

**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 and 2 to the
Proposed Waimakariri District Plan

AND

IN THE MATTER OF

Submissions and Further Submissions on
the Proposed Waimakariri District Plan by
Mark and Melissa Prosser

**EVIDENCE OF VIKRAMJIT SINGH
ON BEHALF OF MARK AND MELISSA PROSSER**

DATED: 5 March 2024

Presented for filing by:
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INTRODUCTION

1. My name is Vikramjit Singh Bharaj. 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. 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, the Middle East, the 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 Mark and Melissa Prosser (**the Submitter**) of Ohoka Farm Holding Limited (**OFHL**) to provide Urban Design evidence in support of their submission to the proposed Waimakariri District Plan (**pWDP**) to rezone 73.0 ha of land (with frontage to Dawsons Road and Ashworths Road on the northern boundary of Mandeville (Lot 6 DP 2038)) from Rural Lifestyle Zone (**RLZ**) to Large Lot Residential Zone (**LLRZ**). My evidence will consider the following:
 - a) Strategic urban context - Mandeville growth and urban form;
 - b) Site and site context;
 - c) Summary of the ODP and key features of the proposal;
 - d) Urban design assessment of ODP and the proposal; and
 - e) Assessment of ODP and the proposal against relevant planning provisions.

7. Where appropriate I refer in my evidence to the Graphic Attachment (**GA**) appended as **Appendix B** to the landscape evidence of Fraser Miller which is filed together with my statement of evidence for the Submitter.
8. I have referenced the following documents in my evidence:
 - a. Mandeville North-East Development Area Outline Development Plan – 524072-W00001-DRG-US-0002, dated 28 November 2023; (**ODP**)
 - b. Concept Layout Plan Proposed Subdivision of Lot 6 DP 2038 & Lot 8 DP 314202- 524072-W00001-DRG-US-0001, dated 28 November 2023;
 - c. National Policy Statement – Urban Design (**NPS-UD**);
 - d. Canterbury Regional Policy Statement (**CPRS**);
 - e. Operative Waimakariri District Plan (**WDP**);
 - f. Proposed Waimakariri District Plan (**pWDP**);
 - g. Waimakariri District Council Rural Residential Strategy 2019 (**WDRRS**);
 - h. New Zealand Urban Design Protocol (**UDP**);
 - i. Waimakariri District Rural Character Assessment by Boffa Miskell in 2018(**BM**);
 - j. Our District, Our Future Waimakariri 2048, District Development Strategy (**WDDS 2048**); and
 - k. The statements of evidence of the Submitter’s technical experts regarding geotechnical matters, transport, economics, and landscape all dated 28 February 2024.

SUMMARY

9. The Submitter seeks to rezone 73ha of land with frontage to Dawsons Road and Ashworths Road on the northern boundary of Mandeville (**Site**) from RLZ to LLRZ as part of the Waimakariri District Plan Review.
10. The rezoning would yield approximately 115 large lot residential lots with an average allotment area of 5000 m². The ODP and LLR provisions of the pWDP will enable lot sizes from 2500 m² to 10,000 m² as illustrated in the indicative subdivision plan (refer to indicative subdivision plan-GA Sheet 24).

11. The proposed LLRZ will form a logical extension to existing rural residential development in Mandeville and is located relatively close to the Mandeville village centre.
12. The ODP for the proposal has been designed to integrate as much as possible with neighbouring residential development. The scale and nature of development within the site will be generally consistent with the development scale of the existing land use of the neighbouring development, whilst also providing for greater variety of lot sizes.
13. The proposed ODP would ensure a good level of vehicle, pedestrian and cycle connectivity within the Site and with existing residential subdivision connections in the surrounding area and the Mandeville village centre along Dawsons Road.
14. The boundary treatment proposed in the ODP reflects the surrounding environment, whether that be LLR development on the opposite side of Dawsons Road, San Dona to the south, or rural land use to the north and east.
15. The proposed ODP provides a blue-green network that responds to natural features of the Site, and a Local Purpose Reserve provides amenity that will cater to the future residents and will be accessible to the wider Mandeville area.
16. With an ODP applied to the site, it is well suited to rural residential development from an urban design perspective. I consider that the rezoning proposal will not sit in conflict with the specific objectives and policies of the New Zealand Urban Design Protocol 2005.

