

Appendix 2: Urban Design Statement



ODP/DEV-PR3 | RESIDENTIAL DEVELOPMENT PROPOSAL
TRICES ROAD PREBBLETON
URBAN DESIGN STATEMENT 9 / 11 / 2020 | FINAL

report by

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Document Status	Final
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Date	9 November 2020

Introduction

This Design Statement has been prepared for the Trices Road Rezoning Group's private plan change application (the Application) to the operative Selwyn District Plan (the 'operative Plan').

On 4 September 2020, the Selwyn District Council notified their proposed Selwyn District Plan (the 'proposed Plan') for public submissions. Therefore, in addition to an assessment against the relevant aspects of the operative Plan, we have also addressed the proposed Plan in respect of the zone references and the Outline Development Plans ('ODPs'), known as Development Areas in the proposed Plan

The purpose of the Application is to enable the residential development of approximately 28 ha of land ('the Site') on the southern edge of Prebbleton and bounded by Trices, Birchs and Hamptons Roads. The preferred relief seeks Land closest to Birchs Road (2.8 ha) to be zoned Living 3, and the balance land (25.9 ha) to be zoned Living Z. The corresponding relief proposed under the proposed plan is included throughout this statement, and is as follows:

- Living Z/General Residential Zone ('GRZ'); and
- Living 3/Large Lot Residential Zone ('LLRZ').

The Application includes a proposed Outline Development Plan ('ODP (DEV-PR3)') to guide and ensure an integrated approach to residential development, including provision of appropriate road linkages to the existing urban area and possible future urban areas to the east of the Site. The DEV-PR3, is based on a design concept that focuses on movement, connectivity, and residential amenity.

An indicative subdivision layout plan ('the design concept') has also been developed to enable us to confirm and test the proposed Living Z and Living 3 requirements, and the required development density (requirement for a minimum of 12hh/ha).

Background

In preparing the ODP (DEV-PR3), the design concept, and this urban design statement, we consulted several statutory and non-statutory documents. Urban design related reference materials were also consulted, including, but not limited to:

- Our Space 2018-2048;
- Prebbleton Structure Plan 2010;
- Selwyn Rural Residential Strategy 2014;
- Operative Selwyn District Plan
- Proposed Selwyn District Plan; and
- New Zealand Urban Design Protocol 2005
- Selwyn District Fencing Guide
- Selwyn District Subdivision Guide and Medium Density Development Guide

Wider context

Prebbleton Township

Prebbleton is a fully established township in its own right with a fast-growing population supported by a small town centre and some established businesses and community services, including a recently established supermarket as well as a primary school. Its distinctive small town character coupled with the proximity to Christchurch, Rolleston and Lincoln make it a very desirable location to live but in turn it does rely on the well-established connections to these larger centers for commuting to work, as work opportunities, albeit growing, are limited within the township itself.

Prebbleton offers a variety of lifestyle options. It has in the past attracted a range of people from retired farmers to larger families looking for a quieter lifestyle on larger properties with larger outdoor areas, people working in the southern parts of Christchurch looking for an affordable smaller suburban section, or Lincoln University staff looking for a suitable place close to a larger city with all its facilities and still living within close proximity of their workplace. This has resulted in a fairly varied population who have one key element in common – they all appreciate the distinctive character of the small township.

Site Description

The Site measures approx. 28.7 ha across several individual properties (each property ranging between 2ha and 8ha in size).

Typical of the area, the Site is flat with shelterbelts delineating individual properties, or functioning as internal windbreaks. Shelterbelts are of varying heights and densities, and also provide privacy between the properties on narrower land parcels.



fig 1 - Site Aerial

The land primarily contains rural residential lifestyle blocks with a common domestic curtilage around larger individual dwellings. All dwellings are located towards the perimeter of the Site interfacing with Trices, Birchs and Hamptons Roads. Properties feature mostly single storey houses, plus auxiliary buildings such as stand-alone garages, sheds, and other structures associated with rural living.

The Site also features a horse training track and related stables. Several bare paddocks are used for grazing, and there is a small wooded area planted with pine trees.

Current road boundaries are either planted up with rural hedges including some mature trees, or display open style rural fencing, enabling views deeper into the Site. Along Birchs Road, there is long area with layers of established specimen trees and varied undergrowth creating a strong landscaped edge to the road.

Access points to the Site are mostly located off Trices Road; featuring rural style driveways for each individual property, flanked by trees allowing glimpses of the well set back dwellings. There are additional gated entry points onto farm tracks off all surrounding roads, which allow access to the centre of the site.

There are no significant other natural features or waterways within the Site.

Rural Residential Strategy

Urban Form and Growth

The residential strategy 2014 states that :

Prebbleton has a reduced capacity to support an increased population base as it is not an identified Key Activity Centre, with significant growth placing pressure of community infrastructure, services and business areas. Significant growth may also undermine the discrete township amenity that characterises Prebbleton.



fig 2. - Area 8

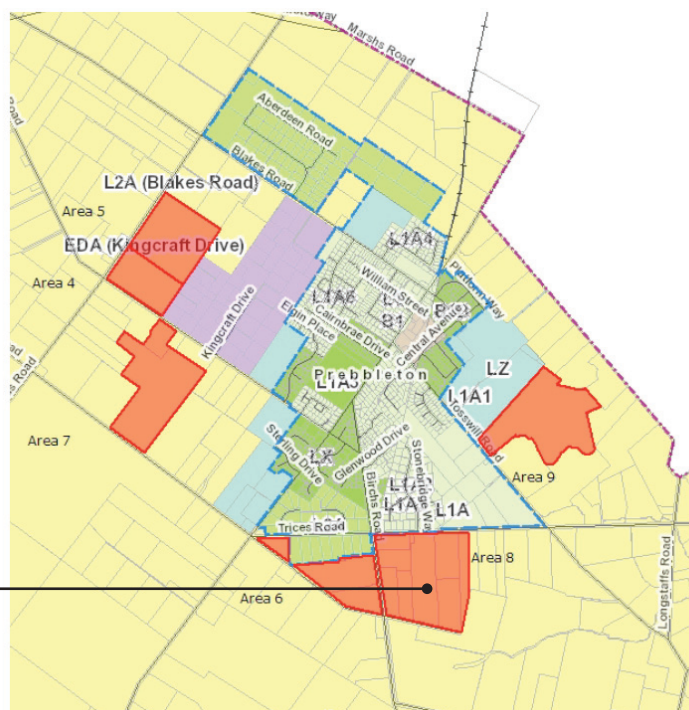


fig 3. - Prebbleton Rural Residential Areas

Area 8 - Rural Residential versus Full Residential

In that context, the Rural Residential Strategy 2014 (the RRS) includes the proposed Site (referred to as Area 8 on figure 2 above) as a future growth area; to be developed as rural residential for the following key reasons (excerpts below are from RURAL RESIDENTIAL STRATEGY Adopted June 2014, page 64 to 68 discussion re. rural residential form, function and character, landscape values, Prebbleton environs study area guidance)

- *The risk of ribbon development occurring along Birchs Road is reduced as Area 8 is located on the northern side of Hamptons Road, which provides a strong boundary to residential or rural residential growth south of Prebbleton.*
- *Area 8 is outside the Township boundary, immediately adjoining a Living zone, and within 1km of the town centre and across Birchs Road from Area 6.*
- *Areas 8 and 9 assist in achieving the long term compact concentric urban form of the Township by assisting to establish a permanent peri-urban edge to Prebbleton north of Hamptons Road and west of Tosswill Road respectively.*
- *Areas 4 to 8 are small contained nodes where appropriate boundary treatments are required to integrate the sites into both the urban and rural environments. There are definitive road boundaries, physical features or established land uses that reduce the potential of on-going urban sprawl, avoid adverse reverse sensitivity effects and the urban form of Prebbleton coalescing with Lincoln to the south and Christchurch City to the north.*
- *Areas 8 and 9 can be economically provided with reticulated water and wastewater.*
- *Areas 8 and 9 are located outside the "Preferred Urban Form" identified on Map 24 of Appendix 2 of this Strategy and has the potential to form part of a permanent peri-urban fringe to Prebbleton.*

