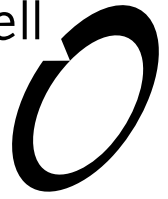


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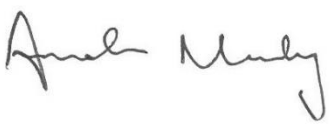

Darfield and Leeston Residential Deferred Zones

Urban Design Assessment
Prepared for Selwyn District Council

30 October 2019



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Cover photograph: Leeston township entry sign from Leeston Road, overlooking the Site on the left, © Boffa Miskell, 2019

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Appendices

Appendix 1: Outline Development Plans

Appendix 2: Data Sources

1.0 Introduction and Scope

1.1 Introduction

Boffa Miskell Limited (BML) have been engaged by Selwyn District Council (SDC) to undertake an Urban Design Assessment to explore the lifting of the residential deferred status of several areas (referred to as the 'Area(s)') in Darfield and Leeston. This includes the preparation of Outline Development Plans (ODP's) for each Area, with these falling within either the 'Low Density Residential Zone' or the 'Large Lot Residential Zone' of the proposed District Plan. The proposed ODP's are included at **Appendix 1**.

The Areas covered by this Assessment include:

- Darfield Areas 1 & 2 – Greendale Road / Creyke Road
- Darfield Area 3 – West Coast Road
- Darfield Area 4 - 4A Cridges Road and 4B Bangor Road
- Darfield Area 5 – Homebush Road
- Leeston Area – Leeston/Dunsandel Road

The basis of the assessment is that the underlying Residential Zone has generally been determined as appropriate, and that the key consideration is how best to coordinate development within each Area.

This Urban Design Assessment will assist SDC with the process of removing the deferred status and will form part of the review of the District Plan.

The ODP's and this Assessment draw on relevant information outlined in the associated Transport Assessment prepared by Stantec, the Landscape Assessment prepared by Rough and Milne, Environmental Health Report prepared by Novo and a Noise Assessment prepared by AES.

1.2 Assessment Methodology

The approach to undertaking this Urban Design Assessment is as follows:

- **Description of Existing Environment and Context** - The existing context for each Area is described in terms of the current land cover, built form and land use. A detailed description of the landscape context and character is set out in the Landscape Assessment prepared by Rough and Milne.
- **Description of the Proposals** - The overall proposal to uplift the deferred zones is described in terms of each Area's location, layout, access, context and movement network, as outlined in the ODP's that have been prepared.
- **Statutory Planning Context** - The planning context sets out the high-level District Plan provisions (Development Standards) and Area Plans relevant to the sites.
- **Urban Design Assessment** – The assessment includes a review of the urban design impacts of the anticipated development outcomes resulting from the proposed ODP layouts. The review is structured around best practice principles (drawing from relevant Urban Design Protocol 7C's principles where relevant), as follows:

- Context (largely covered as part of the site context analysis section of the report);
- Urban form;
- Movement and access; and
- Open space and character.
- **Recommendations and Conclusion:** The recommendations are described to manage the potential urban design impacts associated with the proposal beyond those identified in the proposed District Plan provisions (Development Standards) for the respective Residential zones.

1.3 Site Visit

A site visit was undertaken to all Areas on the 20th of May 2019. The visit was used to appraise the individual characteristics, as well as the wider context, of each Area. A visit to the broader surrounding landscape was undertaken as part of the site visit to better understand the context and gauge the nature of anticipated development in comparable zones and settings. A detailed photographic record of each Area is included in the Landscape Assessment prepared by Rough and Milne.

2.0 Existing Environment and Context

2.1 Darfield

2.1.1 Location of Areas



Figure 1: Darfield Areas

The five Darfield Areas are located on the outer edges of the Darfield township. **Figure 1** sets out the location of each of the Areas.

These areas are either flat rural or rural residential properties with intermittent shelterbelts and waterways. All areas have a view of the Southern Alps which are located to the north of Darfield.

2.1.2 Darfield Areas 1 & 2 – 1 Greendale Road / 2 Creyke Road

Area 1 is located south of the Darfield township. It spans from McLaughlins Road in the west to Telegraph Road in the east with Greendale Road running approximately north / south through middle of the area. The area itself spans across farmland and two rural residential properties within the Darfield Living X Deferred zone. The land surrounding the area is contained within the Living 1 and 2 zones within the operative District Plan.

To the north, the area directly borders farmland leading to residential dwellings and through to the Darfield township. Expansive views to the Southern Alps provide a backdrop. Rural residential properties sit adjacent to the east and west borders of the area along both McLaughlin's Road and Telegraph Road. These property boundaries support the rural context of the area with shelterbelt, landscaped or timber-rail farm-style frontages. Telegraph Road is an arterial and it acts as a key entry point into the Darfield township. This entrance is framed by formal planting which indicates a change in character. At this point there is a transition from rural landscape to the residential area and eventually Darfield township. To the south, rural residential properties and open farmland consisting of intermittent shelter belts and water races border Area 1.

Area 2 is located directly south of a portion of Area 1 and is bound by the Greendale Road in the west, Creyke Road in the south and Telegraph Road in the east. Area 2 itself contains open farmland, intermittent shelterbelts and has vast views of the Southern Alps. Groupings of mature trees are located along the Greendale Road boundary and at the southernmost point of the area defining the intersection where Greendale Road, Creyke Road and Wards Road meet. Rural residential properties sit adjacent to Area 2 along Greendale Road and display high shelter belts and farm-style fencing road frontages.

Creyke Road, south of the area, has a gravel surface and provides access to rural properties Darfield Gun Club which is located on the corner of Creyke Road and Telegraph Road adjacent to the Area 2. Mature trees and a hedge obstruct any views of the gun club from Area 2.

To the east, rural residential properties located adjacent to Area 2 along Telegraph Road are tucked behind dominant shelterbelts and landscaping. As noted in Area 1 Telegraph Road provides a key entry point into the Darfield Township.



Figure 2: Looking north east from Greendale Road



Figure 3: Looking east along Creyke Road

2.1.3 Darfield Area 3 – West Coast Road (State Highway 73)

Area 3 is located east of the Darfield township, along West Coast Road (SH73) in proximity to the main southern entry point from Christchurch City to the Darfield township. Area 3 is bound by the West Coast Road in the north, open farmland to the east and south and Frews Transport yard to the west. The area itself consists of open pasture and two rural residential dwellings that are accessed off West Coast Road. Timber-rail farm-style fencing and vegetation line the West Coast Road boundary. Further north, trees obstruct views of the railway line that runs in parallel with West Coast Road and the light industrial storage area adjacent (the land is zoned rural).

The location of Area 3 fronting SH73 has an impact on the possible future development of the site. Of particular relevance is the ability to access individual development sites and implications on site layout and the nature and extent of setbacks to address residential amenity issues.

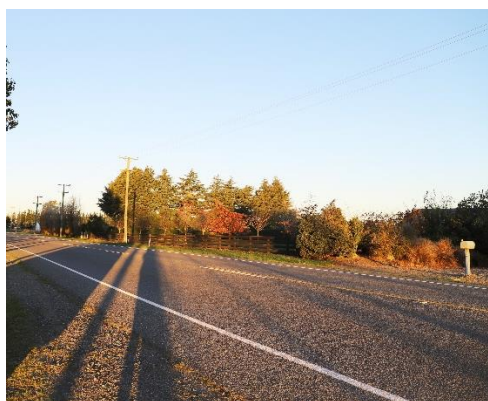


Figure 4: Looking south along West Coast Road (SH73)



Figure 5: Looking north west along West Coast Road (SH73). Arrival into Darfield township.

2.1.4 Darfield Area 4 – 4A Cridges Road / 4B Bangor Road (State Highway 77)

Area 4A is located along West Coast Road (SH77) just north of the Darfield Township. The area is bound by West Coast Road on the east, the Mitchell Bros Sawmill and Cridges Road to the south, and surrounding pastures and residents to the west. This area is currently used for rural residential and open farmland with irregular shelterbelts, with access off both West Coast Road/State Highway 73 (SH73) and Cridges Road. Further to the east, across SH73 and the railway line, are McHugh's Forest Park and Darfield Domain. Darfield High School is located nearby on Bangor Road and consideration of future pedestrian and cycle connections from the site through to the school need to be considered. The main northern entry point into the Darfield Township is located southeast of the area. As with Area 3, the location of the site adjoining the State Highway will have an influence on the development of the site.

Area 4B is located east of Area 4A. It is located along Bangor Road (State Highway 77) but can also be accessed from the end of Cridges Road.



Figure 6: Looking west along Bangor Road



Figure 7: Looking south along West Coast Road (SH73) at Mitchell Bros Sawmill. Arrival into Darfield Township.

