

Landscape and Visual Amenity Report

Deferred Living Zones | Darfield

Prepared for
Selwyn District Council

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1.0 Introduction

The Selwyn District Plan (SDP) is currently undergoing a review and as part of this process the council proposes to lift the deferred status on approximately 380 ha of residential zoned land in Darfield.

The development of the areas of land set aside for residential development in Darfield was deferred until water supply issues were resolved and this has now been achieved. Figure 1 below identifies the deferred residential zone areas around Darfield.

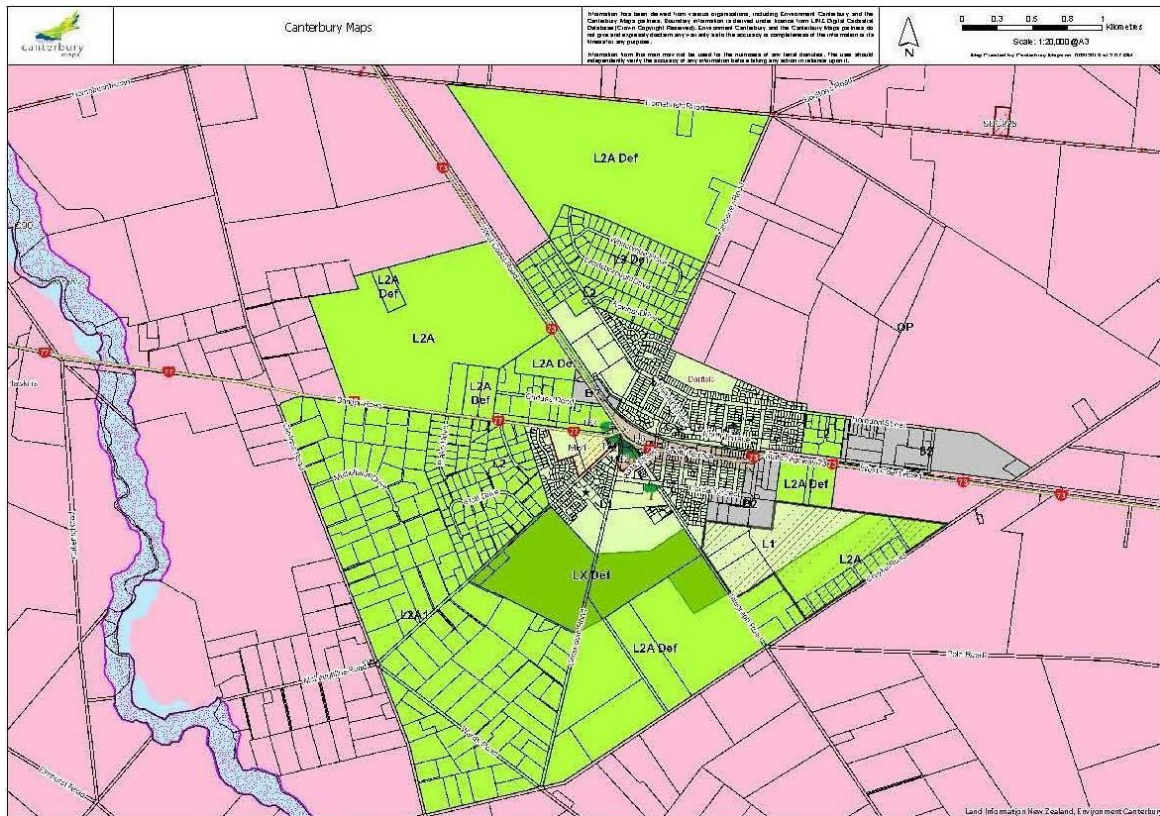


Figure 1. Darfield Deferred Residential Zone Areas

As part of the SDP review the Living X Def and the Living 2 / 2A Def zones are proposed to be replaced by Low Density (LRZ) and Large Lot (LLRZ) residential zones respectively.

Table 1 below sets out the details of the deferred zone areas and the changes to the zoning that is proposed.

Table 1. Operative and Proposed Zonings for Deferred Areas.

Area	Block Size (ha)	Location	Operative Zoning	Lot Size (avg)	Proposed Zoning*	Lot Size (avg - min)
1	78	Between Telegraph & McLaughlins Rd, bisected by	LX (Def)	750 m ²	LRZ	750 -650 m ²
2	110	Between Telegraph and Greendale Rds bounded by	L2A (Def)	1 ha	LLRZ	5000-3000 m ²
3	12.1	SH 73 / West Coast Rd	L2A (Def)	1 ha	LLRZ	5000-3000 m ²
4A	8	SH 77 / Bangor Rd	L2A (Def)	1 ha	LLRZ	5000-3000 m ²
4B	11	SH 73 & Cridges Rd	L2A (Def)	1 ha	LLRZ	5000-3000 m ²
5	165	Corner of Homebush & Kimberley Rds	L2A (Def)	1 ha	LLRZ	5000-3000 m ²

*LRZ = Low Density Residential Zone

*LLRZ = Large Lot Residential Zone

The deferred zone areas are referred to as Areas 1 – 5 throughout this report and each area is assessed individually. For consistency the proposed zone names are used in place of the operative zones throughout this report.

The following landscape and visual assessment considers the effects of lifting the deferred status, firstly to address whether the provisions in the proposed SDP will ensure the outcome sought for each residential zone Area (1 – 5) and secondly to provide recommendations to address any landscape and visual issues that are peculiar to each Area, taking into account the existing context. The following landscape assessment starts from the basis that the underlying residential zone for each Area has generally been determined as appropriate.

This report includes

- A description of the receiving environment
- Proposed SDP zone descriptions and relevant provisions
- A description and landscape and visual assessment of Areas 1 - 5
- Summary of recommendations for Areas 1 – 5 ODPs

An A3 Graphic Attachment (GA) accompanies this report and contains information including an aerial plan, zone map and photographs locating and illustrating Areas 1 – 5.

2.0 Landscape Description

2.1 Receiving Environment And Contextual Setting

Broadly speaking the receiving environment is characterised as a predominantly open, Canterbury Plains rural landscape surrounding the traditional rural service town of Darfield. Darfield is within the Malvern District's arable and pastoral farming area and a gateway to the scenic Waimakariri and Rakaia rivers, Arthurs Pass and the West Coast.

Darfield lies 35 km west of the outskirts of Christchurch at the junction of two state highways and the Midland railway line. Refer GA Sheets 3 – 4. The surrounding rural landscape is zoned Rural. The rural land parcels are typically geometric in form with their boundaries and fence lines demarcated with shelterbelts and exotic amenity trees as shelter planting to provide protection from winds, particularly the strong north westerlies. The rural land is currently utilized in a number of ways including, but not limited to, dairying, cropping, sheep and cattle grazing, feed crop production and for lifestyle and hobby farming purposes. Water races bisect the rural surroundings and are a characteristic of the landscape.

The Darfield township comprises a mix of urban, commercial and industrial / business zones. Key local businesses include the brickworks, a seed cleaning business, a sawmill and the Fonterra milk powder plant approximately two kilometres to the north of the township. Darfield is the secondary school hub for the Malvern Hills area and Darfield High School is located at the junction of SH 73 and 77.

The township of Darfield is reasonably compact, with development concentrated at a central hub. Some urban edges transition abruptly to traditional rural farming activities and subsequent broad-scale land patterns, notwithstanding the current and deferred zoning. Recent lifestyle and low-density residential development on the northern and southwest boundary express a more gradual transition to the broad scale rural landscape. This has resulted in a compartmentalised landscape with small paddocks and residential lots bounded by shelterbelts and a loss of expansive open views to the alps.

The development pattern of Darfield is akin to the hub of a wheel with the main transit routes forming spokes radiating out from the Darfield town centre. Darfield is dominated by two state highways (SH) 73 and 77 and the main Midland railway line. State Highway 73 (SH 73) / West Coast Road is also known as the Great Alpine Highway and runs alongside the Midland Line extending both east towards Christchurch and northwest towards the West Coast. State Highway 77 (SH 77) / Bangor Road extends in a westerly direction. The remaining spokes include the arterial and collector roads Telegraph Road, Greendale Road and McLaughlins Road, which extend in a general south – southeast direction from the central hub of Darfield and Kimberley Road, which extends northwards.

Several minor roads bisect the main transit spokes, and these include Creyke Road, Wards Road, Clintons Road to the west and Homebush Road to the north. These bisecting roads essentially form the outer extent of Darfield at the rural / urban interface and surround the deferred residential zones. Refer GA Sheet 3.

The areas of land located in proximity to the deferred areas that are zoned for residential development form part of the receiving environment. Their consented ODP's provide an indication of the intended development and are considered where applicable to Areas 1 - 5. Refer Figures 2 – 4 below.

