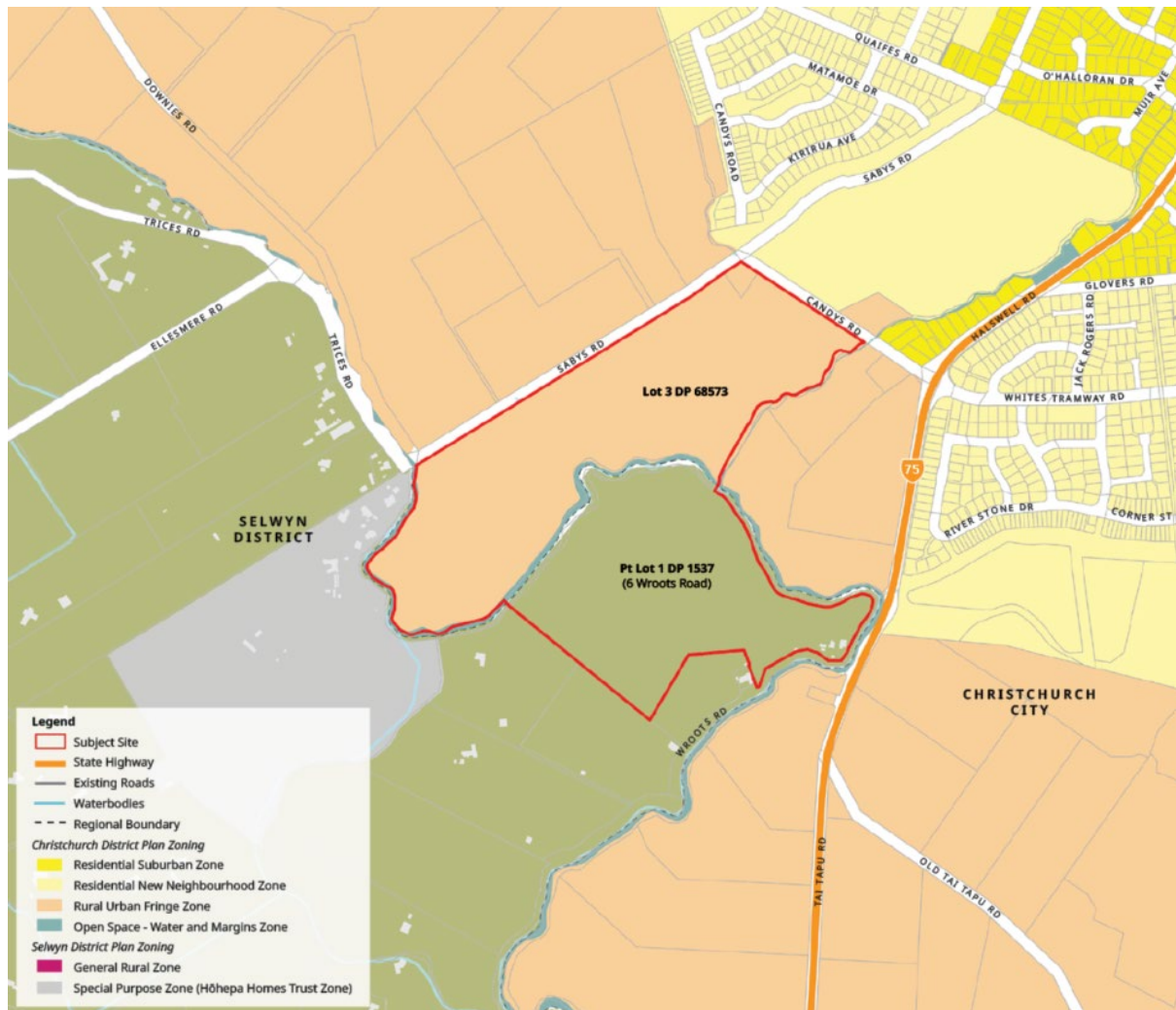


Figure 5: Zoning of the existing site and surroundings

4.0 Urban Design Response

The urban design response has been informed by preliminary site and context analysis (see **Attachment 1**), together with high-level technical input from a range of specialists. This has guided the approach to movement and connectivity, block structure and interfaces with adjoining land uses, and the provision of open space and integration of natural features.

4.1 Movement and Connectivity

The proposed movement network of **Franco Farms** demonstrates good connectivity and legibility, supported by a clear street hierarchy. The primary local road provides an organising element that links the northern and southern parcels of the site across Knights Stream. The primary route also connects the development to Sabys Road to the north-west and Candys Road to the north-east. This establishes integration with the wider transport network, including connections to surrounding residential areas to the north and east. The Candys Road connection also creates a direct link to State Highway 75, enabling connectivity to a broader range of amenities and services in the wider context.

Secondary streets support the primary corridor by distributing movement throughout the site and providing access. They are generally configured as loop roads, enabling route choice and promoting permeability. Cul-de-sacs are limited and primarily reflect site-specific constraints. These include the presence of the Halswell River corridor and State Highway 75 to the east, as well as the need to avoid additional intersections in proximity to key site access points. Where they do occur, pedestrian connections are maintained via dedicated accessways (approx. 8m wide). Pedestrian connectivity will be further supported through the provision of footpaths on both sides of all internal roads. The site's waterways present opportunities for additional pedestrian connections along riparian corridors, enhancing permeability and connectivity. The provision of a shared path along the primary road corridor, together with a footbridge connection across Knights Stream, will further strengthen these connections and encourage active transport modes.

4.2 Block Structure and Context Integration

The proposed block structure responds to both the proposed movement network and the site's natural features. As noted, the layout is primarily organised around the central primary local road, supported by a network of secondary loop roads. The block structure is further shaped by the site's waterways, which run along the periphery as well as through the centre (Knights Stream and Creamery Drain), influencing the block configuration and orientation. Generally, the proposed lots are oriented towards the street network, while backyards are positioned to face the stream network. This layout is consistent with the established pattern of development in the surrounding area. Notwithstanding this, pedestrian connections to the waterways are maintained through open space provision, and opportunities exist to incorporate design measures and edge/fencing treatments to support appropriate levels of passive surveillance and visual connectivity as the development progresses.

The proposed layout seeks to establish a consistent lot pattern, while responding to the irregularity of the site and minimise the use of rear lots. Across the site, most lots are designed to front the street network, promoting active frontages and passive surveillance. While the overall pattern is influenced by the site's natural features, including river corridors, and variations in block depth, the layout achieves an appropriate and functional outcome. A limited number of rear lots are proposed, primarily in response to these constraints.

The development responds appropriately to its surrounding context, particularly along its southern, western, and eastern edges, where Knights Stream, Nottingham Stream and Halswell River and their associated riparian margins create both a visual and physical buffer to adjoining rural land. In addition, the proposed stormwater management area and associated wetlands to the south of the site provide a softer, interface with the rural environment of the Selwyn District. The proposed lots along the site's northeastern and northwestern edges are oriented to front Sabys Road and Candys Road, consistent with the established pattern of surrounding development and contributing to a well-integrated interface with the existing residential context.

4.3 Residential Amenity

The variety of lot sizes provides for a range of household types and contributes to visual diversity across the development. Smaller lots (<400 m²) are typically located in close proximity to key on-site amenities, including the neighbourhood centre. The lots' orientation towards the street network also promotes opportunities for passive surveillance, supporting an active street environment and positive CPTED outcomes. The connected street and pedestrian network support walkability and accessibility throughout

the development. The provision of open space, including the public reserve and the riparian corridors, offers opportunities for passive recreation, visual amenity, and connection to the natural environment for future residents.

The inclusion of a neighbourhood centre within the site will provide convenient access to local services and amenities. Its location at a key entrance (Candys Road) creates an opportunity to establish a visual anchor and a strong relationship with the surrounding street interfaces. Appropriate interface treatments, separation, and screening between future commercial uses and adjacent residential lots will need to be considered to manage potential reverse sensitivity effects, such as noise, delivery hours, and lighting.