Although the key aspects of the growth constraints have not necessarily changed for Prebbleton since the release of the RRS in 2014, some progressive changes have occurred in respect of Area 8

- General growth of the township and demand for housing has continued to grow;
- Areas 4, 5, and 6 have now been developed on a Rural Residential basis, meaning Rural Residential living opportunities in Prebbleton are being provided for;
- The Southern Motorway extension has been completed which has changed the character of the rural area between Prebbleton and Templeton (this is now dissected by the motorway). Potential replacement rural residential areas could be considered here;
- The residential areas north of Trices Road have been further established and continue to grow eastwards;
- As a result of that the Trices Road character is undergoing a transition from a predominantly rural to a mostly residential street; and
- The large recreational reserve to the south of Hamptons Road has been identified with construction planned for 2021

The RRS clearly identifies area 8 as a suitable site for residential development; being a site with the ability to deliver cohesive and integrated urban form to Prebbleton, whilst providing a transitional buffer from Living Z to the Rural zones. This causes Hamptons Road to become the new town boundary, however, the introduction of the large recreational reserve to the south of Hamptons Road, creates a far stronger edge to the town; meaning the transitional buffer (with a gradual reduction in density from north to south) is no longer required.

In considering the large recreational reserve to the south of Area 8, it is most appropriate that any use on Area 8 provides for the vital and active link between the Prebbleton township and the new recreational reserve.

Rural residential character by nature of its low density, rural streetscape and dense, bulk landscaping would not provide the appropriate level of connectivity and public engagement that is required for a public link between the reserve and the township. Road standards and lighting levels within the street would be of a reduced level and the very low density development would not provide sufficient passive surveillance over the public environment.

A full residential zoning such as GRZ/Living Z, will provide a better street character, improve overall amenity, and allow for good passive surveillance over the street. This will also ensure that the correct lighting standards, roading standards, cycleways, and footpath qualities are adequately provided for, something that is imperative in such an important community connection.

It is also important to note that instead of using Birchs road as the main connection between the township and the recreational reserve, Area 8 offers the only opportunity to create strong and direct connection between the township and the reserve (via the Prebbleton Domain and through established residential areas). For the reasons discussed within this section, and in comparison to Birchs Road, this will provide a far safer connection, and a higher amenity for pedestrians and cyclists.

The creation of the reserve, and the need for urban integration and connectivity of this recreational green space with the township, means that a full residential development such as the proposed GRZ/Living Z is a better fit for this area than a rural residential development.

When comparing all areas on the periphery of Prebbleton that have been identified for urban growth and that are still available for development, this area should be the first one to be considered. For the reasons discussed above, and when compared to other sites in Prebbleton, the Site is a logical and preferred location for future urban growth.

The area identified as Area 7 under the RRS (and in figure 3 above) was the only area required to be future proofed for future urban development under the RRS because it was considered to be within the urban growth path for Prebbleton. The land between it, and the current urban boundary (to the east) was not identified for Rural Residential development, as it was the next location for urban growth, filling in a rural wedge in the otherwise concentric form of the township.

Given the new context that the Birchs Road reserve provides, this has changed the 'urban suitability' context for the Trices Road Site. It has now become the most suitable location for Prebbleton to grow into, to close the gap between the township and the reserve.

Proposed Selwyn District Plan

The Proposed Selwyn District Plan includes an urban growth chapter setting out the policies and objectives in relation to urban growth in the district. The chapter's overview sets the tone as follows:

- *The Selwyn District is a desirable place to live, work, and play, which is generating a demand for housing and business opportunities to support the needs of the growing community now and into the future. The Urban Growth chapter assists in meeting these demands by encouraging a consolidated and compact settlement pattern that optimises the use and development of resources. This chapter also assists in ensuring there is enough urban development capacity available to meet the District's housing and business needs while assuring that high quality living and business environments continue to be developed to implement the adopted Development Plans.*

Overlays for Prebbleton clearly identify the proposed ODP/DEV-PR3 development site as a future urban growth area indicating not only that future residential growth is expected in Prebbleton, but also that the Site is considered suitable for that purpose.

To meet the expectation set in the above overview the policies and objectives of the proposed District Plan related to Urban Growth have guided the development of the proposed ODP/DEV-PR3.

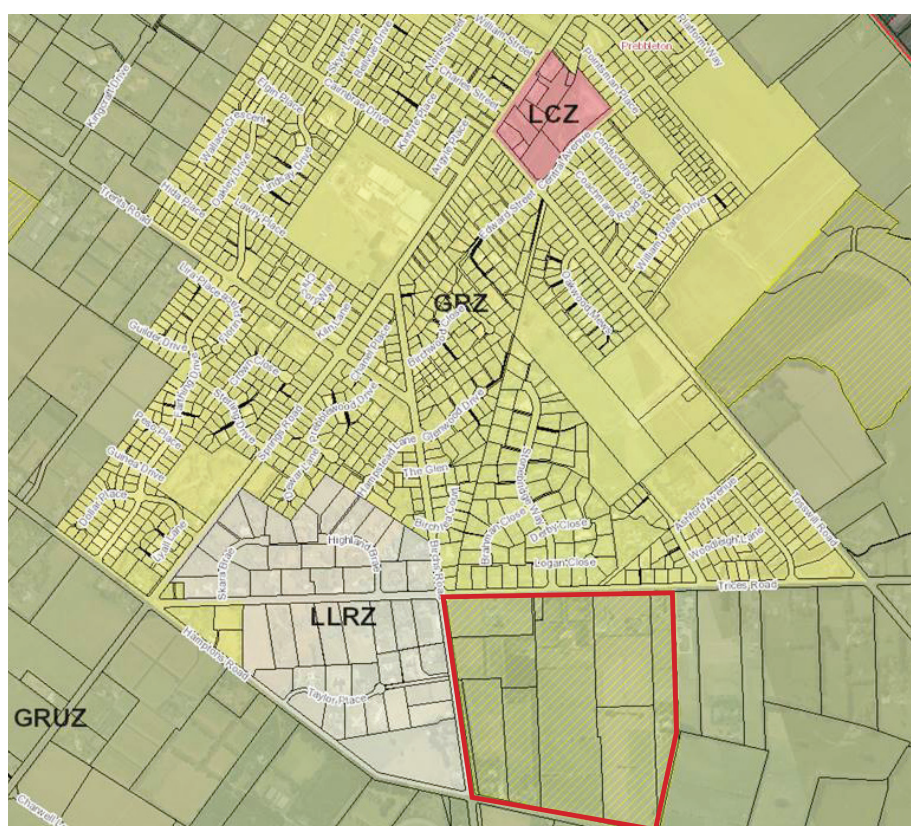
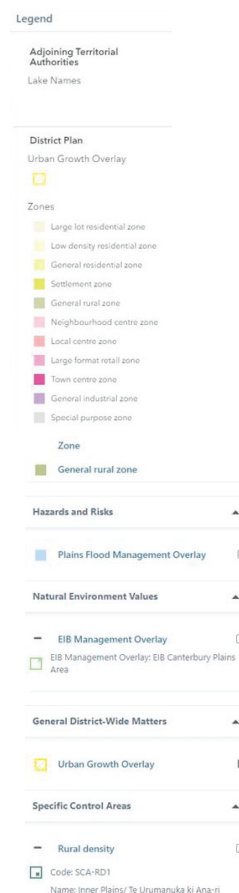


fig 4 - proposed zoning / development areas Prebbleton



Immediate Neighbourhood

North - Residential Neighbourhood Trices Road

Trices Road forms a soft 'transitional' boundary from residential to rural on the southern side of the township with the Site as an underdeveloped block and a connectivity barrier with no linkages between the town centre and the Birchs Road reserve to the south of the Site.

