

Selwyn District Plan

**PROPOSED PLAN CHANGE,  
LAND AT BANGOR ROAD, DARFIELD**

**Urban Design Report**

Prepared for: Mrs G.M. Logan

By: Janet Reeves

18 June 2015



# **SELWYN DISTRICT PLAN - PROPOSED PLAN CHANGE, LAND AT BANGOR ROAD, DARFIELD**

## **Urban Design Report**

This report has been prepared to support a Private Plan Change Request for land located at 160 Bangor Road, Darfield. It should be read in conjunction with the Landscape Report prepared by Jeremy Head, Landscape Architect.

### **1. THE PROPOSAL**

This Plan Change request relates to land currently zoned Living 2A (Deferred) between West Coast Road (SH73) and Bangor Road (SH 77), Darfield. The proposal is to remove the deferred status to enable residential development to proceed. Policy B4.3.28 of the Selwyn District Plan (SDP) provides for rural residential development in the Living 2A (Deferred) Zone at Darfield subject to the ability to service all new allotments with a reticulated potable water supply, the incorporation of an Outline Development Plan into the SDP and measures to address reverse sensitivity effects. Appendix 25 of the Selwyn District Plan defines ODP Areas for Darfield. The subject land forms most of the area labelled Area 5.

### **2. THE SITE**

The site is 130 hectares in extent, level, and mainly used for grazing. A homestead, accessed from Bangor Road, is located on the western side of the site, adjacent to which is a large garden area, sheds, outbuildings and woodlots. There are a number of shelter belts both within the site and along the boundaries. A substantial line of coniferous trees runs along much of the Bangor Road frontage. A water race traverses the site from north to south and a second water race follows the south eastern site boundary. The northern boundary skirts around a four hectare block of land which protrudes into the site. This land is owned by the Selwyn District Council and accessed via a track running from West Coast Road along an easement on the subject property. Two wells, a water reservoir and a weather station are located on this parcel of land, which is otherwise used for grazing.

Panoramic views of the foothills of the Southern Alps are afforded from many parts of the site, in a north westerly direction.

### **3. SITE CONTEXT**

The site is located on the north west side of Darfield and is within 1200 metres of Darfield town centre at its closest point. Darfield High School is close by in Bangor Road, Trinity

Church and Darfield Primary School are between the site and the town centre and Darfield Domain is located to the east of the site across SH73.

Immediately adjoining the site to the west and north west are a number of lifestyle blocks. Each is approximately 4 hectares in extent and most of the blocks contain a large dwelling. These properties gain access from Clintons Road, apart from one which fronts onto and gains access, from Bangor Road. To the north are large landholdings in rural use. SH73 forms the eastern boundary to the site, on the eastern side of it is the Midland Railway Line. Horndon Street runs in an easterly direction from SH73. To the north of it is a forestry plantation. All of the land to the west and north and the plantation is zoned Outer Plains. In this zone the minimum subdivision size is 20 hectares.

South of Horndon Street is an area which has been subdivided in the past decade for residential purposes. Most of the lots now contain houses and range in size from 3000m<sup>2</sup> to 7400m<sup>2</sup>. South of this is the extensive Darfield Domain.

Adjacent to the south eastern boundary are 3 lots also zoned L2A (Def). These are also part of the Area 5 ODP area. The largest of these sites is a 9 hectare lifestyle block, adjacent to SH73 which contains a substantial house and garden close to its northern corner. The other two lots front onto SH77 and are 4 hectares in extent, the easternmost one is developed with a substantial property and mature garden, the other is bare land. Also to the south east is Cridges Road which runs from SH73 in a westerly direction. A number of residential properties are located in Cridges Road on lots varying in size from 2000m<sup>2</sup> to 2 hectares. This land is zoned Living 2, which provides for a minimum section size of 5000m<sup>2</sup>.

On the south side of the subject site, across Bangor Road is residential zoned land. Most of it is zoned Living 2A1, which is subdivided into 2 hectare allotments. Seven lots have direct access from SH77. Piako Drive runs in a southerly direction from a point opposite the eastern end of the Bangor Road frontage of the subject site. This is a residential subdivision zoned L2, with 5000m<sup>2</sup> - 7000m<sup>2</sup> allotments. A pedestrian cyclist link runs from the southern end of Piako Drive through to Stott Drive.