4.4 Open Spaces and Integration of Natural Features

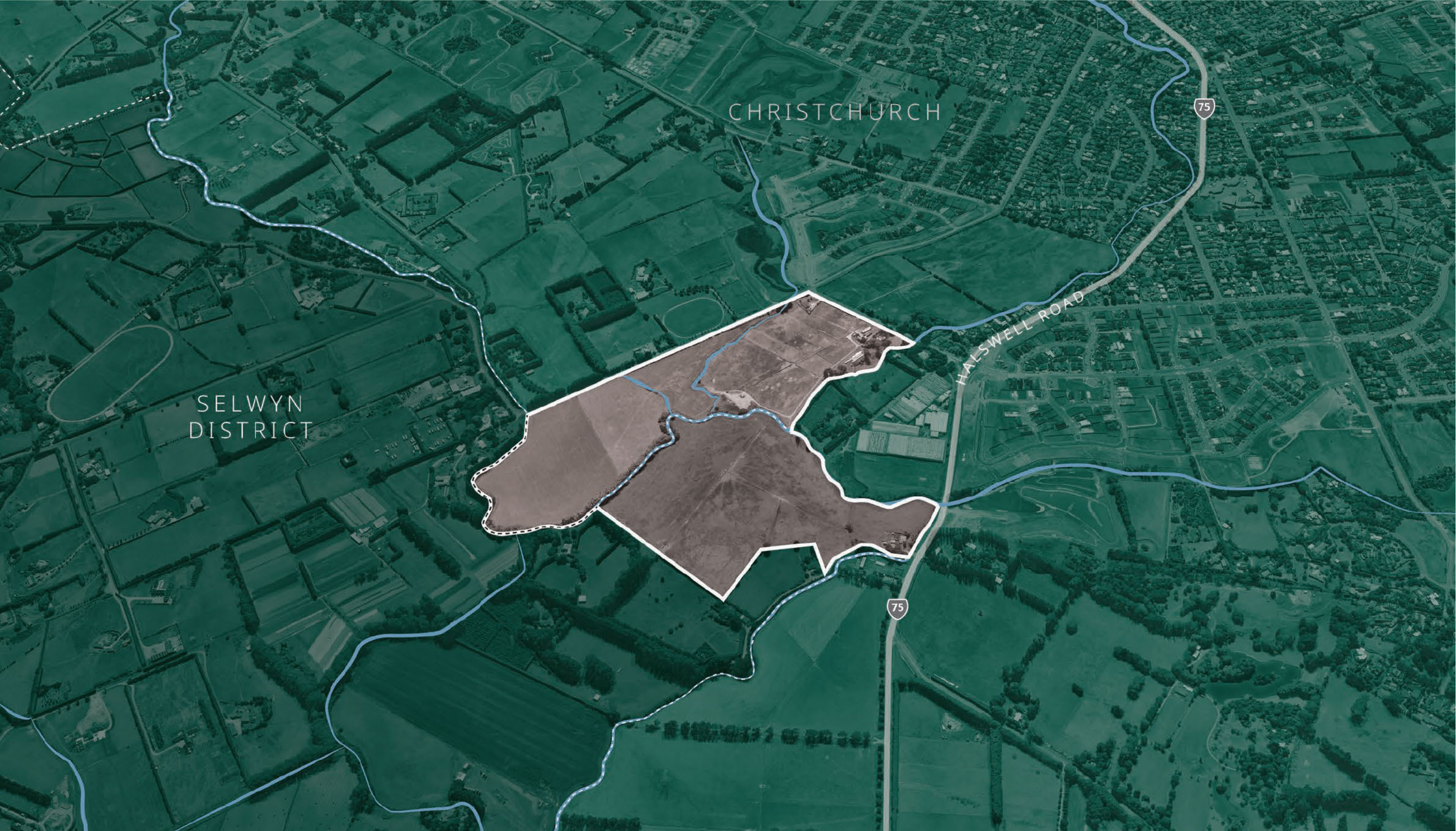
The relationship between the development and its open space network is generally well integrated, with open spaces located in accessible and visible parts of the site. This includes the public reserve which is located at the junction between Knights Stream and Creamery Drain, as well as along the primary movement corridor. The riparian margin is supported by additional reserves and pedestrian connections, promoting accessibility and use.

The open space network around the watercourses will function as a series of multi-use corridors that accommodate ecological, stormwater and movement functions. A series of cycle and pedestrian connections are proposed, which will enhance connectivity through the site, encouraging active modes of transport, activation and the on-going use of these spaces.

5.0 Conclusion

Having undertaken a high-level urban design assessment, it is considered that the **Franco Farms** development will deliver a legible movement network, amenities and services which are appropriately positioned within the site and proposal context and an open space network that manages stormwater while providing amenity to future residents and the wider community. Subject to a refined design, further technical inputs and the development of appropriate design controls, the proposal can be supported from an urban design perspective.

Attachment 1 – Urban Design Drawing Pack



Franco Farms Urban Design Drawing Pack

Fast Track Referral | Halswell, Christchurch | April 2026

B&A

Urban & Environmental

09 375 0900 | admin@barker.co.nz | barker.co.nz | PO Box 1749, Cashel Street, Christchurch 8140 | Level 3, 61 Cambridge Terrace, Christchurch, 8011
Kerikeri | Whangārei | Warkworth | Auckland | Tauranga | Cambridge | Hamilton | Napier | Wellington | Nelson | **Christchurch** | Queenstown | Wānaka

1.0 Regional Context



Scale 1:100,000 @ A3

Franco Farms is situated at the boundary between Christchurch City and the Selwyn District. It is located on the southeastern periphery of the residential suburb of Halswell and adjoins State Highway 75 to the west.

Access to State Highway 75 via Candys and Sabys Road provides convenient connections to a range of nearby towns, amenities and employment centres across both Christchurch City and the Selwyn District, including:

- Christchurch City Centre - approximately 20 minutes (10.8km)
- Prebbleton - approximately 6 minutes (4.8km)
- Lincoln - approximately 10 minutes (10.2km)
- Rolleston - approximately 18 minutes (18.6km)
- Christchurch Airport - approximately 22 minutes (15.2km)
- Christchurch Hospital - approximately 18 minutes (9.9km)

Legend

- Subject Site
- State Highway
- Existing Arterial Roads
- Existing Collector Roads
- Waterbodies
- Regional Boundary
- + Christchurch Hospital
- ✈ Christchurch Airport



Figure 1 Christchurch City and Selwyn Context

2.0 Local Context

Franco Farms is located south of Halswell local centre and the surrounding residential area. The local centre includes New World Halswell, along with a range of other services such as food and beverage outlets and pharmacies. Halswell Domain is also situated near the local centre, approximately 3-minutes from the subject site.

In addition, several schools, early childhood education (ECE) centres and medical facilities are located along State Highway 75, in close proximity to Halswell Centre.