The residential zone to the north displays the residential character typical of Prebbleton with mainly single storey detached residential dwellings on a variety of sites ranging from the suburban average 600m² site to the larger 2000m² to 3000m² peri-urban sites.

On the opposite side of Trices Road, lies the Site with 7 dwellings of varying sizes accessing off Trices Road. Here the houses are well set back from the road and mostly hidden behind rural hedges and landscaped gardens with glimpses into the Site via long driveways.

The streetscape reflects this semi-urban and semi-rural character with a soft berm and open style fencing to the southern side and a standard residential road edge treatment with kerb, footpaths and regularly spaced driveways to the north.

West - Birchs Road

To the west of the Site is Birchs Road, a key road connection between Lincoln and Prebbleton, and the main connection from the Site to the town centre of Prebbleton. It features a separate dedicated cycle and pedestrian path (the Rail Trail), on the eastern side of the carriage way. The Rail Trail is a well-used recreational and commuting cycle route from Prebbleton, through Lincoln, further on to the old rail connection via Taitapu and Motukarara, and finally ending in Little River (Banks Peninsula).

The Rail Trail officially starts in Hornby, Christchurch, but due to ongoing works, not all sections are stand-alone cycle ways yet. Once this is fully completed, it will offer an alternative commuting mode to the car.

Prebbleton also benefits from the only direct bus link between the Christchurch City centre, the Lincoln township centre, and the University. This route runs right directly along the edge of the Site; along Birchs Road.

The development opposite the Site along the Birchs Road edge, consists of both larger residential lots (average 5000m²) in proximity to Trices Road, and rural land further south towards Hamptons Road (including an electricity substation).

Approximately halfway along the Site boundary on Birchs Road, there is an entry gateway into Prebbleton. This has been placed with a traffic calming centre island narrowing the carriage way and enabling a safe crossing point for cyclists and pedestrians from the residential development across Birchs Road onto the Rail Trail.

East - Rural Neighbour

To the east of the Site, two rural properties share a boundary with the Site. One along Trices Road is a narrow strip of land, being a rural lifestyle block with a large dwelling and established curtilage, including a pool, a tennis court, and other auxiliary buildings occupying approx. 50% of the land. The remainder of the adjoining property is left as open bare land.

The other rural neighbour to the east, is a working farm with a single dwelling surrounded by open pastoral land. This site is accessed via Hamptons Road. It displays the typical rural characteristics of the area, being a generally open rural landscape intersected by shelterbelts.

South - Hamptons Road and Reserve

As mentioned earlier, the area to the south of the Site and along Hamptons Road, has been identified as a future reserve to service all of Prebbleton and will contain recreational and community services and activities. The reserve is planned to have community sports fields and associated parking and service facilities, such as public changing rooms, toilets, clubrooms and storage and associated carparking. The existing drainage channel will be transformed into a naturalised waterway with native extensive revegetation.

A small pocket of rural land to the southeast of Hamptons Road (sandwiched between the Site and the new reserve) remains in private ownership. Due to the limited size, this 'left-over ' portion of rural land will not be suitable for extensive farming activities and no reverse sensitivities are expected to occur given that there will be a 20m road reserve separating the Site.



fig 5 - BIRCHS ROAD PARK - Draft Concept Plan (SDC)

ODP/DEV-PR3

The Site covered by ODP/DEV-PR3 is located on the southern periphery of the town and offers the unique opportunity to create a high amenity link between the town and the new Birchs Road recreational reserve. This will not only consolidate the overall urban form of Prebbleton, but also reinforce a stronger natural green southern boundary to the township.

