

**BEFORE INDEPENDENT HEARING COMMISSIONERS APPOINTED BY THE  
WAIMAKARIRI DISTRICT COUNCIL**

**IN THE MATTER OF**

The Resource Management Act 1991 (**RMA** or  
**the Act**)

**AND**

**IN THE MATTER OF**

Hearing of Submissions and Further  
Submissions on the Proposed Waimakariri  
District Plan (**PWDP** or **the Proposed Plan**)

**AND**

**IN THE MATTER OF**

Hearing of Submissions and Further  
Submissions on Variations 1 to the **Proposed**  
Waimakariri District Plan

**AND**

**IN THE MATTER OF**

Submissions and Further Submissions on the  
Proposed Waimakariri District Plan by  
**Doncaster Developments Limited**

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**EVIDENCE OF VIKRAMJIT SINGH  
ON BEHALF OF DONCASTER DEVELOPMENTS LIMITED REGARDING  
HEARING STREAM 12E**

DATED: 5 March 2024

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Presented for filing by:  
Margo Perpick  
PO Box 18, Christchurch  
T 027 227 2026  
margo.perpick@saunders.co.nz

## INTRODUCTION

1. My name is Vikramjit Singh. I am an Urban Designer/ Architect.
2. I hold the qualifications of MA in Urban Design from the University of Westminster, London, U.K. and a Bachelor of Architecture from the Indian Institute of Architects, India, and I am a registered member of the Urban Design Forum in New Zealand.
3. I have been previously involved in Urban Design, Master Planning and Architecture projects in India, Middle East, UK and now in New Zealand.
4. I have 14 years of industry experience working in the field of Urban Design, and over 20 years in the field of Architecture and Master planning.
5. Although I understand this is not an Environment Court, I have read the Environment Court's Code of Conduct and agree to comply with it. My qualifications as an expert are set out above. The matters addressed in my evidence are within my area of expertise, however, where I make statements on issues that are not in my area of expertise, I will state whose evidence I have relied upon. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in my evidence.

## SCOPE OF EVIDENCE

6. I have been asked by Doncaster Development Ltd (**the Submitter**) to provide Urban Design Assessment evidence in support of their submission to the proposed Waimakariri District Plan (pWDP) to rezone of 11.75ha land from Large Lot Residential to General Residential Zone at Arlington West Rangiora. My evidence will consider the following:
  - (a) Current development of Rangiora and site location.
  - (b) The Site and surrounding environment.
  - (c) Summary of the ODP and key features of the proposal
  - (d) Urban Design Assessment of the ODP and the proposal
  - (e) Assessment of ODP against relevant planning provisions
  - (f) Conclusions.

7. My evidence refers to an A3 Graphic Attachment (**GA**) attached at **Appendix A**, which contains graphic material that are relevant to my evidence and has been referred to throughout my evidence.

Documents referenced:

8. I have referenced the following documents in my evidence:
- (a) Outline Development Plan – Lehmans Road - (**the proposed ODP**)
  - (b) Proposed Subdivision Concept Layout of Parts Lot 1 DP 340848, Lot 1001 DP 526449, Lot 1002 DP 526449, Lot 1003 DP 526449, and Lot 192 DP 437764 dated Feb 2024.
  - (c) National Policy Statement – Urban Design (**NPS-UD**).
  - (d) Canterbury Regional Policy Statement (**CPRS**).
  - (e) Operative Waimakariri District Plan (**oWDP**)
  - (f) Proposed Waimakariri District Plan (**pWDP**).
  - (g) New Zealand Urban Design Protocol, 2005 (**UDP**).
  - (h) Our District, Our Future Waimakariri 2048, District Development Strategy (**WDDS 2048**).
  - (i) Statement of Evidence (Transportation) prepared by Mr. Ray Edwards from Urbis- – Traffic studies dated 21<sup>st</sup> July 2023.
  - (j) Statement of Evidence (Economic) prepared by Property Economics - Proposed Rezoning in Rangiora dated Jan 2024.

#### **EXECUTIVE SUMMARY STATEMENT OF EVIDENCE**

9. This report documents an independent urban design analysis of an application by the Submitter to rezone 11.75ha of land currently zoned Large Lot Residential Zone, in the northwest of Rangiora town.
10. The application has been made to Waimakariri District Council to propose a rezoning of 11.75ha of land northwest of Rangiora from the pWDP Large Lot Residential Zone (**LLRZ**) Zone to a General Residential Zone (**GRZ**).
11. The key conclusions of this report are that:
- (a) This Site location will provide ready accessibility to facilities and services with its close proximity to existing residential developments and the Rangiora

Town Centre. Access to the Christchurch City is available in Rangiora via park and ride facility at three locations to use public transport<sup>1</sup>.