Legend

- Subject Site
- State Highway
- Existing Roads
- Waterbodies
- Regional Boundary
- Local Centre (Christchurch DP)
- Neighbourhood Centre (Christchurch DP)
- Open Space - Community Parks (Christchurch DP)
- Open Space - Natural (Christchurch DP)
- Open Space - Water and Margins (Christchurch DP)
- Town Centre (Selwyn DP)
- Selwyn District Open Spaces
- S Schools / ECE
- M Supermarkets
- H Medical Centres
- C Community Hall / Church

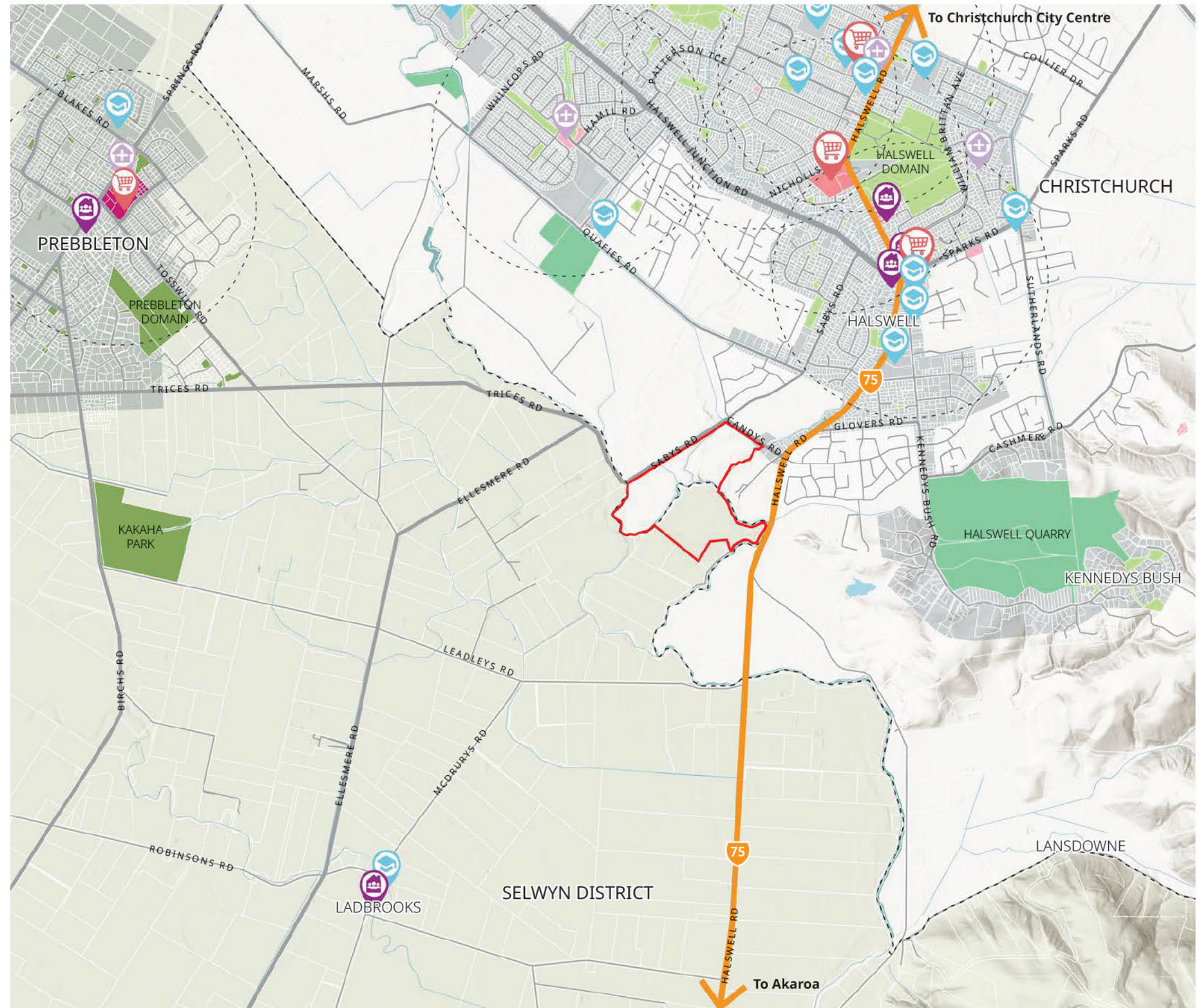


Figure 2 Local Context and Key Amenities and Services

3.0 Planning Context



Scale 1:20,000 @ A3

The site is subject to mixed zoning due to its location across both the Christchurch City and the Selwyn District. The northernmost block is zoned Rural Urban Fringe under the Christchurch District Plan, while the southern block is zoned General Rural under the Selwyn District Plan.

As noted, the wider context to the north includes the Halswell urban area, centred on the Local Centre Zone. Surrounding this, land is predominantly zoned Medium Density Residential and Residential Suburban, supported by neighbourhood centres, schools and areas of open space (including Halswell Domain). The immediate northern context of the site is zoned Residential New Neighbourhood, reflecting the areas ongoing transition from rural to residential use.