DEV-PR3 - Prebbleton 3 Development Area

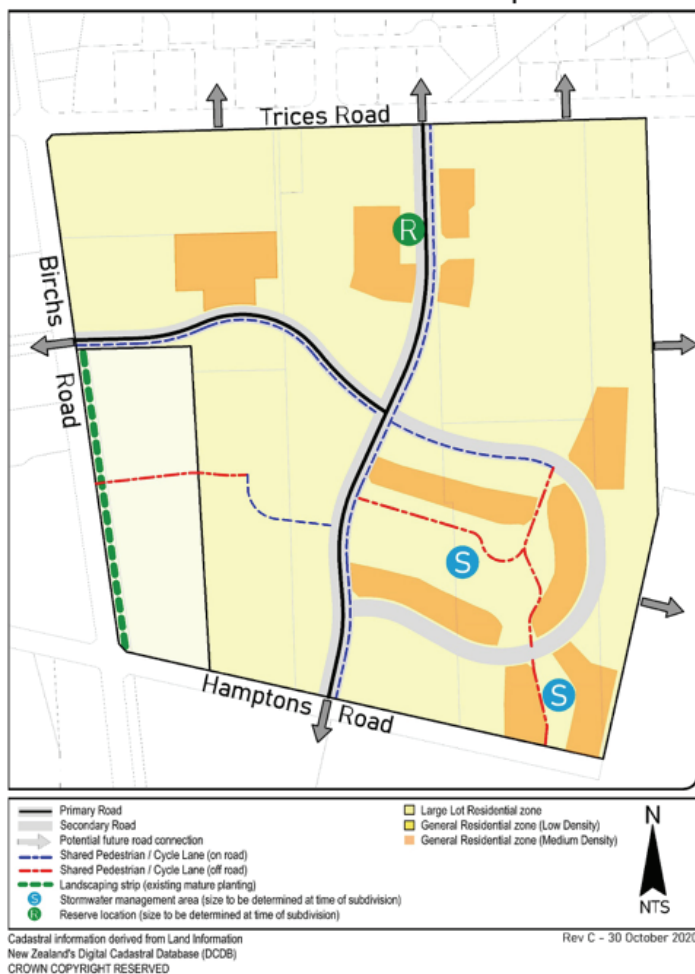


fig 6 - ODP under the OPERATIVE DISTRICT PLAN

DEV-PR3 - Prebbleton 3 Development Area

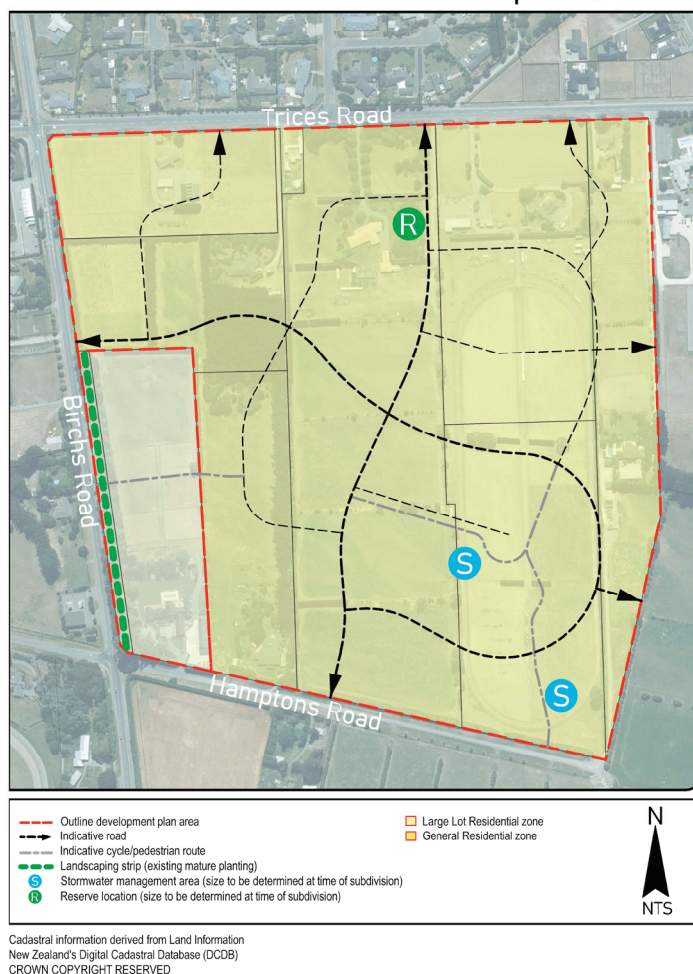


fig 7 - DEV / PR3 under the PROPOSED DISTRICT PLAN

Indicative Concept

Key Design Drivers

- Provides a key link between Prebbleton Domain to the north, and the Birchs Road reserve to the south, by logically connecting these key destinations and making them easily and safely accessible for the community including by walking and cycling
- Creates strong connections with the immediate neighbourhood by providing a cohesive, interconnected roading layout that picks up direct links to the neighbourhood on Trices and Birchs Road and carries them through the Site
- Creates a high amenity and diverse residential neighborhood, by providing a large variety of lot sizes in various locations throughout the site (GRZ and LLRZ) with interfaces to roads, reserves, and rural environments
- Respects and builds on the local identity and character of Prebbleton, by retaining specific vegetation features from the Site and enabling views to the Port Hills anchoring the development into the wider landscape
- Preserves existing landscape features by creating a neighbourhood reserve around a group of well-established trees
- Integrates existing rural residential dwellings with larger domestic curtilage into the GRZ character of the proposed development, and enables their established gardens to enhance the amenity of the surrounding streets and adjacent sites

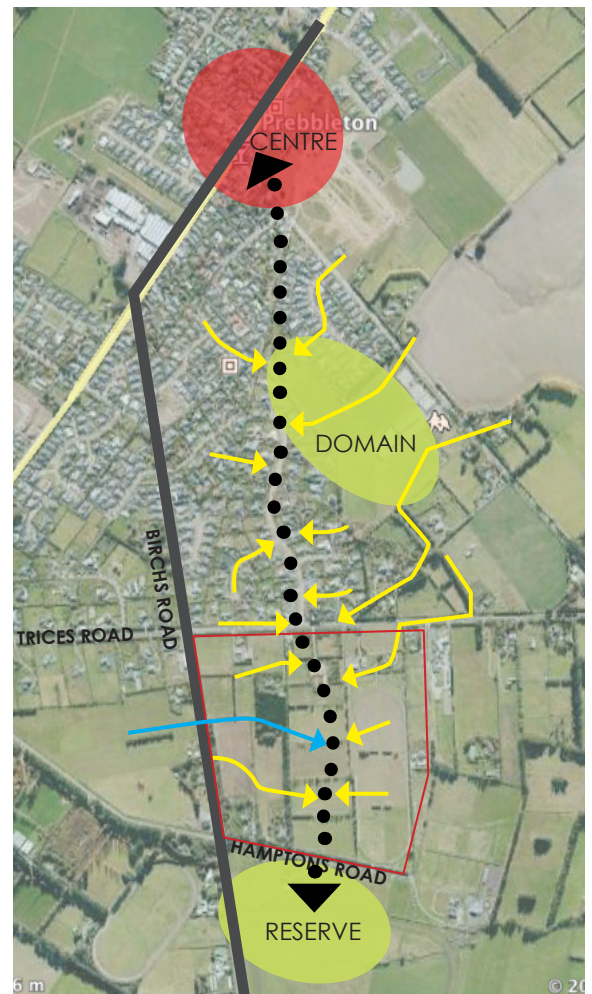


fig 8 - Key Link between town centre - domain - reserve

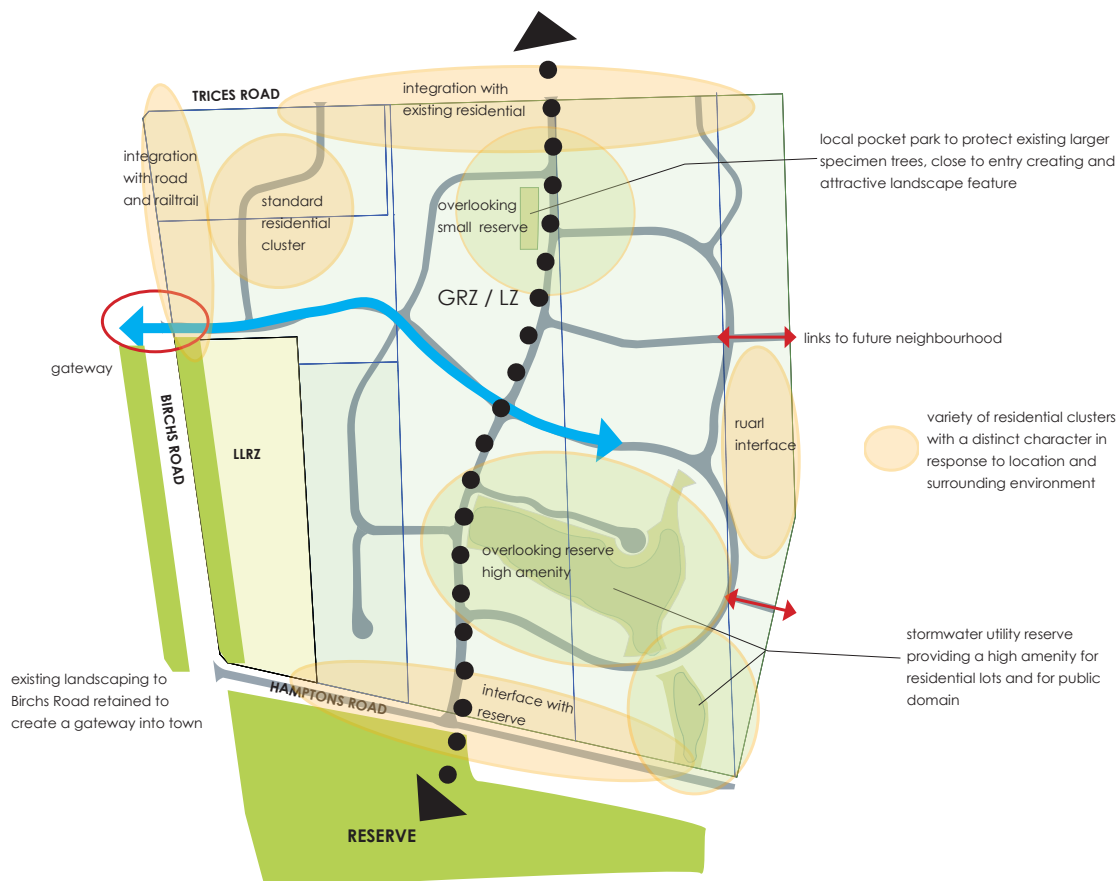


fig 9 - Design Concept

Movement and Connectivity with a Focus on Pedestrian and Cycle Amenity

Hierarchy of Movement Corridors

The proposed arrangement of movement corridors as defined by the ODP/DEV-PR3 primarily ensure the proposed future development is:

- integrated with the surrounding context;
- anticipates future connection as required; and
- provides appropriate internal connectivity within the ODP/DEV-PR3 area.

The ODP/DEV-PR3 includes the key roads that are vital to achieve the desired connectivity and has the opportunity to include a variety of additional local roads and accessways at the detailed subdivision design stage. A clear hierarchy of movement corridors assists with legibility in an area; particularly important in a flat terrain such as the Site where there is very little topographic features to aid wayfinding, apart from the views to the Port Hills.

