

Appendix 5: Urban Design Statement



BIRCHS ROAD PLAN CHANGE, PREBBLETON FOR BIRCHS VILLAGE LIMITED

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BIRCHS ROAD PLAN CHANGE URBAN DESIGN STATEMENT

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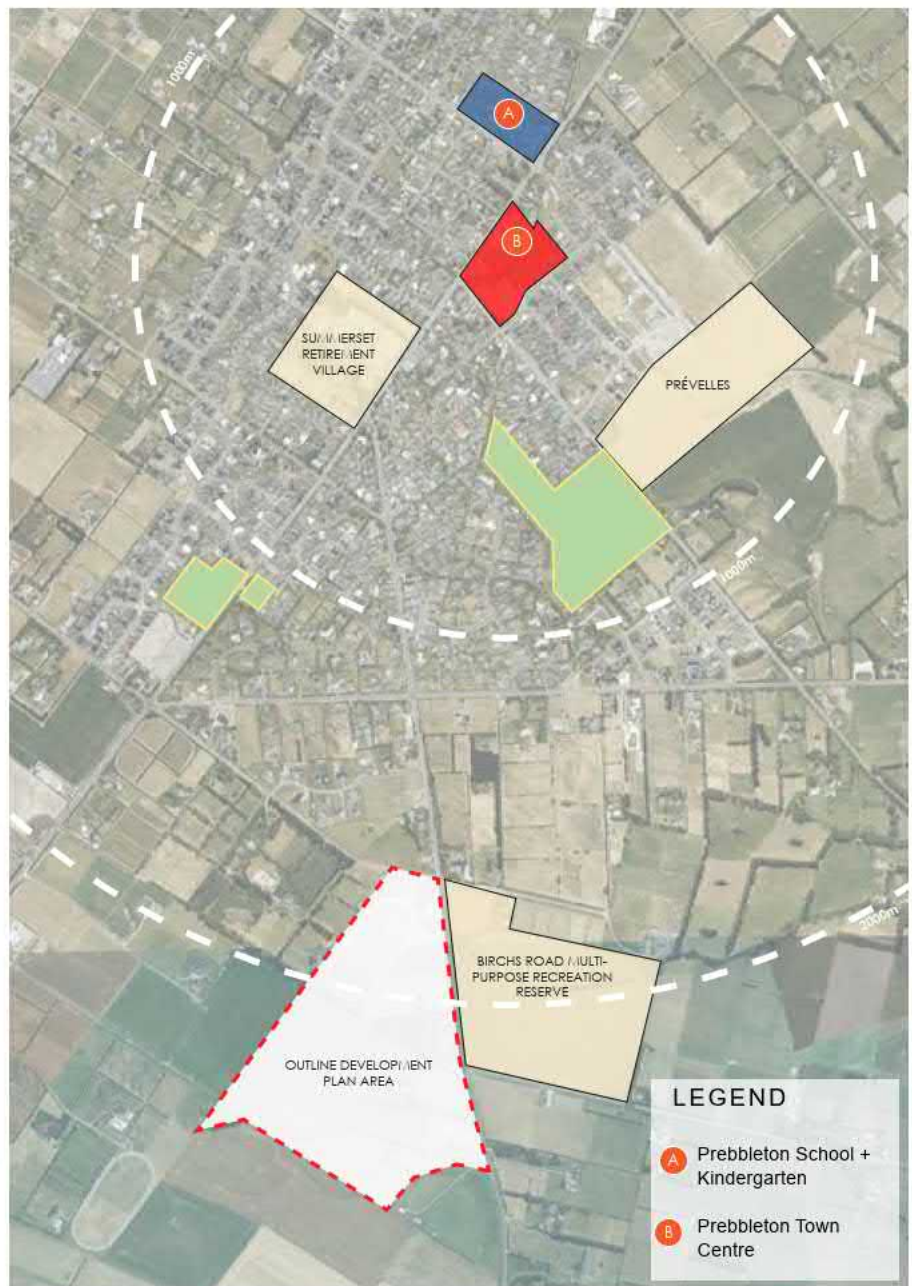
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INTRODUCTION

DCM Urban has been commissioned by Birchs Village Limited to prepare an Urban Design Statement and Outline Development Plan (ODP) for 36.58Ha area on the southern edge of the Prebbleton, immediately adjacent to a proposed Recreation Reserve (at 27 Hamptons Road). Prebbleton has undergone significant growth in the last 15 years due to the relocation of the Meadow Mushrooms and its proximity to Christchurch with a shortage of land for development available. Of the 4 outline development plans in the Operative District Plan, all are completely sold out or developed.



ODP4 - The Prevelles subdivision in northeast Prebbleton is in its final stage of development with all other Prebbleton ODPs built out / complete.