STRATEGIC URBAN CONTEXT –MANDEVILLE GROWTH, URBAN FORM

17. Mandeville lies within the Waimakariri district, located about 25 km approximately 20 – 25 minutes' drive from Central Christchurch via Tram Road and State Highway 1, and 15 and 13 km from Rangiora and Kaiapoi, respectively. Mandeville is a village located between two other small rural settlements at Ohoka and Swannanoa.
18. Mandeville has direct road connections and access to multi-modal transport options from the closest key activity centres (KAC) of Rangiora and Kaiapoi,

both having regular public service bus connections to Christchurch with park-and-ride facilities¹.

Current development form of Mandeville and site location

19. At the district scale, the Site is located within 1.2 km of the Mandeville village centre containing a supermarket, specialist shops, and medical services. Adjacent to the village centre is the Mandeville Sports Centre and Domain. Other than public transport providing bus services to several schools in Christchurch City, secondary education is accessible in Kaiapoi and Rangiora and the Swannanoa Preschool and Primary School is located 3.6 km from Mandeville. Wider recreational opportunities such as beach access, Bottle Lake Forest, Spencer Park, Kaiapoi River and Waimakariri River are also located within an accessible driving distance of 15-25 mins.
20. The existing rural residential land uses at Mandeville form an uneven concentric pattern around the Mandeville village centre, with the furthest point of existing residential development located 2.1 km to the west along Tram Road. (Refer GA Sheet 07)
21. The Site is located at a distance of 1.2 km and within 15 minutes walking distance of the Mandeville village centre. The Site is closer to the village centre than some other existing rural residential lots around Mandeville (Refer GA Sheet 07).
22. Three recreational open spaces are located within a 2.1 km radius of the Mandeville village centre with Mandeville Station Reserve located on the corner north of Tram Rd and south of Bradleys Road, Whites Road Recreation Reserve located on the corner north of Tram Road and west of Whites Road, and the Mandeville Sports Club to the southwest of Mandeville Road between McHughs Road and Logans Road.

Mandeville urban expansion over time.

23. Since the WDP was made operative, numerous planning decisions have established Mandeville as a location for rural residential development. Over the

¹ Statement of Evidence (Transport) prepared by Mr. David Smith

past two decades, the area surrounding the Site has gradually changed due to private plan changes, which have led to an increase in rural residential land use.

24. Mandeville now comprises several rural-residential developments that have taken place since the early 1980's. While the developments range in size and density, the rural-residential land use has resulted in lots ranging between 0.25 ha and 1.5 ha identified as Residential 4A and 4B Zones under the WDP. To limit further sprawl the Mandeville Growth Boundary (**MGB**) was established in 2012. (Refer GA, Sheet 11 -Mandeville Growth History).
25. In 2018 a plan change created a Commercial Zone to support services and provide additional employment opportunities for the local community. This has resulted in a village centre being established at the intersection of McHughs, Tram and Bradleys roads, with tenancies including the NPD Mandeville service station, a Super Value supermarket, restaurants and cafes, beauticians, a childcare centre, and a community sport facility.
26. The Waimakariri District Rural Character Assessment by Boffa Miskell (**BM**) in 2018 was prepared for the purposes of the district plan review and to consider appropriate zoning and provisions of the rural area of the district. It classifies the region in which Mandeville sits as belonging to the Lower Plains catchment.
27. The BM report recognises the increasing residential development within the lower plains, particularly at Ohoka, Fernside and Mandeville with large lot developments of type 4A and 4B rural residential development.² The document further identifies Mandeville as a future intensification zone for rural residential subdivision with a recommendation for lots less than 5000 sqm³.
28. In 2019 the Waimakariri District Rural Residential Strategy (**WDRRS**) undertook further analysis of locations for rural residential urban growth in the rural zones of the district with input from technical reports including the BM Report. Whilst the WDRRS recognizes Mandeville as an established rural residential hub within the district (refer to Figure 1 below), it was not considered for further rural