2.1.5 Darfield Area 5 – Homebush Road

Area 5 is located to the north of the Darfield township. It is bound by Homebush Road to the north, which has a gravel surface and provides access to rural properties. The Fonterra milk plant is also located to the north of the area but accessed off West Coast Road. Mature trees line Homebush Road within the area and currently obstruct views of the Fonterra buildings.

To the east, Area 5 is bound by Kimberley Road. To the south, land is zoned Living 2 and has been developed with large properties and future provision for access through to Area 5. To the west, Area 5 is bound by McHugh's Forest Park which provides informal pedestrian tracks. Area 5 is near the Darfield tennis club and the Malvern Recreation centre is located a further 200m south. The Area is undeveloped and provides a rural backdrop to residential dwellings.

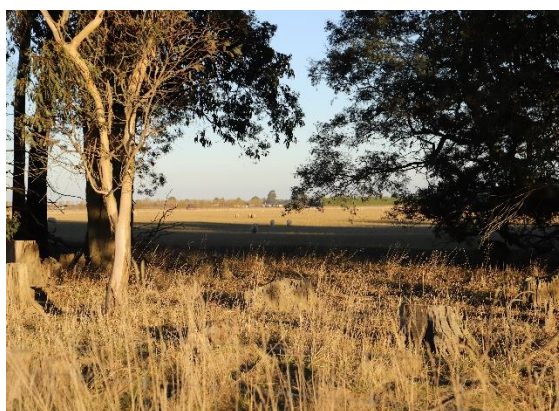


Figure 8: Looking south from Homebush Road



Figure 9: Looking north west from Landsborough Drive

2.2 Leeston Area



Figure 10: Leeston Area

The Leeston area is located on the western edge of the township (see Figure 10). The area surrounding the Leeston area is contained within the Rural (Outer Plains) Zone to the west and the Living 1 Zone to the east within the operative District Plan.

The area is bordered by High Street in the south, with a view of the recently refurbished Catholic Church located on land opposite (see **Figure 11**). The Leeston Area expands over Leeston Dunsandel Road to the north and is bound by open pasture to the west. To the east, it is bordered by Ellesmere College and existing residential dwellings.

Most of the area is undeveloped and has a reasonably flat topography. It provides a rural backdrop to the College and the residents on Spring Place. A single lot that backs onto the Leeston Area from Spring Place is currently undeveloped. A waterway running through the area northwest/ southeast is a defining feature.



Figure 11: Catholic Church on High Street



Figure 12: Open space link from Spring Lane



Figure 13: Arrival into Leeston along Leeston Dunsandel Road



Figure 14: Arrival into Leeston along High Street

The High Street frontage opposite the Area comprises residential dwellings, rural land and the distinctive Catholic church. Buildings are generally setback from the street with a mix of landscaping, parking and low fencing at the street interface. Open views of the church are obtained from the area (**Figure 11**).

Both main road frontages (High Street and Leeston Dunsandel Road) provide access to the township (and the school). Spring Place and Mountain View Place adjacent to the site comprise cul-de-sac's and therefore carry low traffic volumes. There is an existing pedestrian connection from Spring Place to the Area and informal access to the land from the school.

3.0 The Proposal

The deferred zoning of the respective areas in the operative District Plan confirms that the areas have already been identified as appropriate for residential development, but residential use was deferred until either water supply issues in Darfield or flooding issues in Leeston could be resolved and outline development plans (ODPs) were prepared.

In order to support the lifting of the residential deferred status on the five Areas in Darfield and one Area in Leeston, ODP's are required to be developed and included in the District Plan. The purpose of an ODP is to ensure that any adverse impacts from future development are addressed and site-specific guidance is provided in line with what is anticipated in the District Plan.

Therefore, the ODP's focus on the key considerations with respect to enabling an integrated set of plans that respond to the existing context of each township and specific site conditions. Their purpose also extends to promoting coherent design and providing for long term planning.

The proposed ODP's for each Area are included in **Appendix 1** of this report and are considered alongside this assessment and in the formulation of any specific Area recommendations. The proposed layout of each Area has been informed by best practice Urban Design and subdivision design and proposed District Plan requirements (see Section 4.0 of this report). Where relevant, each ODP includes the following information:

- Existing roads
- Primary roads
- Indicative secondary connections
- Off-road pedestrian/cycle links
- Local/neighbourhood reserve(s)
- Setbacks
- Site features to be retained (i.e. water bodies, significant existing vegetation etc.)

As part of the proposed zoning, the following zones and anticipated average lot sizes have been incorporated into the ODP layouts:

- Darfield Areas 1– Greendale Road: Low Density Residential Zone (750m²)
- Darfield Area 2 – Creyke Road: Large Lot Residential Zone (5000m²)
- Darfield Area 3 – West Coast Road: Large Lot Residential Zone (5000m²)
- Darfield Area 4 - 4A Cridges Road and 4B Large Lot Residential Zone (5000m²)
- Darfield Area 5 – Homebush Road: Large Lot Residential Zone (5000m²)
- Leeston Area – Leeston/Dunsandel Road:
 - Low Density Residential Zone (750m²) lots within the western rectangle directly south of Ellesmere College
 - Large Lot Residential Zone (5000m²) lots located within the remaining area.

4.0 Statutory Planning Context

4.1 Proposed District Plan

The Areas subject to this assessment are located within the **Low-Density Residential Zone** and / or the **Large Lot Residential Zone** of the proposed District Plan. The accompanying Planning Report outlines in detail the overarching policy framework for each of these zones, with this report focusing on the urban design outcomes associated with the relevant Development Standards.

Given the nature of the considerations associated with the ODP Areas and the likely development outcomes for the larger areas, the proposed Subdivision chapter has also been considered as part of this assessment.

The proposed Large Lot Residential and Low-Density Residential zones broadly cover the same subject matter within their provisions, including:

- Building coverage
- Height
- Height in relation to boundary
- Setback of the residential units from the boundaries
- Setback of accessory buildings from boundaries
- Outdoor living space
- Fencing
- Outdoor Storage associated with non-residential uses

Although there are differences between the urban design outcomes sought by the Large Lot Residential and Low-Density Residential zones, both generally seek to provide for residential development in a manner that is compatible with the urban character within which they are located. The principal difference being the density at which the respective zones are likely and expected to be delivered at and the implications on the resulting urban form. It is expected that the attributes associated with responding to the character and context are largely delivered through the provisions relating to setbacks, heights and building coverage.

The proposed provisions within the Subdivision chapter cover an array of relevant Urban Design related matters, including:

- Site area
- Building square
- Outline development plans
- Road frontage
- Access
- Walkable blocks

The matters outlined above, and their associated standards, although addressing a different order and scale of matters, are largely consistent and complementary to those of the respective underlying residential zones. When read in conjunction with the residential zone provisions, they should enable urban design outcomes that are anticipated in the plan. The ODP's seek to build upon these provisions and where necessary provide guidance as to the site-specific responses that are needed to retain and/or enhance important characteristics of the respective areas. This assessment includes a brief overview of the proposed District Plan provisions for the relevant

zones and a summary of any recommended amendments that may be required to enable the ODP outcomes identified as being of importance.

4.2 Ellesmere and Malvern Area Plans

Leeston and Darfield are considered service towns that provide a high amenity residential environment and service surrounding rural areas as their primary function. Both areas are considered to have enough zoned or developable land available to accommodate future growth subject to projected populations within the Ellesmere and Malvern Area Plans.

According to the Ellesmere Area Plan, Leeston's population is projected to grow by 1,127 people by 2031, which represents approximately 402 households. The current pattern of residential development follows the standard density for Living 1 Zones allotment sizes, but the plan also seeks to investigate intensification opportunities. Environmental impacts and infrastructure constraints are the main considerations that will inform the direction of future developments within the township.

The Malvern Area Plan estimates Darfield's population will grow by 1,232 people by 2031 amounting to approximately 4,141. This represents approximately 440 additional households. Although historically the residential development has been characterised by low-density detached housing, recent opportunities have provided for a higher density housing typology in response to the ageing population. Environmental impacts, land contamination and reverse sensitivity are highlighted as the main issues that may influence future developments.

5.0 Urban Design Assessment

5.1 Overview

The following section provides an analysis of the urban design impacts of the proposed uplifting of the deferred status of the Areas drawing from each of the ODP layouts. As noted in the assessment methodology, the key topics covered within this assessment include:

- Context (covered separately as part of the site context section of the report);
- Urban form;
- Movement and access; and
- Open space and character.