LOCATION MAP (nts)

LOCATION AND CONTEXT

Birchs Village Plan change area is approximately 36.58ha in size immediately to the south of existing urban development in Prebbleton and adjacent to the proposed Birchs Road Park (22hectares)

The site is bound by Hamptons Road to the north and Birchs Road to the east. To the north of the site lies the edge of Prebbleton development, where expansion with a typical suburban character increases the number of dwellings, hard surfaces, and infrastructure present in the landscape. The proposal is located on relatively flat topography, on a site which is typical of rural character within the Canterbury Plains and includes shelterbelt planting, residential dwellings and infrastructure associated with rural activity.

CURRENT PREBBLETON ODP'S GROWTH AREAS

There are 4 Outline Development Plans currently in the Selwyn District Plan for Prebbleton. Each ODP is at a different stage of development with a brief summary below:

ODP AREA 1 BLAKES ROAD

Area 1 is zoned Living Z and includes 13.3ha of land with the intention of achieving a minimum density of 10 households per hectare but uses larger, lower density allotments along edges to integrate with existing rural residential (Living 1A4 and Living 1A6 zones) to the east and south respectively. This area is fully built out.

ODP AREA 2 OAKLEY DRIVE

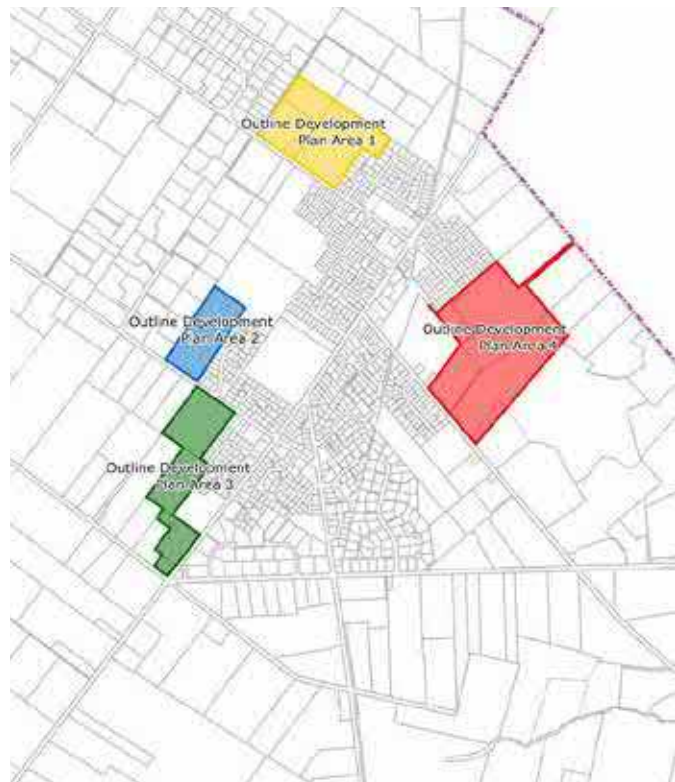
Area 2 is 6.4ha lot which fronts Tents Road. This area is fully built out.

ODP AREA 3 SPRINGS ROAD THROUGH TO TRENTS ROAD

Consisting of Farthing Drive and Nickel Drives as well as the Prebbleton Nature Park, this 15.1ha is fully built out.

ODP AREA 4 TOSSWILL ROAD

The largest of the ODP Areas, at 25.5ha, this ODP is located on the northeastern edge of Prebbleton and is being developed by Suburban Estates. The first releases of 'Prevelles' are sold out with the final stage due to be released at the end of 2021. This final stage consists of 65 sites ranging in area from 500m² to 1,000m² sites on the northern boundary. Prices range from \$290,000 to \$375,000.