² Waimakariri District Rural Character Assessment by Boffa Miskell in 2018, page 13

³ Waimakariri District Rural Character Assessment by Boffa Miskell in 2018, page 43

residential development for various reasons⁴ including reference to the to the **MGB** as setting the outer limit for growth at Mandeville.

29. The current district plan review provides an opportunity for a fresh consideration of whether Mandeville is a suitable location for rural residential growth within the district. As explained below, from an urban design perspective, I consider the Site to be suitably located for LLRZ development.

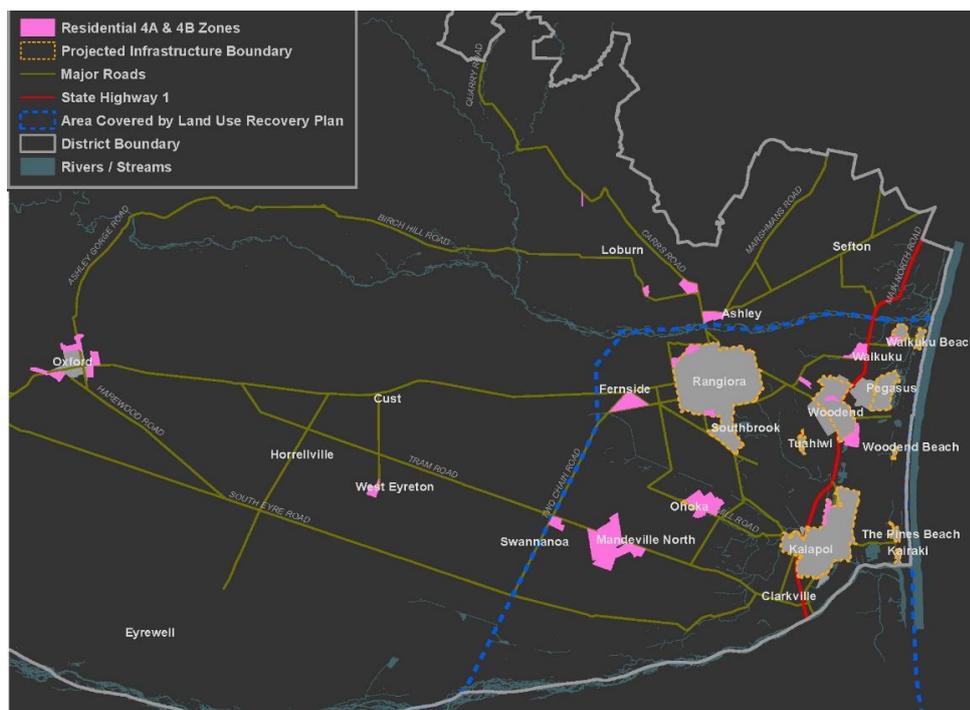


Figure 1:WDRRS: Existing Rural Residential Zones

SITE AND SITE CONTEXT

The Site

30. The Site consists of two lots legally described as Lot 6 DP 2038 and a part of Lot 8 DP 314202 totalling 74.5ha (hectares) in total. The larger lot comprising the Site is shaped like a parallelogram and is 73.0ha in size and located at 2 Ashworts Road, Mandeville. The smaller 1.50ha area of Lot 8 DP 314202 extends from the eastern boundary of Lot 6 DP 2038 and would not be rezoned but included within the proposed ODP to be a Local Purpose Reserve for stormwater management of the rezoned Site.

⁴ WDRRS at page 10 notes that Mandeville was excluded from further consideration due to "special circumstances" namely the Mandeville Growth Boundary and undercurrents / groundwater resurgence, high groundwater levels and overland flows issues.