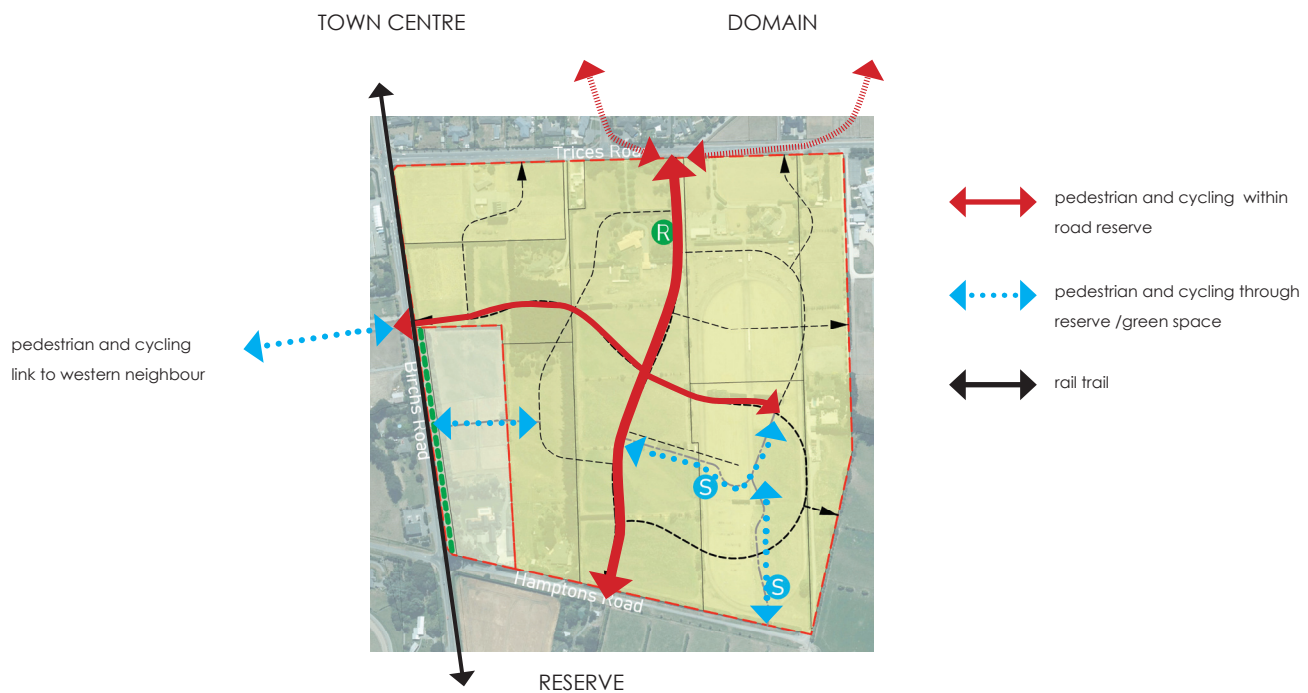


fig 10 - Movement / Connectivity diagram

Movement corridors (both vehicular, cycle and pedestrian) connecting existing and proposed areas are imperative, and careful consideration has been given to the location and type of these connections.

The connection of the proposed development with the residential areas to the north and east across Trices and Birchs Roads, is essential to the creation of an integrated and cohesive community, and to link the development to the wider Prebbleton community.

The ODP/DEV-PR3 places a main entry point on both key roads (Trices Road and Birchs Road) to create an even access and distribution to, from, and through the Site. A third key entry is located on Hamptons Road to complete the all-important north- south link through the site, and to the Birchs Road reserve at the south.

This overarching road layout demonstrates the key connectivity throughout the Site and integrates the new residential development into the existing neighbourhood and wider Prebbleton development pattern along established movement corridors. It will provide the primary routes into and from the Site, and functions as key distributor within the ODP/DEV-PR3 area. The transport layout also provides a separately dedicated shared cycle and pedestrian path to allow a safe and enjoyable journey through the new residential areas and to the sporting and recreational facilities intended for the reserve.

Further connectivity within the ODP/DEV-PR3 area, and to immediate neighbours is provided through additional local roads (to be confirmed at detail subdivision stage) and pedestrian and cycle paths, providing linkage to all desirable destinations such as the neighbourhood park and the large utility reserve.

These roads will provide safe on-street cycle ways and footpaths to complete the pedestrian and cycle friendly environment.

The ODP/DEV-PR3 retains flexibility with regard to additional local roads and has the opportunity to either locate local roads around the perimeter of the reserves, have private lots directly adjoin reserves where suitable, or use shared access ways with extensive opportunity for landscaping to create a high amenity and passive surveillance over these public spaces.

The distance to the town centre is approx. 1.5 km for the Trices or Birchs Roads access part of the Site and 2.25km for the southern part of the Site. This is well within as a 10 to 20 minute walking distance. Safe pedestrian and cycle connections to key destinations in Prebbleton such as the town center, the school, and the domain are easily accessible and available via both the existing road network in the residential development to the north of Trices Road, and the Rail Trail on Birchs Road. Whilst Birchs Road is the key link to the town center, other important linkages have been integrated into the Site, and new linkages are offered to potential new developments to the east to create a well-connected network.

Prioritizing Walking and Cycling

All internal roads and non-vehicular links provide a safe environment and a high amenity to encourage the adoption of walking and cycling for the majority of trips both within the neighbourhood and further afield.

The benefits of high amenity cycle and walking infrastructure are well documented with regard to better physical and mental health, reducing emissions and energy use and general improved community social integration. The following best practice design principles have informed the pedestrian and cycling strategy for the ODP/DEV-PR3

- Create direct routes along desire lines to key destinations, to existing and future adjacent neighbourhoods and use local 'shortcuts' for pedestrian and cycle movement where possible
- Create safe pedestrian and cycle routes in particular for school children and elderly with passive surveillance over public pathways from adjacent activities - 'eyes on the street'
- Avoid conflict between transport modes by catering for different users and creating slow traffic environments where cycle routes are sharing the road
- Create visually interesting streetscapes to encourage walking and cycling

The proposed connections to Birchs Road will give easy access to the existing public transport route between Lincoln and Christchurch, providing a good alternative to the commuting by car.

Block Layout

The subdivision design, which underpins the ODP/DEV-PR3 adopts north-south orientated blocks where practical. The north-south orientation, exhibits best urban design practice by maximising solar access for dwellings and minimising the number of sections serviced via the north; where private outdoor space and property access would be in conflict. This principle must however, must be balanced with other requirements and restrictions such as lot geometry, minimizing road intersections on collector roads, keeping blocks to an appropriate walkable size, and making efficient use of the available land itself. Where lots are both serviced from the north and on corner sites, the lot size and lot geometry has been adapted to uphold both the privacy and road setback requirements.

Block perimeters are kept as small as practicable to aid permeability. This creates a higher amenity to the public and allows for acceptable distances to encourage pedestrian movement. To meet the operative Plan and proposed Plan standard the average perimeter length of a block does not exceed 800m, with 1000m being the maximum perimeter for a single block.

Placemaking, community and neighbourhood identity around green spaces

Green spaces

Two public open spaces are included in the ODP/DEV-PR3 in order to add amenity to the neighbourhood, provide relief from more compact residential clusters, and provide residents with the opportunity for recreation.

The local pocket park has been 'placed over' a group of established specimen trees to provide long-term protection and to create a small reserve in the northern portion of the site. This reserve site lies in close proximity to existing dwellings, and close to the main entry of the Site, therefore, contributing to an attractive entry into the development.

This northern green space has the opportunity to function as the 'green gateway' into the Site and offers a 'spatial break' and casual meeting place for the community.

The stormwater management areas in the south of the Site create similar focal points, albeit much larger in scale. Here the green spaces function as a local park for the neighbourhood and a break in the built environment to balance out the more built up environment of medium density parcels in close proximity. Walkways will be routed through these green spaces, providing access to the reserve for the neighbourhood. This promotes social interaction between a diverse range of residents and creates a hub for the local community.

Whilst the exact and final size of these green spaces/stormwater management areas will be determined at the time of subdivision, it is anticipated that the stormwater reserves will be between approximately 0.25ha and 1.35 ha. Their main purpose will be a utility reserve, however the ephemeral nature of these means that they are dry the majority of the year and can double up as temporary recreational space. The 'pocketpark' will be substantially smaller (around 900m²) and will be distinctly different to the stormwater reserves, in that it will feature established trees and more of a park-like appearance. Both will be able to accommodate a variety of active and passive recreational opportunities along with landscaping.