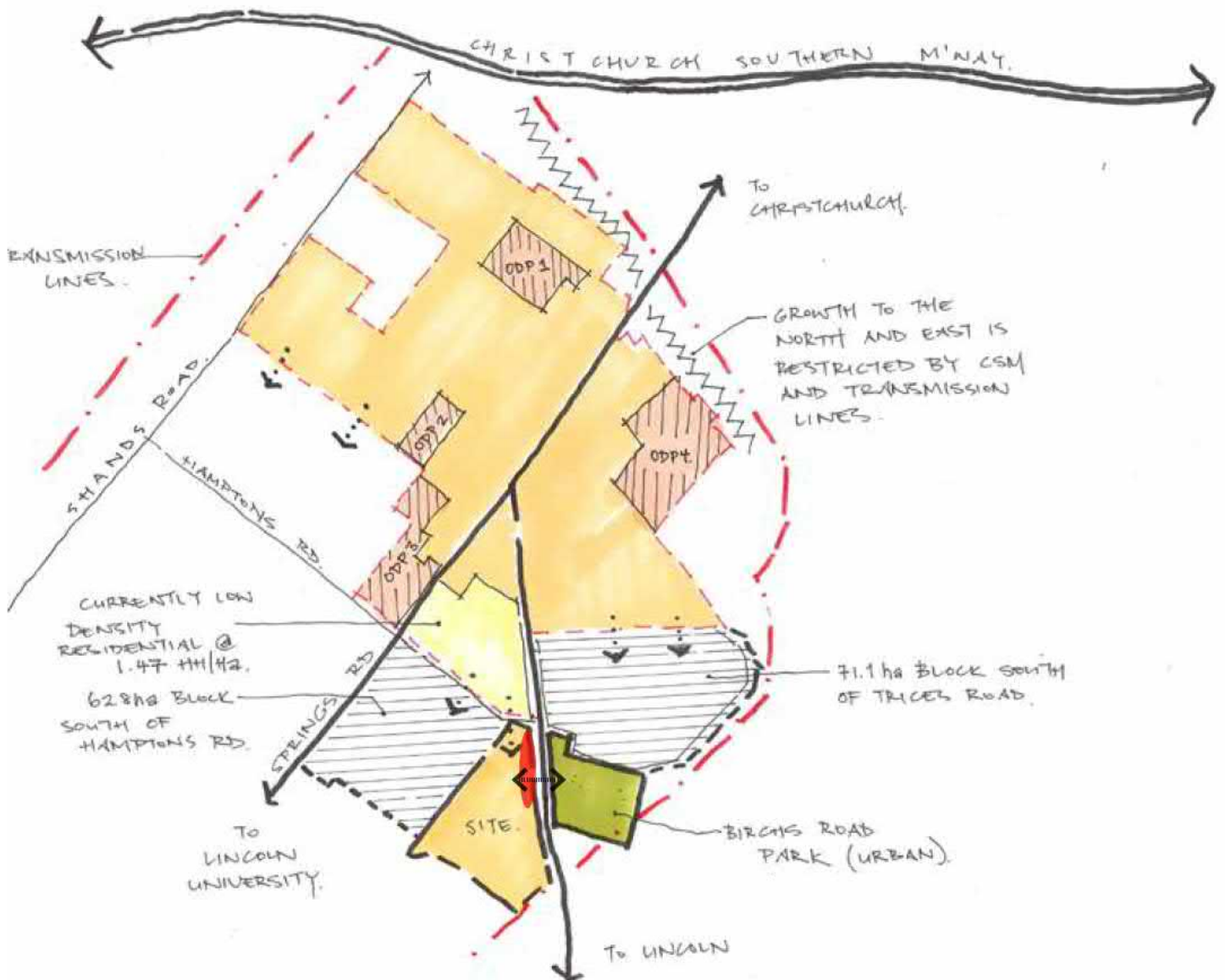


The image above was sourced from the Operative Selwyn District Plan, highlighting the 4 current ODP areas in Prebbleton. The majority of these ODP's are either built out or under construction. phase. (source: eplan.selwyn.govt.nz)

PROPOSED PREBBLETON ODP - GROWTH AREAS

There are several constraints which prevent Prebbleton expanding to either the west, north or east with the area to the south being the most logical extension to the town, to provide more housing with a high level of amenity and high level of connectivity. Prebbleton's extension to the south is reinforced by the Council's development of Birchs Road Park, a 22ha sports and recreation reserve, considered to be an urban activity providing significant amenity for local residents.

The sketch below shows how it is envisaged Prebbleton will grow to accommodate future residents. With a high level of connectivity, development to the south will support the new urban park on Birchs Road. The intention would be to develop at a density greater than 16 households per hectare as a minimum with a high level of internal connectivity. This is to avoid the development of large lot residential lots on long cul-de-sacs which provide limited ability for future intensification. We have assessed the development under two scenarios, being Enabled Development or Realistic Scenario with the total number of dwellings ranging from 527 to 1,581.