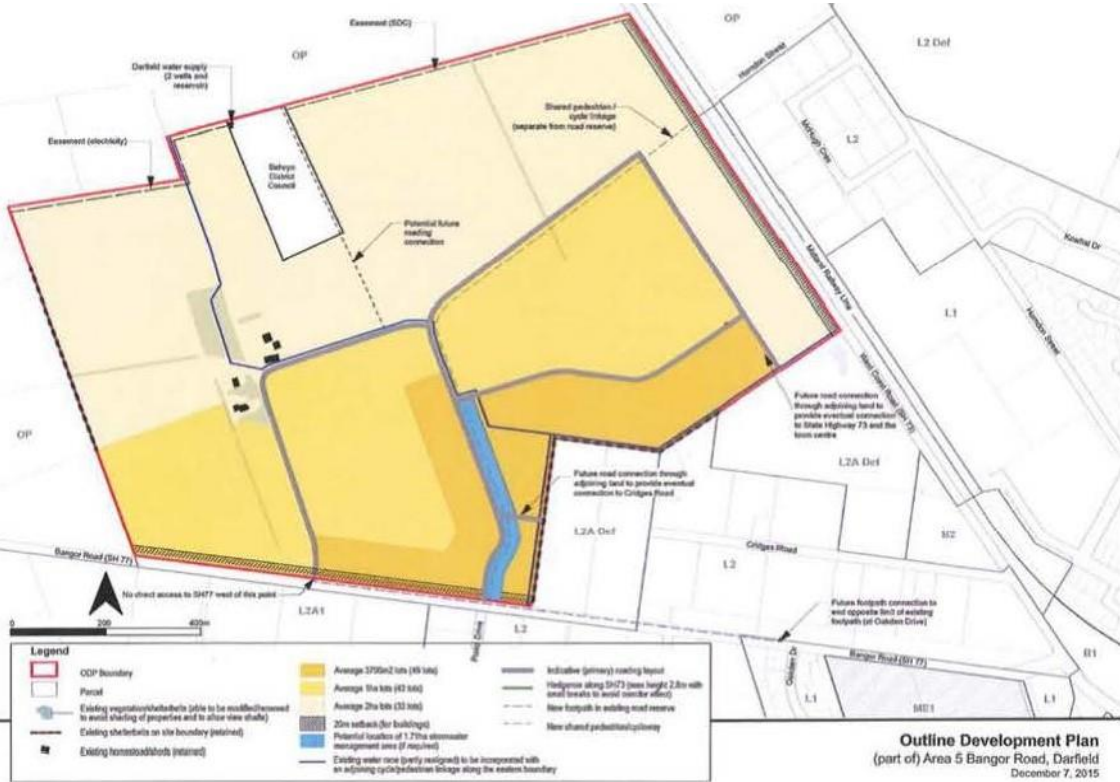


Figure 2. Bangor Road PC 46 ODP

Darfield
Outline Development Plan

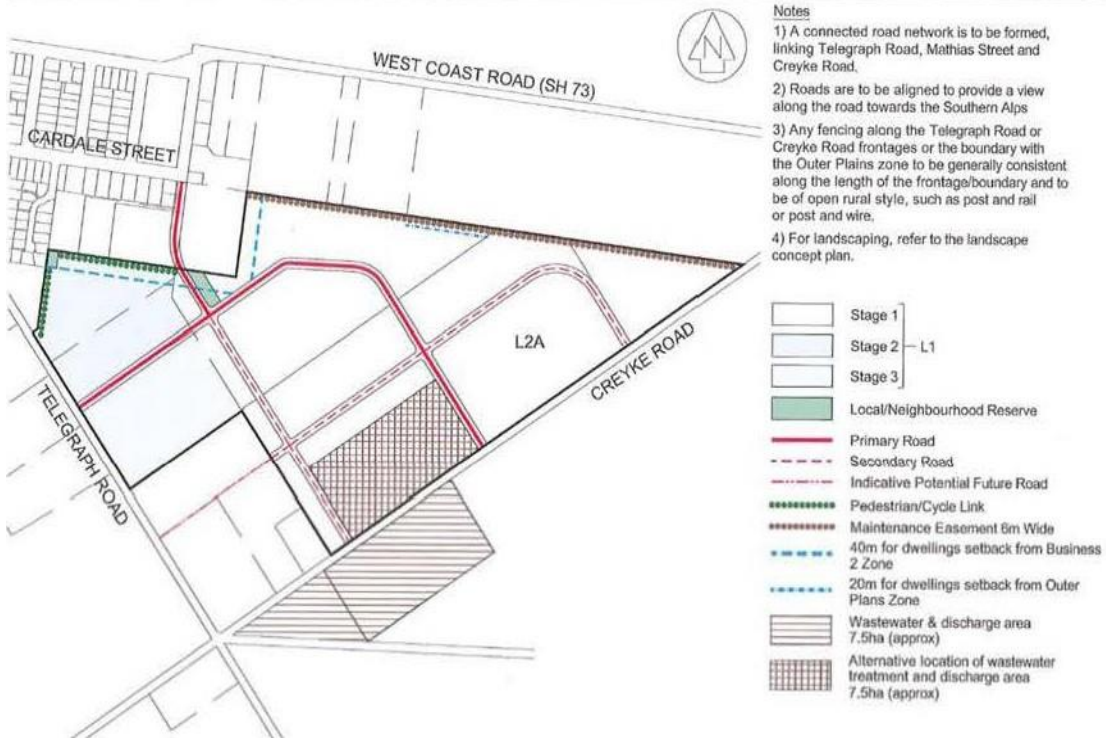


Figure 3. Silverstream ODP



Figure 4. Telegraph Road PC 48

3.0 Proposed Selwyn District Plan

3.1 Residential Objectives and Policies

The proposed SDP includes objectives and policies relevant to this landscape and visual assessment under Part 2 – District Wide Matters, Subdivision and under Part 3 – Area Specific Matters for Residential zones. Broadly, the objectives and policies relating to subdivision of land for residential purposes and specific residential zones seek safe, convenient, pleasant and healthy living environments, and a wide range of housing types and densities. Of relevance to landscape and visual amenity is that the objectives seek pleasant living environments¹ and that activities within the residential zones are managed to maintain and enhance appropriate levels of amenity within and beyond the zone². Supporting policies encourage residential activities to respond to the local built identity and the density of the surrounding residential environment, and to be developed in a way that is compatible with the amenity and character of the locality³³.

The proposed SDP provide standards to achieve the objectives and policies that outline the landscape character and amenity sought overall and for specific residential zones. The matters for control or discretion further address landscape character and amenity issues by allowing consideration of potential activities where standards are not met.

The deferred areas have been zoned for two different residential densities as a Large Lot Residential Zone and a Low-Density Residential Zone. Each zone is described according to the proposed SDP version dated 11 July 2019 below.

3.2 Large Lot Residential Zone (LLRZ)

The LLRZ includes previous L2 and L3 zones and is described as a zone to provide primarily for residential activities on larger lots where there are particular landscape characteristics, physical limitations or other constraints to more intensive development.

The LLRZ provides an opportunity for people to enjoy a spacious living environment while being close to an urban centre. The LLRZ provides for an average lot size of 5000 m² and a minimum lot size of 3000 m² and is described by the SDP as being typically located on the fringe of townships and provides a transition to the surrounding Rural zone.

Development, including fencing, will maintain an open and spacious character that contrasts with the built-up areas and rural land. Where portions of the zone are adjacent to or form part of the entrance to a township, development will be managed to ensure that it visually enhances the approach into the township.

The LLRZ policies seek to achieve a low density and spacious character by managing the density of development and minimum lot sizes, the height, bulk and form of development.

The standards most pertinent to the following landscape assessment are:

LLRZ-REQ2.1. Building coverage shall not exceed the lesser of 10% or 500 m² of the net site area.

LLRZ-REQ3.1. The maximum height of any building shall not exceed 8m.

¹Proposed SDP, Residential Zones, Objectives, RESZ-01, Version dated 11 July 2019

²Proposed SDP, Residential Zones, Objectives, RESZ-07, Version dated 11 July 2019

³Proposed SDP, Residential Zones, Policies, RESZ-P3 and RESZ-P8, Version dated 11 July 2019

- LLRZ-REQ5.1. Any residential unit or principal building shall be setback a minimum of:
- a. 10 m from any road boundary
 - b. 5m from internal boundaries
- LLRZ-REQ6.1. Accessory built setbacks (if less than 7 m in length)
- i. 2 m from any road boundary
 - ii. 1 m from internal boundaries
- LLRZ-REQ6.2. Accessory built setbacks (if greater than 7 m in length)
- iii. 4 m from any road boundary
 - iv. 2 m from internal boundaries
- LLRZ-REQ8.1 Apart from one vehicle crossing and a formed driveway not exceeding 100 m², the area between the road boundary and the principal buildings shall be:
- a) Landscaped with shrubs and specimen trees covering at a minimum the lesser of 30% of the area or 250 m²;
 - b) Provided with at least one specimen tree capable of growing to at least 8 m high being planted for every 10 m of frontage, to be spaced at no less than 5 metres and no greater than 15 metres.
- LLRZ-REQ9.1 Any fencing shall be:
- a) a max of 1.2 m in height;
 - b) at least 50% visual permeable; and
 - c) post and rail, post and wire, tennis court or swimming pool fencing

3.3 Low Density Residential Zone (LDRZ)

The purpose of the LDRZ is to provide primarily for residential activities and buildings consistent with a suburban built character, such as one to two storey detached houses with yards and landscaping.

The LDRZ is intended to be the main location for a variety of residential development utilising both existing underdeveloped sites and pockets of undeveloped land. Development should maintain the attractive streetscape character of the residential area, predominately characterised by a variety of lot sizes with low density residential development, deep building setbacks and landscaped front garden areas.

It is expected the zone will accommodate the development of principally detached dwellings at low densities with an average lot size of 750 m² with the opportunity for higher density development and aged care accommodation encouraged in close proximity to town centres, large open space areas and along public transport routes, provided it is sympathetic to the existing character and will not result in a stark contrast to the established character and amenity of surrounding development.