- (b) In urban design terms, the land is located and well-suited for the contiguous and logical extension of the existing residential urban form adjoining the Site in the northwest of Rangiora.
- (c) The proposed development aims provision of GRZ land to continue and integrate with the existing residential development south of the site. The new development will enable up to 105 additional allotments increasing the development capacity of Rangiora and the region as a whole.
- (d) The proposed ODP provides a good level of internal and external connectivity for vehicular, pedestrian, and cyclist movement in the context of the receiving environment. This will encourage permeability across the proposed Site and its connections to wider Rangiora including the Town Centre.
- (e) The ODP outlines a designated Local Purpose Reserve with Storm Management Area (SMA) providing open recreation areas and the management of storm water. This is strategically located between the proposed and current residential developments. This arrangement will create a blue-green infrastructure that benefits the broader locale, well within walking accessibility for the Site and its surrounding neighbourhoods.
- (f) I consider the rezoning will result in urban design advantages by creating a unified and cohesive urban structure that aligns with the existing urban development offering cohesion with existing neighbouring communities. Therefore, in my opinion, the rezoning application is acceptable on urban design grounds.

## **CURRENT DEVELOPMENT FORM OF RANGIORA AND SITE LOCATION**

12 The Site is current outside the Urban limits of Rangiora<sup>2</sup> which is defined by the junction of Lehmans Road to the west and existing electrical grid lines in the northwest of Rangiora. (Refer GA Sheet 09)

13 At the district scale, Rangiora Town is well-serviced with a defined town centre, the main commercial and town activities run along the central High

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<sup>1</sup> <https://www.waimakariri.govt.nz/services/roads-and-transport/getting-around/park-and-ride>

<sup>2</sup> Map A -Canterbury Regional Policy Statement (**CPRS**). (GA Sheet 04)

Street with access to a variety of supermarkets, specialist shops, restaurants, professional services, automotive services, library, and medical services within 3.5 km of the Site.

- 14 Rangiora Town with its service town character has a grid development pattern focused along the High Street or Inland Scenic Route 72. The urban development along the main street with commercial activity focus runs along High Street with a residential carpet development surrounding this. To the south of Rangiora along the junction of Flaxton Road and SH71, there is a linear growth pattern focused on Flaxton Road with a region of industrial and large retail zone (GA Sheet 05).

### **The Site**

- 15 As discussed, the Site is located on the northwest edge of Rangiora (at approximately 3.5 km from the Town Centre) at 260-286 Lehmans Road. The west boundary of the Site fronts Lehmans Road with the Rangiora Racecourse forming the northern boundary to the Site. The southeastern side of the Site is edged with two parallel lines of 220 KV National Grid Transmission Line corridor. This electrical infrastructure buffer zone, circa 40m wide, lies in between the Site and the Arlington subdivision.
- 16 The Site consists of five lots legally described as Lot 1 DP 340848, Lot 1001 DP 526449, Lot 1002 DP 526449, Lot 1003 DP 526449, and Lot 192 DP 437764. The Site is somewhat triangular in shape with the longest side being the south-eastern edge which borders the existing Transmission Line corridor.
- 17 The Site has been divided into three visually equal sized paddocks as observed from aerial photography. Parrott Road currently a legal paper road along south-eastern edge of the Site which runs in the buffer land parcel of the existing Transmission Line. The access to Parrott Road from Lehmans Road is currently proposed for extension, as outlined in the transport assessment report of Mr. Ray Edwards<sup>3</sup>.
- 18 While the majority of the Site is relatively flat (refer GA sheet 06), a remnant river terrace coincides with the northern boundary of the Site and continues across Lehmans Road and is as identified in the pWDP as an area of Non-

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<sup>3</sup> Transport Assessment of Mr. Ray Edwards - Section 3.3

Urban Flooding. Along the northern edge of the Site, for circa 300m, there is a mature shelterbelt of *pinus radiata*.

