

Appendix 5

Urban Design Assessment November 2010 and Response to RFI

DARFIELD PLAN CHANGE APPLICATION

Land between West Coast Road, Cardale Street, Telegraph Road and Creyke Road, Darfield

Urban Design Report

1. THE PROPOSAL

The proposal is to change the zoning of the land zoned L2A between West Coast Road (SH73), Creyke Road and Telegraph Road, plus the land zoned B2 to the south and east of Cardale Street. The rezoning would rationalise the existing arrangement of Living and Business 2 zones and increase the density of approximately half of the L2A zone from a minimum section size of 10,000m² to a minimum size of 650². This would enable up to 400 higher density houses and 45 lower density houses to be accommodated in the Living zones included within the ODP area.

2. THE SITE

The ODP area is level, and mainly used for grazing. Two houses are located close to SH73, there are two houses on the Mathias Street portion of the site, three industrial sheds on the industrial zoned part of the site south of Cardale Street and a house and industrial business at the eastern corner of the site, fronting Creyke Road. There are a number of houses on large allotments along the south western side of the site. These are accessed from Telegraph Road or Creyke Road. A pre-school is proposed on the allotment immediately to the east of Pemberton Drive. A water race runs through the northern part of the block from Cardale Street to Creyke Road. A second water race runs along the Telegraph Road frontage.

The site is divided up by substantial shelter belts. These run along the entire Telegraph Road frontage and most of the Creyke Road frontage and around and across allotments. There are additional large trees on the wide Telegraph Road roadside berm and within the gardens of Telegraph Road properties.

Panoramic views of the Southern Alps are afforded across the site in a north westerly direction.

3. SITE CONTEXT

The ODP area is approximately 114 hectares in extent and is located on the south eastern side of Darfield and can be accessed via Mathias Street, Cardale Street, Telegraph Road or Creyke Road .

3.1. Adjoining land uses

The north western corner of the site adjoins an industrial area. Land on the eastern side of Mathias Road is occupied by Frews Haulage Company. Heavy machinery is parked on the site, there are a number of industrial sheds and stockpiles of machinery. The site is not well screened. On the western side of Mathias Street are the yard and buildings of Sicon. The industrial activities in Cardale Street are small scale, with a number of small industrial buildings and yard based activities, including a coach company.

The remainder of Cardale Street is in residential use (Living 1) and the Darfield Town centre (Business 1 zone) is immediately to the north. Both Mathias Street and Cardale Street have wide grass berms and no footpaths in the vicinity of the site.

A small recent subdivision (Pemberton Drive) lies immediately to the west of the ODP site. In the south eastern corner of this development is a small reserve (990m²) which has a common boundary with the ODP site. Immediately to the south is a large residential allotment, containing a substantial house, surrounded by trees.

3.2. Site interfaces

On the western side of Telegraph Road is agricultural land, the northern part is zoned LX deferred (minimum section size 650m²) and the southern part L2A deferred (minimum section size 10,000m²). Views of the Southern Alps are afforded across this land.

On the southern side of Creyke Road, is Raeburn Farm, zoned Outer Plains and owned by Selwyn District Council. It was purchased with a view to its use for sewage disposal purposes. Creyke Road is a gravel road, and with a shelter belt along one side, it is a road typology characteristic of the Selwyn rural district.

3.3. Township approach

State Highway 73 is the main approach and thoroughfare for Darfield. On its northern side is a wide berm intermittently planted with deciduous trees, beyond which is the railway line. Immediately to the east of the ODP area is a block of land zoned Rural Plains and owned by the Selwyn Plantation Board. There is also a shelter belt along the SH73 frontage of this block. The entrance to Darfield is marked by a landscaped entrance feature and a change in the speed limit. Industrial use on that part of the ODP site adjacent to SH73 is proposed to be screened and the screening treatment will enhance the entrance to the township. Screening the new industrial area will also help to screen the existing haulage business.

3.4. Road connections

When land to the south west of Telegraph Road is developed it is intended that a road link/links will be formed through the block from Greendale Road to Telegraph Road. The development of the ODP site will enable two new road connections between Telegraph Road and Mathias Street. Together these new roads will form good connections around the southern side of Darfield between the radial routes. Currently vehicles approaching the town centre from Darfield need to negotiate an awkward junction at the confluence of Cardale Street and Bray Street with Telegraph Road. Road connections from Creyke Road to the Telegraph Road/Mathias Road link will further improve the road connectivity.