Scale 1:15,000 @ A3

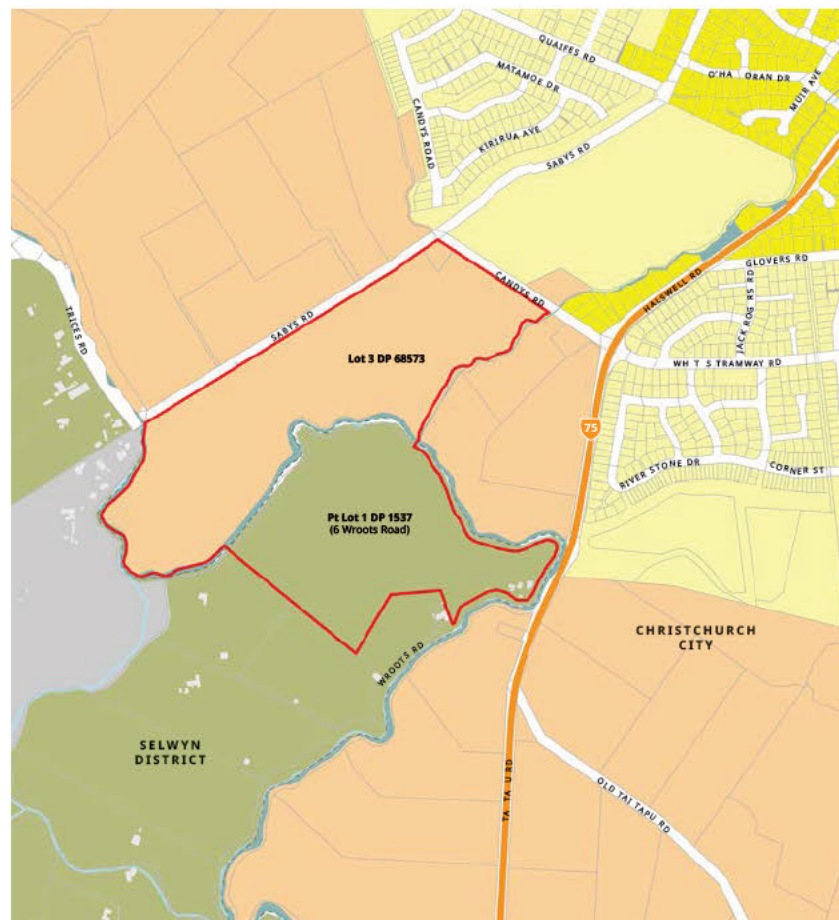


Figure 3 Site Zoning

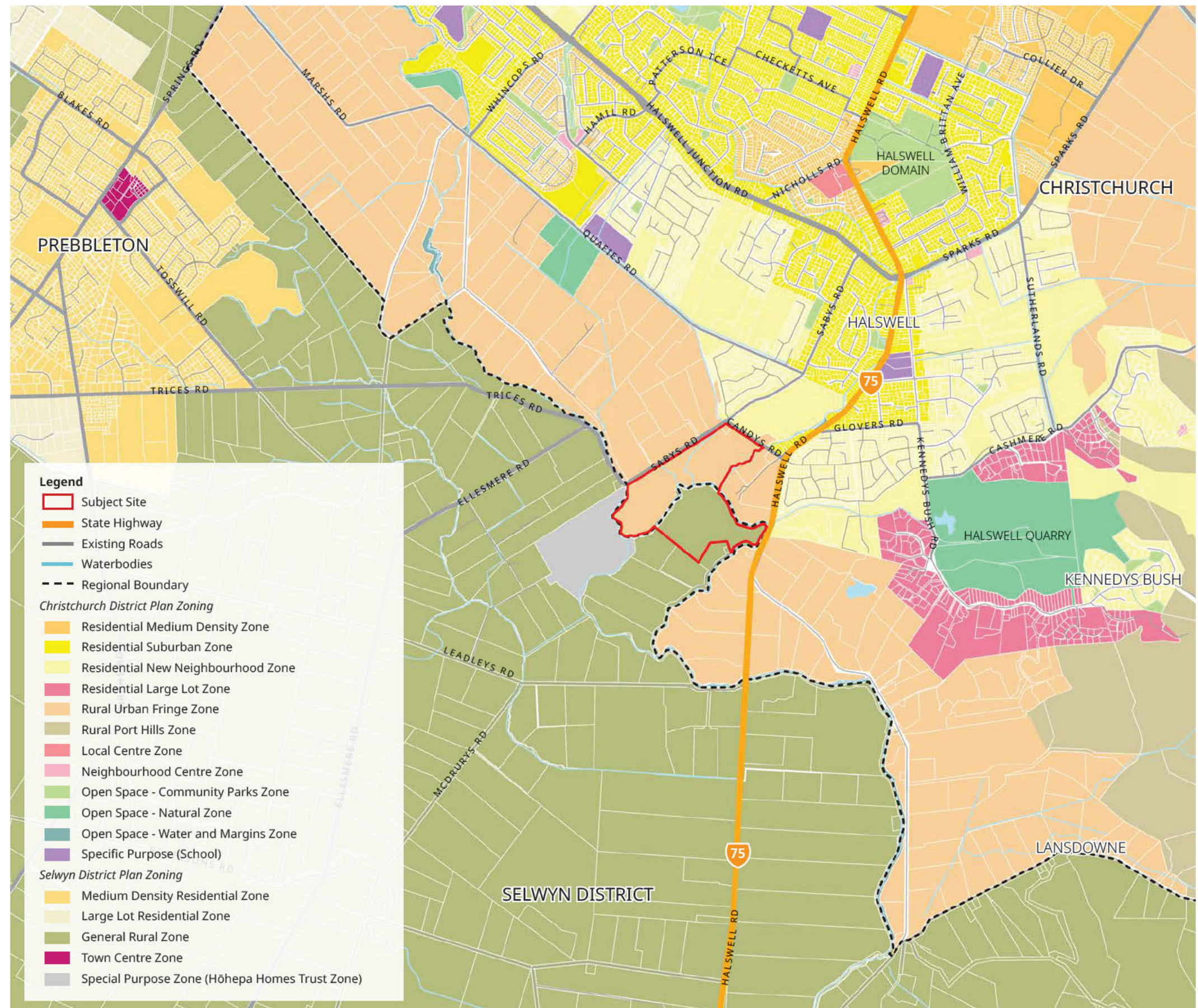


Figure 4 Christchurch District Plan and Selwyn District Plan Zoning

4.0 Transport and Movement Network



Scale 1:20,000 @ A3

The site is directly accessible from the minor arterial routes of Candys Road to the north and Sabys Road to the northwest. While the site adjoins State Highway 75 to the southeast, it is separated from the highway by the Halswell River which forms much of the sites eastern boundary. Candys Road and Sabys Road provide direct connections to the wider Halswell area to the north, as well as the town of Prebbleton to the west.

Existing cycle lanes are located in proximity to the site along Halswell Road/State Highway 75. These connect to shared paths within the wider Halswell urban area, supporting access to schools and open spaces such as the Halswell Domain and the Halswell Quarry.

To the north and within the residential area to the east, public transport is provided by the Christchurch bus route 100, which connects Halswell and Wingram to The Palms via Westfield in Riccarton.

Legend

- Subject Site
- State Highway
- Waterbodies
- Open Spaces
- Regional Boundary
- Christchurch Street Hierarchy**
- Major Arterial
- Minor Arterial
- Collector Road
- Local Road
- Selwyn Street Hierarchy**
- Arterial Road
- Collector Road
- Local Road
- Public / Active Transport**
- Bus Route 125
- Bus Route 100
- Bus Stops
- Shared Path
- Cycle Lane

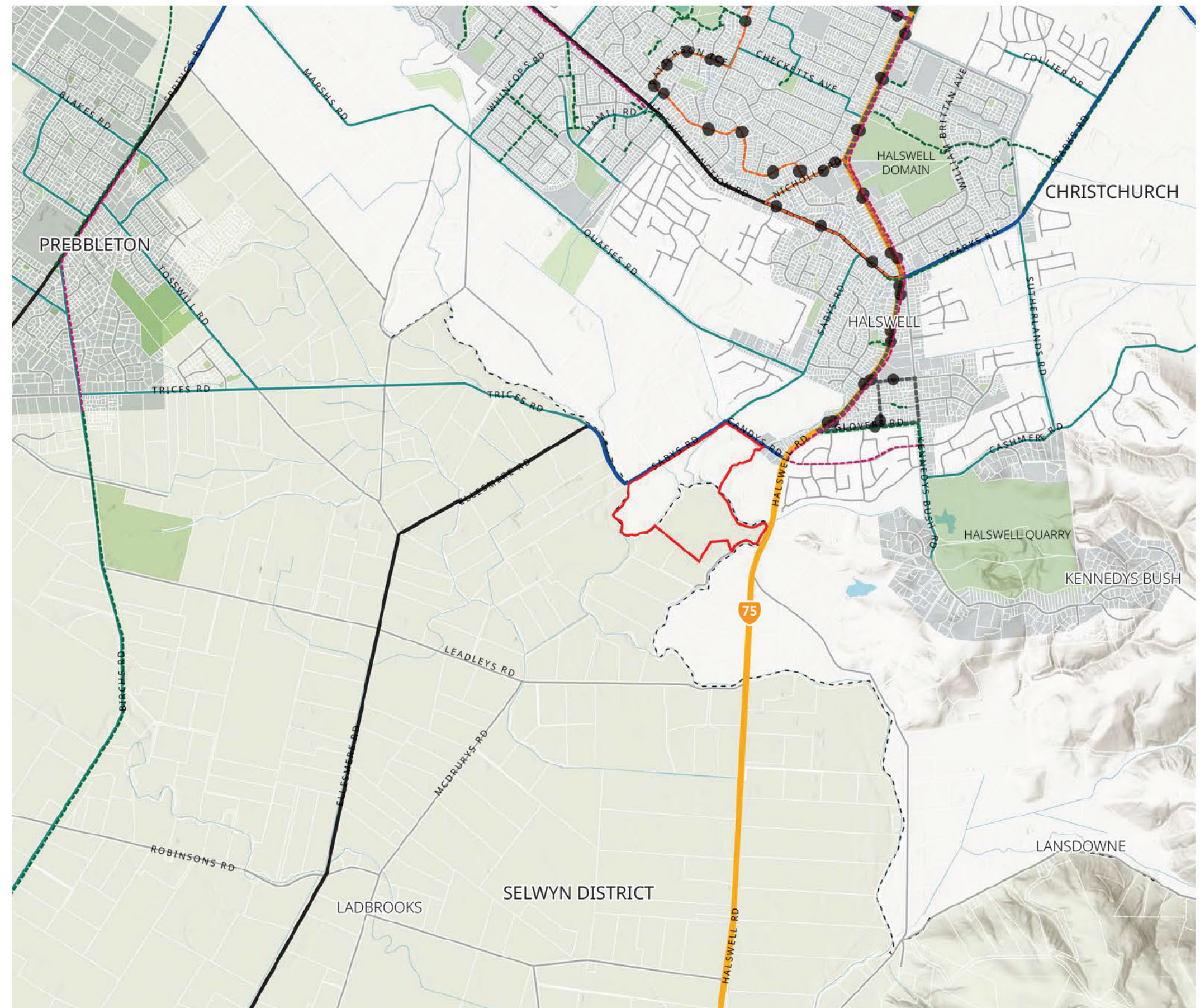


Figure 5 Transport, connectivity and movement map

5.0 Open Space and Cultural Context



Scale 1:20,000 @ A3

The site adjoins, and is traversed by, the Halswell River, Knights Stream, and Nottingham Stream. These waterways are recognised as having cultural significance to Ngāi Tahu, particularly in relation to mahinga kai, whakapapa connections, and the health and mauri of freshwater systems.