- 19 The eastern portion of the Site has a large earth stockpile that measures about 100m long (east-west), 40m across (north-south) and around 7m in height creating a visual mound from the Sites edges.
- 20 The grassy edge that runs along the front of the Site on Lehmans Road contains a roadside drain, which is mostly hidden by grass that hasn't been mowed. During the site visits, it was observed that the drain was dry.
- 21 The majority of the Site boundaries are exposed with open views. The exception is in the northwest corner where mature shelterbelts and pine trees are present that also extend along the north and part of the west boundaries (Lehmans Road) of the Site. These trees can be seen from a distance when travelling along Lehmans Road in both directions.
- 22 The Site is clearly visible from Lehmans Road along its boundary, and also from the link across the open space reserves within the Arlington Subdivision and Sandown Boulevard. However, the view of the Site from River Road is significantly restricted due to the presence of the Rangiora Racecourse buildings, vegetation, and the distance of viewing.
- 23 The transmission grid adds a somewhat industrial feel to the rural visual character, with its infrastructure and urban elements being quite noticeable in its immediate surroundings. One can catch a glimpse of the Canterbury foothills in the distance between the hedgerow located to the north of the Site.
- 24 The southern portion of the Site includes a rural residential property with its frontage on Lehmans Road. This property includes a dwelling and garage, as well as several minor outbuildings, mature trees, a single driveway access beyond post and rail fencing. And immediately further south the Belmont Lodge horse training facility continues the same post and rail fence style along the Lehmans Road frontage. Belmont Lodge includes a roofed circular horse walker, stables and paddocks that are visible from the road.

## The Site and Surrounding Environment

- 25 In the oWDP the Site is zoned Res 4A, bounded by the Rural (**RU**) zone to the north and west, the Residential 2 (**Res 2**) zone to the southeast. Although the Site lies within a rural receiving environment, it is surrounded by a mix of uses. There are lifestyle properties across Lehmans Road to the west and the Rangiora Racecourse to the north. The Res 2 zone to the southeast has been developed as the Arlington Westpark Development. (refer GA Sheet 09).
- 26 Under the pWDP, the Site is zoned Large Lot Residential Zone (**LLRZ**) and lies adjoining Medium Density Residential-Variation 1 (**MDRZ**) Zone (previously Res2) along the southern boundary. Given its location at the northwest corner of Rangiora, the land surrounding the Site to the north, west and northeast is zoned RLZ (refer GA Sheet 10).
- 27 Under the pWDP it states "*The purpose of the Large Lot Residential Zone is to provide residential living opportunities for predominantly detached residential units on lots larger than other Residential Zones. The Large Lot Residential Zone are located near but outside the established townships. Some opportunity is also provided for rural activities where the effects of these activities will not detract from the purpose, character, and amenity values of the residential zone.*"<sup>4</sup> The LLRZ Zone allows for the development of residential units a with a minimum lot size of 2500 sqm with average density of 5000 sqm.
- 28 The proposed rezoning seeks to rezone the Site from **LLRZ** to the **GRZ** Zone, which provides for lots of 500 sqm. Under the pWDP the purpose of the GRZ Zone is "*to provide for residential areas predominantly used for residential activity, with a mix of building types, and other compatible activities that provide for maintenance or enhancement of residential amenity values*"<sup>5</sup>. Under the GRZ lots will have a building coverage of 45% with 8m maximum height allowance.
- 29 To the southeast of the site, beyond the transmission lines, is the northern extent of Arlington subdivision. The character is obvious residential suburban, indicated by the lot sizes ranging from 350 sqm to 1100 sqm, dwellings of

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<sup>4</sup> PWDP, Large Lot Residential Zone Introduction

<sup>5</sup> PWDP, General Residential Zone Introduction

various sizes and form, front yards, driveways, landscaped yards, letterboxes, street trees, footpaths, lighting poles and kerb & channel throughout the subdivision. The internal street network is open and spacious and generally carries only local traffic with pedestrian movement corridors. Cycles are expected to use the existing road network.