The road access points to the land zoned Living to the south west of Telegraph Road could be positioned to form crossroads with the those proposed into the ODP area, or could be off-set by a minimum of 175m.

3.5. Pedestrian and cyclist connections

Pedestrians and cyclist will be able to use the new road network, in addition a link is proposed to the Pemberton Drive reserve such that it will be possible to walk from it to both Mathias Street and Telegraph Road. A further pedestrian/cyclist route is proposed through the block from Cardale Street to Creyke Road, part of which will run alongside the water race. A pedestrian/cyclist link is proposed between the new B2 zone and the adjacent residential area.

3.6. Reserve provision

Rezoning the land to Living 1 would enable up to 400 higher density houses to be built. These properties will be some distance from the Darfield Domain (up to 2 kilometres). As a general rule, Selwyn District Council aims for residents to have access to a children's playground of a minimum area of 2000m² within a 400m radius of their home. In this case, Council (Strategic Asset Manager) has advised that reserve provision should be confined to

that needed for pedestrian/cyclist links. The Pemberton Reserve can be used for local play opportunities. This is within an 800 metre radius of most of the proposed L1 area.

4. PROPOSED ZONE BOUNDARIES

The proposed zoning provides a shorter and more logical boundary between industrial and residential uses. Cardale Street will become a residential street, rather than a mix of residential and industrial uses as at present. The change in zoning from B2 and L2A to L1 will enable the land closer to the township centre (within a 1 kilometre radius) to be utilised for higher density housing, rather than lower density rural-residential style living which is contrary to good township form.

Considerable thought has been given to the alignment of the boundary between the L1 zone and the L2 zone. Aligning the boundary with a road alignment shown on the ODP and derived from a masterplan was rejected because of the likelihood that the alignment would not be precisely followed and a curving alignment is in any event difficult to administer. Aligning the boundary so that the L1 zone does not overlap the OP zone is also problematic, since it establishes a precise and angled line where L1 stops and L2A starts. This is likely to constrain the design of the subdivision layout. It is therefore proposed that the boundary run in a straight line across the site for the following reasons: it is easy to define the line which runs along an existing cadastral boundary and parallel to Creyke Road and the line provides greater flexibility in layout. Larger allotments can straddle the L1/L2A boundary, without the need for a Plan Change, whereas the reverse (i.e. smaller lots encroaching into the L2A zone) is not possible.

5. MATTERS TO BE INCLUDED IN AN OUTLINE DEVELOPMENT PLAN

5.1. State Highway 73 – an attractive approach

It has been assumed that no new accesses will be permitted onto SH73 (provision will need to be made for the two existing houses). However, should NZTA agree to a new access road from SH73, this would allow traffic to access the industrial area without mixing with residential traffic in Mathias Street.

A 10m wide tree and shrub planting strip is proposed along the SH 73 frontage of the site to screen industrial activity and provide an attractive approach to the township, in conjunction with existing landscaping.

5.2. Mathias Street/Cardale Street access

The main entrance to both the new Living 1 zone and the new B2 zone will be at the point where Cardale Street meets Mathias Street. Clearly separate entrances to the residential zone and the industrial zone can be formed either by a crossroads or a mini-roundabout.

5.3. Interface between residential zone and industrial zone

To form a buffer between the existing and proposed industrial zone and new residential development it is intended to provide both a visual screen and a minimum distance between uses. The water race runs along the southern edge of the remaining part of the existing B2 zone and the proposed extension to the east, immediately adjacent to the residential boundary. It is proposed that this feature is enhanced to form a combined amenity feature, screen planting and pedestrian/cyclist route, having a total width of 10m. Immediately to the north and parallel to this an access road to the industrial area is proposed. This will have a road reserve of at least 15m wide. On the residential side of the boundary the standard setback requirement from internal boundaries, will add another 2 metres of separation distance, making a total gap of at least 27m between houses and industrial activities.

5.4. Interface between residential and industrial zones and the Outer Plains zone

The eastern boundary of the extended B2 zone and the northern boundary of the proposed Living 1 and Living 2A zones will abut the rural OP zone. At present these boundaries are not visible from SH73 across the OP zone due to the substantial shelter belt along the northern (SH73) boundary of the OP zone. However, as it is possible for the shelterbelt to be removed, provision is made for a good interface between the zones.