The location of the reserves is such that all residents within the ODP/DEV-PR3 area are able to access open space with a 400m walking radius or less. To provide easy access and adequate passive surveillance, all reserves have a minimum of two road frontages.

Lifestyle Choice and Wellbeing

The Proposed Selwyn District Plan promotes diversity with respect to residential development, thereby improving choice, variety, and affordability.

A range of section sizes and housing typologies is required to provide future residents with choice and variety. It promotes a mixed community, reflective of the varied New Zealand population that has a varied demographic spread. This approach creates a stronger socio and economic diversity, along with a range of price points for future residents, including more affordable options.

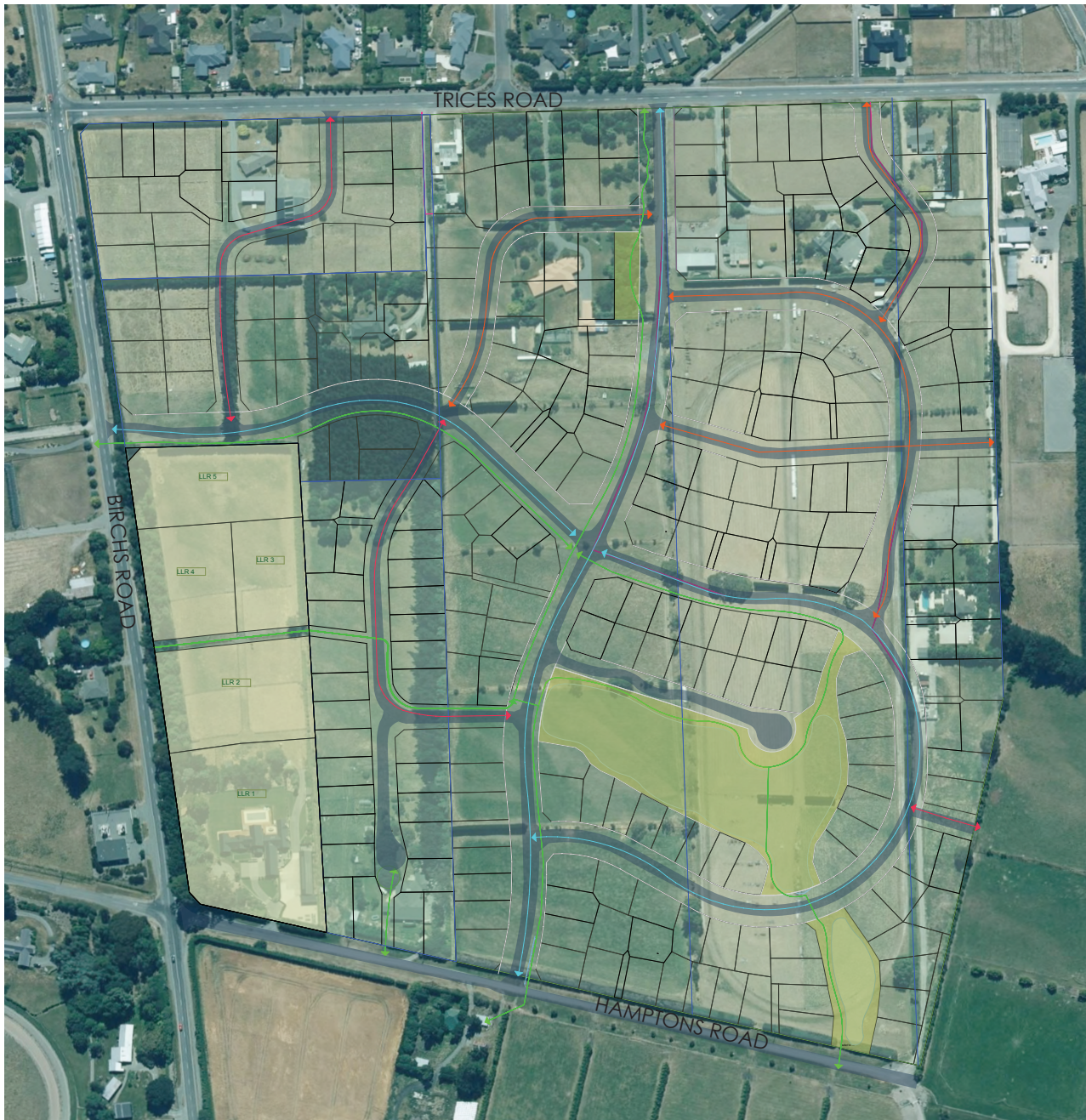


fig 11 - Indicative layout over aerial

General Residential Zone (Minimum 500m² / minimum average 650m²)

The ODP/DEV-PR3 proposes a GRZ/Living Z zoning for the majority of the site. This zone provides the appropriate density, coupled with bulk and location rules to achieve the desired 12hh/ha which is the most appropriate density zoning to best integrate the new development into the surrounding existing and future residential environment. It will achieve a cohesive built environment.

The key elements that organise the site are the roading pattern and the utility reserves. When combined with the retention of selected trees, some existing dwellings, and the underlying geometry of the Site, we have been able to form a natural structure for the placement of lots. The result is a layout with a diversity in lot sizes from 500m² to 800m²+. The lots vary in orientation and location and offer a wide range of options that will result in diverse architectural design responses throughout the development. In a new development of this size, it is important to provide opportunities for such variety, to encourage social, economic, and cultural diversity that is reflective of the wider community.



fig 12 - Indicative layout

All road-facing sites have enough width to allow for legible breaks between buildings and allow space for landscaping to front and side yards to soften the visual impact of built environment including fences. This will contribute to the residential street character and the amenity within the public realm. In addition, the proposed road design itself, and the plan provisions in relation to roadside fencing, will create a welcoming residential streetscape.

In preparing the ODP/ DEV-PR3, the proposed suite of GRZ and Living Z rules that guide subdivision design, dwelling design, bulk, and location have been considered with as much care as possible at this conceptual stage. Apart from minor adjustments, the rules are working well, and will guide development to ensure the desired residential character is best achieved.

Rules to consider under the Proposed District Plan

Road side fencing - the plan proposes the following with regard to fencing along road boundaries

GRZ-R6	Fencing
GRZ (excluding SCA-AD2)	<p>Activity Status: PER</p> <p>1. Any fence or freestanding wall</p> <p>Where:</p> <p>within 4m of any road boundary, is a maximum height of 1m.</p> <p>a site shares a boundary with a reserve: there shall be no more than one fence or freestanding wall within 5m of the boundary of the reserve, and the fence or freestanding wall shall be a maximum of: 1m in height if solid; or 1.8m in height where no more than 50% of the length of the reserve boundary of the site has fencing that is less than 50% visually permeable.</p> <p>the site shares a boundary with a reserve: any other fence or freestanding wall, is a maximum height of 1.8m.</p> <p><i>For the purposes of calculating the maximum height under this rule requirement, where a fence is erected atop a retaining wall, the height shall be the combined distance measured vertically from the base of the retaining wall to the top of the fence.</i></p> <p>Activity status when compliance not achieved:</p> <p>2. When compliance any of with GRZ-R6.1. is not achieved: RDIS</p> <p>Matters for discretion:</p> <p>3. The exercise of discretion in relation to GRZ-R6.2. is restricted to the following matters:</p> <p>RESZ-MAT7 Fencing</p>

fig 13 - Proposed District Plan GRZ R 6

The above rule for road boundary is inconsistent with the Selwyn District fencing guide and a change to the current rules when applied to corner sites or sites with two road boundaries. It will be most difficult for north-west and north-east facing corner sites, and may create unwanted side effects such as not being able to screen service areas from view. It also causes problems for sites with shared access /ROW if these are considered 'roads' and the rule applies.