Portions of the site are located within the high flood management area.

Legend

Subject Site

State Highway

Regional Boundary

Rivers / Streams

Open Spaces

Christchurch

Protected Trees

Outstanding Landscape

Significant Feature

Site of Ecological Significance / Ecological Significance (Appendix 9.1.6.1 Schedule A & B)

Heritage Item

Flood Extent - 10 Year

Flood Extent - 50 Year

Flood Extent - 100 year

Selwyn

Protected Trees

Outstanding Natural Landscape

Visual Amenity Landscape

Heritage Item

Wahi Tapu

Flood Prone Land

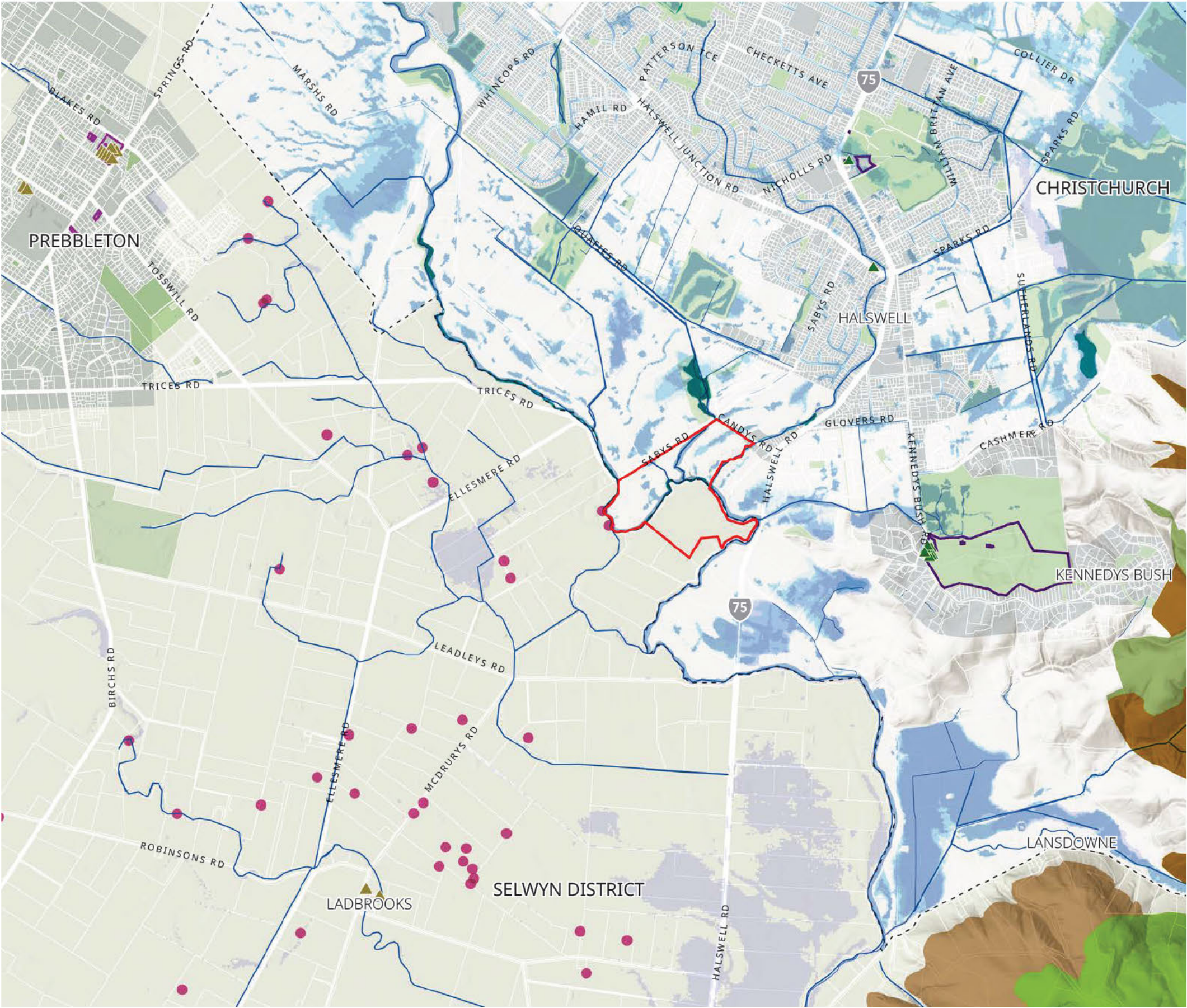


Figure 6 Open Space and Cultural Context

6.0 Site Overview



Scale 1:7,500 @ A3

The site comprises Lot 3 DP 68573 to the north and Part Lot 1 DP 1537 to the south, which are divided between the Selwyn District and Christchurch City by Knights Stream.

The site is currently used for rural purposes and is primarily made up of open farmland. The northernmost parcel (Lot 3 DP 68573) is bounded by Sabys Road to the north-west and Candys Road to the north-east. Knights Stream forms the southern and western boundaries of Lot 3 DP 68573, while Nottingham Stream adjoins the lot to the south-east. These two waterways converge and connect to the Halswell River to the south-east, which curves around the eastern boundary of Part Lot 1 DP 1537.

Part Lot 1 DP 1537 is adjoined by rural and rural residential properties along Wroots Road to the south. The northernmost corner of the site adjoins a residential property at 43 Candys Road (Lot DP 7766). To the north and north-east, recently consented and developing residential subdivisions, including Sabys Estate, Franco Block, and River Stone Subdivision, indicate the site's transitional urban context