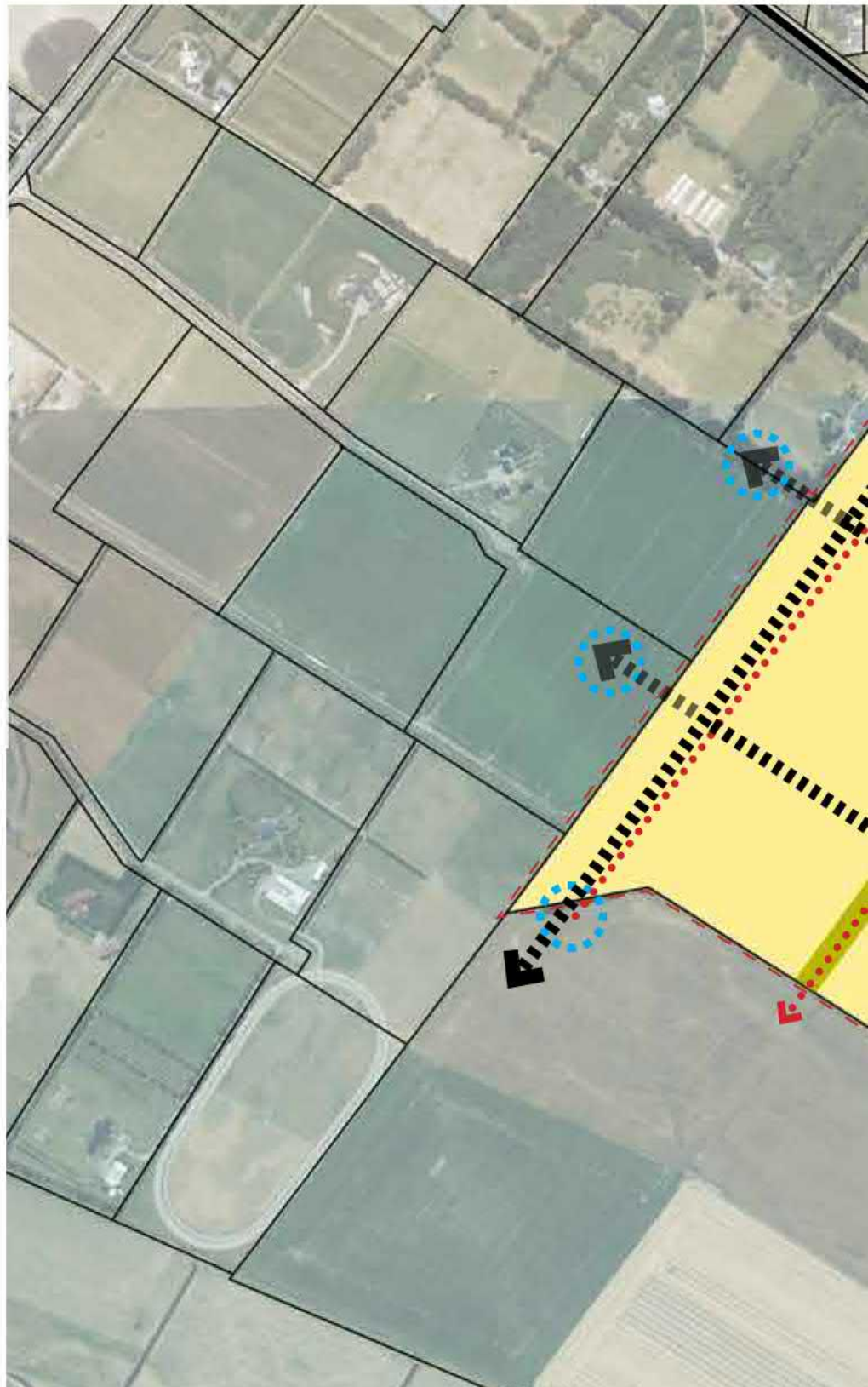


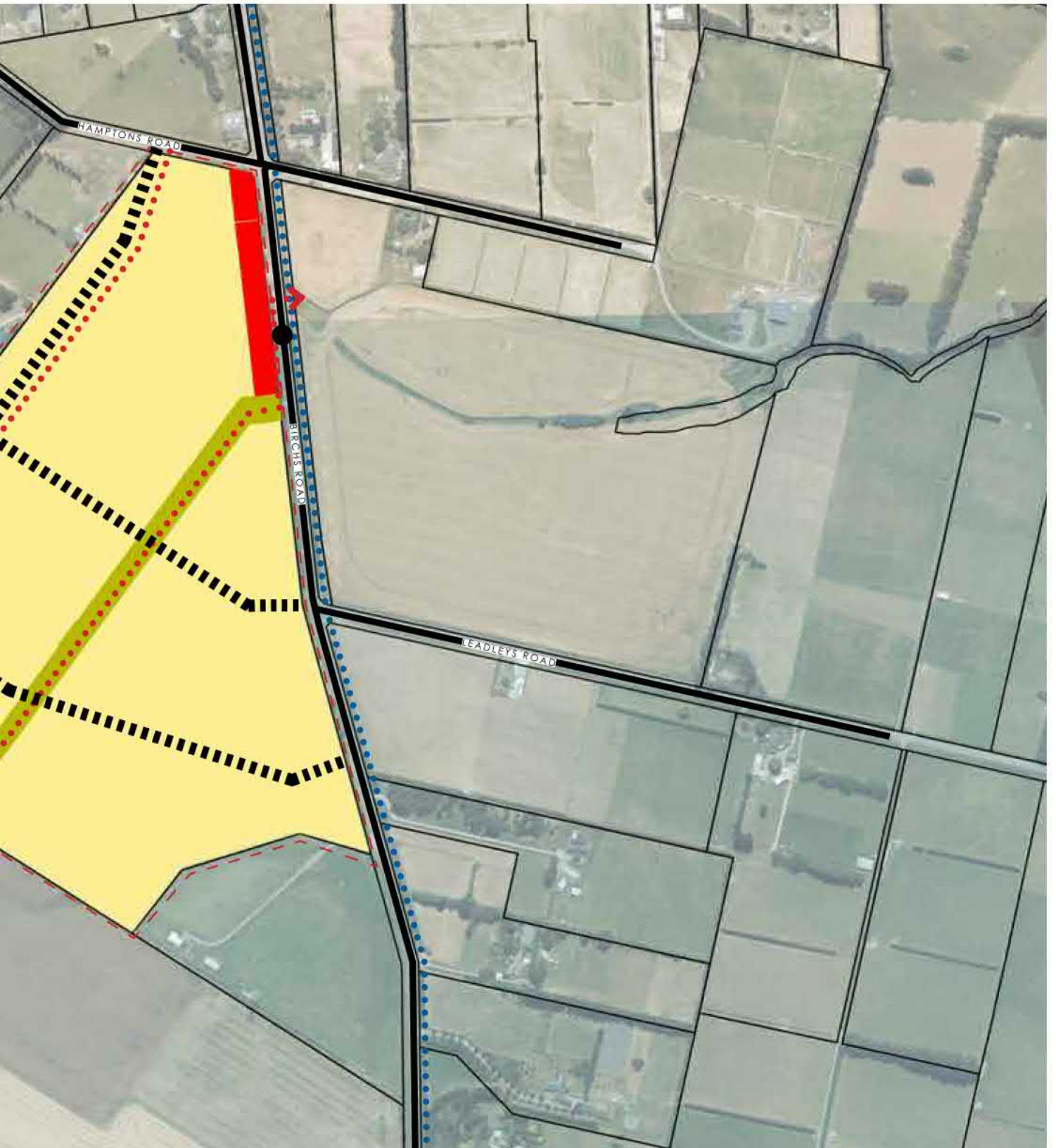
FUTURE GROWTH OF PREBBLETON

OUTLINE DEVELOPMENT PLAN (ODP) - BIRCHS VIL

LEGEND

-  Plan Change Boundary
-  Living Medium Density (Living MD)
-  Business 1
-  Childcare / Community
-  Indicative Primary Road
-  Indicative Pedestrian / Cycle Route
-  Open Space Reserve
-  Future Roding Connection
-  Existing Pedestrian / Cycle Route
-  Bus stop (Existing)





LANDUSE AND DENSITY

(CONTEXT, CHARACTER, CHOICE)

The ODP area is designed to achieve a minimum net density of 15 households per hectare with higher density residential units located adjacent to key open spaces, commercial and community amenities, and green corridors. The aim is to create diversity and variety of housing typology without compromising lifestyle. The provision of smaller residential lot sizes are recognised as an important method to reduce sale prices and meet the demands of a greater proportion of the community, particularly first home buyers seeking a warm, energy efficient home that meets modern lifestyle needs. The density provides for a mix of dwelling types and lot sizes to cater to a wide range of the residential market. It allows for people of different ages and incomes to mix and create a diverse community, as well as for people to move within the development as their needs change.

Under the proposed Living MD Prebbleton zone, the following scenarios have been assessed:

- **Enabled development:** an upper limit of approximately 856 residential allotments is enabled, based on a minimum net allotment size of 400 m². The proposed Living MD zone also enables up to three residential units per site (as a permitted activity), which if the application site were developed to the full potential of the zoning, could equate to approximately 2,568 residential units. These estimates, while enabled by the proposed zoning, are considered fanciful and highly unlikely to occur in the short, medium or even long term.
- **Realistic development:** a realistic yield of 527 allotments (each with one residential unit) which equates to an average allotment size of 650 m². It is feasible to consider that there could be up to three residential units per site (as a permitted activity), which could equate to 1,581 residential units. The resultant density under the realistic scenario is between 15 and 46 households per hectare. A minimum net density of 15 households/hectare is proposed in the ODP.


The proposed Outline Development Plan states requirements for supporting assessments for infrastructure (water and sewer) and transport networks at the time of subdivision (when consent will be required as a controlled activity), to ensure infrastructure is adequately provided for and upgraded, if required.

The Business 1 zone allows for the development of a small neighbourhood centre which will service future residents as well as reserve visitors. At just under 8,000m² in area it will allow for the development of a small number of retail tenancies with a total ground floor area of 600m² surface carparking, internal amenity spaces and a childcare with a footprint of approximately 500m².