The fencing to reserve boundary rule works in principle but the main fences to reserves are often built by developers to achieve a cohesive look on the actual boundary line and will often be 1m max. in height and visually permeable. This precludes the provision of additional fencing or screening for privacy for individual lots. Large lots may overcome this by having large setbacks from the reserve and the opportunity to erect a secondary screen. But this can be particularly difficult for small sites where there may not always be a setback of 5m from the boundary.

Rules to consider under the Operative District Plan

The Living Z rules that guide subdivision design, dwelling design, bulk, and location, have been considered with as much care as possible throughout the preparation of the ODP/ DEV-PR3. Apart from minor adjustments, the rules are working well, and will guide development to ensure the desired residential character is best achieved.

The fencing rules currently create some anomalies in particular for corner sites where 1.8m high roadside fencing meets the 1m height restriction, or 'drop-down requirement', of the internal boundary fence within a 3m setback from the road. This creates visually awkward results and the actual reasons for the lowering of the fence:

- a high amenity street scape through cutting back fences
- increasing openness and passive surveillance over the street
- good visual splays for driveways

cannot be achieved with this combination of disparaging fencing rules.

It would be better to exempt the affected corner sites from this 'drop-down requirement' and replace it with a requirement to achieve 30% visual permeability where currently 1.8m high road side fencing is permitted on corner sites and for this fencing not to extend past the front façade of the of the house.

Small Site (Medium Density)

Medium density is a key housing typology to achieve housing diversity and can be successfully integrated into the wider housing mix of a GRZ/Living Z in the form of small site or comprehensive developments.

In order to achieve a density of 12 hh/ha within the GRZ/Living Z part of the ODP/ DEV-PR3 area and still provide a diverse range of residential options, it is critical to carefully integrate pockets of increased densities within the standard residential zones area.

These intensified pockets should be co-located with open green spaces, because it is best urban design practice to locate "density around amenity" for the following reasons:

- the open space provides those residents with additional opportunity for outlook;
- the public open space compensates for smaller sections and reduced recreation opportunity within the private environments;
- higher numbers of dwellings around public open space increases levels of active and passive surveillance;
- a more built up environment improves the spatial definition of the open space, better defining its edges; and
- neighbourhood parks provide additional opportunity for on-street parking to support adjacent medium density housing.

Within the ODP/DEV-PR3 area, the most suitable locations for medium density housing are therefore around the small neighbourhood reserve (the 'pocket park' on Trices Road), and adjacent to the large stormwater management reserve where smaller lots can benefit from the borrowed amenity of the adjacent open space.

Whilst "density around amenity" is a key rationale for the location of increased density residential typologies, it is not the only suitable location. Additional locations for medium density housing in smaller clusters occur throughout residential zones, and often in midblock locations around shared access roads, within quiet cul de sacs, or in areas where the geometry of the underlying land creates unique 'left over' pockets, and infill sites suitable for smaller lots.

Varying densities and lot sizes, allow for a better use of the land resource. They aide in wayfinding, legibility of roading hierarchies, and add visual interest to the streetscape.



fig 14 - Suitable Small Site / Medium Density locations

In addition, the requirement to achieve a minimum net density of 12hh/ha in the GRZ/Living Z zones, means it is necessary to include a generous proportion of medium density housing in several smaller clusters throughout the ODP/DEV-PR3. This way, the clusters can be naturally integrated into attractive local street amenity, and create low traffic volumes instead of creating an isolated sub-category of housing in one single location. In general, medium density should not be located next to adjoining existing residential or rural parcels owned by others, or along major roads with higher traffic volumes, such as Birchs Road where larger dwelling setbacks are desirable.

DEV-PR3 does not specifically highlight areas for small site or comprehensive residential developments as these are best identified through the subdivision design process when more accurate and detailed information is available to make better informed decision and assess the suitability of each location. However, the proposed Operative District Plan does as this is a requirement of the Operative District Plan.

Large Lot Residential (minimum 3000m2/ minimum average 5000m2)

Large Lot Residential/Living 3, is proposed along the southern part of the Birchs Road edge to best integrate the existing large dwellings and to protect the well-established landscaped edge that forms a gateway into Prebbleton.

Larger lots in this area will allow for larger dwellings with more generous landscaping and increase the gaps between built forms creating a more spacious overall appearance and a gradual transition into the rural environment. The proposed zoning for the edge also matches the adjacent zoning across Birchs Road and provides continuity of the more spacious and open environment through to Hamptons Road and the reserve to the south.

This zoning approach allows the Site to preserve the existing landscaped and green edge to the south of the township which is a distinct and recognisable feature/ characteristic making the entry to Prebbleton legible when approaching from Lincoln.

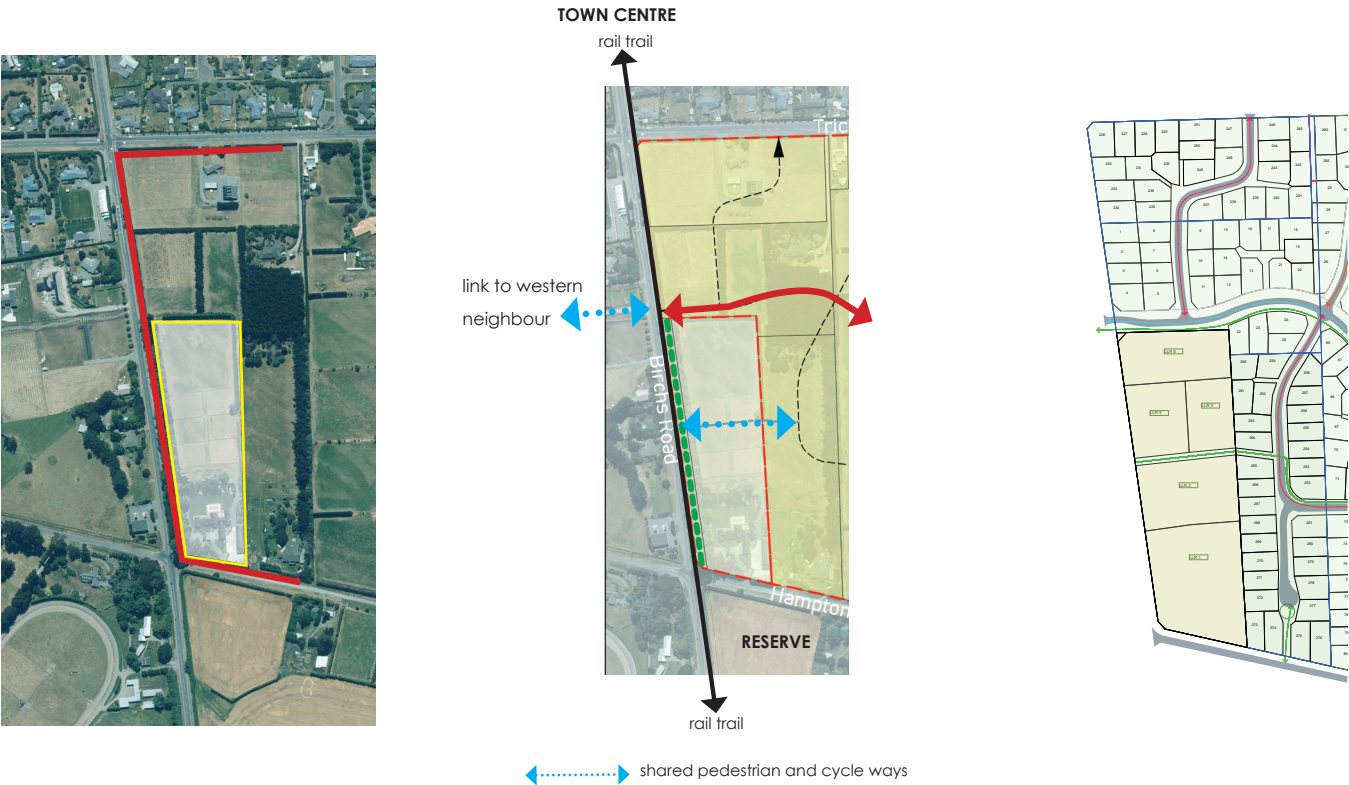


fig 15 - LLRZ area & ODP/ DEV -PR3 & indicative layout

Residential Density along the Eastern Rural Edge

The land to the east currently presents a rural interface with two distinctly different characteristics; it is partially open pastoral in form, but also features an established small lifestyle block. New properties along this boundary should therefore respond accordingly with a mix of standard and larger residential environments with a focus on ensuring properties are deep enough to set new dwellings back from the rural boundary to allow space for strategic on site planting to create privacy screen to the lifestyle block and a vegetation buffer to the open land whilst still maximising the high amenity and rural outlook.