- 30 The northern edge of Arlington, and where it interfaces with the Site has a small commercial development with service shops, a florist, offices, food outlets, cafés and restaurants and a storage facility. Given the proximity to the Site, this commercial offering is within the immediate walkable zone.
- 31 To the southeast of the Site national grid transmission lines run east - west, within an approximately 80m wide transmission corridor crossing Lehmans Road. The transmission corridor runs partially in the proposed Site parallel to the southeastern boundary separating the Site from the Arlington Subdivision. The boundary between the site and the transmission corridor adjacent the Arlington Subdivision is not currently fenced however the transmission corridor is fenced off from Arlington by deer fencing.
- 32 A small triangular grassed reserve and pathway connecting to the Arlington Subdivision coincides with the overhead transmission lines where they cross Lehmans Road. As per the transport assessment the portion of the future road to vest and connection of Parrott Road to Lehmans Road will be possible in this location<sup>6</sup>.
- 33 The land west of Lehmans Road is predominantly rural, open pasture with fenced paddocks and grazing animals (mainly horses), mature exotic trees and vegetation, exotic shelterbelts, driveways to dwellings setback from the road frontage, mailboxes and mown road verges indicating a rural lifestyle character. There is a noticeable dip in Lehmans Road in the vicinity of the Site's northwest corner marking the old river terrace running along that boundary.
- 34 The area west of Lehmans Road also includes some commercial activity related to rural and recreational activities such as the Rangiora Veterinary

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<sup>6</sup> Transport Report by Mr. Ray Edwards dated Feb 2024



Centre, grain silos, storage, and the Rangiora Eco Holiday Park with larger farm accessory buildings visible from the road.

- 35 The land north of the Site is occupied by the Rangiora Racecourse which is located to the south of River Road running along the Ashley/ Rakahuri River. The racecourse is predominantly open grassed landscape with buildings and structures located towards the south of the racecourse property. These buildings and structures can be seen obscurely from Site through stands of mature trees.

### **SUMMARY OF THE ODP AND KEY FEATURES OF THE PROPOSAL**

- 36 The proposal seeks to re-zone the proposed land from LLRZ to GRZ Zone, enabling a future development with a density of one dwelling per 500 sqm<sup>7</sup> in comparison to LLRZ which allows 1 to 2 dwelling per hectare<sup>8</sup>.
- 37 The proposed rezoning is accompanied by an ODP and an indicative subdivision layout plan. The refinement and finalisation of the indicative subdivision layout will be a part of the subsequent Resource Consent application process. (See GA sheet 11). The description of the ODP is as follows:

#### **The Proposed ODP**

##### Land Use

- 38 The proposed ODP seeks to enable the rezoning of the Site for GRZ. Accordingly, the proposed ODP the layout generates density of 12 dwellings per hectare (dph), an SMA and Local Purpose Reserve of approximately 3.0ha.
- 39 Accounting for the space required for civil infrastructure including roads, stormwater facilities and greenspace, an approximate yield of up to 105 households is anticipated when giving effect to the ODP. (refer Subdivision plan GA sheet 12).
- 40 The indicative subdivision layout proposes a consistent spread of lot sizes ranging approximately from 700 sqm to 450sqm across the Site along the internal road network. The layout also indicates smaller lots will be along the

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<sup>7</sup> GRZ-BFS1- Site Density- General Residential Zone- Proposed Waimakariri District Plan

<sup>8</sup> RESZ-P14 Development Density- Proposed Waimakariri District Plan

southeastern edge of the Site with direct frontage to the proposed open space and storm water reserve.

#### Site Access & Circulation

- 41 The ODP comprises a road network with two primary access locations, one located along the western edge of the lot from Lehmans Road and the other link connecting southeast to existing Sandown Boulevard via the proposed Parrott Road connection.
- 42 The access from Lehmans Road will link southeast across the Site to Parrott Road, bifurcating the Site and providing an internal loop road indicative of service to lots. This Parrott Road (shown as a primary link in the ODP) will give the second access to the Site from the southeast to existing Arlington Subdivision. These existing roads within Arlington are well formed to accept these connections as observed at Site. (Refer GA Photos Page 17 &19)
- 43 A 2m wide green landscape amenity edge is proposed along Lehmans Road with walkway to link with the existing pedestrian walkways south of the Site towards Oxford Road and internal pedestrian walkways of Arlington Subdivision. Within the broader setting, these provide connection to Rangiora Town Centre with a 30 min walk.
- 44 Parrott Road (being a paper road currently) will run within the open land below the transmission line corridor, along the southeast boundary of the Site, partially. The ODP shows a connection with Lehmans Road and is suggestive of a future link northwest towards River Road.<sup>9</sup>
- 45 The ODP defines two locations on the Site's southeastern edge along the Local Purpose Reserve area which will provide pedestrian crossing points to the existing Helmore Street and Payne Court within the Arlington Westpark Development. These will be in addition to a primary link from the proposed Site to Sandown Boulevard.
- 46 The proposed ODP and indicative subdivision layout includes a network of roads facilitating wayfinding and movement throughout the Site. The internal road corridors will be designed in accordance with WDC Engineering

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<sup>9</sup> Transport Assessment report of Mr. Ray Edwards

requirements and will be designed for vehicular, pedestrian and cycleway movement with associated landscape treatment.