The LRZ standards most pertinent to the following landscape assessment are: LRZ-REQ2.1. The maximum building coverage shall not exceed:

- a. 40% of the net site area, including garage
- b. 40% of the net site area minus 36m² excluding garage

- LRZ-REQ3.1. The maximum height of any building shall not exceed 8m.
- LRZ-REQ5.1. Any residential unit or principal building shall be setback a minimum of:
- a. 4 m from any road boundary
 - b. 2m from internal boundaries
- LRZ-REQ6.1. Where the garage door faces a road boundary or accessway and the wall incorporating the garage door is:
- a. Less than 7 m in length the garage shall be setback a minimum of:
 - i. 5.5 m from any road boundary or accessway;
 - ii. 1 m from internal boundaries.
 - b. Is greater than 7 m in length the garage shall be setback a minimum of:
 - i. 5.5 m from any road boundary or accessway;
 - ii. 2 m from internal boundaries.
- LRZ-REQ7.1. Accessory built setbacks (if less than 7 m in length)
- a. 2 m from any road boundary or accessway
 - b. 1 m from internal boundaries
- LRZ-REQ7.2. Accessory built setbacks (if greater than 7 m in length)
- a. 4 m from any road boundary
 - b. 2 m from internal boundaries
- LRZ-REQ9.1 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:
- a. a max of 1.2 m in height if solid;
 - b. no higher than 1.8 m if:
 - i. visually permeable for the full 1.8 m of the fence; and
 - ii. solid up to 1.2 m and visually permeable between 1.2m and 1.8 m

The Areas sit within the context of the broader receiving environment (described in Section 2.0 above) and are described and assessed individually below with reference to their immediate context and with consideration of the above proposed SDP provisions.

The assessment below captures key elements or qualities / opportunities that differentiate one area from another and when included in future developments will provide a character and amenity appropriate to the surrounding context (i.e. the established character and amenity of surrounding development, and visually enhance the approach into the township) and to Darfield as a rural service town. The key elements, qualities and opportunities are included as recommendations in Section 6.0 for each Area to be incorporated on the ODP.

4.0 Landscape and Visual Amenity Assessment

4.1 Introduction

The following assessment considers the landscape and visual amenity effects arising from the lifting of the deferred zoning, and the development of each Area concentrating on the aspects of subdivision

design⁴⁴ and the context of the receiving environment. The landscape and amenity assessment is based on an understanding of the New Zealand Institute of Landscape Architects (NZILA) Best Practice Note 10.1 definitions and terminology.

The overall intent of the proposed objectives and policies relevant to this assessment is to ensure that the character and amenity of the residential zones and their settings are provided for. Beyond consideration of the proposed objectives and policies, and the application of the proposed residential rules and standards, the landscape character and visual amenity effects arising from the proposed zoning and subsequent residential development will depend on the following:

- Access and connections to the receiving environment. It is important that development and particularly subdivision for residential development contributes positively to the neighbourhood and complements the surrounding environment / land uses. A greater sense of community can be achieved with good access and views to community features and facilities e.g. in a rural setting this may include mature trees, water races and sports fields. Smaller and more walkable block sizes reduce car journeys and encourage residents to walk and cycle offering a choice of routes. The layout should encourage walking and cycling and afford convenient and accessible routes.
- Zone interface or interface with uses which might affect residential amenity. Different zones result in a different expression of character and may have a different expectation of amenity. Where different zones adjoin it is important that landscape character and amenity is addressed along the zone interface to reflect what is anticipated for each zone without one compromising the other.
- Boundary treatment to roads. Landscape character and amenity is experienced primarily from the roads for locals and visitors alike. This is particularly important where development fronts onto SH's that are also part of a scenic route.
- Identification and the incorporation of natural features of each Area including water races and established trees which add to the values and quality of the area to provide a point of difference and a sense of place.

Areas 1-5 are all located on the outskirts of Darfield township. Areas 1 – 3 are situated south of SH73, Area 4A and 4B are bounded by SH73 and SH77 and Area 5 is located north of SH73. Each Area has unique characteristics and therefore considered separately to address the headings above.

4.2 Area 1 – Greendale Rd

4.2.1 Site Description

Area 1 is bounded by Telegraph Road (arterial) to the east and McLaughlins Road to the west. It is bisected centrally by Greendale Road. Area 1 east of Greendale Road is known as Area 1 East and the Area 1 west of Greendale Road is known as Area 1 West.

Area 1 lies within 720 m of the main commercial centre of Darfield. It is a 78 ha wedge of land proposed to be zoned LRZ with potential to be subdivided into approximately 554 lots. As anticipated by the SDP provisions, Area 1 will result in low density living dominated by a built environment comprising housing, roads, driveways, footpaths and fences.

⁴⁴ Selwyn District Council, September 2009. Design Guide for residential subdivision in the urban living zones.

Area 1 is currently a mix of crops and pasture with sections of shelterbelts orientated northwest – southeast and northeast – southwest, bisecting paddocks along fence lines.

A water race runs part way along Greendale Road within the Area 1 East branching along a fence line heading southeast towards Area 2 and the outer urban edge at Creyke Road.

Three dwellings are located within Area 1 West. Two dwellings are sited on approximately 1 ha lots surrounded by established planting with access to McLaughlins Road. The third building / dwelling is located fronting the west side of Greendale Road and is surrounded by shelterbelts. The driveway is lined with an avenue of semi established exotic trees.

A row of semi established pin oak trees are a distinctive feature along McLaughlins Road between the established dwellings and the existing LRZ. These provide an important established amenity to the road frontage. Refer GA Sheet 5, Photograph 1.

4.2.2 Site Context Description

The majority of Area 1 will be viewed from the radial spoke roads - McLaughlins, Greendale and Telegraph roads. Refer GA Sheets 5 – 6. Each of these roads has a slightly different character but all transition from low density residential development with a rural character and high amenity to an increasingly obvious suburban character towards the town centre.

The northern boundary of Area 1 adjoins land proposed to be zoned LRZ close to the town centre and which has been partly developed. The undeveloped balance area currently remains as open pasture. The boundaries of the existing residential properties consist of a mix of deer fencing and timber paling fences with an outlook over Area 1, which is currently used for rural purposes.

The southern boundary of Area 1 East adjoins Area 2 which is proposed as LLRZ and is currently open pasture. The southern boundary south of Area 1 West adjoins an area developed as lifestyle properties. This boundary interface is approximately 855 m in length and consists of existing shelterbelts and five adjoining dwellings.

4.3 Area 1 – Greendale Road Landscape and Visual Assessment

4.3.1 Access and Connections

Area 1 adjoins and extends the existing residential zone immediately south of the Darfield commercial centre. Area 1 is consistent with and well positioned to contribute to the development pattern of Darfield, essentially infilling a wedge of land between the central hub and three main access spoke roads that form the east and west boundaries.

To ensure a good access and connections Area 1 will require a layout with residential blocks with perimeters of 800 m or less, and a choice of routes and transport modes (i.e. walking and cycling). To achieve this the ODP will need to include at least one but preferably two road cross connection traversing Area 1 east – west between McLaughlins – Greendale – Telegraph Roads with provision for pedestrians and cyclists. This will provide connections to existing residential development along Stott Drive via McLaughlins Road to the west and across Telegraph Road to the east LRZ.

At least three roads will be required north – south across Area 1 to provide walkable residential blocks and a choice of routes and transport modes. The roads will provide an important link from Area 1 East north to the partly established residential area and south through to Area 2 LLRZ providing opportunity for good connections in either direction. It is considered important that there is potential to connect through to the town centre to provide local access to the Darfield township and both Darfield High and Darfield Primary School.

Although secondary roads are desirable to future proof links between Area 1 West to the established residential zone LLRZ along the southern boundary they are less applicable where rural lifestyle owners are established and rely on the main road spokes to access the Darfield township.

4.3.2 Zone Interface

The zone transitions occur along McLaughlins Road opposite Area 1 West and along the internal boundary south of Area 1 West. Where roads form the zone interface, landscape and visual effects arising from changes in density are addressed by the separation distance afforded by the road, the change in use (transit corridor) in combination with roadside and lot boundary planting.

The southern boundary of Area 1 West adjoins the LLRZ. There are five established dwellings along the internal boundary that will be potentially affected by the LRZ development. For the most part these dwellings are separated from Area 1 by driveways along their northern boundary. The Area 1 lots will back onto the LLRZ, and dwellings will typically be located close to the southern boundary with a minimum built setback of 2 m.

Although the existing dwellings are surrounded by dense planting it is recommended that larger lots are proposed along the internal southern boundary zone interface. This will provide a separation and /or buffer to the adjoining properties and the higher density LRZ development.

The southern boundary of Area 1 East adjoins the Area 2 LLRZ. It is preferable that roads are located along the zone interface to alleviate potential adverse effects resulting from an abrupt change in density with consequential effects on an open spacious outlook anticipated within the LLRZ. Alternatively, it is recommended that larger lots are proposed by the ODP along the Area 1 interface with Area 2 where possible to assist in a better transition than that provided by the proposed SDP rules.

4.3.3 Boundary Treatment to Roads

The existing character and amenity along McLaughlins Road is largely contributed to by the generous setbacks and planted frontages, wide grassed berms and rural style fencing of the LLRZ opposite Area 1 West. Area 1 West contains two 1 ha properties each with a dwelling and accessory buildings surrounded by substantial screen planting for approximately 300 m along McLaughlins Road opposite the established LLRZ. It is likely that this part of Area 1 fronting McLaughlins Road will remain unchanged and consistent with the established character and amenity of the surrounding development.