31. The Site is reached from Christchurch via SH21 and Tram Road to Dawsons Road from southwest, connecting through the Mandeville Village Centre. It is bounded by Ashworths Road to the northwest and Dawsons Road to the southwest. The site does not have access from the southeast since it abuts the San Dona development along the southern boundary. The Site has rural land to the northwest with access from Aschens Road but no access for the Site.
32. The Site is divided into eight equal sized paddocks as observed from aerial photography and these are currently being used for agricultural purposes and grazing. There is a dirt track in the centre of the site running east west connecting all eight paddocks of the Site and opening to Aschens Road via farmlands in the east and Dawsons Road to the west. (refer to Site Context Plan – Sheet 08 of the GA)
33. The Site is virtually flat with a minor slope from west to east with two existing wells located within the site. There are two onsite springs located near the eastern boundary, which feed into a stream that flows south (circa 173 m) along the northeastern boundary before meandering eastward via Lot 8 DP 314202. A small artificial pond is located at the midpoint of the northeastern boundary that is also fed by the stream. (refer Site Context Plan at **Appendix B**).
34. The majority of the Site boundaries are planted. The southwest Dawsons Road boundary is identified by a Leyland Cypress shelter belt, which also intermittently runs along the southeast San Dona boundary and northeast boundary at up to approximately 8m high and 4m wide. The shelterbelt provides restricted views into the site at a handful of locations corresponding to the farm access gateways. An existing vehicle access from Dawsons Road is located halfway along the southwest boundary. Fragmented sections of hedgerows of varying height are present on the few internal paddocks of the Site's blocks.
35. The northwest Ashworths Road boundary is approximately 900m long and has recently been planted with a 5m wide corridor of native planting, cordoned off by stock proof fencing.

The Site Context

36. Under the pWDP, the Site is Rural Zone (**RU**) but located opposite the existing Residential 4A Zone along the Dawsons Road boundary with land surrounding the site to the north, east and south also zoned Rural (refer GA Sheet 05).
37. Under the pWDP, the Site is zoned Rural Lifestyle (**RL**) and will adjoin the Large Lot Residential Zone (**LLRZ**) (previously Residential 4A under the WDP) along the southwest boundary (opposite of Dawsons Road) with land surrounding the Site the northwest, southeast and northeast also zoned RL (refer GA Sheet 06).
38. Under the pWDP the purpose of the RL Zone is to *provide for primary productive activities, those activities that support rural activities and those that rely on the natural resources that exist in the zone, while recognising that the predominant character is derived from smaller sites*⁵. The RL Zone provides for subdivision with lots a minimum 4 ha in size.
39. The proposed rezoning seeks to rezone the site from **RL** to the **LLRZ**, which provides for lots with an average area of 5000 m². Under the pWDP the purpose of the LLRZ is to *provide residential living opportunities for predominantly detached residential units on lots larger than other Residential Zones. The Large Lot Residential Zones 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*⁶.
40. The southeastern edge of the Site adjoins the 240ha San Dona development⁷, which lies within the RLZ and consists of lots ranging from approximately 1.5-2.5ha in size with most supporting olive production. The boundaries between the Site and the San Dona development consist of a mix of established exotic evergreen and deciduous shelter trees and farm fencing. The Site has no access from this boundary edge.
41. To the southwest of the Site runs Dawsons Road, which is classified a local road⁸ with a road reserve width of approximately 20.0 m with a 6.0m carriageway with

⁵ pWDP, Rural Lifestyle Zone introduction

⁶ pWDP, LLRZ Introduction

⁷ San Dona was established in the 1990s.

⁸ Evidence for Transport by Mr. David Smith

no kerbs or edges and has wide green berms typical of rural roads. The Millfield development is part of LLRZ in pWDP and lies immediately southwest of the Site along Dawsons Road. It contains average lot sizes of 0.5ha. The majority of these lots front onto Warwick Road, an internal road within the Millfield subdivision while their rear gardens with a mix of 1.8m timber paling fences and hedges back onto Dawsons Road.