#### **4. THE OUTLINE DEVELOPMENT PLAN**

Policy B 4.3.28 of the Selwyn District Plan provides for future rural residential lots in this Living 2A (Deferred) zone at Darfield to a minimum average area of one hectare. This policy also explains the purpose of the ODP, which is to ensure the provision of through roading patterns where necessary; prevent frontage access for properties to state highways and manage the location and number of new access roads; staging of development for provision of services; and cycle/pedestrian links and reserves; and to address reverse sensitivity issues.

The Outline Development Plan has been designed to meet these requirements and to ensure that new development takes advantage of the existing features and opportunities presented by the site and is well integrated with its wider context. Further guidance as to

the content of the ODP has been provided through consultation with Selwyn District Council, New Zealand Transport Agency and adjoining land owners. The ODP follows urban design best practice as set out in the Selwyn District Council Subdivision Design Guide 2009 and the New Zealand Urban Design Protocol 2005.

#### **4.1. Land included within the ODP**

All of the land included within the ODP is within the applicant's ownership. Provision has been made in the roading layout for future access to the remaining 3 parcels of land zoned L2A (Deferred) and part of Area 5, so that they can be integrated into the subdivision at a later stage, should the owners seek to do so.

#### **4.2. Road access**

Primary road access to the site is to be from Bangor Road. In order to provide for a through road, access will also be needed from West Coast Road. NZTA have advised that they are not supportive of a road access from the land subject to this Plan Change. Instead they would prefer any road connection to be nearer to the Darfield township, i.e. from the 9 hectare block described above. This land is outside the applicants control, but provision has been made in the ODP for the internal road network to connect to it, so that access to West Coast Road can be realised in the future.

#### **4.3. Neighbourhood Character**

The ODP has been designed with the intention of setting up a framework for developing a new neighbourhood of Darfield. In order to foster a sense of place advantage has been taken of the existing features of the site, i.e. the water races, shelter belts, existing homestead, garden and woodlot and the view of the foothills in structuring the layout. The ODP is designed to continue the grain of the existing shelterbelts and watercourses in the future development form.

#### **4.4. Roding layout and stormwater management**

As the main movement of residents will be towards Darfield a primary access point on Bangor Road close to the eastern boundary of the site is desirable. Locating it opposite Piako Drive provides the potential for a roundabout, which will serve both as a signal of the entrance to Darfield and as a traffic calming device, although the type and details of the junction will be determined at subdivision stage. Locating the access here also allows advantage to be taken of the existing north south water course as a structuring device. The entrance road is aligned to run into the site alongside the water race. If a stormwater management area is required then it can be located at this entrance, to form a point of difference for this subdivision. It would provide an open approach, signaling that this is a spacious subdivision. The entrance road alignment is such that views will be afforded along its length to the foothills beyond.

The spine road branches in the centre of the site to service the rest of the neighbourhood. The eastern branch provides a loop road and the western branch is aligned to focus on the homestead and its garden and then connect back to Bangor Road.

The intention is for the road network to provide an informal rural feel to the neighbourhood, with roads that lead from the spine roads being narrower and more sinuous in alignment.

#### **4.5. Road connections**

The proposed roading layout allows for road connections to adjoining properties, namely a connection from the entrance road to the L2A (Def) land immediately to the east and a connection from the eastern loop road to the L2A (Def) land to the south east. These access points are shown in a position which accords with the practical development of these lots. The first of these two accesses could connect through to Cridges Road if desirable.

#### **4.6. Pedestrian and cyclist movement**

The internal road layout is designed as two loops so that pedestrians have a walking circuit. An off-road pedestrian/cyclist path is intended alongside the waterway adjacent to the entrance road. A pedestrian/footpath link is shown to West Coast Road opposite Horndon Street. This will enable residents to walk or cycle between the residential areas and provide a short cut to the Darfield Domain. The alignment of the entrance road opposite Piako Road allows for the new neighbourhood to integrate with residential development to the south and enables pedestrians and cyclists to continue through to Stott Drive. Thus walking and cycling both within the development and around the wider neighbourhood is encouraged for new residents. Furthermore, the development of this site enables a link to be formed through the site between Piako Drive and Horndon Street to create an extension of the network and a greater choice of routes for existing Darfield residents.