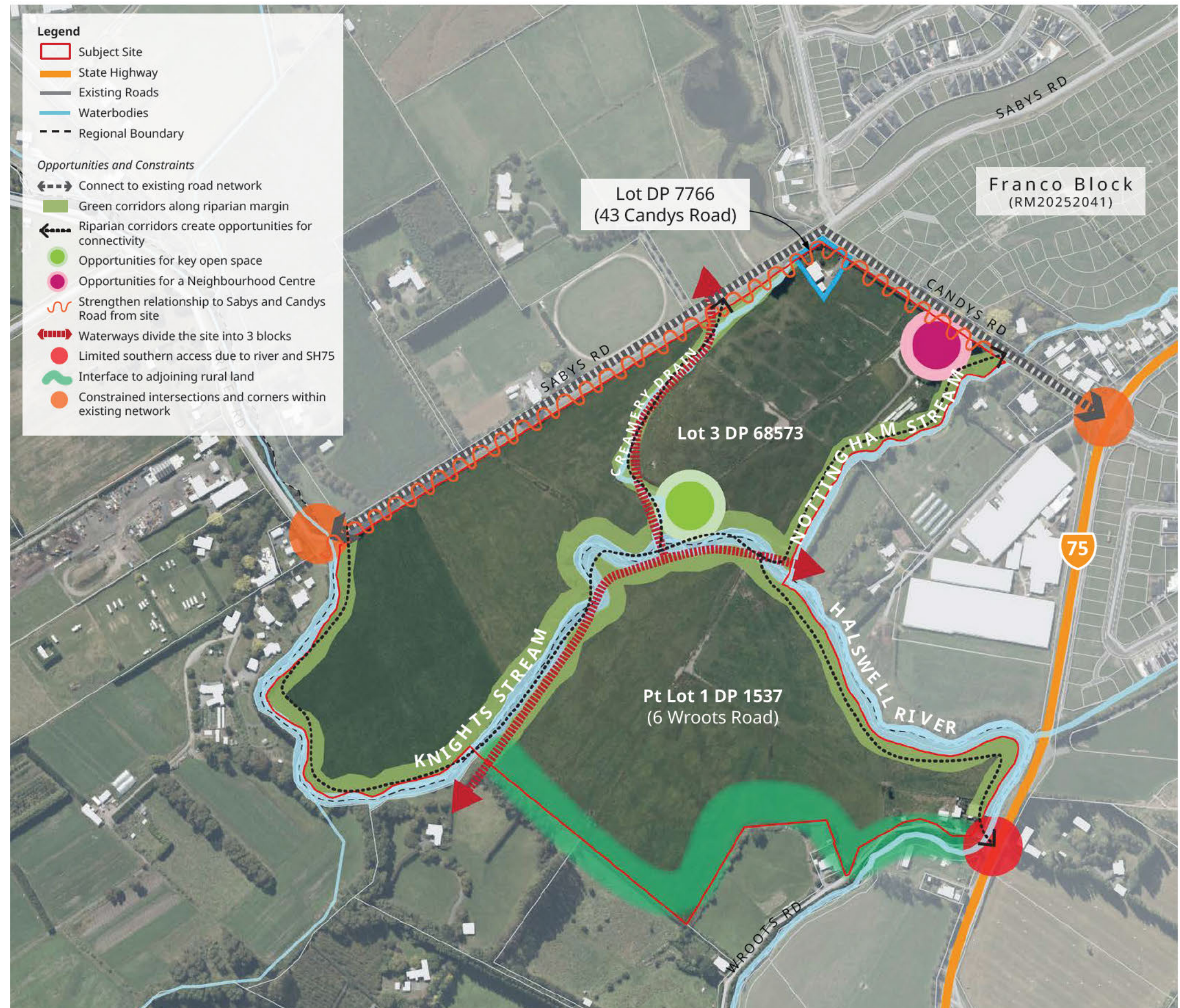
- Legend
- Subject Site
 - State Highway
 - Waterways
 - Existing Roads
 - Parcel within Christchurch City Boundary
 - Parcel within Selwyn District Boundary

Figure 7 Site Overview and existing lots

7.0 Opportunities and Constraints

The site has several opportunities and constraints to consider and respond to as part of the conceptual site planning. These include:

- The existing road network to the north and northeast (Sabys and Candys Roads) provides opportunities for connectivity to the wider transport network, including State Highway 75 to the northeast.
- The stream and river network provide opportunities to establish green corridors that can provide buffering to rural land (particularly to the south, southwest, and east), while also supporting open space, ecological restoration, stormwater management, and passive recreation.
- Riparian corridors associated with the stream network create opportunities for integrated pedestrian and cycle connections.
- Opportunities to locate key open spaces at prominent natural features, such as the junction of Knights Stream and Creamery Drain.
- A neighbourhood centre can be strategically located adjacent to a key movement corridor to the north and adjoining open space, supporting accessibility and activation.
- Future lots can front Sabys and Candys Roads aligning with the established settlement patterns and supporting passive surveillance and activity to these streets.
- Waterways divide the site and, together with riparian buffers (5–20m as advised by ecologist), can reduce developable area and constrain the continuity of the street and movement network.
- Limited southern access due to Halswell River and State Highway 75, restricting vehicular connectivity.
- Irregular site geometry due to existing landholdings creates layout challenges and may affect lot orientation and solar access.
- Interface with adjoining rural land introduces potential reverse sensitivity effects, requiring appropriate buffering.
- New connections to Sabys and Candys Roads must consider intersection spacing, setbacks, and existing road geometry.



8.0

Draft Design Response

8.1 Draft Conceptual Masterplan



Scale 1:4,000 @ A3

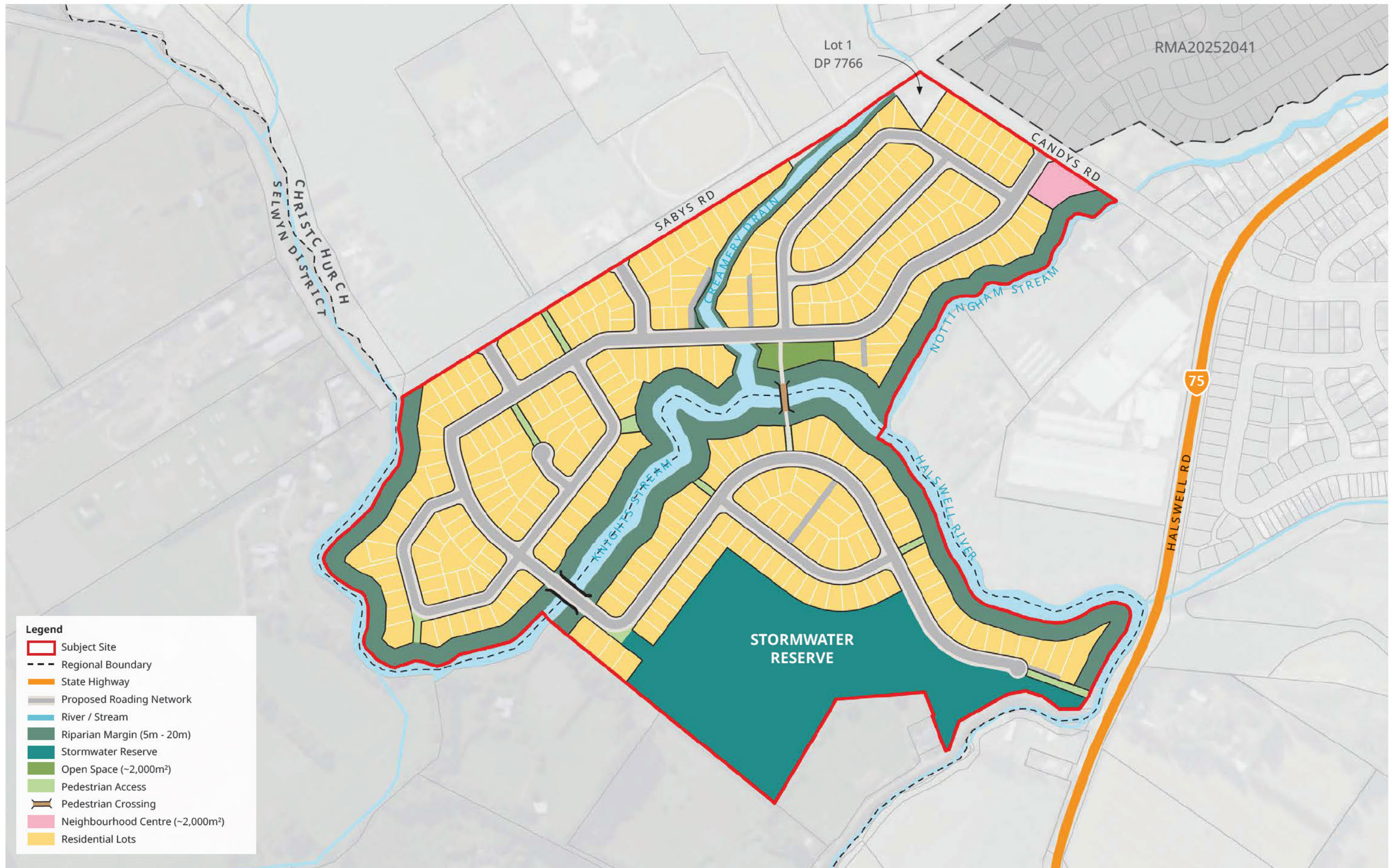


Figure 9 Franco Farms Draft Conceptual Masterplan

8.2 Draft Lot Layout and Yield Study



Scale 1:5,000 @ A3

Franco Farms is a proposed residential subdivision comprising of approximately 350 lots of varying sizes, along with a supporting neighbourhood centre, open spaces and associated infrastructure.