A 5 metre wide landscaping strip is proposed to be set aside on the eastern boundary of the B2 zone, to enable a line of trees to be planted, which will provide a screen between industrial and rural uses and screen the industrial activities from SH73 (should the existing shelter belt be removed) and Creyke Road.

Most of the length of the boundary between the OP zone and the residential zone will be formed by the L2A zone, with a small portion at the western end being zoned L1. In order to ensure an attractive interface, it is proposed that any fencing erected on this boundary should be open, rural style post and rail or post and wire fencing.

5.5. Interface between new houses and Telegraph Road.

The Telegraph Road frontage is currently very attractive. The south eastern part (opposite the L2A def zoning on the south western side of Telegraph Road) will only accommodate one additional 1 hectare house allotment and therefore is expected to remain as at present with the addition of an access across the water race to one house.

The portion of the frontage that is proposed to be included in the L1 zoning is more problematic. If houses were to front onto Telegraph Road many of the trees would be lost and multiple accesses (about 15) would be needed across the water race. Additionally there are three existing houses which need to be accommodated. It is therefore proposed that the Telegraph Road frontage is left undisturbed apart from one or two road accesses and new houses are accessed from within the site.

5.6. Interface between new houses and Creyke Road

It is proposed to retain the shelterbelt along Creyke Road to preserve the rural character of the road and provide a division between rural and residential activities. It will be on the south east side of large residential allotments and therefore it would appear to be practical to retain most of it. The ODP requires the shelterbelt to remain except where access is required. Since between 12 and 20 properties could be accommodated along this frontage (depending on their shape) and a new access road/s it would seem to be preferable to limit individual property access. A requirement that no individual property accesses be formed onto Creyke Road along the greater part of this boundary is therefore proposed. The purpose of this requirement is to retain the shelterbelt as a feature. Should the shelterbelt prove unsuitable for retention or need to be replaced in the future, it will be important to form an attractive rural/urban interface, but a visual screen is not a necessity. A consistent response will be needed and open ranch style fencing is proposed.

5.7. Reserves

Small reserves will form pedestrian/cyclist links to Pemberton Reserve and to the proposed B2 zone from the proposed L1 zone. There may be a need for additional links within the subdivision to form a connected pedestrian/cyclist network. A linear reserve around the northern water race is proposed. The reserve would be 10m wide by 550m long (5500m²) in the first instance. This could be extended through the Selwyn Plantation Board block at a later date, if appropriate.

5.8. Staging

The applicant is the largest landowner and there are 20 smaller landowners. It is the intention that the development of the L1 portion of the rezoning commence from the new access point at Mathias Street, with development proceeding on the applicants land to the

east. Development of the land to the west could also proceed at the same time, but due to multiple ownership, it is anticipated that the area to the west would take longer to mobilise.

The development of the L2A land would proceed independently of the L1 land.

5.9. Movement network

Links through the block will be required as outlined above. A number of connected road layouts are possible which incorporate those links as well as pedestrian links. The owners of land proposed to be zoned L1 and currently accessed from Telegraph Road and from Mathias Street (apart from the applicant) will have differing aspirations for their land. This makes it difficult and unwise to pin down a detailed road layout at this stage. Provision is made in the primary road layout for road access to be gained to adjoining residential landholdings. The major access from Telegraph Road is intended to be along the proposed zone boundary, which follows the allotment boundary. A second road link is proposed between Telegraph Road and Mathias Road closer to the town centre and along an allotment boundary. Two access roads are proposed from Creyke Road. The access road to the new industrial area will of necessity be a cul-de-sac, but could form a looped arrangement within the site.

6. SUBDIVISION DESIGN

The subsequent subdivision layout will take account of the requirements as outlined above, take advantage of the views, the water race, the trees and the sites proximity to the town centre, as well as incorporate the general design principles outlined in the Subdivision Design Guide and the Darfield Development Co-ordination Resource. Roads aligned in a north westerly to south easterly direction will afford long views to the mountains as well as being reasonably well orientated for solar gain. Parts of existing shelter belts within the site may be able to be retained alongside roads and along the boundaries of larger allotments.