The approach to formulating the ODP's has been to create a flexible framework that will enable a range of development outcomes while providing a clear indication of how to respond to site-specific features in line with best practice urban design. While each area has its own specific design responses, the general approach across all areas are to provide:


- **Indicative Block Pattern:** This should respond to the location of the area in relation to the broader settlement, the shape of the area, access requirements and existing area features. The block pattern should provide a good balance between the competing requirements of interfacing with surrounding streets (interior and exterior to the area), while maintaining an orientation that will benefit from passive solar gain. The indicative block structure should be set up to provide regular, developable lots that have the ability to positively address the street. The block sizes and arrangement with respect to one another should also reflect the desire to create a walkable neighbourhood (i.e. permeable layout and key features located within a 5-10-minute walk), particularly within the Low-Density Residential zone and align with potential desire lines (i.e. direct routes to local community facilities and services and public open spaces). The arrangement of the blocks will have a significant impact on the success of future subdivision and ultimately the residential outcomes that are possible, including matters such as CPTED, residential amenity, access and character. Therefore, it is important to ensure that, while retaining flexibility and enabling a range of development outcomes, the block structure is practical.
- **Roading Network and Access:** The roading and street pattern should be determined in conjunction with the development of the block layout, balancing optimal transport accessibility with the desire to create liveable and attractive neighbourhoods. The proposed street network should connect with the surrounding streets in an efficient, safe and logical manner. The alignment and nature of the streets should respond to the shape of the area and existing features, creating an intuitive, highly connected and walkable network, largely removing the need for cul-de-sacs and supporting the needs of the neighbourhood (and this is relevant across both residential zones). Where necessary the network should also indicate dedicated cycle and pedestrian routes in line with potential desire lines, particularly in areas where it might be inefficient to include an additional road.
- **Open Space Provision:** The nature of the underlying zones and their provision of private open space for the purposes of recreation or amenity will vary across the areas depending on the size and depth of some of the ODP areas (in smaller areas a financial




contribution will be required). As such, open spaces, in the form of landscaped areas that could in effect function as informal neighbourhood parks should be distributed across the larger ODP areas. They should be placed in locations at the interior of the area and integrated into the wider movement network and block structure at highly accessible points. The intent of placing them at the interior of the area responds to the need to provide openness centrally within a development area that draws on the wider rural setting of the townships. There is a risk that comprehensively developing the larger areas may result in large monotonous areas of housing that fail to draw on the rural characteristics associated with zone and wider setting. The exact nature and purpose of these spaces can be determined through the development process, however the intent is that they provide outlook and visual relief, as well as being an accessible focal point and core component of the identity of these future neighbourhoods. Where existing features such as water bodies, existing significant vegetation or mature trees exist, efforts should be made to retain these within public open spaces.


- **Other Site-Specific Matters:** Beyond the considerations outlined above, some of the ODP areas have site-specific conditions that site planning will need to respond to. Where necessary these issues, such as noise from adjacent activities, will largely be dealt with through bespoke responses to the proposed design and layout of the respective ODP areas.

5.2 Darfield

5.2.1 Area Specific Attributes

Area 1 – Greendale Road	
 <p>Figure 15 - Area 1</p>	<ul style="list-style-type: none"> • Proximity to the town centre and adjoining a number of existing residential lots with the opportunity for direct pedestrian connections and east/west connections. • Expansive views to the Southern Alps. • Rural residential properties opposite that adopt a strong rural character and demonstrate a transition from rural landscape to residential. • No ODP or development proposal is forthcoming for the land immediately to the north. • Some water races and established trees exist.

<p>Area 2 – Creyke Road</p>  <p><i>Figure 16 - Area 2</i></p>	<ul style="list-style-type: none"> • Expansive views to the Southern Alps • Creyke Road is currently a gravel road • The Darfield Gun Club is located on the corner of Telegraph Road and Creyke Road. As with the ODP prepared for the site diagonally opposite reverse sensitivity issues will have an impact on the ODP. • The area will form the urban / rural boundary. • A subdivision is approved/ under development to the east which will result in 1ha lots aligning with the Creyke Road frontage in providing a transition between urban and rural.
<p>Area 3 – West Coast Road (SH73)</p>  <p><i>Figure 17 - Area 2</i></p>	<ul style="list-style-type: none"> • Area located on the West Coast Road (SH73) frontage and will form part of the arrival experience when approaching from the east. • SH73 will influence the development layout of the site. • Directly adjoins Frews Transport yard within the General Industrial Zone to the west. • Railway line to the north along with light industrial storage areas. • A subdivision is approved/ under development to the south which will result in both a 3ha business zone that aligns with the existing Industrial zone and residential lots of approximately 1,500m² align with the southern boundary.
<p>Area 4 – Cridges Road / Bangor Road</p>  <p><i>Figure 18 - Area 2</i></p>	<ul style="list-style-type: none"> • Mitchell Bros Sawmill located directly to the east which will have reverse sensitivity issues will have an impact on the ODP. • An approved ODP is in place to the west and north of the Areas that comprises rural residential lots of 3700m² (average) and associated roads and stormwater. • Both areas align with State Highway frontages and the railway line is located to the east, running parallel to West Coast Road/SH73.

Area 5 – Homebush Road	
 <p>Figure 19 Area 2</p>	<ul style="list-style-type: none"> • Adjoins the McHughes Forest Park with opportunities to provide pedestrian and cycle connections • Homebush Road is currently a gravel road. • Directly adjoins a Large Lot Residential development around Landsborough Drive / Whitcombe Place. • Established trees and existing water races exist across the area.

5.2.2 Urban Form

The urban form of Darfield township is relatively compact and low rise, and largely formed around the principal road corridors of West Coast Road (SH73) and Bangor Road (SH77). The township steps out in a radial fashion away from the core, with the majority of the residential development located to the north and south west along the road corridors. The bulk of the land covered by the ODP areas is a continuation of this form with Areas 1 and 2 somewhat infilling a wedge to the south of the radial township concept and Area 5 continuing the transition outwards towards the rural hinterland to the north. The underlying zoning is reflective of the principle that density and character will transition towards being lower density and with a greater sense of spaciousness proximate to the rural interface of the settlement, as is relatively consistent with the existing form.

The smaller ODP Areas, 3, 4A and 4B are all Large Lot Residential Zone areas and are principally sited along the main road corridors. In terms of urban form, while these areas are relatively close to the core of the township, they are equally at the edges of the settlement with the majority of the growth having occurred to the north and south instead. The proposed form of the ODPs for the Darfield Areas are largely defined by the shape of the areas, the proposed access arrangements and integration with the surrounding context. The priority for the smaller areas (3, 4A and 4B) is to provide effective and logical access into and in some cases through the areas, while enabling the development of lots that are efficient and relatively consistent with the typical development within the proposed zone. Area 4Aa has additional considerations whereby the road alignment and proposed pattern of development have been formed around the acoustic implications of the neighbouring sawmill. Beyond the acoustic considerations of Area 4A, in the absence of any other defining features, the nature of the development is expected to be relatively consistent with the respective proposed District Plan zones and the broader development typology within the vicinity.

With respect to the larger ODP Areas (1, 2 and 5), given their size it has been necessary to provide greater detail around the structure of the layout to ensure responsive solutions are considered. Due to their proximity. Areas 1 and 2 have been considered comprehensively, as one ODP, while still allowing for them to be developed separately. Much like the smaller areas, a consistent approach has been taken, whereby an indicative block structure has been shaped around the access, the area shape and the surrounding context. The indicative block structure enables a range of development outcomes in accordance with the zone provisions and best practice urban design. These larger ODPs areas have been structured to create distinct clusters of development or neighbourhoods. Open spaces have been included as a means of retaining a sense of openness internally within the area, as well as providing a focal point and an opportunity to create a sense of identity within these neighbourhoods. The expected urban form that will result from these is likely to be relatively consistent with the surrounding areas. However, the addition of open spaces where required (and if not provided is via a financial

contribution) will create enhanced outcomes with greater variation, whereby development is able to benefit from and interreact with the unique open space settings that could be created. The proposed District Plan controls are therefore considered sufficient to manage issues relating to interfaces, bulk and location when read in conjunction with the ODP layout.