#### Blue-Green Network and Site Interface with the Surroundings

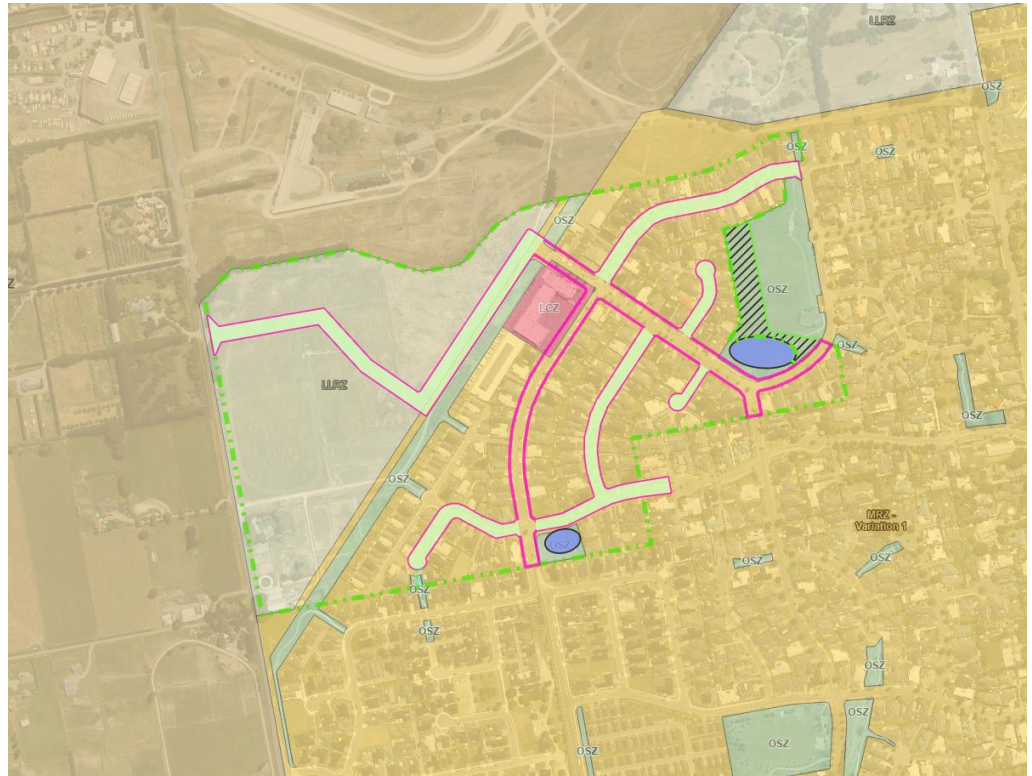
- 47 The Local Purpose Reserve, as shown on the ODP, at the edge of the southeast boundary will be approximately 680m long and 45m wide in size and will be formed in the open area under the transmission grid corridor where restrictions to built form exist. The proposed area will include the SMA also.
- 48 The SMA will be located with consideration of the natural fall within the Site and will utilise existing site contours and overland flow paths along the road network as indicated in the ODP to manage the stormwater run-off of future development.
- 49 The Indicative subdivision lot layout shows a series of lots along Lehmans Road which will be directly accessed of road and will be set back from the Site edge with a 2m landscape amenity edge.
- 50 The northern edge overlooking the Racecourse will have a continuous 2m wide landscape amenity edge with native hedge planting and post and rail fence which will run along the rear of the lots adjoining this boundary.

#### **Key Features of The Proposal**

- 51 The key features of the ODP relevant to my evidence are outlined below:
- a. The proposed ODP connects with the urban development of northwest Rangiora as seen in Figure 1 below and will be based on the suggested connection in the Northwest Rangiora ODP identified in the pWDP<sup>10</sup>, along Lehmans Road to Sandown Boulevard.