#### **4.7. Distribution of density**

With lots at a minimum average area of one hectare, a maximum of 125 lots can be accommodated on the site. It is intended that a variety of lot sizes is provided to give future home owners a choice and to avoid a regimented and monotonous urban form. The existing homestead, its garden and the woodlot to the north could be retained on one large lot. If so, they will become a feature and an orientating element of the new neighbourhood.

Smaller lots are generally located closer to the Darfield town centre, i.e. adjacent to Bangor Road and the south eastern site boundary. This is to support the traditional pattern of rural settlements, such as Darfield, decreasing in density towards their outskirts. However, due to the density requirement being an average, it will be possible for some smaller lots to be interspersed with larger ones elsewhere in the development. This will enable a more varied development form as well as greater choice for prospective residents.

Larger lots are to be located along the West Coast Road frontage. This is to avoid undue exposure to traffic noise both through reducing the number of lots adjacent to the road and enabling the properties to be well set back from the road. Larger lots are also located along the rural boundary to the north, this will minimise the potential for reverse

sensitivity to rural activities and enable views from the internal road network out towards the foothills between residential properties.

#### **4.8. Interfaces**

The site has interfaces with two State Highways. There will be no direct access onto West Coast Road (SH 73) however, it is not desirable for the new neighbourhood to turn its back on the road with high fences as this would create an unattractive approach to Darfield. To ensure a good interface and at the same time provide a baffle to traffic noise the ODP shows a hedgerow along the length of the road boundary. This will create an attractive and consistent edge. Buildings will also be required to be set back 20 metres from this frontage, but it is anticipated that owners will choose to build somewhat further back.

The trees along Bangor Road are to be removed due to issues relating to shading of the road causing icing in winter, maintenance costs and the concealment of entrances. The ODP allows for properties to either have direct frontage access onto Bangor Road or be accessed from an internal road, whichever is deemed to be most appropriate, taking into account existing property accesses and any change to the speed limit. In either case buildings will be required to be set back at least 20 metres from Bangor Road.

Along the south eastern boundary of the site the interface is with other residential zoned land, which may be more intensively developed in the future. It is the intention to retain the water race along this boundary.

On the western and north western boundaries of the site new residential properties will interface with existing lifestyle blocks. Although the new lots will be smaller there will not be an abrupt change in density and the number of immediate new neighbours each existing lifestyle block will have will be limited. It is likely that new properties will be built towards the eastern sides of their lots to have a western outlook and limit the extent of driveways, and therefore will be some distance from existing properties. Some screening between existing and proposed properties could be provided through the retention of the existing shelterbelt. This is likely to be enhanced through new boundary and garden planting by the new owners.

No special treatment is intended for the northern boundary since the lots will be large and therefore a largely open interface between the rural and residential land uses will result. Some boundary planting can be expected, but owners may well wish to restrict the amount of on-site screening in order to enjoy the views to the north.

The buildings associated with the water wells, particularly the large concrete reservoir, are not attractive and are highly visible in the flat landscape viewed both from the site and from the north. The introduction of some screening by the Selwyn District Council around the edge of their land would help mitigate the adverse visual impact. The ODP has also been designed to minimise the visual impact of the plant by aligning spine roads so that they do not have a view towards it and ensuring that the number of lots abutting the site of the water plant is kept to a minimum.

## **5. CONCLUSION**

The subject land presents an opportunity to provide an attractive new neighbourhood of Darfield, with its own identity and a choice of lot sizes. It is capable of being well connected to the rest of the Darfield township, with road and pedestrian/cyclist links. A range of community and commercial facilities is available close by.

The ODP takes advantage of the existing site features and views of the foothills. It includes measures to ensure that new development is sensitive to its surrounding context and establishes a robust framework for subsequent high quality subdivision design.