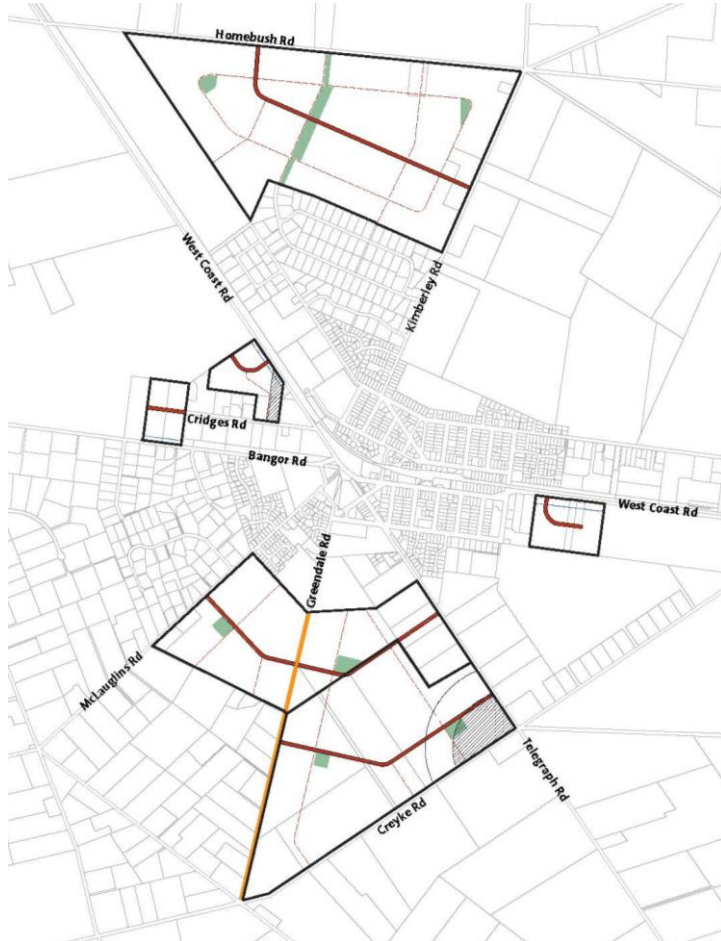


Figure 20: ODP Areas within overall Darfield Township

5.2.3 Movement and Access

The proposed movement network for each ODP Area seeks to respond and integrate with the existing context and reflect the neighbourhood characteristics (i.e. block layout, local connections, location of open spaces). The focus is on providing a primary and indicative secondary street network that integrates with the existing road network. Alongside this pedestrian/cycle connections should be included to enable a legible and permeable network of walkable blocks that connect key spaces and community facilities within the township. The structure and alignment of the movement network should be formed to reduce the need for cul-de-sacs within the eventual development. The intent behind this is to avoid insular pockets of development which are car dependent, inefficient, impermeable and that deliver sub-optimal outcomes in terms of character.

The larger ODP areas are formed around one or more structuring “primary” streets which provide the principal access into and through the proposed residential areas. The position and alignment of these structuring roads considers a combination of transport and Urban Design matters relating to efficiency, safety and quality of the environment. The primary streets are

intersected by a number of indicative secondary streets which allow access to the remainder of the areas as well as to the surrounding context. The indicative secondary streets have been included to provide guidance as to how the development might ideally be structured for efficiency, liveability and to best respond to external context, the area shape and environmental conditions. The exact positioning of these streets is likely to depend on the housing typologies and overall approach to the development at the time that it is developed. So, while the eventual development may deviate away from their suggested position, they are a useful benchmark and illustration for the preferred layout.

Footpaths on both sides of a primary road, parking, street planting, and low impact design initiatives will promote a high level of amenity. Off-road pedestrian and cycle provisions support the concept of walkable neighbourhoods in a safe and accessible way.

5.2.4 Open Space

To achieve an authentic and established character within greenfield residential areas existing natural features should be retained and reflected in the design. Where present, the existing topography and notable site features should inform the subdivision layout and roading pattern, allowing the built form to benefit from solar access, capture key views and build on the existing character of the area. Retaining or enhancing the natural features can provide a point of difference, contribute to the identity of the neighbourhood and create a unique and identifiable character. As the ODP areas are generally flat and have been farmed for a number of years there are limited notable site features that are considered significant enough to retain beyond some existing tree planting along the boundaries.

As indicated on the ODP diagrams for the larger areas (Fig. 20) a series of open spaces have been proposed within ODP diagrams for Areas 1, 2 and 5. The open spaces have been relatively evenly distributed across the interior of the area. While the spaces may be developed to have specific recreational purposes, the principal intent is to ensure that development at the interior of the area retains a sense of openness and spaciousness associated with the Large Lot Residential Zone and is developed comprehensively in line with the intent of the underlying zones.,

The proposed open spaces will also provide visual relief, outlook and an opportunity for personalisation that will assist in creating or reinforcing the unique identity of each of the areas. The spaces have intentionally been placed at the interior of the area and at the intersection of primary and secondary routes to ensure they are accessible, occur at an intuitive location and have maximum impact for the surrounding residential development and the future neighbourhood. Although the sites within the Large Lot Residential Zone, and to a lesser extent the Low-Density Residential Zone, will have a good level of utility and recreational space, these proposed public spaces will also provide a communal focal point that is within walking distance of the majority of dwellings.

The open space within the eastern corner of the Area 2 has been purposefully located partially within the noise contour relating to the Darfield Gun Club to make best use of land that is not suitable for residential activities.

The smaller ODP areas are not proposed to include any significant areas of open space due to the comparatively low intensity of development, however this does not necessarily infer that open space should be precluded.

All open spaces proposed have been indicatively drawn in as a regular shape and at a minimum size of 1000sqm, as this is considered to be commensurate with delivering the outlook and visual relief associated with the applicable zone, while providing space for other purposes. The exact size and shape will be determined by the nature of the block structure, access arrangements, desired character and interface with surrounding residential development.

In conclusion, the expected urban form that will result from the areas is likely to be relatively consistent with the surrounding context. Given the size of the larger ODP Areas (1, 2 and 5), it has been necessary to provide greater detail around the structure of the ODP layouts to ensure responsive solutions are considered. The proposed District Plan controls are considered sufficient to manage issues relating to interfaces, bulk and location for the Darfield areas when read in conjunction with the ODP layouts.

5.3 Leeston

5.3.1 Urban Form

The urban and built form of Leeston township is relatively compact and low rise. The established school site to the east fronting Leeston Dunsandel Road presents a utilitarian architecture style and formal setting. The school buildings are predominantly larger footprint forms and with the typical building height being equivalent of a two or three storey residential dwelling (approx. 6-10m). The proposed height within the Area is 8m. The quality and character of building form in the immediate vicinity of the area is reasonable. The existing residential dwellings to the east are typically single-story standalone houses, with sporadic examples of rear lot and two storey dwellings.

In terms of built form character, the approach to buildings is anticipated to be reasonably consistent with the current context in terms of scale, form and activity. Houses within the Low-Density Residential Zone are expected to be sited in a similar way to the existing dwellings on Spring Place creating a human scale characteristic. Although more recent development within residential areas within the district has typically seen garaging and car parking to be positioned more prominently within the front of the lot, the outcome of this is often a disengagement between the building interface and the street resulting in limited surveillance of the public realm and is therefore less desirable. The building form and architectural aesthetic that will be developed will likely result in a reasonably consistent set of outcomes with larger setbacks and more openness anticipated within the Large Lot Residential Zone.

This ODP Area has been developed around the existing character and form of the water body that bisects the area. While this creates complexities and potential inefficiencies in terms of access and lot configuration, in terms of creating a strong identity, and in providing a good transition into the rural hinterland, this is considered best practice. While an indicative block structure (i.e. a structure that is set up to provide a flexible layout, enables a range of development outcomes, regular developable lots and a permeable walkable street network), particularly within the Low Density Residential zone) has been proposed with the intent of maximising the opportunity that the water body presents as a defining feature of the area, further, more detailed work will be required to assess the feasibility.

As described later in the assessment, there will be limited opportunity to connect with the existing residential area, due to the existing road layout. As such, the road network will rely on access from the two main roads, with a focus on north/south alignment. Given the nature of the low density and large lot properties and their built form it is likely that the general layout and arrangement will be slightly different from that of the surrounding residential areas i.e Spring

Place, which comprises a cul-de-sac. The dwellings in the Large Lot Residential Zone, adjacent the western boundary of the area, will have more space around them and a greater sense of openness compared to some of the existing adjacent residential areas. The Low-Density Residential Zone adjacent the eastern boundary will likely comprise similar built outcomes to that present in Spring Place (with the exception of development adjacent to the school).

As outlined in the earlier context state, views of the Catholic Church on High Street are obtained from within the site and the building is a key feature in the wider townscape. The urban form should respond to this key feature through the development of viewshafts through the orientation of key roads and placement of public open spaces.

Therefore, the potential built form outcomes are likely to be similar to the established residential uses but with a more appropriate transition between the urban and rural areas.

5.3.2 Movement and Access

A direct north/ south through street is proposed to connect the Area with High Street and Leeston Dunsandel Road. This street is intended to provide the primary access route for the Area. There are limited opportunities to connect east due to the current layout of Spring Place, with no connection through to the centre of town. Secondary connections will enable a link with Spring Place, but the intent of this is to take pressure off the primary road and act as a more desired route for pedestrians rather than a primary entrance. A direct pedestrian/cycle connection into Ellesmere College is anticipated near the current courts. This connection is desired but triggers safety (Crime Prevention through Environmental Design (CPTED)) issues surrounding surveillance and sightlines that will require further consideration at a more detailed stage of site planning. Off road provisions seek to achieve a connected pedestrian network that promotes safe and accessible routes and links key public spaces.