The balance 400 m frontage of Area 1 West to McLaughlins Road will inevitably result in multiple driveways, diverse fences, various housing styles and planting opposite the high amenity boundary to the established LLRZ. Currently the balance of Area 1 West frontage consists of semi - mature pin oaks at approximately 10 m spacings and it is recommended that these remain a feature, retaining the established amenity along McLaughlins Road.

The SDP provisions are limited in regard to zone interfaces so to recognise the character and amenity of the LLRZ opposite and provide some visual consistency it is recommended that (in addition to the retention of the pin oak trees) a timber post and rail fence be required along the Area 1 West LRZ zone frontage to McLaughlins Road. Refer GA Sheet 5, Photograph 1.

Greendale Road is the central access spoke traversing north - south through Area 1 towards the Darfield town centre. The LRZ development will result in a suburban road frontage including future road intersection/s connecting Area 1 West to Area 1 East, individual driveways at regular intervals and dwellings on both sides of the road.

There is potential to introduce a high level of amenity, open space and enhanced natural character along the Area 1 East frontage to Greendale Road through the combined integration of pedestrian / cycleway access and the existing water race. This will provide an enhanced north - south connection to residential development outside Area 1.

Telegraph Road is a key approach to Darfield township from the southern residential areas. Area 1 East fronts onto Telegraph Road and lies opposite a LRZ.

The east side of Telegraph road currently consists of large established lifestyle properties screened by dense foliage including a mix of exotic deciduous and evergreen trees. The generous mown grass berm, existing water race, seasonal colour and varied tree forms contribute to a high amenity although this is likely to change if the land east of Telegraph Road is developed according to the LRZ zone standards. Area 1 East development will be consistent with the road character resulting from development of the LRZ opposite.

The development of Area 1 East and West will inevitably result in an obvious suburban character fronting McLaughlins, Greendale and Telegraph roads, notwithstanding the recommended retention of the pin oaks along McLaughlins Road, post and rail fencing and incorporation of the water race along Greendale Road that will contribute to a high level of residential amenity appropriate to the surrounding context.

4.3.4 Natural Features and Open Space

The retention of natural features such as water races, established trees and provision of open space as local neighbourhood parks provide links to a wider network of public open space and contribute to a high level of residential amenity adding a point of difference and value to development. The Selwyn District Council Design Guide provides guidance on the appropriate location of reserves and open space and incorporation of water race as features within areas of residential development.

Area 1 East has the potential for a linear park to be developed around the existing water race with a footpath and cycleway link in addition to providing an ecological corridor. It is recommended this be identified on the ODP for Area 1.

4.4 Area 2 – Creyke Road

4.4.1 Site Description

Area 2 is a 110 ha wedge of land that bounded by Creyke Road to the south, Telegraph Road (arterial) to the east and Greendale Road to the west. The Area 2 development will essentially form the outer extent of Darfield township up to Creyke Road. Area 2 is proposed to be a LLRZ, which provides for subdivision to occur at an average density of 5000 m².

Area 2 is currently characterised by a rural land use dominated by pasture and crops, bisected by water races running north south along internal fence lines and sections of shelterbelts. Views north to the Torlesse mountain range are currently obtained from Area 2. Three groups of large pine trees approximately 300 m apart are located at the corner of Creyke and Greendale and further north along Greendale Road.

4.4.2 Site Context Description

Area 2 adjoins the Area 1 proposed LRZ to the north and Creyke Road adjoining the Rural zone boundary to the south. Creyke Road is an unsealed local road that runs northeast – southwest between Greendale Road and SH 73 and beyond. The south side of Creyke Road is dominated by the pastoral landscape typical of the Canterbury Plains and contains two farm dwellings.

The Darfield Gun Club is located on a 2 ha parcel of land at the corner of Telegraph and Creyke Road. The site contains a large building screened by a large pine shelter belt along the road boundary. A large group of pines sit on the corner and other large rural trees are scattered across the site.

Telegraph Road is designated as an arterial road and is one of the main approaches to the south part of Darfield township. The land immediately opposite Area 2 on Telegraph Road has been rezoned to residential by PC 48 and is constrained in part by a 60dB noise contour extending from the gun club. A dwelling exclusion overlay coincides with the 60dB noise contour. The PC48 ODP for this area includes a mix of lot sizes at 5000 m², 1.0 ha and 2.0 ha resulting in three lots fronting onto Telegraph Road. Refer Figure 4 above.

The PC 48 ODP proposes the water race and existing road boundary vegetation remain along Telegraph Road and shows a 5 m wide landscape buffer of predominantly deciduous trees along Creyke Road to address the living and rural zone interface. The intention is to create a semi-rural parklands character. The zoning and dwelling exclusion overlay on the PC 48 ODP means that to all intents and purposes that the Telegraph Road interface opposite Area 2 will not change significantly with the exception of a primary road connection and two additional dwellings over the 600 m road frontage.

Greendale Road is the western boundary of Area 2. The land opposite and west of Area 2 is LLRZ and characterised by established 2 ha lifestyle blocks. The densely planted property boundaries, wide berms with occasional letterboxes, low key rural style driveway entrances interspersed with small paddocks and woodlots convey a high amenity along this section of Greendale Road.

4.5 Area 2 – Creyke Road Landscape and Visual Assessment

4.5.1 Access and Connections

The concurrent zoning of Area 1 to the north allows a comprehensive outcome to Area 2 in terms of access and connections.

To ensure good access and connections Area 2 will require a layout that includes at least two roads north – south between Area 1 to the north and Creyke Road to the south and roads traversing across the site east – west to Greendale and Telegraph Roads providing a connection to the LLRZs beyond.

In addition, the north – south roads provide an opportunity to align with views to the Torlesse mountain range.

The road layout should factor in desire lines and walkability so roads should be spaced to result in walkable blocks with a perimeter of approximately 800 m. It is important that local roads provide a choice of routes, meet desire lines and offer a good level of permeability throughout future subdivision development. Cul de sacs should be avoided if possible but if they are included, a walkway link should be provided from the cul de sac head to the nearest local road.

4.5.2 Zone Interface

It is important to consider the effects that may arise where different development densities result in different outcomes. This is likely to occur where the LRZ abuts the LLRZ and there is a difference between open spacious surroundings dominated by vegetation and surroundings dominated by buildings and hardscape, such as where Area 2 LLRZ abuts Area 1 LRZ to the north. There is opportunity to address the increase in density by locating roads to avoid split zoning on lots and / or locating larger lots at a zone interface.

Area 2 lies opposite the Darfield Gun Club located on the southwest corner of Telegraph and Creyke Road and has existed on the site for over 30 years. The development of Area 2 will likely result in reverse sensitivity issues relating to noise from the gun club. If a residential exclusion zone relating to the gun club noise contours is required, then it is recommended that open space or roads utilise that part of the site that is unsuitable for residential living.

4.5.3 Boundary Treatment to Roads

Despite the established LLRZ residential development west of and opposite Area 2 the amenity along Greendale Road is high and has a rural character conveyed by wide grass berms, post and wire / post and rail fences, hedges, abundance of rural amenity trees and generous building setbacks. The existing residential development east of and opposite Area 2 fronting Telegraph Road is similar. The proposed SDP provisions relating to fencing, built setbacks and planting along the Area 2 frontage to Greendale Road and Telegraph Road will result in a similar amenity.

Creyke Road is currently an unsealed local road that forms the boundary with the Rural zone. Refer GA Sheet 7, Photographs 6 and 7. The development within Area 2 fronting Creyke Road has the opportunity to gain a rural outlook to the south. However, this is undermined by the southerly aspect that is likely to result in north facing orientation of dwellings and a requirement for shelter and screening to the road frontage. A possible treatment is provided by the ODP for PC 48, which shows the proposed development along Creyke Road east of Telegraph Road. It incorporates a living / rural buffer zone to Creyke Road comprising larger lots and a 5 m planting strip fronting Creyke Road. The inclusion of larger lots and a 5 m planting strip is sufficient depth to provide a soft transition to the rural edge and will provide a consistent treatment along the rural boundary where it lies to the south of residential development. It is recommended that larger lots and a similar living / rural buffer zone be included on the Area 2 ODP along the frontage to Creyke road.

4.5.4 Natural Features and Open Space

There is potential for a local neighbourhood reserve within Area 2 to provide a focal point and view shaft to the Torlesse mountain range if it is aligned along road corridors. Local neighbourhood reserves are best located within 400 m of residential development. The LLRZ density means that residents are less likely to rely on small local parks, so it is recommended that where possible the local neighbourhood parks are located centrally within surrounding development, close to the LRZ interface and aligned to gain a view shaft to the Torlesse mountains.

A number of water races traverse Area 2 in both a north - south and east – west direction and these are recognised as a characteristic feature associated with the surrounding rural context. The water races have the potential to enhance natural character and provide a high level of residential amenity through open space and colocation with cycleways and pedestrian access. It is recommended that advantage be taken of these existing site features at the time of subdivision design to create a sense of place.

There are three clusters of large pine trees along the southern Greendale Road boundary within Area 2. Although farm trees are often not compatible with residential development due to size, a tendency to drop branches and can cause shading, their suitability should be investigated. Large trees provide an important scale, historical reference / time dimension and add a sense of place to the locality. If practicable to be retained, the pine trees should be located in open spaces or road reserves or accommodated by larger lots fronting onto Greendale Road. If the pine trees are not practicable to be retained in the long term it is recommended that they be replaced with clusters of rural amenity trees such as alders, pin oaks, sweet chestnut, horse chestnut trees, and / or beech.