42. Two pedestrian/cycle access routes (marked Open Space Zone-OSZ in the pWDP) connect Warwick Road to Dawsons Road with egress separated by circa 490m. There is also an existing entrance to an open space access near the Dawsons Road and Ashworths Road junction (demarcated OSZ in pWDP) which has pedestrian/cycle access through to Wards Road.
43. Ashworth Road also with a 20.0 m wide road reserve, has wide green berms on either side without kerbs and edges and a carriageway width of 5.5m. An existing roadside ditch with intermittent flow and stormwater runs for 644m along the northwest frontage of the site within the road reserve from the intersection with Dawsons Road. A stream continues for circa 264m along the northern frontage of the Site towards the north-eastern corner, fed by a piped culvert under Ashworths Road.
44. Across Ashworths Road along the northeast corner of the Site, there exists a poultry farm at 87 Ashworths Road and three adjoining properties also zoned RL, two of which are approximately 4ha each and one is 11.5ha in size.
45. The northeastern edge of the Site adjoins the OFHL rural property containing associated dwellings and outbuildings within a pastoral setting. Majority of the northeastern Site boundary comprises a farm ditch and a stream located within the Site, which have been channelised. The ditch starting at the corner most northern edge runs along the northeastern edge for 173m, before transitioning to a stream north of the Site, that runs along the same boundary of the Site for 400m before flowing into a constructed pond. Beyond the pond the stream continues meandering downstream via Lot 8 DP 314202, running outward from the Site. (refer to GA Sheet 09 – context for existing and proposed water ways).

SUMMARY OF THE ODP AND KEY FEATURES OF THE PROPOSAL

46. The Submitter is seeking the rezoning of approximately 73 ha block of land (Lot 6 DP 2038 at 2 Ashworths Road) situated directly north of Mandeville Village as

part of the proposed Waimakariri District Plan Review. The site has been zoned RLZ in the pWDP the Submitter seeks that be zoned LLRZ with an Outline Development Plan applied to the Site. This would enable the Site to be developed into lots ranging in size from 2,500m² 10,000m², with an average of 5,000m².

47. The ODP is accompanied by an indicative subdivision layout that illustrates a feasible development which could give effect to the proposed ODP. Layout of the Site would be finalised through the subsequent subdivision consent process.

ODP structure

48. The ODP has been designed to integrate with the existing development patterns to the west and south of the site, offering a rational and cohesive extension to Mandeville in keeping with its existing rural residential character.

Land use

49. The ODP seeks to enable the development of the Site in accordance with the LLRZ pWDP provisions which require, an average minimum lot size of 5,000m². Accounting for the space required for civil infrastructure including roads, stormwater facilities and greenspace, an approximate yield of up to 115 households is anticipated when giving effect to the ODP. The proposal also includes a 1.5ha of Lot 8 DP 314202, which will be used as a stormwater management area (**SMA**).
50. An approximately 6.34ha area in the northeastern corner of the Site has been identified on the ODP as an Intensive Primary Production Setback Area related to the poultry farm occurring at 87 Ashworths Road. The setback restricts development (especially habitable buildings) within this area for so long as the poultry farm remains in operation.

Site access and circulation

51. The ODP shows a road network with two main entrances located midway along the southwest Site boundary fronting Dawsons Road and the northwest Site boundary fronting Ashworths Road. (Refer GA Sheet 21 for the proposed ODP).
52. The main entrance from Dawsons Road traverses east-west across the Site, effectively dividing the Site into two halves. The internal road has a slight curve

to connect to a proposed 1.50ha Local Purpose Reserve and SMA extending from the eastern boundary.