Figure 22: Secondary route to facilitate a connection from the Area to Ellesmere College

Overall, these connections will enable a level of integration with the adjoining neighbours and provide the opportunity for the existing community to access the open space corridor and rural outlook.

The alignment of the primary road and indicative pedestrian/ cycle link encourages key views of the Catholic Church on High Street which has been recently upgraded (Figure 11).

The exact placement and classification of the primary road will need to be studied in greater detail to ensure that it is safe, accessible and practical from a transport and constructability perspective. Careful consideration will need to be given to ensuring that a newly constructed road maximises its efficiency in terms of servicing the Area, as well as providing a positive transition into the rural hinterland. Significant

speed limit reductions from the current 100km are anticipated along Leeston Dunsandel Road in the future to support the development of the Area.

Footpaths on both sides of a primary road, parking, street planting, and low impact design initiatives will promote a high level of amenity. Off-road pedestrian and cycle provisions support the concept of walkable neighbourhoods in a safe and accessible way.

Given the configuration of the Area and the proposed street layout, direct access to individual property driveways is likely to be very limited or unlikely to occur from High Street or Leeston Dunsandel Road. However, active engagement of residential properties with both High Street and Leeston Dunsandel Road allows opportunities for interaction and surveillance, as well as creating a stronger sense of community and better integration with the existing area.

Therefore, additional controls are recommended to ensure that adequate levels of active engagement are proposed and are outlined in more detail later in this report.

5.3.3 Open Space and Character

A waterbody that meanders through the Area in a north/south direction is considered as a notable feature that provides a point of difference and creates an established and unique character. The waterbody presents an opportunity to create a green corridor and associated informal open spaces through the area, maintaining a sense of openness and supporting a high amenity space with potentially strong biodiversity benefits through the core of the development. Indicative connections run perpendicular to the waterbody corridor, which provides visual connection through from other parts of the area and supports community ownership and spreads community benefit of the public space. A smaller water race also runs parallel with the Area's most northern boundary. Future developments on adjacent sites may develop portions of this waterway that do not lie within the area boundary. This presents a potential opportunity for the smaller portion of the waterway that sits within the Area's boundary to be enhanced and connect through to adjacent sites.

A formal open space is proposed in the southern portion of the area and supported by an off-road pedestrian / cycle connection through to High Street. This enables a key viewshaft southwards through to the Catholic Church which acts as a landmark. The indicative link from Spring Place also connects through to this open space which promotes pedestrian priority and a sense of openness. The provision of open space is based on walking distances.

High Street and Leeston Dunsandel Road both border the Area and have little pedestrian amenity. As both roads link into the Leeston township east of the area these roads facilitate a change in character. The transition is defined by established planting, formalise fencing, footpaths and built form which creates a sense of arrival. The residential dwellings are set back with established planting or fences facing the roads. Although Ellesmere College entrance is on Leeston Dunsandel Road, activities are focused internally with car parks and established planting along the street interface. Ellesmere College is located on the edge of the township forming part of the eastern area boundary and therefore future residential lots will back onto the current school fields. As noted earlier an indicative connection through to the school would encourage a sense of ownership and link through the proposed open space and pedestrian network. Residential lots along the school boundary will clearly define the private from the public realm and create a more gradual transition into the rural environment.

In conclusion, it is considered that the development within the ODP Area will be consistent with the character and amenity of the existing residential areas. It is recommended that the proposed District Plan development standards are sufficient to manage urban design issues relating to interfaces, bulk and location. With respect to activation of the street, an additional standard is recommended to ensure that adequate levels of active engagement of the public realm is provided.

6.0 Recommendations

6.1 Review Against Proposed District Plan Development Standards

The proposed Low Density Residential and Large Lot Residential Zone rule packages, along with the proposed Subdivision provisions reflect the functional requirements of residential development and the need to adequately provide for housing choice, respond to local characteristics, and to enable a transition between urban and rural environments through the provision of large lots located on the periphery rather than the centre of townships.

The following table provides a brief assessment against each of the relevant proposed rule provisions, and any recommended amendments or additions to those provisions to support the ODP Areas, or the zones more broadly.

Rule Topic	Proposed Rule Requirements (as at 11 July 2019)	Recommended Changes through District Plan Review/ ODP
Proposed Subdivision Chapter		
Site Area	Average net site area 750sqm (LRZ) and 5000sqm (LLRZ) with a minimum net site area 600sqm (LRZ) and 3000sqm (LLRZ) respectively.	<u>No change required.</u> Well-proportioned that will generally allow for flexibility and respond to the character of the area.
Building Square	Every site created shall contain a building square, not less than set out in Table SUB-7 (15x15m).	<u>No change required.</u> As above.
ODP	Where a site is subject to an Outline Development Plan, no more than 20% of the sites created in any one subdivision shall be rear sites. Where a site is subject to an Outline Development Plan, no more than 10% of the sites created in any one subdivision shall be rear sites served by an accessway serving three sites or less.	<u>No change required.</u> This is generally acceptable with the proposed limitations. As noted in the assessment, rear lots tend to be at odds with the anticipated character due to the enclosure that occurs along access lanes.
Road Frontage	Every site created, but excluding any rear site, contains a road frontage width not less than set out in Table SUB-8 – Minimum road frontage widths. (20m LRZ and 30m LLRZ).	<u>No change required.</u> This should enable buildings to have active engagement of the street.
Access	Every site created, including any balance site, has legal access to a road.	<u>No change required.</u>
Walkable blocks	Residential blocks shall achieve all the following maximum perimeter lengths, unless precluded by an existing pattern of development:	<u>No change required.</u> The provision is sound, however given the area shapes this will need to be read in conjunction with the ODP roading pattern and indicative secondary connections

	<ul style="list-style-type: none"> • average perimeter not more than 800m • maximum perimeter not more than 1000m • maximum length of any one side of a block not more than 250m 	as walkability is about connectivity as much as it is about block dimensions.
Proposed Large Lot Residential Zone (LLRZ)		
Building Coverage	Building coverage shall not exceed the lesser of 10% or 500m ² of the net site area.	<u>No change required.</u> This will deliver character consistent with the intent of the Zone and that which is compatible with the setting.
Height	The maximum height of any building shall not exceed 8m.	<u>No change required.</u>
Height in relation to boundary	<p>Any building shall comply with the relevant height in relation to boundary requirements in Appendix [xx]</p> <p>Where a boundary abuts an access lot or right of way, the height in relation to boundary may be taken from the furthest boundary of the access lot or right of way.</p> <p>This standard does not apply to:</p> <p>buildings on adjoining sites that have a common wall along the boundary (i.e. no recession plane shall be applied along that part of the boundary covered by the wall)</p> <p>antennas, aerials and satellite dishes (less than 1m in diameter), chimneys, flues and architectural features (e.g. finials, spires) provided these do not exceed the recession plane by more than 3m measured vertically.</p>	<u>No change required.</u>
Setback of residential units and/or principal buildings from boundaries	<p>Any residential unit or principal building shall be setback a minimum of:</p> <p>10m from any road boundary;</p> <p>5m from internal boundaries.</p>	<p><u>Extend the 10m road boundary setback to include reserves.</u></p> <p>This is generally acceptable from an urban design perspective – however recommend precluding garages and accessory buildings from road boundary setback in line with this provision.</p>
Setback of accessory buildings from boundaries	<p>Where wall length is less than 7m, setback from:</p> <ul style="list-style-type: none"> - 2m from any road boundary or accessway; - 1m from internal boundaries. 	<p><u>Recommend precluding accessory buildings from road boundary setback in line with Residential unit setback provisions. Also extend the setback provisions relating to road boundary to include</u></p>