4.6 Area 3 – West Coast Road

4.6.1 Site Description

Area 3 is 12.1 ha and proposed to be zoned LLRZ. Area 3 has direct access from SH73.

The western property consists of a large dwelling located on a 1 ha lot and a balance area of pasture. The dwelling is set back over 30 m from the state highway and access is currently provided by a formal tree lined driveway centrally located off SH 73 to service the dwelling and the rest of the rural property. The western frontage is bounded by a post and rail fence with amenity trees and lawn areas around the house and open pasture towards the proposed General Industrial zone to the west. A group of four conifer trees is located approximately 67 m from the SH surrounded by pasture and a large eucalyptus tree is located approximately 10 m off the western boundary.

The middle property consists of a 1.2 ha strip of land orientated north – south, approximately 40 m in width and 300 m in length. A dwelling is located at the front of the property with access from the state highway. An established poplar shelter belt extends along the highway boundary effectively providing screening to the dwelling, which is setback approximately 30 m from the SH. The balance of the middle property is pasture.

The eastern property is 4.89 ha of pasture open to the SH. There is no dwelling on the lot and the Rural zone boundary to the east is screened by an established shelter belt.

Fence lines and low hedges separate the three properties.

4.6.2 Site Context Description

Area 3 is an important component of the main approach into Darfield along SH 73 / West Coast Road from Christchurch.

The Mainland railway lies immediately opposite Area 3 parallel with and north of SH 73 separated by a grassed verge and avenue of trees.

The proposed General Industrial zone to the west contains Frew's yard with large buildings partly screened by a mixed conifer hedge and established trees along the boundary in common with Area 3.

Area 3 extends south to the Silverstream subdivision boundary adjoining the consented but as yet undeveloped LRZ lots. The northern boundary of the Silverstream subdivision has a 6 m wide maintenance easement between the proposed General Industrial zone to the west and Creyke Road to the east. A 20 m dwelling setback is also shown from the Rural Zone to the north and a 40 m dwelling setback is shown for dwellings adjoining the proposed General Industrial zone. There is no provision for a direct road connection from Silverstream to Area 3.

4.7 Area 3 – West Coast Road Landscape and Visual Assessment

4.7.1 Access and Connections

Area 3 has an opportunity to utilise access to SH 73 from all three properties however the western property has an existing access bounded by post and rail fencing and planted with an established avenue of pin oaks providing access to an existing dwelling. It is recommended the ODP utilises this to avoid multiple exits over a short distance to the SH and maintain the established amenity frontage to the SH, which is the main approach to Darfield from Christchurch.

4.7.2 Zone Interface

Area 3 fronts onto West Coast Road / SH 73 to the north and adjoin the Silverstream subdivision to the south, the Rural zone to the east and the proposed General Industrial zone to the west.

There is potential for adverse visual effects to occur between Area 3 and the adjoining proposed General Industrial zone to the west. However, the LLRZ provides for large lot sections and these will ensure the ability to provide mitigation in the form of landscaped setbacks. It is noted that the adjoining Silverstream subdivision provides a 40 m building setback and a 5 m landscape strip along the proposed General Industrial zone boundary. Ideally if this was continued within Area 3 then the retention of the existing shelter trees or hedges along the Area 3 boundary in common with the proposed General Industrial zone is recommended. The consistent approach would provide mitigation of visual effects from the continuing proposed General Industrial zone activity and provide a pleasant amenity for any future adjoining lots within Area 3.

The Rural zone boundary to the east of Area 3 is currently identified by a large pine shelterbelt. It is unclear whether this is within Area 3 or within the adjoining Rural zone. Generally rural shelterbelts are not suitable as boundary planting to residential zones given their propensity for shading, size and trimming requirements. However, the large lots will ensure that ample space is provided to accommodate the shelterbelt if it is retained for other amenity reasons such as noise or rural activity attenuation.

4.7.3 Boundary Treatment to Roads

Area 3 is bounded by SH 73 to the north. The state highway is important as the main approach to Darfield from the east and part of the scenic route to the West Coast and therefore the maintenance of amenity along the road corridor is a key consideration. The transition from the Rural zone to an urban landscape progresses from the intersection of Creyke Road and SH 73 towards the town centre. The road corridor is enclosed by pine shelterbelts to the south and industry to the north is set back from the SH beyond the Mainland Railway corridor, wide grass berms and established amenity trees.

Directly opposite Area 3 the outlook comprises a mown grass verge, swale, a double row of established trees providing an amenity screen to the Mainland Railway corridor and beyond to the LRZ and vegetation that screens the established residential development.

The western half of Area 3 provides an established rural amenity with its existing post and rail fencing, generous built setback and substantial tree planting along the road boundary and internal driveway. Refer GA Sheet 11, Photograph 12. Development within Area 3 will have to comply with any building setback requirements from the SH. The LLRZ provides for an average lot size of 5000 m² and in addition to the established amenity on the western property, the large lot size will ensure that there is opportunity to visually enhance the approach into the township. Further recommendations include the continuation of a post and rail fence along the Area 3 SH boundary to ensure a consistent and coherent arrival experience to Darfield town centre.

4.7.4 Natural Features and Open Space

The small development area is not sufficient in size to warrant the provision of open space although the retention of established trees such as those on the western property within a road reserve or common area will maintain and afford an immediate amenity to any future development.

An existing water race extends along the boundary with the adjoining Silverstream subdivision to the south. As noted above this characteristic rural feature may be utilised in some form at the time of subdivision design to provide landscape character and amenity to Area 3 or as a buffer between Area 3 and the higher density residential development within the Silverstream subdivision.

4.8 Area 4A – Cridges Road

4.8.1 Site Description

Area 4A consists of an 11 ha block of land fronting West Coast Road / SH 73 to the north east and Cridges Road to the south. Area 4A is proposed to be zoned LLRZ, which allows subdivision to occur with lots at an average size of 5000 m². Essentially Area 4A will result in an area of residential infill and the increased density will be consistent with the adjoining development (both existing and proposed).

Area 4A contains two dwellings, a cluster of sheds and a balance area of pasture. Except for the road boundaries in front of the dwellings the area boundary is fenced with post and wire fencing and includes some sections of shelterbelts. It appears that a water race extends in part along the north-western boundary of Area 4A. A large two storey dwelling is located at the northern corner of the site set back approximately 72 m from SH 73 behind an ornamental pond, lawn and amenity planting.

The south-eastern corner of the site contains a small dwelling surrounded by a cluster of farm sheds and hedges with access to Cridges Road. An established walnut tree lies approximately 30 m from Cridges Road midway between the east and west boundary. Other amenity trees (yew and cherry) are located along the Cridges Road boundary. A solitary mature eucalyptus tree is located close to the southern boundary of Area 4A where it adjoins the proposed General Industrial zone.

4.8.2 Site Context Description

To the northeast Area 4A fronts SH 73 and lies opposite a reserve strip planted with a mix of conifers and exotic deciduous trees and lawn. Immediately beyond this is the Midland Railway line.

To the south Area 4A fronts Cridges Road, which is a narrow local road with generous mown grass berms and swales. There is no kerb, channel or footpath along Cridges Road. It conveys a high level of amenity through the diverse mix of mainly exotic boundary plantings and a general quiet / lack of traffic, being a short (770 m long) no exit road terminating at the Area 4B boundary.

Area 4A is bounded by the PC 46 residential development to the northwest, the proposed General Industrial zone to the southeast and the proposed LLRZ to the south.

The northwest internal boundary adjoins the area of land zoned for residential development under PC 46. The PC 46 land remains undeveloped at this time. The PC 46 ODP shows a comprehensive 130 ha residential development extending to the interface of the Rural zone to the north and west.

The PC 46 ODP circulation is essentially a loop road with two access points from Bangor Road, one of which coincides with a stormwater management area and integrated pedestrian / cycle path. Of relevance to Area 4A is the future road connection shown on PC 46 ODP to meet the adjoining northern boundary to Area 4A, the Lots averaging 3700 m² adjoining Area 4A and a strip of 2 ha lots adjoining the existing dwelling to the north. The PC 46 ODP also shows a 2.8 m high hedgerow and 20 m setback for buildings fronting SH 73.

The eastern internal boundary adjoins an industrial zone containing an existing sawmill and timber processing company, comprising of a number of large buildings and timber supply stacks screened in places by sections of hedge and established trees.

The southern internal boundary adjoins the existing residential development which consists of large lots, dwellings, pasture surrounded by stock fencing and / or sections of shelter belt.

4.9 Area 4A – Cridges Road Landscape and Visual Assessment

4.9.1 Access and Connections

As an area of residential infill, it will be important to maintain access and a choice of connections to

the wider community and avoid undue reliance on access to and from the SH. To this end Area 4A will require a connection to the road shown on the PC 46 ODP at the northern boundary and a through road to Cridges Road.

4.9.2 Zone Interface

Area 4A adjoins the proposed General Industrial Zone along the eastern boundary. Refer GA Sheet 11, Photograph 13. Reverse sensitivity effects are likely, and a report provided by Novo Group suggests measures to mitigate noise and air contaminants include a 3 m high earth mound topped with a 2 m high acoustic fence. This will result in the removal of existing and established vegetation and possibly the existing buildings close to and along the internal boundary. The mitigation measures for reverse sensitivity effects includes a 60 m dwelling setback, which will render some part of the site as unbuildable. To ensure a reasonable level of internal amenity it is recommended that the ODP for Area 4A requires the boundary and / or mound be planted with trees capable of growing to at least 8 m in height being planted for every 10 m of frontage to be spaced at no less than 5 metre and no greater than 15 metre spacings.