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<sup>10</sup> pWDP, Northwest Rangiora ODP from <https://waimakariri.isoplan.co.nz/draft/property/1578675/1512617/5243973/5172172/3/226>



*Figure 1:Map 155(Part): Northwest Rangiora ODP link to proposed Site as in pWDP.*

- b. Provides for suitable development acknowledging the close proximity to the adjoining urban residential settlement by proposing similar GRZ density to better integrate the urban form with the existing residential character of northwest Rangiora.
- c. The internal circulation will incorporate road network with pedestrian and cycle connectivity integration with the existing connection south of the Site towards Rangiora Town.
- d. An area of 3.0ha will be provided as a blue green network planned in the current transmission line corridor. This arrangement aims to give a consolidated space with amenity and offer a common accessible green space for users from a wider community.

#### **URBAN DESIGN ASSESSMENT OF THE ODP AND THE PROPOSAL.**

52 The Urban Design Protocol outlines seven key design qualities that collectively contribute to quality urban design. I have assessed the suggested rezoning and ODP in light of these principles as per the following:

**Context - Integration**

- 53 Looking at a bigger picture, the proposed ODP will acknowledge the linkages of the Northwest ODP<sup>11</sup>, and complete the residential form in this corner of northwest Rangiora. It is in a similar situation as the ODP for the West Rangiora Development Area or the Southwest Development Area which are situated at the same distance to the town centre and are similar in context. (Refer GA Sheet 04)
- 54 The Site's location is separate from the RLZ zone, being physically partitioned by Lehmans Road on the west and visually distinct from the Racecourse on the north with open field views and part shelterbelts creating an edge to the Site. Given its close proximity, and ease of connections to existing southern residential subdivisions, this presents a seemingly natural progression to further residential urban form.
- 55 The Site with its current zoning of LLRZ and reduction of land area due to setback from transmission grid would approximately generate 25 lots of 2500 sqm with average of 5000 sqm. In comparison, the proposed rezoning to GRZ will generate approximately 105 lots, which would be a significant increase in density of built form and presence of urban elements in comparison to LLRZ. This in my opinion would be appropriate to the context and the related reasons as below.
- 56 The GLZ rezoning will provide internal green areas, setbacks, and built forms which will reflect the existing neighbouring residential areas. This provides cohesion of urban form and integration with the street network and provides walkable connections. The new proposed housing will be readily adjacent to the available facilities and services of the existing commercial development of Arlington Westpark.
- 57 The ODP proposed edge treatment will respond to the RLZ context with a 2m wide landscape amenity strip along the Lehmans Road boundary, offering an extra layer of greenery and a setback for the plots and structures. This buffer will help soften the transition from RLZ to GRZ with screened or framed views of the built forms. With lot access of Lehmans Road and in combination with the landscape amenity edge an interesting rhythm of entrances along this

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<sup>11</sup> pWDP, Map 155- Northwest Rangiora ODP.

road will provide pleasant amenity. The wider 2m landscape amenity edge in addition to the existing green berms of the road reserve recognises the rural edge of the properties across Lehmans Road while providing a wider setback.

58 The ODP will create a large consolidated green area to enhance the amenities of a wider region which also will visually integrate the proposed Site with the surrounding open rural areas.

### **Character - A Sense of Place and Belonging.**

59 Sense of place refers to the emotional connection that individuals have with a specific location or environment, both tangible and intangible qualities that contribute to people's perception and attachment to a place.

60 The ODP recognises the prevailing character of the area by proposing housing types that mirror the existing residential zone, thereby fostering a sense of inclusion and location. The resulting physical qualities of the proposed environment including its layout, buildings, streets, and public spaces will foster a sense of continuity and belonging for the proposed ODP within the established residential zone character.

61 The Local Purpose Reserve with its consolidated high quality green spaces and place of common access for the local community will also aid in softening the current industrial look to the Site and offer good level of visual and landscape quality.

62 The extension of the road treatment east of Lehmans Road will create a positive engagement for lots with the road frontage in comparison to back of the house character of the properties with the fences to Lehmans Road. The junction of Lehmans Road and proposed Parrott Road will create a new urban node with distinct characteristics of Local Purpose Reserve open space running along the road reserve.

### **Choice and Diversity**

63 In urban design choice plays a significant role in shaping vibrant and adaptable growth, that caters to diverse needs and preference. The components of choice relevant to the Site are the provision of additional housing and associated amenity for wider Rangiora.

- 64 The development of the Site as GRZ will contribute to provide housing choices in a density mostly consistent and in addition to adjacent neighbourhoods. The existing facilities and services available in the Rangiora region will offer a choice of employment, healthcare, shopping facilities, restaurants, and services for those future residents of the Site.
- 65 The ODP will enable a choice in the connections across the Site enhancing permeability. The provision of a large area for amenity will provide additional choice for recreation and amenity for the residents of the northwest neighbourhoods of Rangiora.