Janet Reeves
URBAN DESIGNER
23 September 2010



Russell Benge,
Director,
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1 February 2011

Dear Russell,

**RE: SILVERSTREAM ESTATES LTD., DARFIELD PLAN CHANGE APPLICATION
REQUEST FOR INFORMATION DATED 26 JANUARY 2011**

Further to your email dated 27 January 2011 and our telephone conversations today, I have now had the opportunity to consider points 1. ii), 2. iii), and 4.i) of the Request for Further Information from Bellbird Consulting Group acting on behalf of the Selwyn District Council, dated 26 January 2011. My response to each item is as follows:

- 1.ii). There is an oversupply of land at present and sporadic development can occur¹. The consequence of this Plan Change will be to discourage the use of land close to the town centre for larger allotments, sporadic or otherwise. Once large allotments are established it is exceedingly difficult to achieve intensification of development. This could lead to the situation, as in Rolleston, where the higher density zoning has to occur beyond (further from the town centre) lower density zoning. Again lower density development, sporadic or otherwise uses infrastructure less efficiently.

The only available land of any size for smaller (650m²) sections is in the area between McLaughlins Road and Telegraph Road zoned L1 and LX deferred. Higher density development may occur in different parts of that. It is however adjacent to the proposed higher density zoning. The Plan Change proposes that higher density development occurs progressively outwards from the Mathias Street/Cardale Street junction and therefore will not in itself be sporadic.

- 1.iii). All of the proposed Living 1 zone land is within a 1500m radius of the junction of McMillan Street and SH1, whereas the LX Def zone extends to a 1650m radius.

The proposed Living 1 zoned land is close (all within 850m radius) of the B1 zone centred around SH1. Facilities and services are strung out along the length of the zone and not centred around McMillan Street.

The site will have good connectivity with the rest of Darfield via the proposed road network. Off road links will further enhance pedestrian and cyclist connectivity.

¹ I would be interested to know how the District Wide Strategy will address this.

- 4.i). I had anticipated this situation in my Second Draft Urban Design Report dated 13 September 2009 (see extract below) and would recommend reverting to something of this nature.

4.3.1. Existing B2 area in Cardale Street

It is intended that the industrial uses in this area will in time be replaced with residential development. However, there are 10 allotments in six separate ownerships and it is unlikely that the change in use will occur quickly or comprehensively. Similarly the timing and sequence of development on the land to the south (currently zoned B2) is difficult to predict. Therefore, it is proposed that planting provisions and building setbacks be included in the ODP to cater for the situation where industrial use remains adjacent to residential use, during the transition period. At the Mathias Street entrance to the residential area the road reserve will be 20m wide. Within this reserve, planting in a 3m wide landscaping strip along the eastern edge of the industrial area will screen the industrial uses and help create an attractive entrance. The front yard setback of residential properties to the east will provide a further 4m separation distance, making a total gap of at least 24m between industrial activities and residential buildings.

If land to the south of the existing industrial uses in Cardale Street is developed in advance of the land to the north, buffering measures will be needed. A neighbourhood street, with a minimum reserve width of 16 metres is proposed to run parallel to the boundary. Within this a 3m wide landscaping strip, planted with trees and shrubs, adjacent to the boundary is proposed. To the south of the neighbourhood street, residential buildings will be set back a minimum of 4 metres, so that the total space between houses and existing industrial activities will be at least 20 metres.

In order to allow the Cardale Street industrial uses to be phased out, residential development should not proceed on any allotment unless it will have industrial use on no more than one boundary.

Given the recommendations of the Environmental Health Report I would suggest including the following on the ODP/ in the Plan rules:

1. A 2.2m high acoustic fence along the southern boundary of 1 – 15 Cardale Street, with a 3m wide landscaping strip immediately to the south of the fence (to visually screen the acoustic fence). A road (cul-de-sac?) to run adjacent to the landscaping strip.
2. A 3m high acoustic fence along the eastern boundary of Darfield Collision Repair and Lovelady Racing Ltd with a 3m wide landscaping strip immediately to the east of the fence (to visually screen the acoustic fence).
3. Residential use on any allotment currently zoned B2, on the south side of Cardale Street should not proceed unless it will have industrial use on no more than one boundary.

Please contact me if you wish to discuss the above, or need any further elaboration. Please be aware that I haven't seen the final Plan Change documentation

Regards,

Janet