An existing 9 ha lot forms the north-eastern zone interface between Area 4A and the area of PC 46. It contains a dwelling and landscaped grounds including an ornamental lake and established trees. Although the proposed zoning allows subdivision to 5000 m², the existing property contributes a high amenity to the SH 73 and the immediate surroundings. It is considered desirable for landscape character and amenity reasons both internally and externally along the SH frontage that this property is subdivided to 1 – 2 ha and incorporated into any future subdivision design to retain the dwelling and surrounding established landscaping.

Area 4A adjoins the LLRZ zone boundary to south and currently comprises lots ranging between 5000 m² – 2 ha in area. Much of this is currently retained as grazing pasture with residential development concentrated close to Cridges Road. The proposed development of Area 4A will be consistent with the anticipated density of the adjoining LLRZ land and the boundary interface will be appropriately addressed by the SDP provisions relating to internal building setbacks and fencing.

4.9.3 Boundary Treatment to Roads

Area 4A fronts SH 73 for approximately 300 m. It is important to avoid multiple accesses to the SH, which are likely to impair the visual and physical continuity of the road scene and approach to Darfield. The adjoining PC 46 shows 2 ha lots, a 20 m building setback and hedgerow up to a maximum height of 2.8 m along the SH 73 frontage. It is recommended that the Area 4A ODP limits the number of road access points and provides a similar treatment along SH 73 to maintain a consistent character and amenity along the scenic highway and approach to the Darfield town centre.

The southern boundary of Area 4A to Cridges Road is approximately 142 m. Cridges Road is a narrow local road with a high level of amenity and low key, open, spacious character conveyed by the wide grassed berm, lack of kerb and channel, and well established vegetated road boundaries associated with existing dwellings. It is likely that the existing landscape character and amenity will be retained because the LLRZ will allow a maximum of two lots fronting Cridges Road and the mitigation required to address the adjoining proposed General Industrial Zone will afford a spacious low key character.

4.9.4 Natural Features and Open Space

Area 4A is not sufficient in size to warrant the provision of open space. However, there are other natural features within the Area that contribute to landscape character and amenity including a mature eucalyptus tree close to the proposed Industrial General zone and an established walnut tree close to (approximately 30 m) Cridges Road within the 60 m dwelling setback. Both these trees are recognisable as contributing positively to neighbourhood amenity because of their mature height,

girth and characteristic form. Their locations close to internal boundaries and internal building limitations means that they can be readily incorporated into a future subdivision design without undue constraints to a logical layout. It is recommended both these trees be incorporated within the ODP.

As noted above, the adjoining PC 46 land is located to the north and separated by a water race along the boundary. This provides an opportunity to incorporate an amenity feature in some form and it is recommended that this is annotated on the ODP to be given further consideration.

4.10 Area 4B – Bangor Road / SH77

4.10.1 Site Description

Area 4B consists of an 8 ha block of land fronting SH77 / Bangor Road to the south and Cridges Road to the east. Area 4B is proposed to be LLRZ that will provide for an average lot size of 5000 m².

Area 4B is also an area of residential infill and the density will be consistent with adjacent development. The western property is predominantly pasture with a farm building in the north-western corner. The eastern property contains one dwelling and a cluster of farm buildings located at the north-eastern corner surrounded by well-established vegetation and shelterbelts. The eastern dwelling is accessed from the end of Cridges Road. A small woodlot is located about midway along the Area 4B northern boundary.

An existing water race runs along the eastern and northern internal boundaries and extends along the Bangor Road frontage of Area 4B. There are three existing access points to the Area 4B from Bangor Road, one of which has been recently constructed along the centre boundary between the two blocks.

The Bangor Road boundary of Area 4B is densely vegetated with a mix of conifer and established amenity trees both evergreen and deciduous. There is no kerb, channel or footpath along the Bangor Road frontage. Area 4B frontage sits opposite and midway between the local roads (Churchlea Place to the east and Piako Drive to the west). The residential development opposite the site is well established with large lots typically up to 5000 m² surrounded by hedges and amenity trees. An existing footpath extends from the east up to Oakden Drive, which coincides with the edge of the proposed LRZ on the south side of Bangor Road. Nevertheless, the Bangor Road corridor conveys a high level of amenity through the diverse mix of mainly exotic boundary planting and mown grassed berms providing a transition to the larger lots in the proposed LLRZ further to the southwest.

4.10.2 Site Context Description

Area 4B fronts south onto SH 77 / Bangor Road and east to Cridges Road, a small local road. The internal boundaries of Area 4B adjoin 130 ha of land zoned residential under PC 46 to the north and west and the adjoining established residential development to the east. The PC 46 land remains undeveloped at this time.

As noted above, the PC 46 ODP shows a comprehensive 130 ha residential development, which includes a loop road with two access points from Bangor Road, and provides for a future road connection to Area 4B. Currently the boundary interface between Area 4B and PC 46 land consists of a cypress shelterbelt and stock fencing and a water race. The PC 46 ODP also incorporates a 20 m setback for buildings fronting Bangor Road.

4.11 Area 4B – Bangor Road Landscape and Visual Assessment

4.11.1 Access and Connections

The PC 46 ODP clearly indicates that a road connection east - west across Area 4B is required connecting to Cridges Road. Refer GA Sheet 13. Photograph 15 shows the potential alignment of a through road across Area 4B. This provides a strong local access from the western end of Cridges Road through to PC 46 land allowing alternative access to SH 77.

4.11.2 Zone Interface

The proposed development of Area 4B will be consistent with the development resulting from the PC 46 ODP and adjoining proposed LLRZ. The boundary interface will be appropriately addressed by the SDP provisions relating to internal building setbacks and fencing.

The PC 46 ODP indicates the retention of the existing shelterbelts along the western and northern boundary of Area 4B. This may cause some shading to potential lots along the western and northern boundaries within Area 4B and is unlikely to be necessary in the long term given the comparable lot sizes and ample opportunity for planting on individual lots. For this reason, it is recommended that the shelterbelts be removed along the western and northern boundaries of Area 4B.

4.11.3 Boundary Treatment to Roads

The Area 4B frontage to SH 77 / Bangor Road consists of a mix of mature exotic trees mostly evergreen conifers and eucalyptus. Despite shading effects on the road corridor and potential footpath, the boundary vegetation is likely to remain as screening (noise and visual attenuation) for development within Area 4B. There will be little advantage to their removal because development within Area 4B will be obliged to comply with any building setback requirements from the SH. Given this and to maintain the established amenity including visual consistency along the SH it is recommended the boundary vegetation is retained. On this basis there will be little discernible change to the landscape character and amenity along Bangor Road.

4.11.4 Natural Features and Open Space

Area 4B is not sufficient in size to warrant the provision of open space.

A 1200 m² woodlot identified from the aerial is located on the northern boundary of Area 4B. It is unclear whether the trees are exotic or indigenous and whether they require protection as a feature of the area. This is best dealt with at time of subdivision design.

As noted above, the adjoining PC 46 land is separated by a water race along the eastern and northern boundary. This provides an opportunity to incorporate an amenity feature in some form and it is recommended that this is annotated on the ODP to be given further consideration at the subdivision design stage.

4.12 Area 5 – Homebush Road

4.12.1 Site Description

Area 5 consists of a 164 ha block of land fronting Homebush Road to the north and Kimberley Road to the east. Area 5 is proposed to be a LLRZ and provides for subdivision into lots with an average size of 5000 m². The effects of this density will be spread over a large site and separated from the Rural Zone by adjoining the roads. Area 5 will provide for residential development that will be compatible with the adjoining Landsborough residential development density to the south.

Area 5 is four lots comprising parcels of 157ha, 4ha, 2.02 ha and a small 0.4 ha property located at the northern corner of Homebush and Kimberley roads.

The largest lot is predominantly pasture bisected by post and wire fences with some sections of shelterbelts. A cluster of farm buildings and effluent pond are located close to the northeast corner of the site fronting Homebush Road.

The 4ha parcel contains a single storey brick dwelling surrounded by a generous lawn, established planting, and shelter hedges, located halfway along the Kimberly Road frontage.

The 2ha parcel is a SDC gravel reserve which fronts onto Homebush Road although no obvious indications of site activity are visible from the road.

The 0.4ha parcel contains a single storey bungalow and large shed set back beyond a pastoral frontage to Kimberley Road sheltered to the south by a shelterbelt.

The distinguishing feature of Area 5 is the presence of established amenity trees along Homebush Road including a triangular area planted in the same species located at the northwest corner and in proximity to the adjoining the McHughs Forest Park. The widely spaced acacia / blackwood trees extend to the east for approximately 1.25 km as a 25 m wide strip of land fronting Homebush Road.

A water race follows the internal edge of this treed strip returning and continuing along the road boundary to the Homebush / Kimberley Road corner. A large walnut tree is located close to Homebush Road at the north-eastern corner of Area 5 alongside the water race. A second water race traverses north-south across the site to the northwest corner of the Landsborough subdivision.

A third water race extends along the Kimberley Road boundary for approximately 130 m from the southeast corner of Area 5.

4.12.2 Site Context Description

Area 5 is bounded to the north and east by roads. Homebush Road is a gravel road forming the northern extent of the peri-urban development around Darfield. The speed limit is 100 km and the road corridor includes power lines and mown grass along the southern side. Rank grass, transmission lines and gorse hedges characterise the northern side of the road. Land opposite the area is zoned Rural, predominantly open pasture with extensive views to the distant foothills of the Torlesse range to the north. The Fonterra Dairy Factory is located less than 2 km northwest of Area 5.