	<ul style="list-style-type: none"> - Where wall length is greater than 7m, setback from: - 4m from any road boundary or accessway; - 2m from internal boundaries. 	reserves. Building any structures within the road boundary setbacks may have the potential to undermine the residential building setback rule, particularly from a landscape and visual perspective, but certainly from an urban form perspective.
Outdoor Living Space	<p>The principal residential unit shall be provided with an outdoor living space area that:</p> <ul style="list-style-type: none"> - is directly accessible from a habitable room; - has a minimum area of 50m²; - has a minimum dimension of 4 metres; - is not located between the road boundary and the residential unit; and - is free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas. 	<u>No change required.</u>
Landscaping	<p>Apart from one vehicle crossing and a formed driveway not exceeding 100m², the area between the road boundary and the principal building shall be:</p> <ul style="list-style-type: none"> - landscaped with shrubs and specimen trees covering at a minimum the lesser of 30% of the area or 250m²; - provided with at least one specimen tree capable of growing to at least 8m high being planted for every 10m of frontage, to be spaced at no less than 5 metres and no greater than 15 metres. 	<u>No change required.</u>
Fencing	<p>Any fencing shall be:</p> <ul style="list-style-type: none"> - a maximum of 1.2 m in height; - at least 50% visually permeable; and - of post and rail, post and wire, tennis court or swimming pool fencing. 	<u>No change required.</u>
Outdoor storage associated with non-residential uses	<p>Any outdoor storage shall not:</p> <ul style="list-style-type: none"> - exceed a total area of 25m²; 	<u>No change required.</u>

	<ul style="list-style-type: none"> - be located between applicable building setback on a site and any road boundary; or - exceed the height of any fencing permitted. 	
<u>Proposed Provision - Setback of garages</u>		<u>Mirror the Low-Density Residential Zone rule for the same matter to ensure that garages do not encroach along road and reserve boundaries</u>
<u>Proposed Provision - Interface with the street</u>		<u>Ensure that no more than 50% of the frontage on to the street is allocated to garage.</u>
Proposed Low Density Residential Zone (LRZ)		
Building Coverage	<p>The maximum building coverage of all buildings shall not exceed:</p> <ul style="list-style-type: none"> a. 40% of the net site area, including garage or b. 40% of the net site area minus 36m² excluding garage c. 50% for emergency services facilities 	<u>No change required.</u>
Height	The maximum height of any building shall not exceed 8m.	<u>No change required.</u>
Height in relation to boundary	<p>Any building shall comply with the relevant height in relation to boundary requirements in Appendix [xx]</p> <p>Where a boundary abuts an access lot or right of way, the height in relation to boundary may be taken from the furthest boundary of the access lot or right of way.</p> <p>This standard does not apply to:</p> <p>buildings on adjoining sites that have a common wall along the boundary (i.e. no recession plane shall be applied along that part of the boundary covered by the wall)</p> <p>antennas, aerials and satellite dishes (less than 1m in diameter), chimneys, flues and architectural features (e.g. finials, spires) provided these do not exceed the recession plane by more than 3m measured vertically.</p>	<u>No change required.</u>
Setback of residential units from boundaries	Any residential unit or principal building shall be setback a minimum of:	<u>Extend road boundary setback of 4m to include reserves.</u>

	<p>4m from any road boundary, provided that no part of the any building located within this setback is used as a garage, carport or other covered vehicle storage area;</p> <p>2m from internal boundaries.</p> <p>This standard does not apply to:</p> <p>Eaves (up to 600mm) of any roof, balcony, gutter or downpipe.</p> <p>Buildings that share a common wall along the boundary.</p>	
Setback of garages from boundaries	<p>Where the vehicle door faces a road boundary or accessway and the wall incorporating the vehicle door is:</p> <p>is less than 7m in length, the garage shall be setback a minimum of:</p> <p>5.5m from any road boundary or accessway;</p> <p>1m from internal boundaries.</p> <p>is greater than 7m in length, the garage shall be set back a minimum of:</p> <p>5.5m from any road boundary or accessway;</p> <p>2m from internal boundaries.</p> <p>Where the vehicle door faces an internal boundary and the wall incorporating the vehicle door is:</p> <p>is less than 7m in length, the garage shall be setback a minimum of:</p> <p>2m from any road boundary or accessway;</p> <p>1m from internal boundaries.</p> <p>is greater than 7m in length, the garage shall be set back a minimum of:</p> <p>4m from any road boundary or accessway;</p> <p>2m from internal boundaries.</p>	<u>Extend road boundary setbacks to include reserves.</u>
Setback of accessory buildings from boundaries	<p>Where wall length is less than 7m, setback from:</p> <p>2m from any road boundary or accessway;</p> <p>1m from internal boundaries.</p>	<u>Recommend precluding accessory buildings from the road boundary setback in line with Residential unit setback provisions. Also extend the setback provisions relating to road boundary to include reserves.</u>

	<p>Where wall length is greater than 7m, setback from:</p> <p>4m from any road boundary or accessway;</p> <p>2m from internal boundaries.</p>	
Outdoor living space	<p>The principal residential unit shall be provided with an outdoor living space area that:</p> <p>is directly accessible from a habitable room;</p> <p>has a minimum area of 50m²;</p> <p>has a minimum dimension of 4 metres;</p> <p>is not located between the road boundary and the residential unit; and</p> <p>is free of driveways, manoeuvring areas, parking spaces, accessory buildings and service areas.</p>	<u>No change required.</u>
Fencing	<p>Any wall or fencing between the applicable building setback on a site and any road boundary, or that shares a boundary with a reserve or walkway, shall be:</p> <p>a maximum of 1.2m in height if solid;</p> <p>no higher than 1.8m if:</p> <p>visually permeable for the full 1.8m height of the fence</p> <p>solid up to 1.2m and visually permeable between 1.2m and 1.8m.</p> <p>The maximum height of any wall or fence on any other boundary shall have a maximum height of 2 metres.</p> <p>For the purposes of calculating the maximum height under this rule requirement, where a fence is erected atop a retaining fence, the height shall be the combined distance measured vertically from the base of the retaining wall to the top of the fence.</p>	<p><u>Remove all 1.8m high fencing from being permitted along all road and reserve boundaries.</u></p> <p>1.8m should be discouraged on all road and reserve boundaries as private outdoor living spaces should not be along the road, so the privacy element is not a great concern. The sense of openness is important in the low-density environment and will be undermined by 1.8m high fencing.</p>
Design and Appearance	<p>To provide for building variety in any comprehensive development and/or retirement village:</p> <p>Any single building design shall encompass a maximum of:</p> <p>four residential units where they are detached; or</p>	<u>No change required.</u>

	<p>four residential units where they are semi-detached; or</p> <p>six adjacent residential units where they are terraced housing.</p> <p>No more than two residential units in a row shall be exactly the same design, materials and colour.</p> <p>A gap of a minimum of 6 metres shall be provided between residential units for every 8 residential units fronting the road.</p> <p>The primary pedestrian entrance for each individual residential unit shall be visible and legible from the primary road frontage.</p> <p>There shall be a recess along any elevation of a building, where the building length is greater than 20m. The recess shall:</p> <p>be at least 1m in depth for a length of at least 2m;</p> <p>be for the full height of the wall</p>	
Outdoor storage associated with non-residential uses	<p>Any outdoor storage shall not:</p> <p>exceed a total area of 25m²;</p> <p>be located between applicable building setback on a site and any road boundary; or</p> <p>exceed the height of any fencing permitted.</p>	<u>No change required.</u>
<u>Proposed Provision - Interface with the street</u>		<p><u>Ensure that no more than 50% of the frontage on to the street is allocated to garage.</u> Ideally this would include provisions to ensure that the front door and ground floor habitable space was also along the street, however that may result from the 50% standard as a consequence.</p>

6.1.1 Summary of Assessment of the Relevant Development Standard

Throughout the process of developing the ODP's and interrogating the proposed District Plan development standards a number of amendments and additions have been recommended. These recommendations are largely focused on enabling the ODP's to deliver development outcomes that are more aligned with best practice urban design. The recommendations apply to both the Large Lot Residential and Low-Density Residential zones and include:

- **Garage setbacks (Large Lot Residential Zone):** Including a garage setback provision for the Large Lot Residential Zone. This would largely mirror that of the provisions within the Low-Density Residential Zone (LRZ-REQ6) and would ensure that at a minimum the provisions for each zone are consistent.
- **Building setback:** Extending the setback provisions for residential buildings, garages and accessory buildings that apply to road setbacks to reserves. At present the proposed provisions (LLRZ-REQ5/ REQ6 and LRZ-REQ5/ REQ6/ REQ7) focus on setbacks from internal boundaries and the road boundary only.
- **Accessory building and garage setbacks:** Align with residential building setbacks from roads and reserves for respective zones to avoid structures within those setbacks undermining the intent to retain the sense of openness and character associated with the zones.
- **Street interface:** Including an additional rule to improve the interface between buildings and the street by limiting the dominance of garaging to a maximum of 50% of the built frontage for any dwelling.
- **Fence heights:** Removing the allowance for 1.8m fences of any type or transparency from all road and reserve setbacks, with a maximum of 1.2m allowed.

7.0 Conclusion

Boffa Miskell Limited (BML) have been engaged by Selwyn District Council (SDC) to undertake an Urban Design Assessment to explore the lifting of the residential deferred status of several areas (referred to as the 'Area(s)') in Darfield and Leeston. This includes the preparation of Outline Development Plans (ODP's) for each Area, with these falling within either the 'Low Density Residential Zone' or the 'Large Lot Residential Zone' of the proposed District Plan.