The below table provides a high level assumption of the approximate lot densities and yield based on the conceptual masterplan. However, the conceptual masterplan is subject to change based upon more detailed investigations.

Lot Size (m ²)	approx. Yield / No. of Lots	Percentage (%)
< 400m ²	~60	17%
401 - 500m ²	~170	49%
501 - 600m ²	~80	23%
601 - 700m ²	~30	9%
> 701m ²	~10	3%
Total Yield (approx.)	~350	100%

- Legend**
- Subject Site
 - Regional Boundary
 - State Highway
 - Proposed Roding Network
 - River / Stream
 - Riparian Margin (5m - 20m)
 - Stormwater Reserve
 - Open Space (~2,000m²)
 - Pedestrian Access
 - Pedestrian Crossing
 - Neighbourhood Centre (~2,000m²)
 - Residential Lots (<400m²)
 - Residential Lots (401 - 500m²)
 - Residential Lots (501 - 600m²)
 - Residential Lots (601 - 700m²)
 - Residential Lots (>701m²)

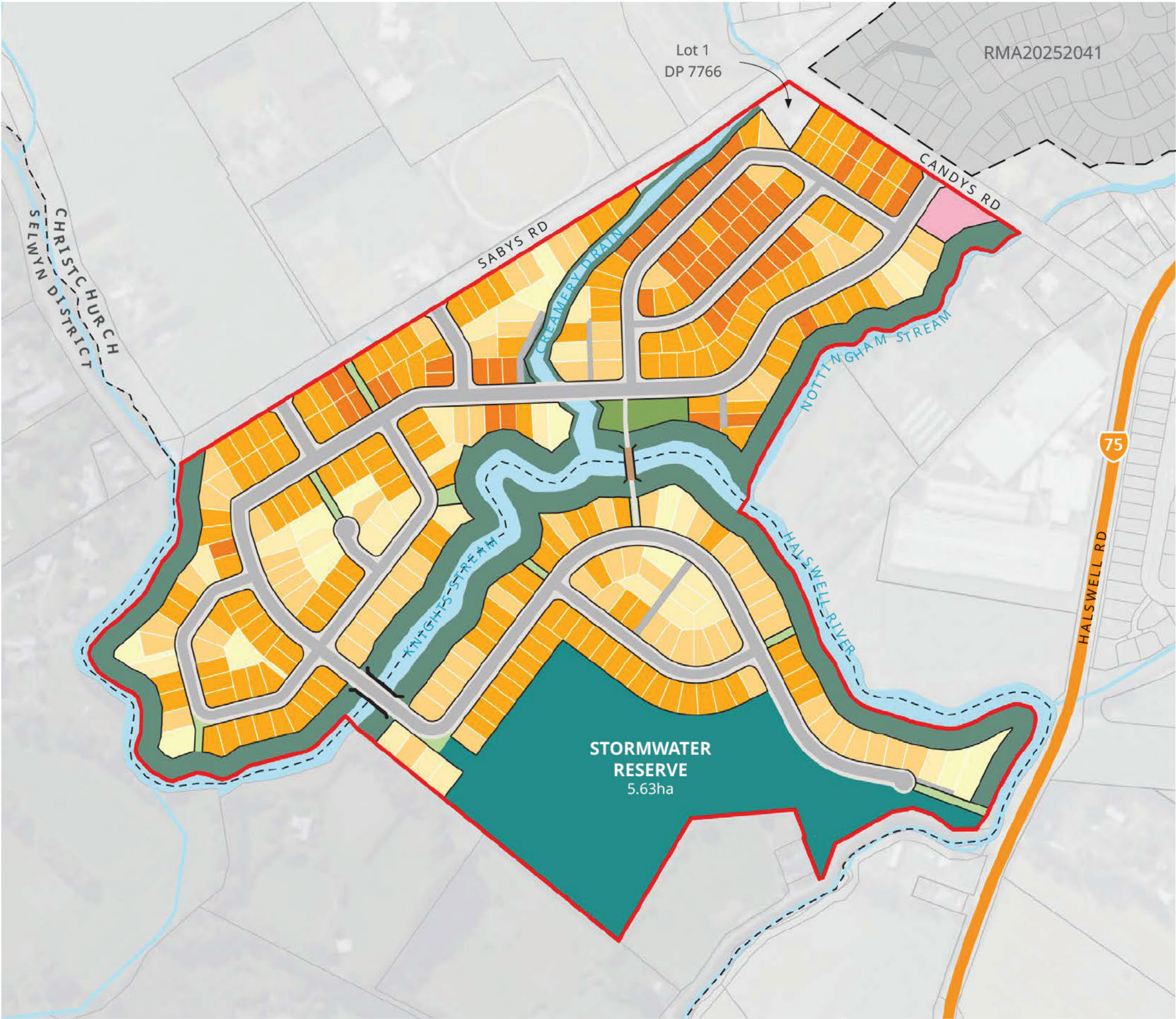


Figure 10 Franco Farms Draft Lot Layout and Yield Study

8.3 Draft Movement Network



Scale 1:5,000 @ A3

Franco Farms is structured around a central road which runs northeast to southwest through Lot 3 DP 68573, before realigning to the southeast to connect to Part Lot 1 DP 1537 across Knights Stream. This central route connects to the existing Sabys Road and Candys Road network and is supported by a series of secondary roads which provide access throughout the wider site.

Pedestrian connectivity will be provided through footpaths on both sides of internal roads. The site's waterways present opportunities for additional pedestrian connections along riparian corridors, enhancing permeability and connectivity. The provision of a shared path along the primary road corridor, together with a footbridge connection across Knights Stream will further strengthen these connections.

Legend

- Subject Site
- Regional Boundary
- State Highway
- Existing Minor Arterial
- Existing Collector
- Existing Round-a-bout
- River / Stream
- Riparian Margin (5m - 20m)
- Stormwater Reserve
- Open Space (~2,000m²)
- Neighbourhood Centre (~2,000m²)
- Residential Lots
- Proposed Vehicle Access to Site
- Proposed Road (19m wide)
- Proposed Road (18m wide)
- Proposed Road (15 - 16.5m wide)
- Proposed ROW/JOAL
- ← Proposed Pedestrian Connections/
Walkways
- Proposed Pedestrian Bridge