Kimberley Road is a collector road and one of the radial spokes leading to the Darfield town centre from the Old West Coast Road to the north. The speed limit is 100 km along the Area 5 boundary changing to 50 km south of Landsborough Drive. For the most part Area 5 is open to Kimberley Road to the east and has expansive views across pasture to the Torlesse range foothills to the west. The land east of Kimberly Road (opposite Area 5) is zoned Rural and largely screened from view by a well-established pine shelterbelt.

The western boundary adjoins the McHughs Forest Park which comprises recreational facilities and tracks throughout a dense planting of mixed conifers dominated by large Douglas fir. The established conifer trees provide a wide buffer to SH 73 to the west.

The southern boundary adjoins the established Landsborough Drive subdivision comprised of 90 lots with an average lot size of 5000 m². The northern boundary of the Landsborough Drive subdivision consists of stock fencing and currently affords a rural pastoral outlook over Area 5 from existing dwellings. Landsborough Drive terminates at the southern boundary of Area 5 and provides a potential / intended internal connection point to Area 5.

4.13 Area 5 – Homebush Road Landscape and Visual Assessment

4.13.1 Access and Connections

Area 5 is large and although readily accessible from the two road boundaries it is important that consideration is given to internal legibility, walkability and permeability. To ensure this outcome future roads both north – south from Homebush Road to the Landsborough development and east – west across Area 5 to Kimberley Road will need to be shown on the ODP. The road layout will need to provide a hierarchy to provide legibility and result in walkable blocks (approximately 800 m perimeter). It is important that local connections are made to the adjoining Landsborough subdivision and McHughs Forest Park for recreational amenity.

There is potential for a strong recreational connection incorporating off-road pedestrian / cycle routes co-located with the existing water race within the strip of amenity trees along Homebush Road. It is recommended this be annotated on the ODP for Area 5.

4.13.2 Zone Interface

The boundary between the LLRZ and the Rural Zone is characterised by the unsealed carriageway and transmission route along the north side of Homebush Road and the shelterbelts along the eastern side of Kimberley Road.

In general, where development sites adjoin rural land or are adjacent but separated by a road it is important to consider the subdivision edge treatment as these are highly visible in the landscape. The larger lots realised under the LLRZ and proposed DP rule relating to landscaping and fencing will result in a soft urban edge without obstructing a rural outlook for residents. Opportunity to retain the existing trees along the Homebush Road interface is considered below. A mature shelterbelt bounds the Rural zone fronting Kimberley Road opposite Area 5 and is likely to remain.

The Landsborough Drive subdivision to the south has been developed as large lots and the proposed LLRZ for Area 5 will result in lot sizes consistent with this. Inevitably the lots will be located back to back and internal fencing will be required. Currently post and rail fencing bounds the internal adjoining boundary between the Landsborough Drive subdivision and Area 5. This is a desirable outcome between large lot developments because it will encourage planting along the boundary to provide privacy and shelter. It is recommended that the post and rail fence remain along the internal boundary between the Landsborough Drive subdivision and Area 5.

4.13.3 Boundary Treatment to Roads

Inevitably Homebush Road will change in character from rural to large lot residential fronting onto the road opposite the Rural zone. Refer GA Sheet 14, Photographs 17 – 19. Homebush Road is the northernmost extent of urban development and therefore requires consideration as a threshold between residential development and rural activities. The northerly aspect and rural views provided across Homebush Road will provide a desirable outlook for residents. For the most part the proposed SDP rules relating to building setbacks, landscaping and fencing will provide this outcome.

In addition, there may be rural activities that could potentially be a nuisance to residential development particularly given the northerly aspect and likely north facing orientation of new dwellings to obtain sunny, sheltered outdoor living spaces. In order to avoid conflict between existing rural and new residential activities a buffer is considered necessary. For these reasons it is recommended that a 25 m wide amenity buffer strip be established along the entire Homebush Road frontage. This should incorporate existing amenity trees and the water race as features to provide an appropriate character and amenity to the rural / urban interface.

It is also recommended that larger lots are provided for along the northern boundary to avoid potential shading effects from the retention of the mature trees.

4.13.4 Natural Features and Open Space

The large area provides an opportunity to provide a variety of open space within a comprehensive layout. Open space parks also provide an opportunity to continue the landscape character and amenity established within the adjoining Landsborough Drive subdivision and McHugh's Forest Park. Views are an important feature of Area 5 and the placement of open space and roads to afford views is recommended.

5.0 Landscape and Visual Amenity Effects In Relation to Relevant Statutory Provisions

5.1 Proposed Selwyn District Plan (11 July 2019 Version)

The principal statutory document for the assessment of the residential development is the Proposed Selwyn District Plan (SDP). Relevant Objective and Policies of the proposed plan in relation to landscape and visual amenity are as follows:

Table 2. Residential Development Zones

Subdivision	
SUB-O2	Subdivision design and layout maintains and enhances the <u>amenity values</u> of the
SUB-P2	Ensure that every <u>site</u> created by subdivision has safe and efficient access for motorists, pedestrians and cyclists, consistent with that required for the intended use of the site.
SUB-P9	Require the subdivision pattern and roading network to respond to and follow natural and physical features such as the underlying landscape, topography and established vegetation.
SUB-P10	<p>Manage the form of land to be taken for reserves, including having regard to the:</p> <ol style="list-style-type: none"> 1. Council's need for the land based on adopted provision and distribution standards 2. proximity of the land to other reserves and public open spaces, and to other desirable features 3. Council's capacity to pay for maintenance and improvements 4. size, location and accessibility of the land, including frontage to a roading network and the potential for linkages, walkways and cycleways 5. suitability of the land to be developed for the required purpose, including any potential for enhancement and considering the soils, gradient and topography 6. landscape features and quality of the land, including surface <u>water bodies</u> and the potential for views into or from the site 7. ecosystems and biodiversity associated with the land, including any significant indigenous biodiversity, mature vegetation or existing shelter belts 8. historic and cultural significance of the land 9. safety of users, including the absence of hazards and any vulnerability to natural hazards and any other information that the Council, in its discretion, considers is relevant

Residential Zones	
RESZ-O1	Safe, convenient, pleasant and healthy living environments that meet the needs and preferences of the community.
RESZ-O7	Activities within the residential zones are managed to maintain and enhance appropriate levels of amenity within and beyond the zone, and to avoid reverse sensitivity effects
RESZ-O8	Residents have access to a range of community, recreation, education, health, and corrections activities and facilities that support, maintain, and enhance the surrounding residential amenity.
RESZ-P3	Maintain and enhance the character and amenity values of residential zones by ensuring that all new <u>buildings</u> are: <ul style="list-style-type: none"> a. of a scale and character appropriate to the locality; b. sited in a location to enable privacy and retain open space and access to sunlight and daylight; designed to enable ancillary activities such as accessory buildings, parking, maneuvering and landscaping to be accommodated on the <u>site</u> .
RESZ-P5	Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
RESZ-P8	Ensure that outdoor living space of sufficient area and shape is provided, and appropriately located in relation to the residential unit to be functional for the likely occupant needs including entertaining, refuse storage, clothes drying, recreational pursuits and landscaping.
RESZ-P9	Landscaping and fencing is provided in a manner that maintains and enhances the amenity values and attractiveness of the locality.
RESZ-P10	Fences and walls shall be designed: <ul style="list-style-type: none"> a. to assist in highlighting building entrances and to enable visibility of <u>buildings</u> from and to the road and public spaces; b. to enhance safety by allowing for passive surveillance of public spaces from buildings; c. so as not to compromise sight lines for motorists and pedestrians; d. in the case of internal boundaries, to be of sufficient <u>height</u> to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land; e. to incorporate articulation or other detailing where there is a functional need to provide a large expanse of wall facing the street; and where located in the Large lot residential zone, in a way that is compatible with the open and spacious character anticipated within this zone.
RESZ-P11	Ensure that the use and placement of any <u>accessory building</u> does not adversely affect the privacy, amenity, outlook of, or access to sunlight of <u>residential units</u> , adjacent properties or any areas of public space.

Large Lot Residential Zone	
LLRZ-O1	The Large lot residential zone provides for <u>residential activity</u> on large sites, in a manner compatible with the retention of an open and spacious urban character at the rural interface.
LLRZ-P1	To achieve a low density and spacious character by: <ul style="list-style-type: none"> a. managing the density of development and minimum lot sizes; b. managing the height, bulk and form of development; and enabling residential development on sites of a size consistent with the low density character of the zone and that are able to accommodate on-site wastewater treatment and disposal.

Note: the SDP does not define 'urban character'. However, as discussed in section 4.0, the qualities of being open and spacious are consistent with the character anticipated for the LLRZ.

Low Density Residential Zone	
LRZ-O1	The Low density residential zone provides for low density residential activity.

Note: This section of the SDP⁵ was not complete at the time of writing this assessment.

Relevant rules related to landscape and visual amenity in relation to the proposed SDP Policies and Objectives are discussed below.