53. Two internal loop roads will complement the road network, providing internal access to future lots. The main access from Ashworths Road will cross the existing roadside ditch, with a culvert bridge intended for this crossing (refer GA Sheet 09, notation A defining the location of the existing ditch along Ashworths road).
54. The road corridors would be designed in accordance with the Local Road requirements of the pWDP with the exception that a footpath would be provided on only one side.
55. The ODP also includes the provision of a footpath along Dawsons Road south of the vehicular entrance to the Site, along with the establishment of two pedestrian crossing points to connect to the existing pedestrian accesses to the Millfield subdivision. These links would also connect to the wider cycle network across the Millfield development to Wards Road (Refer to GA-Sheet 23) and provide connection to the Mandeville village centre south along Dawsons Road.

Blue-green networks

56. The ODP proposes a green network with the provision of two SMA areas. The SMAs are located with consideration of the natural fall within the Site to accommodate road run off / stormwater.
57. One of the SMA's to the east (referred to as the eastern SMA) of the site would be 1.50ha in size and positioned along the boundary of the existing rectangular Lot 8 DP 314202. This eastern SMA would incorporate the existing stream, which would be retained and protected by a 5m setback and riparian planting and would include a pedestrian walkway for amenity and connectivity.
58. The second SMA will be approximately 1.07ha in area (referred to as the southern SMA) and is located along the middle of the southeastern boundary of the Site adjoining the San Dona development. The reserve will have a larger open grassed area for water attenuation.
59. The proposed swale network would utilise existing site contours and overflow paths along the road network to manage the stormwater run-off to fall towards the proposed SMAs. The eastern and southern SMAs will be accessible via

pedestrian connections from within the development and will include a recreational circuit and provision for connecting pathways beyond the Site.

60. An existing spring along the northeastern boundary is located about 140m from the eastern SMA reserve and flows into an existing stream along the Site boundary, which then connects into a stream beyond the Site. The ODP requires that this stream be naturalised with 5m riparian planting along both sides of the banks (refer GA Sheet 09- existing and proposed water systems on the site).
61. The eastern and southern SMA's will be accessible via pedestrian connection from within the Site and will be located within a walkable 800m radius, or a 10-minute walk, from the furthest point.

Site interface with the surroundings

62. The ODP shows a 20-metre building setback for lots along the Site boundaries with Dawsons Road and Ashworth Road (exceeding the 10 m required for buildings along a road boundary in LLRZ provision of pWDP⁹). A 10m width of this setback area would be planted as a green buffer to the roads. The 20m buffer is proposed to reduce any potential shading issues resulting from the proposed 10m wide landscape strip. (refer Section B on Sheet 22 of the GA).
63. Lots adjacent to Ashworths Road may be directly accessed from Ashworth's Road or from the internal road network. In contrast, lots adjacent to Dawsons Road will be restricted so that they are only accessible from the proposed internal road network.
64. The Ashworths Road frontage will also include a 10m landscape boundary treatment to create a consistent boundary treatment and provide a suitable treatment should future lots be enabled by the closure of the poultry farm.
65. The Site adjoins the San Dona subdivision to the southeast, which includes lots of 1.5 ha to 2.5ha in size. The San Dona interface with the Site includes a mix of shelterbelts, exotic shelter trees and open unmanaged edges. There are eight residential lots along the edge of the Site and the average setback of built form from the boundary is about 90m, except for one residence at the eastern edge that is about 30m as measured from the satellite imagery.

⁹ pWDP-Area specific Matters- LLRZ-BFS6

66. The ODP requires larger lots along the boundary with San Dona by inclusion of lower density overlay of minimum lot size of 1ha to acknowledge the rural residential character of the adjacent development. In addition, a 50m building setback and 10m wide planted buffer from the boundary is proposed along the boundary with San Dona's north-facing residences.

Summary of key features of the proposal

67. In summary to this point, the key features of the ODP relevant to my evidence are outlined below:
- a. Intensification of the Site for Large Lot Rural Residential use integrating with similar existing residential developments adjacent to the Site.
 - b. Creation of pedestrian and cycleway connections to existing movement systems in the neighbourhood, which would enhance permeability along the Site and serve a wider community.
 - c. Enhancement of the natural features of waterways and springs, and integration with a blue green corridor with new Local Purpose Reserve areas for the use of residents and extended community of Mandeville.
 - d. Landscape treatment along the site boundaries which help transition from RLZ to LLRZ and preserve the prevalent character along Site boundaries.