### **Connections – Connectivity and Sense of Belonging**

- 66 Overall, it is considered the Site is well connected. The Site's general proximity to the Town Centre and public transport connections with park and ride facility at multiple location in Rangiora provide efficient connections to Kaiapoi and Christchurch. The nearest park and ride facility being 3mins drive from the Site at Northern Park and Ride on River Road. The proposed Parrott Road connection will provide an efficient road network linking with existing roads and streets.
- 67 Additionally, active modes of connections along Lehmans Road and the proposed Local Purpose Reserve to the existing residential development will provide integration at a local level. In essence, the ODP will complete the missing link along northwest edge of Rangiora to the existing residential areas, creating a sense of belonging.
- 68 Creation of the Local Purpose Reserve and its possibility to provide shared spaces for interaction will foster easy connections with neighbours. At this scale, fostering meaningful connections is essential for creating vibrant and cohesive communities.

### **Creativity and Collaboration**

- 69 Creativity in urban design turns mundane spaces into vibrant, inspiring, and forward-looking environments, shaping the way we experience and interact with our environment.
- 70 The proposed conversion of open areas along the transmission lines into Local Purpose Reserve areas as a space of amenity, and for stormwater management is a creative use of land which could not be used for housing.

The ODP will provide a chance to provide high quality landscape outcomes and amenity to enhance the experience of urban environment, changing the way people with interact with space as compared to the present.

- 71 The establishment of a landscape amenity treatment on the northern boundary of the Site will assist in addressing any potential matters of reverse sensitivity towards the Racecourse while contributing to an increased biodiversity of the Site through future native planting.
- 72 A collaborative approach between multi-disciplinary teams has helped to inform the approaches and solutions in forming the ODP layout.

### **Custodianship and Safety**

- 73 The New Zealand Urban Design Protocol (UDP) defines custodianship as a place with a sense of ownership, which is environmentally sustainable, protects landscapes, manages land wisely, provides safe movement networks, and avoids or mitigates the effects of natural and man-made hazards.
- 74 The overall structure of the ODP and subdivision layout is expected to ensure a rational and effective utilisation of land. The ODP defines a clear and logical layout which supports safe movement and connections across the Site in line with principles of Crime Prevention Through Environmental Design (CPTED) in term of safety and security.
- 75 The provision of direct access to lots along Lehmans Road with its "eyes on the street" approach will provide safe streets in accordance with CPTED guidelines. The proximity to the RLZ zone, and the direct access will also ensure the Site edges are actively addressed with movement and anticipated interaction of residents giving a sense of safety.
- 76 This would also be the case on the internal streets; however, this would depend on the final architecture design of the houses since the built form standards provide good flexibility to address the setbacks from access roads and fencing with 45% visual permeability<sup>12</sup>.
- 77 The proposed Local Purpose Reserve will establish a green, open environment which provides amenity to the users. Such an environment is anticipated to

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<sup>12</sup> pWDP, GRZ Bulit form standards- GRZ-BFS5 & GRZ- BFS8



motivate inhabitants to use the spaces well and assume responsibility for local spaces. This strategy also cultivates a sense of community and security.

### **ASSESSMENT OF ODP AND THE PROPOSAL AGAINST RELEVANT PLANNING PROVISIONS**

78 The following are the key objectives and policies of the pWDP that direct urban development and that are relevant for the proposed rezoning. These also address the higher-level directives of **NPD-UD- Policy 1** and **CRPS-**

#### **6.3.3.**

- a. **Part 2 - District Wide Matters- Strategic Directions: SD-O1** *Natural environment: requires people have access to a network of natural areas for open space and recreation.*
- b. **Part 2 - District Wide Matters- Strategic Directions: SD-O2:**  
**Waimakariri District (following from NPS-UD-policy 1)** *contains well-functioning urban environments by:*
  - i. *meeting the needs of housing*
  - ii. *good accessibility to housing, jobs, community service, natural open spaces*
  - iii. *and is well connected by way of public or active transport.*
- c. **Part 2- District Wide Matters- Subdivision: SUB-P6-Criteria for Outline Development Plan (following from CRPS 6.3.3):** *Development in new residential development area to occur by inclusion of ODP in the district plan and is in accordance with the provision set out in an outline development plan:*
  - i. *prepared as a single plan for the proposed area.*
  - ii. *includes road network connections with surrounding areas.*
  - iii. *land for parks and recreation; with landscape enhancement*
  - iv. *provide integration of transport modes, including pedestrian walkways, cycleways, and connections with adjoining areas*
  - v. *mitigation of any adverse impacts for any existing infrastructure*
- d. **Part 3 – Area Specific Matters - GRZ-P1:** Residential character and amenity values: Provide for activities and structures that support and maintain the character and amenity values anticipated for the zone which:
  - i. *sites generally dominated by landscaped areas, with open spacious streetscapes.*