Table 3. SDP Policies and Objectives

Low Density Residential Zones – LRZ	Comments
<p>LRZ-REQ5. Setback of residential units and/or principal buildings from boundaries</p> <p>LRZ-REQ5.</p> <ol style="list-style-type: none"> 1. Any residential unit or principal building shall be setback a minimum of: <ol style="list-style-type: none"> a. 4m from any road boundary, provided that no part of the any building located within this <u>setback</u> is used as a <u>garage</u>, carport or other covered vehicle storage area; b. 2m from internal boundaries. 	<p>This rule provides for an achievable and appropriate outcome in most instances.</p>
<p>Recommendation: Landscaping</p> <p>There are currently no rule requirements for the LRZ in regard to Landscaping although the description of this zone says:</p> <p><i>“Development should maintain the attractive streetscape character of the residential area, predominately characterised by a variety of lot sizes with low density residential development, deep building setbacks and landscaped front garden areas.”</i></p> <p>Also refer to SUB-O2 and RESZ-P9.</p>	<p>Amenity for this low density zone relies on built setbacks and fencing particularly where developments will be experienced from surrounding roads by the general public.</p> <p>Recommendation 1: that a landscaping provision be included in the SDP rules to be consistent with the zone description as follows:</p> <ol style="list-style-type: none"> a. A percentage of a site and/or frontage is provided for landscaping; and / or <p>Tree planting is undertaken along the road boundary providing at least one specimen tree capable of growing to at least 5 m high being planted for every 10 m of frontage to be spaced at no less than 5 metres and no greater than 15 metres.</p>
<p>LRZ-REQ6. <u>Setbacks of garages</u> from boundaries</p> <p>And</p> <p>LRZ-REQ7. <u>Setback of accessory buildings</u> from boundaries</p>	<p>These rules allow for accessory buildings, being detached garages or sheds to be 5.5 m from road boundaries i.e. greater than the setback provided for residential dwellings and will achieve the amenity anticipated.</p>

⁵Supplied by SDC on 15 July 2019.

Large Lot Residential Zones – LLRZ	
<p>LLRZ-REQ5. Setback of residential units and/or principal buildings from boundaries Large Lot Residential Zones – LLRZ</p> <p>LLRZ-REQ5.1. Any residential unit or principal building shall be setback a minimum of:</p> <ul style="list-style-type: none"> a. 10m from any road boundary; b. 5m from internal boundaries. 	<p>The section sizes in the LLRZ will allow a generous built setback to roads and internal boundaries but should align with NZTA standards for built setbacks from SHs and consider internal amenity arising from potential reverse sensitivity effects where different zones adjoin, i.e. where proposed General Industrial zones adjoin residential zones.</p>
<p>LLRZ-REQ6. Setback of accessory buildings from boundaries</p> <p>LLRZ-REQ6.1. Where wall length is less than 7m, setback from:</p> <ul style="list-style-type: none"> i. 2m from any road boundary or accessway; ii. 1m from internal boundaries. <p>LLRZ-REQ6.2. Where wall length is greater than 7m, <u>setback</u> from:</p> <ul style="list-style-type: none"> iii. 4m from any road boundary or accessway; iv. 2m from internal boundaries. 	<p>These rules allow for accessory buildings, being detached garages or sheds to be 2m or 4m from road boundaries. This could adversely affect an open spacious character and amenity along the road frontage Recommendation 2: It is recommended that LLRZ-REQ6.1 setbacks are increased to match the residential setbacks for road boundaries.</p>
<p>LLRZ-REQ8. Landscaping. Apart from one vehicle crossing and a formed driveway not exceeding 100 m², the areas between the road boundary and the principal buildings shall be:</p> <p>LLRZ-REQ5.1.</p> <ul style="list-style-type: none"> a) Landscaped with shrubs and specimen trees covering at a minimum the lesser of 30% of the area or 250 m²; b) Provided with at least one specimen tree capable of growing to at least 8 m high being planted for every 10 m of frontage, to be spaced at no less than 5 metres and no greater than 15 metres. 	<p>Recommendation 3: that a landscape provision be considered for LLRZ properties adjoining proposed General Industrial zones. E.g. <i>“Landscaped area a minimum width of Xm and/or Xm in height shall be established and maintained along internal boundaries shared with a Business zone.</i></p>
<p>LLRZ-REQ9. Fencing</p>	<p>At residential zone interface between LRZ and LLRZ the fencing rules</p>

<p>LRZ-REQ9.1. Any fencing shall be:</p> <ul style="list-style-type: none"> a. a maximum of 1.2 m in height; b. at least 50% visually permeable; and c. of post and rail, post and wire, tennis court or swimming pool fencing. 	<p>Applicable to the higher density zone should apply to that boundary in order to protect the amenity outcomes (particularly in regard to privacy and outlook) for residents in both zones.</p> <p>Recommendation 4: Where a lot zoned LLRZ shares an internal boundary with a lot zoned LRZ, the fencing rules applicable to the higher density zone should apply along that boundary</p>
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Statutory Provisions recommendations 1 to 4 (outlined above) suggest how the proposed SDP could further address potential adverse outcomes relating to the lifting of the deferred status. These are in addition to the summary of recommendations for Areas 1 – 5 below.

6.0 Summary of Recommendations for Areas 1 – 5

The following recommendations are summarised for inclusion in the ODPs that are being prepared for each Area.

In general the recommendations address landscape and visual effects arising from the lifting of the deferred status by ensuring that the ODPs consider roading and access that provide a choice of connections and transport modes to the wider community; address visual effects on state highways and zone interfaces; and consider the provision of reserves and the retention of any distinguishing features for specific Areas, which are not captured by applying the proposed SDP provisions.

The following recommendations are site specific and best accommodated by annotating the ODP for the Area where relevant, rather than the insertion of a new rule.

6.1 Area 1 – Greendale Road Recommendations

- Recommend integrating existing water race with pedestrian access and cycleway along Area 1 East frontage to Greendale Road as a north-south connection to residential development outside Area 1.
- Recommend Area 1 East water race is also developed as an ecological corridor.
- Retain established pin oaks and require post and rail fencing along McLaughlins Road boundary opposite established L2 zone to maintain amenity and landscape character of the surroundings
- Include larger lots along the southern LRZ boundary to provide a transition to the established residential development (proposed as LLRZ)

6.2 Area 2 - Creyke Road Recommendations

- Include 1 ha lots and a 5 m Rural / Living Buffer along Creyke Road that is consistent with PC 48 development to the east to ensure a soft edge transition resulting in a high amenity urban / rural interface.
- Retain or replace tree clusters along Greendale Road to maintain a level of amenity that is

consistent with the existing character established opposite on the outskirts of Darfield

- Place local neighbourhood reserves so they are aligned with views and / or are accommodated within the residential exclusion zone
- Incorporate existing water races as an extension from Area 1 East and co-locate with local reserves, open space and pedestrian access / cycleways

6.3 Area 3 – West Coast Road Recommendations

- Require the retention of existing shelter trees and / or hedges or provide similar planting treatment along the boundary adjoining the proposed General Industrial zone
- Retain post and rail fencing along SH and require post and rail fencing to continue to OP zone boundary to ensure a visually coherent approach to Darfield along SH73
- Retain existing shelterbelt along Area 3 eastern boundary to Rural zone
- Maintain a buffer / maintenance easement by utilising the water race along the southern boundary in common with Silverstream subdivision
- Require the retention of four existing established conifer trees and one eucalyptus tree on the western property

6.4 Area 4A – Cridges Road Recommendations

- Require tree planting along acoustic bund with trees capable of growing to at least 8 m in height being planted for every 10 m of frontage to be spaced at no less than 5 metre and no greater than 15 metre spacings
- Subdivide existing property into 1 – 2 ha lot to retain existing dwelling and surrounding landscaping to maintain high amenity and landscape character both internally and externally along SH 73
- Require 2 ha lots and hedgerow up to 2.8 m in height along SH 73 frontage consistent with PC 46 ODP to maintain visual coherence and amenity
- Retain existing walnut tree close to Cridges Road and eucalyptus tree close to proposed General Industrial zone boundary to ensure an appropriate level of amenity is maintained in proximity to the adjoining zone
- Incorporate water race along northern boundary with PC 46

6.5 Area 4B – Bangor Road Recommendations

- Retain existing boundary vegetation to SH 77 / Bangor Road
- Recommend removal of shelterbelts along western and northern boundary in common with the PC 46 ODP
- Incorporate water race along eastern and northern boundary

6.6 Area 5 – Homebush Road Recommendations

- Ensure roading provides a legible hierarchy with walkable blocks and connections to McHugh's Forest park and surrounding existing residential development
- Recommend internal post and rail fencing is retained along the Landsborough Drive boundary to maintain an open spacious character
- It is recommended that a 25 m wide amenity buffer strip be established along the entire Homebush Road frontage. This should incorporate existing amenity trees and the water race as features to provide an appropriate character and amenity to the rural / urban interface.
- Provide larger lots along Homebush Road to avoid shading effects
- Protect existing walnut tree close to the corner of Homebush and Kimberley Road
- Recommend roads, open space reserves / neighbourhood parks are located to afford viewshafts to the Torlesse mountain range.

7.0 Conclusion

Inevitably there will be visual and landscape changes arising from the lifting of the deferred zoning on Areas 1 – 5. The concern is whether the uplifting of the deferred status and the rezoning of some areas will trigger potential adverse effects on landscape character and amenity of the receiving environment. The proposed SDP objectives and policies relating to the proposed zones for Areas 1 – 5 will result in appropriate landscape and visual outcomes. Where the application of the SDP suite of rules relating to subdivision and residential development is not sufficient to achieve these outcomes specific notations are recommended above for each Area's ODP. It is considered that the combination of the proposed SDP provisions and the above recommendations, will ensure and maintain an appropriate landscape character and a quality amenity outcome for the deferred Areas.

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APPENDIX

A3 Graphic Attachment to Landscape and Visual Assessment