KEY ASPECTS

- Diversity of house size and lot size to provide choice
- Provision of higher density with higher amenity areas
- Connecting with and supporting Birchs Road Park
- Commercial area to support local residents and reserve visitors


LEGEND

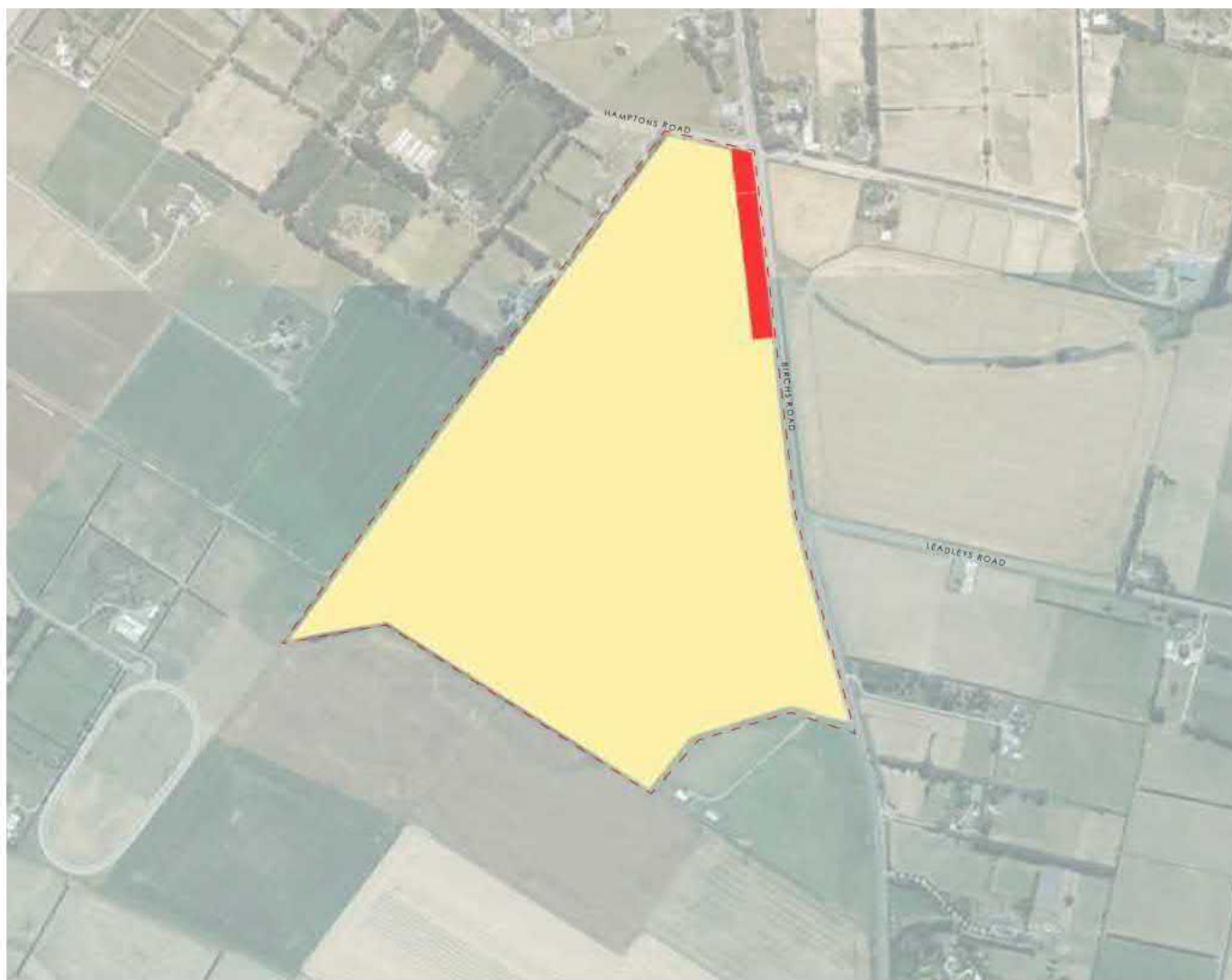
 Outline Development Plan Area

LIVING MD

 Residential - Medium Density

BUSINESS 1

 Business 1 Zone including childcare



LANDUSE AND DENSITY MAP (nts)



MOVEMENT AND CONNECTIVITY

(CHOICE, CONNECTIONS, CUSTODIANSHIP AND COLLABORATION)

Walkability and connectivity are key principles of the ODP with a hierarchy of street types and connections provided throughout the area. The aim of the movement network is to provide a range of modal options for residents, to reduce car-dependency for short local trips while recognising private vehicle use is necessary for longer trips. The ODP encourages connectivity using primary and secondary routes running through the area from north to south and east to west, with a future primary connection from Hamptons and Birchs Road. The primary roads will include a 2.5m wide minimum shared path separate from the main carriageway, and is likely to function as a collector road. The development of housing in this location would be developed to minimise interruption to pedestrian/cycle/vehicle movements by encouraging the use of consolidated vehicle crossings or laneways depending on the adjoining typology. Both primary and secondary routes will provide pedestrian and cycle facilities on both sides of the road, street trees and parking.