## RESPONSE

- 79 In response to the above listed policies and objectives, I have identified four questions related to urban design which aim to evaluate the fundamental prerequisites for a well-functioning urban environment in the context of the proposed Site.
- a. Does the location of the Site and its connectivity to public and active transport support the formation of proposed rezoning?
  - b. Does rezoning effectively connect existing residential communities and provide access to facilities and services within a walkable distance?
  - c. Is the rezoning plan designed to include accessible natural green spaces that can be used for recreational activities by the residents and accessible to the surrounding urban communities?
  - d. Does the rezoning provision of mitigation of any effect to and from the Site in terms of its setting or any existing infrastructure?

In my opinion the following aspects well cover these main points:

- 80 *Site Location and Connections:* As described above at the strategical level the general proximity of the Site to the Rangiora Town Centre, provides direct public transport access to Christchurch City will potentially provide good accessibility to job opportunities, facilities, and services. Although the Site does not have any direct access to public transport, there is a bus service available 800m from Sandown Boulevard, and park and ride facility at 3 mins drive from the Site at River Road. A contiguous pedestrian and cycle connection will support the road network and will provide functional and recreational use for the Site, its neighbouring areas.

- 81 *Urban Form and Integration with Existing Residential Areas:* The Site is not within the Urban Limits of Rangiora and lies at its border with existing urban residential areas. This in my opinion will help the urban form to transit from RLZ towards MDRZ zone in the future and provides a unified GRZ edge to the Lehmans Road extent.

Although the proposed rezoning will provide for an increase in density as compared to the LLRZ provisions, it will provide additional housing for Rangiora and will integrate well to existing residential areas in terms of layout, built form, height, recession planes, building setback and minimum outdoor living spaces.

- 82 *Connections and Safety:* The proposed ODP is shaped along the existing connections available to the Site, the proposed link in the pWDP with Northwest

ODP of neighbouring areas, and the open spaces along the south of the Site. The movement structure which provides road, pedestrian, and cycleway connections with permeability from the Site toward Lehmans Road and Arlington which is currently incomplete.

The ODP proposes integration of pedestrian and cycle movement along its road network providing connection with the existing active local network. This integration with the surrounding locale will foster a sense of belonging and safety for the new residents.

In keeping with CPTED principles the layout will ensure buildings that overlook streets and public spaces, both for safety and better community.

- 83 Landscape Green Spaces, Edge treatment and Reverse Sensitivity: The Site has good access to an open space area with the possibility to develop and integrate the existing Transmission Line corridor spaces for creation of a large, consolidated amenity space in association with SMA.

Suitable edge treatment for integration along the RLZ boundaries will be provided, which will soften the transition from RLZ to GLZ and will also mitigate any reverse sensitivity issues for the proposed Site.

- 84 In the context of the proposed Site, these elements are vital for establishing a well-functioning urban environment and will be consistent with the intentions of the policies and objectives.

#### **MATTERS RAISED BY SUBMITTERS**

- 85 No matters have been raised by submitters in opposition, in relation to Urban Design.

#### **CONCLUSION**

- 86 Despite the Site not being within Rangiora's Urban Limits, it is located on its periphery, adjacent to established urban residential zones. These zones share a similar residential character and density as sought by this rezoning application. The proposed ODP Site, is well positioned to integrate with an existing development of similar nature and character.
- 87 The enhancement and development of the consolidated green area in the form of a Local Purpose Reserve will considerably enhance the amenity for the area of northwest Rangiora with its close proximity to developed areas.

88 Overall, the Urban Design merits of the proposal are suitably met and are capable of providing GRZ development on the proposed Site. In my opinion, the proposed rezoning of the Site to a GRZ would result in a suitable outcome. Hence, I consider the proposal can be supported from an urban design perspective.

Vikramjit Singh  
Date: 5 March 2024