The Areas covered by this Assessment include:

- Darfield Areas 1 & 2 – Greendale Road / Creyke Road
- Darfield Area 3 – West Coast Road
- Darfield Area 4 - 4A Cridges Road and 4B Bangor Road
- Darfield Area 5 – Homebush Road
- Leeston Area – Leeston/Dunsandel Road

The deferred zoning of the respective areas in the operative District Plan confirms that the areas have already been identified as appropriate for residential development, but residential use was deferred until either water supply issues in Darfield or flooding issues in Leeston could be resolved and outline development plans (ODPs) were prepared. In order to support the lifting of the residential deferred status on the five Areas in Darfield and one Area in Leeston, ODP's are required to be developed and included in the District Plan.

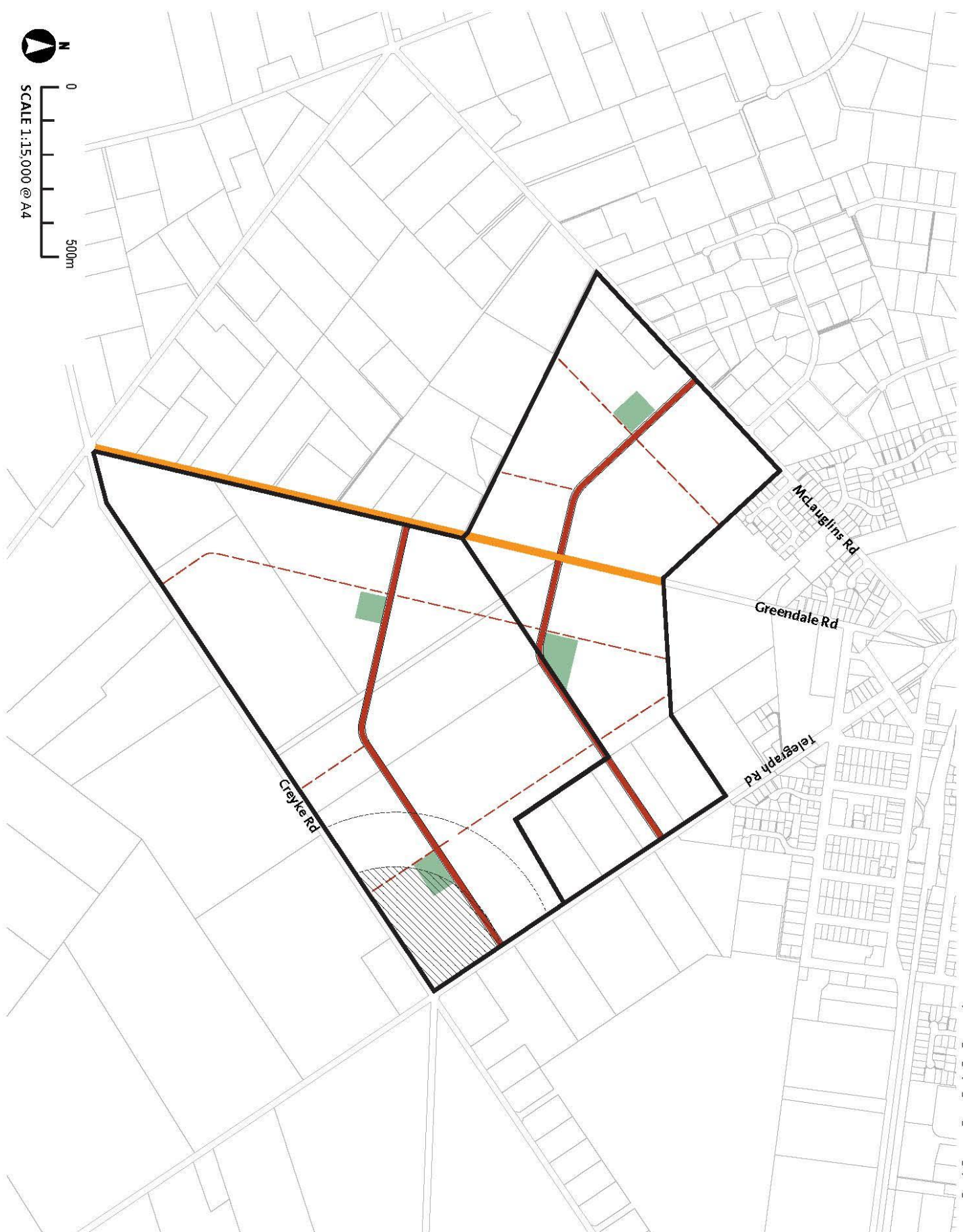
The purpose of an ODP is to ensure that any adverse impacts from future development are addressed and site-specific guidance is provided in line with what is anticipated in the District Plan. Therefore, the ODP's focus on the key considerations with respect to enabling an integrated set of plans that respond to the existing context of each township and specific site conditions. Their purpose also extends to promoting coherent design and providing for long term planning with a focus on:

- Primary street connections that provide access and structure to the overall development.
- Indicative secondary connections that provide an illustration and benchmark for the preferred street network and block pattern.
- Public open spaces that are distributed across the ODP areas to retain the sense of openness that is consistent with the rural setting and character of the underlying zones.

It is considered that proposed ODP's when read in conjunction with the proposed District Plan development standards and recommended amendments within this assessment will enable future development to deliver Urban Design outcomes that are both consistent with the underlying zones and promote Urban Design best practice in a balanced and integrated manner.

Appendix 1: Outline Development Plans

File Ref: C13149_V_GDP_Darfield Leeston Residential Deferred Zones.mxd



Legend

- Area Boundary
- Existing Roads
- Primary Roads
- Indicative Secondary Connection
- Local / Neighbourhood Reserve
- No New Dwellings
- Noise Contour from Gun Club

Data sources:
NZOD 2000 New Zealand Transverse Mercator

DARFIELD AND LEESTON
RESIDENTIAL DEFERRED ZONES
ODP
Map 1: Darfield Areas
1 (Greendale Road)
and 2 (Greyke Road)

Date: 25 July 2019
Revision: 3
Plan prepared for Selwyn District Council by
Boffa Miskell Limited
Drawn: Avila | Checked: Dam

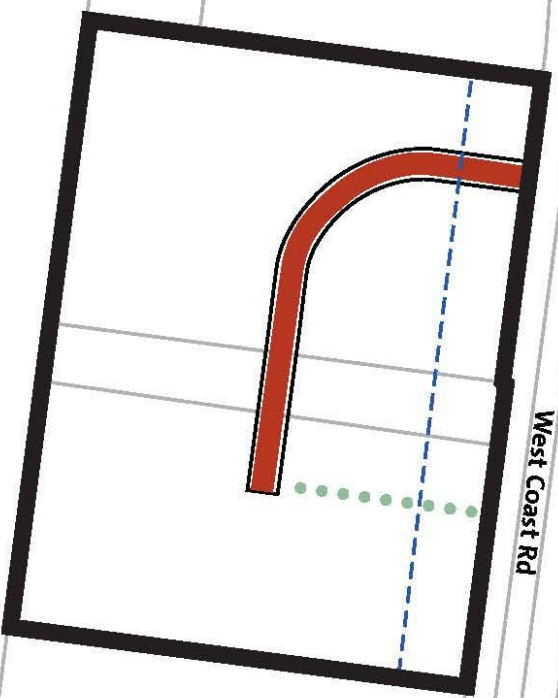
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Legend

- Area Boundary
- Primary Roads
- Off-road Pedestrian / Cycle Link
- NZTA Setback Requirement