Smaller tertiary streets (not shown) or local/neighbourhood streets will ideally run north-south to create a highly connected and permeable neighbourhood. These roads are not shown to allow future design flexibility at the final subdivision stage. The design of the local streets will encourage slow vehicle movements combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street. The layout of the blocks will have a predominantly north-south orientation where possible to maximise solar gain into rear yards (outdoor living spaces) of all properties.

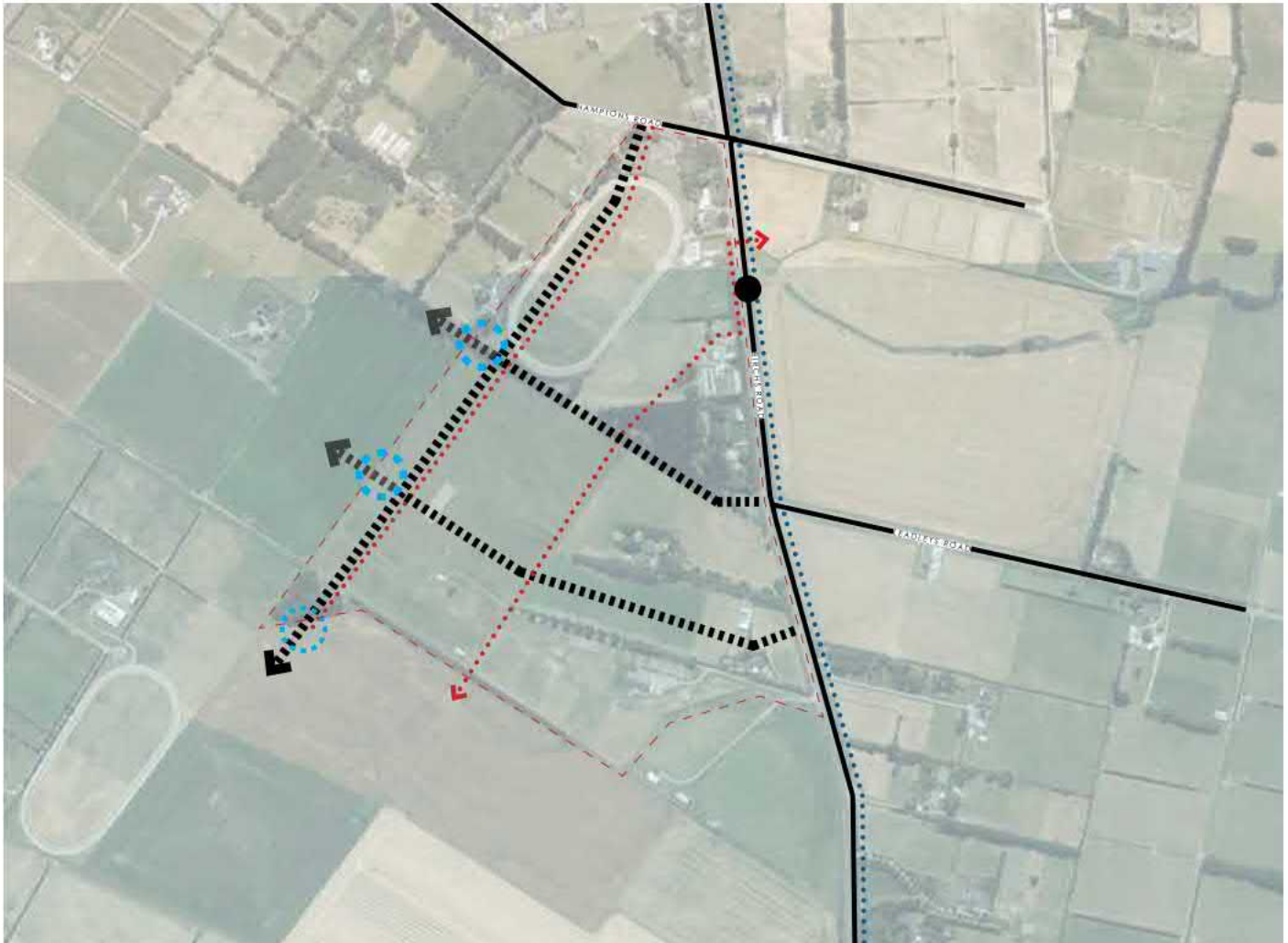
Supporting the road network, off road pedestrian and cycle paths connect through to Birchs Road Park and the Lincoln-Prebbleton cycleway.