It also has to be taken into account that part or all the land abutting the Site to the east, could well in the future be classified as an urban growth zone and be developed with a similar residential density. For that reason, lot sizes along the eastern edge of the Site, albeit slightly larger than the average lot size, are still within the appropriate range for the underlying GRZ/L Z and two future possible road connections have been provided.

Interfaces

Trices Road

Three road connections are proposed to provide connectivity between neighbourhoods. Each will avoid large gateways or signature entries to strengthen cohesion between the new and existing neighbourhood.

Slightly larger lots have been positioned along the Trices Road boundary in order to:

- allow for north west facing outdoor areas and associated fencing to be set back from road boundary;
- to offer the possibility to retain some of the established specimen trees along the road edge; and
- to better accommodate on-site vehicle manoeuvring reducing the need for vehicles to back out onto Trices Road creating potential traffic safety issues
-

Dwellings address the street with front doors, habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space. This increases levels of real and perceived safety.

The road frontage alongside the development area will be upgraded to an urban standard in line with the existing developed area to the north, with driveways onto properties directly off Trices Road. This ensures the streetscape reads as a dual-sided residential street which will significantly reduce traveling speeds. This upgrade will be undertaken as part of future subdivision.

Birchs Road

Similar to the larger lots along Trices Road, slightly larger lots have been placed along this Birchs Road boundary to allow for north-west facing outdoor areas and associated fencing to be set back from the road boundary and to better accommodate on-site vehicle manoeuvring. It is to be expected that the speed along Birchs Road will reduce as a consequence of the development, allowing for safe and direct access onto properties.

For the northern GRZ/Living Z portion of the Site, dwellings will address the street with front doors, and habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space, and the Rail Trail.

Open style fencing at a maximum of 1.2 metres high is proposed for along the Birchs road boundary, to ensure good visibility over the shared cycle and walk way for vehicles exiting properties and to comply with appropriate visual splay over the Rail Trail.

The road frontage alongside the development area will be upgraded to the appropriate urban standard in both GRZ/Living 2 and LLRZ/Living 3, with the clear distinction that within the houses within the LLRZ/Living 3 zone will be significantly further set back from the road boundary to retain the existing landscaped edge. To still ensure clear visibility onto the Rail Trail and the road when exiting properties, the same fencing controls apply and the existing landscaping will be cleared and maintained to provide appropriate visual splays. Any upgrades will be undertaken as part of future subdivision.

Hamptons Road and Recreational Reserve

Hamptons Road may need to be widened to accommodate for increased traffic and to bring it in line with the required urban road standards. Sections along these boundaries will be accessed directly from Hamptons Road, which will provide a residential street frontage.

The benefits of this include:

- Dwellings address the street with front doors, habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space;
- Dwellings can locate their primary private outdoor spaces to the rear, on the north side of the dwelling to maximize solar access for habitable rooms, ensure privacy, and allow an open and spacious character without the need for privacy fencing along the road interface;
- Dwellings along this boundary can enjoy a rural outlook and sense of address which offers a greater variety of living conditions and character; and
- Larger lots have greater opportunity to accommodate on-site vegetation which will contribute to a greener/softer interface with the and towards the rural environment

Reserve Interface (internal and external)

All interfaces with any reserve are to be of a high amenity suitable for public spaces. Passive surveillance is required over public pathways in the reserve; to achieve this the following measures are proposed:

- Maximum fencing height and fencing type restrictions apply to all reserve interfaces (max 1.2m open style fencing);
- landscaping is to be used to transition buildings into the reserve landscape;
- landscaping is to be used to soften any solid fences visible from public spaces;
- any service areas are to be well screened from public view wither via screening structures or by through landscape measures; and
- dwellings cannot present blank walls or only high level glazing towards the reserve

Rural Edge

Specific fencing controls within the District Plan (supplemented by developer covenants if required) will ensure that the rural edge treatment is consistent and presents a high amenity interface with strategic buffer and privacy planting to mitigate any potential adverse effects from reverse sensitivity.

However, the ODP/DEV-PR3 needs to balance the current interface with the rural environment as well as anticipate that the urban area may extend. It proposes a 'soft landscaped edge treatment' within the individual residential sites rather than a continuous dedicated strip of buffer planting along the entire boundary.

This approach ensures that a future extension of the residential development to the east can be accommodated if required

The GRZ/Living Z zone, allows for a range of lot sizes. The indicative concept plan, shows this flexibility in practice, by placing slightly larger than average lots along this rural edge boundary and therefore providing greater opportunity to accommodate on-site vegetation which will contribute to a greener/softer interface with the adjacent rural environment.

In order to achieve the desired density, 'slightly larger than average' lots may not always be the best solution. If for example, it is anticipated that the adjacent rural land also undergoes change to residential zoning in the future, it may be more appropriate to include lots that are large enough to be further subdivided then. Both techniques are being proposed by ODP/DEV- PR3 where they are most practical.

In addition, a consistent open style rural fence is used as property demarcation towards the rural neighbour to the east. Combined with the more generous planting, this will mitigate any potential reverse sensitivity towards the neighbouring rural activities.

On the eastern boundary of the Site, one neighbour has an established lifestyle block with generous landscaping. This will create a visual screen, and form a screen of privacy between the lifestyle block and the Site, thus maintaining/creating a high amenity outlook for all.

The other rural neighbour is a working farm with open pasture; here the landscaping will provide a buffer and transitional space to avoid reverse sensitivities.

Existing Dwellings

Integration of existing lifestyle blocks into the future development pattern is to be carefully undertaken using a variety of design techniques such as:

- Location of larger properties in proximity to existing dwellings;
- Strategic landscaping and fencing measures; and
- Site specific setbacks if required to be administered through covenants

Not all existing dwellings will necessarily require long term integration, and over time may well be removed and replaced by a group of smaller dwellings on smaller sites. The indicative concept plan takes this into account and provides a finer grain of local roads that will allow future infill /subdivision of these existing dwellings and curtilage from the outset and therefore avoids adding future rear sites wherever possible.

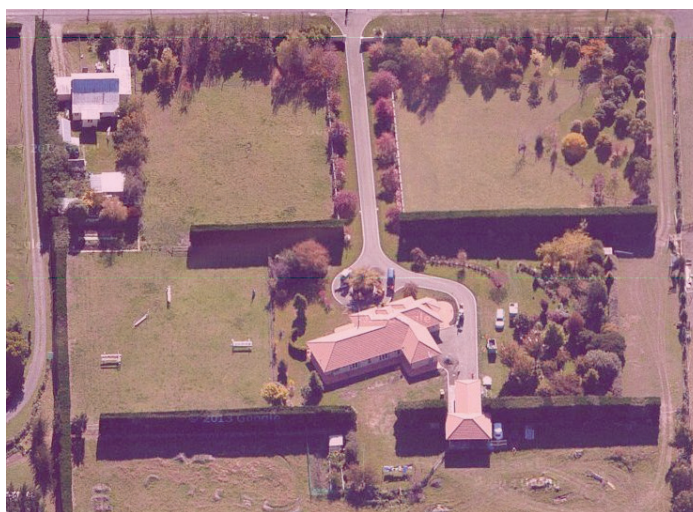


fig 16 - existing dwelling with domestic curtilage