West Coast Rd



DARFIELD AND LESTON
RESIDENTIAL DEFERRED ZONES
ODP

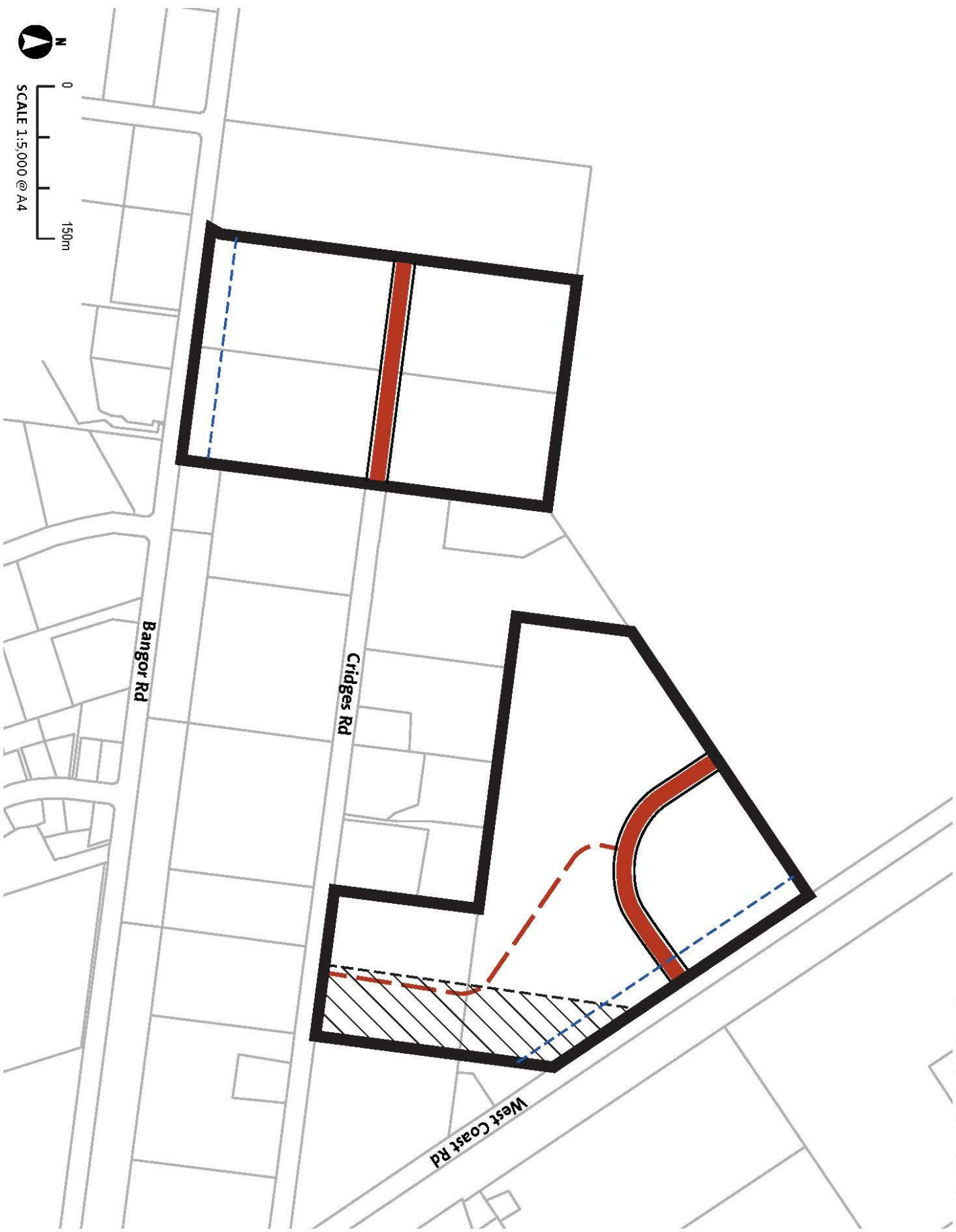
Map 2: Darfield Area 3
(West Coast Road)

Date: 25 July 2019
Revision: 3

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Drawn: A/ia | Checked: D/nn

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Boffa Miskell



Legend

- Area Boundary
- Primary Roads
- Indicative Secondary Connection
- NZTA Setback Requirement
- No New Dwellings

Data Sources:

Projector:
NZOD 2000 New Zealand Transverse
Mercator

DARFIELD AND LLESTON
RESIDENTIAL DEFERRED ZONES
ODP

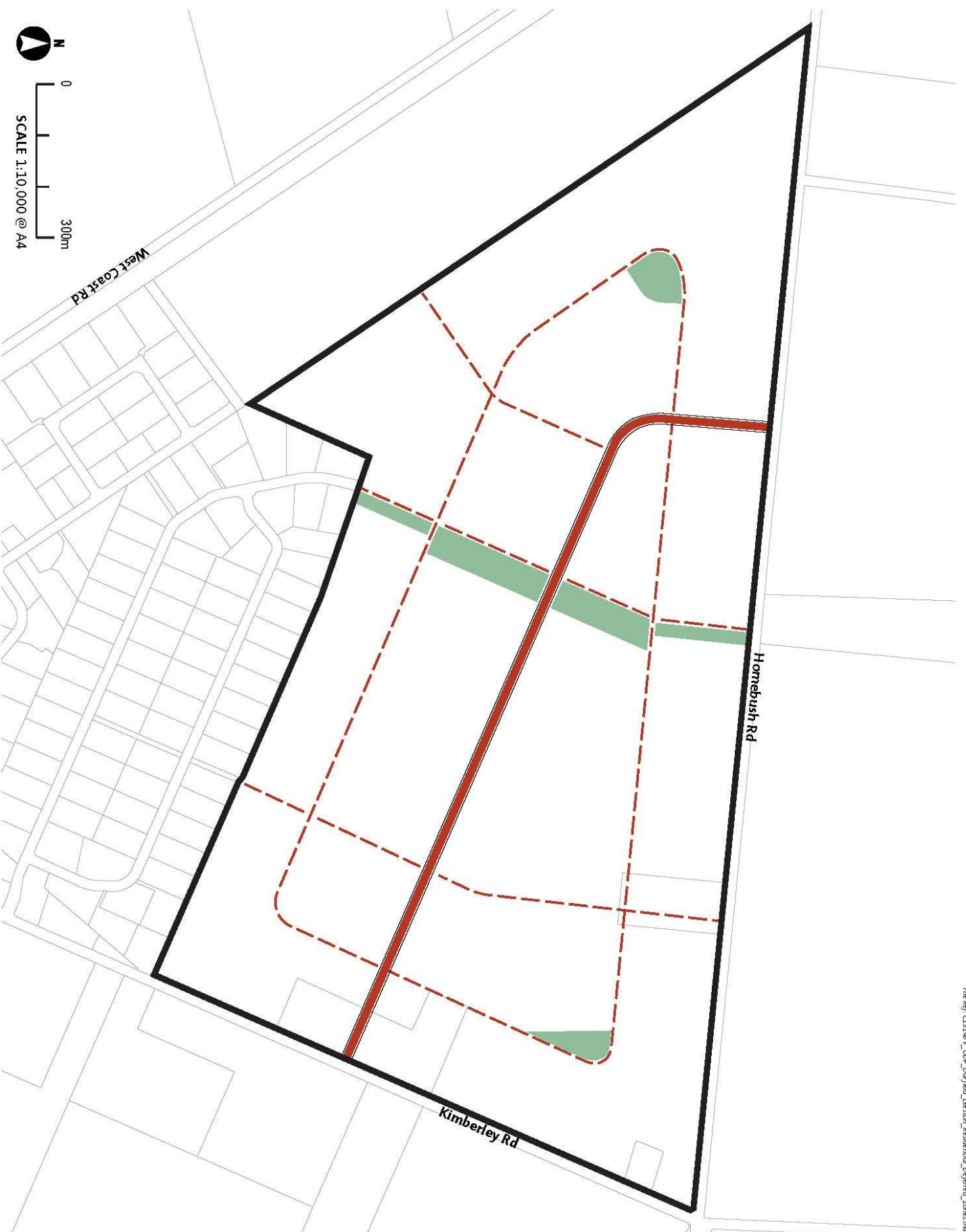
Map 3: Darfield Areas
4A (Cridges Road)
and 4B (Bangor Road)

Date: 25 July 2019

Revision: 3

Plan prepared for: Selwyn District Council by
Boffa Miskell Limited
Drawn: Avila | Checked: Dam

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Legend

- Area Boundary
- Primary Roads
- Indicative Secondary Connection
- Local / Neighbourhood Reserve

Data Sources:

Projection:
NZGD 2000 New Zealand Transverse
Mercator

DARFIELD AND LESTON RESIDENTIAL DEFERRED ZONES ODP

Map 4: Darfield Area 5 (Homebush Road)

Date: 25 July 2019

Revision: 3

Plan prepared for Selwyn District Council by
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Drawn: A/ia | Checked: D/ia

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File Ref: C51481_V_CDP_Darfield_Leeston_Residential_Deferred_Zones.mxd



Legend

- Area Boundary
- Existing Roads
- Primary Roads
- Indicative Secondary Connection
- Off-Road Pedestrian / Cycle Link
- NZTA Setback Requirement
- Local / Neighbourhood Reserve
- No New Dwellings
- Noise Contour from Gun Club

Data Sources:
Projection:
NZGD 2000 New Zealand Transverse Mercator

DARFIELD AND LEESTON
RESIDENTIAL DEFERRED ZONES
ODP

Map 5: Overall Darfield
Composite Map

Date: 25 July 2019
Revision: 3
Plan prepared for Selwyn District Council by
Boffa Miskell Limited
Drawn: A/Min | Checked: Dan

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