KEY ASPECTS

- Street hierarchy providing different modal allocation
- A well-connected network which combines with the green / blue network and existing facilities connecting to key destinations (school, childcare, town centre)
- A high level of legibility created through street hierarchy
- Prioritising walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes
- Direct vehicle access onto Birchs Road for individual properties should be avoided if possible
- Streets with a high level of amenity

LEGEND

-  Outline Development Plan Area
-  Indicative Pedestrian / Cycle Route
-  Future Rooding Connection
-  Indicative Primary Road
-  Existing Pedestrian / Cycle Route
-  Bus Stop (Existing)



MOVEMENT AND CONNECTIVITY MAP (nts)

Providing for a variety of different modal options over a well connected movement network provides future residents with choice



GREEN AND BLUE NETWORK

(Choice, Connections, Custodianship and Collaboration)

The Green network corridor is designed to provide a green strip running through the Plan Change area to Birchs Road Park, providing amenity to a large number of future residents. The network also combines with the movement network to provide shared off-road facilities connecting through to the park and the Lincoln-Prebbleton cycleway.

The green central strip provides the majority of residents being within a 5minute walk, or 400m radius of the Birchs Road Park. It is likely the sizes of the reserves will range between 3,000m² and 6,000m² with the exact size and position of these reserve being determined at the time of subdivision. These reserves will be 'tied' to the location of higher density developments, providing amenity for residents on smaller sections.

It is not anticipated that a Sport and Recreation Park (2.5Ha or more) is required within the study area, given the site's close proximity to Birchs Road Park.

KEY ASPECTS

- Integrating green, blue and movement networks to create a high level of connectivity, amenity and active travel options
- Linking to Birchs Road Park
- The blue network will also utilise the green network.

LEGEND

 Outline Development
Plan Area

 Open Space Reserve



GREEN AND BLUE NETWORK MAP (nts)

The ODP connects with existing green spaces to provide a high level of amenity for future residents.



SUMMARY AND CONCLUSIONS

The proposed Birchs Village Plan Change is a natural extension of existing urban development occurring to the north and east. Covering an area of approximately 36.58Ha, the ODP will provide a mix of house and lot sizes in a location which is well served by existing and future amenities whether either the Enabled development or Realistic Development scenario eventuates. A strong green and blue network provides a base for the development, recognising and protecting natural features in the area. The design allows for a variety of densities to be achieved with a connected network of streets, paths and green spaces supported by local amenities.

Many of Prebbleton's ODPs have been developed, or are in the process of being developed creating the need to identify future growth areas for the township over the coming years. The proposed ODP will:

- Provide a diversity of house size and lot size to provide choice
- Locate higher density with higher amenity areas including local shops and a childcare or community facilities
- Create a street hierarchy providing different modal allocation
- Continue a well-connected network which combines with the green / blue network and existing facilities connecting to key destinations (school, childcare, town centre)
- Create a high level of legibility created through street hierarchy
- Prioritise walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes
- Avoid direct vehicle access onto Birchs Road for individual properties
- Create streets with a high level of amenity
- Provide a quantity of greenspace and facilities appropriate for the future population
- Integrating green, blue and movement networks to create a high level of connectivity, amenity and active travel options
- Green and blue networks linking to Birchs Road Park
- The blue network will also utilise the green networks

URBAN DESIGN PRINCIPLES

The design principles that underpin this ODP are in line with the Ministry for the Environment's design guide for urban New Zealand "People Places Spaces" which is endorsed by the 'New Zealand Urban Design Protocol'.

| PRINCIPLE | PURPOSE |
|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Consolidation and dispersal | Density and Landuse To promote higher intensity development around existing or new nodes and lower density on the periphery. This allows local communities, businesses and public transport to be strengthened and resource efficiencies achieved, while reducing environmental impacts on peripheral areas. |
| Integration and connectivity | Movement Networks To promote development that is integrated and connected with its surrounding environment and community This facilitates ease of access, economy of movement and improved social interaction |
| Diversity and adaptability | Variation in typology and lot size To promote choice through the provision of a diverse mix of compatible activities and uses, so built environments can adapt over time. This facilitates the ability to respond efficiently to social, technical and economic changes. |
| Legibility and identity | Strong Green and Blue network To promote environments that are easily understood by their users, and that display a strong local identity and appropriate visual character This facilitates an enhanced usage, enjoyment and pride in local places |
| Environmental responsiveness | Strong Green and Blue Network To promote urban environments that are responsive to natural features, ecosystems, water quality, reduced energy usage and waste production. |