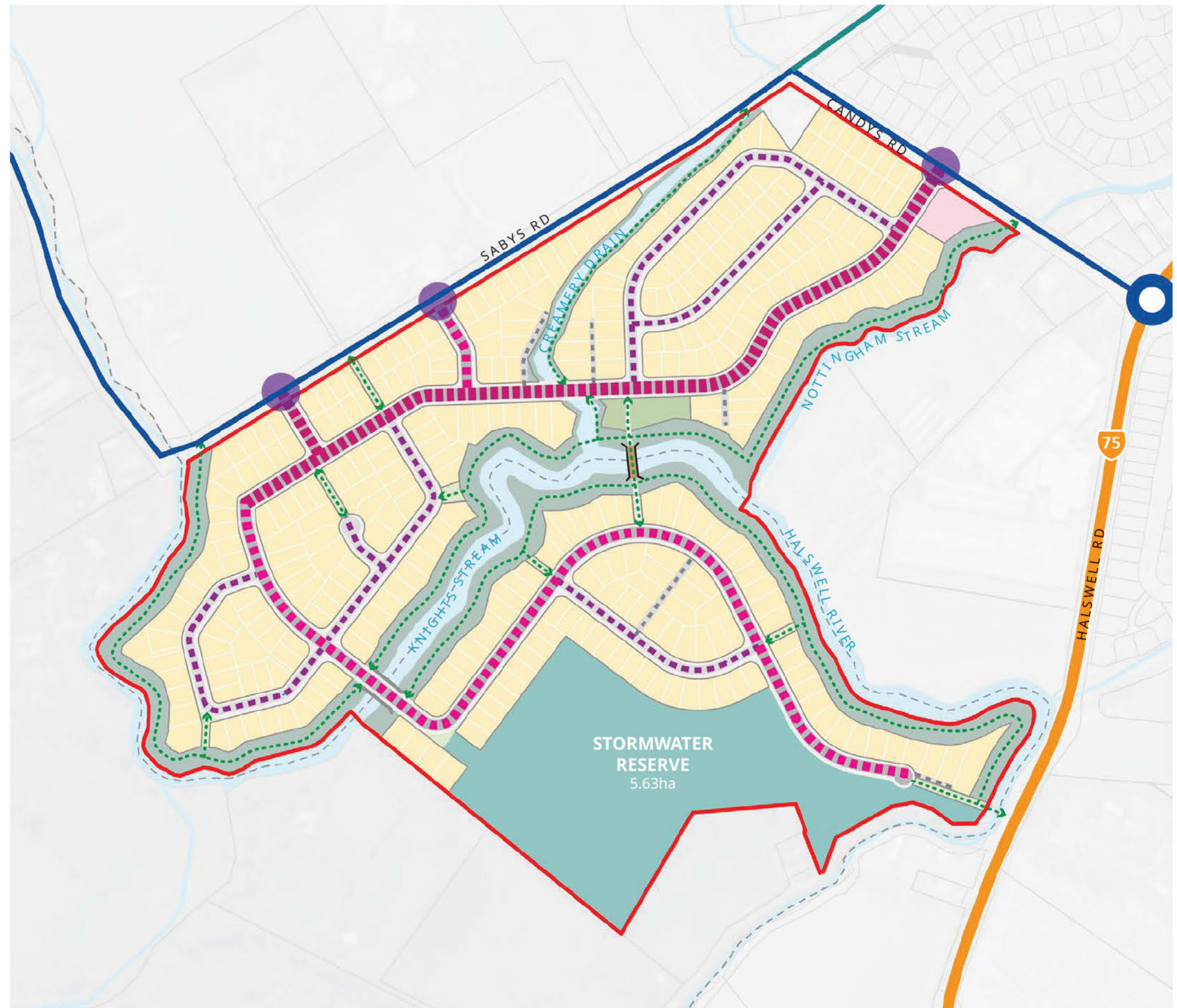


Figure 11 Franco Farms Draft Movement Network

8.4 Draft Open Space and Amenity



Scale 1:5,000 @ A3

Open spaces and amenities are proposed in accessible and highly visible parts of the site. This includes a public reserve / open space located at the junction between Knights Stream and Creamery Drain.

The neighbourhood centre is proposed adjacent to Candys Road, the primary internal roading network and Nottingham Stream. The walking catchments indicate that the majority of the site is within a 10-min walk of the proposed neighbourhood centre. This catchment also extends beyond the site boundary, providing opportunities to serve the wider residential area to the north.

Legend

- Subject Site
- Regional Boundary
- State Highway
- Proposed Roading Network
- Residential Lots
- River / Stream
- Riparian Margin (5m - 20m)
- Stormwater Reserve
- Open Space (~2,000m²)
- Pedestrian Access
- Pedestrian Crossing
- Proposed Pedestrian Connections/ Walkways
- Neighbourhood Centre (~2,000m²)

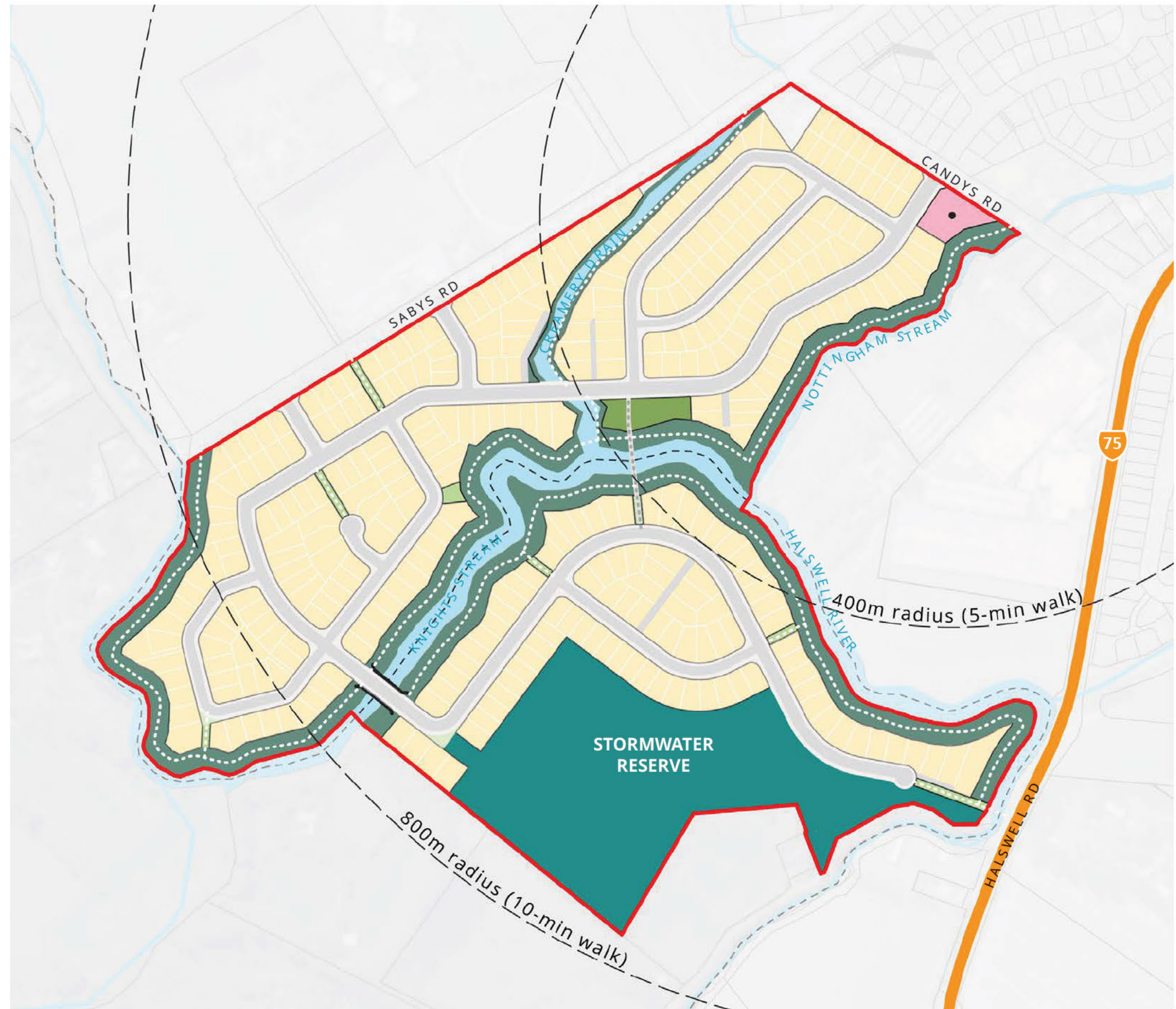


Figure 12 Franco Farms Draft Open Space and Amenities



Urban & Environmental

09 375 0900 | admin@barker.co.nz | barker.co.nz

PO Box 1749, Cashel Street, Christchurch 8140 | Level 3, 61 Cambridge Terrace, Christchurch, 8011

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Havelock North |
Wellington | **Christchurch** | Wānaka & Queenstown