URBAN DESIGN ASSESSMENT OF THE ODP AND THE PROPOSAL.

68. The New Zealand Urban Design Protocol identifies seven essential design qualities that together create quality urban design. I have assessed the proposed rezoning and ODP with consideration of these principles below:

Context- Integration

69. The ODP proposes a rezoning from RLZ to LLRZ. This provides for 4 ha lots with maximum of 20 lots as indicated in the consented subdivision plan at Page 10 of GA. The proposed rezoning to LLRZ can enable approximately 115 lots as illustrated in the indicative lot layout plan (at page 24 of the GA). This will be a considerable increase in density for built form compared to RLZ. However, the increase is considered appropriate on this site for the reasons discussed below.

70. Considering the Site's context and available connections with existing residential development in terms of character and connectivity, the ODP will align with the adjacent LLRZ development. The development will offer a built form, open space, and road network similar to those in the vicinity, ensuring a harmonious correlation with the adjacent development pattern.
71. The development of the Site as LLRZ will diversify the housing options available in the district, providing a wider choice of lot sizes ranging from 2500m² up to 1ha that are compatible with its immediate context.
72. The ODP responds well to the context with additional building setbacks proposed that exceed LLRZ requirements., the planted boundary treatment responds to the surrounding rural residential character, and with the proposed lot sizes correspond with neighbouring developments. The ODP seeks to ensure future LLRZ development will be appropriately integrated with the wider rural residential receiving environment.
73. While the density within the Site will be approximately 1.5 dwelling per hectare (**dph**)¹⁰ with lots sizes averaging 5000 m², larger lots of 1ha will be allocated along the south-eastern boundary of the site along San Dona boundary responding to the context with indication that some lots would be large than the pWDP provisions as seen along the San Dona boundary. A wide 50m building setback will also ensure an appropriate distance between built forms along the San Dona boundary and ensure similar grain of development along this boundary.

Character- a sense of place and belonging.

74. The ODP is designed to respond to the location of the Site and sense of place by creating a development where land use, density, circulation, and boundary treatments respond to the Site's close proximity to surroundings subdivision's character to the west and south and respects the rural setting to the north and east.
75. The landscape edge treatments to the Site are intended to maintain a uniform green edge and reflect the shape of rural shelter belts and consistent treatment

¹⁰ As pre the Indicative subdivision plan- achieving 115 lots in 77.94ha of land.

along the road frontages along west and north of the Site, offering filtered views of the LLRZ dwellings as well as enhancing the sense of place of the Site.

76. The larger lots along San Dona boundary, with 50m setback in combination with a 10m wide landscape green buffer of native species will ensure a consistent spacious rural residential outlook and character of San Dona residents located to the southeast. This will minimise the visual effects and any potential reverse sensitivity effects for the neighbouring residential properties as detailed in the Landscape Evidence by Mr. Fraser Miller¹¹.
77. Additionally, the southern SMA directly adjoins the San Dona boundary and will provide additional open space amenity for residents. A 5m wide native planting strip is proposed for consistency of landscape character along the boundary.
78. The streetscape is suggested to provide rural residential character by avoiding use of kerbs and edges, with wide green berms in keeping with the rural character of the area. This will be augmented by the provision of minimum setback¹² from any site boundary and fencing details in line with the pWDP provision requiring minimum 40% visual permeability¹³ enabling visual connections to private yards, or green boundary edges of individual lots.
79. For the reasons above, I consider that landscape edge treatments and naturalisation of the existing streams and provision of connected green buffer throughout and around the boundary of the Site with the roads will create a rural residential character that can be supported in urban design terms.

Connectivity

80. Currently Mandeville is not connected to any public transport. The road network is good and has easy access to public transport from Rangiora and Kaiapoi which are about 15mins drive from the Site. Given the low density of the Site this will not be an impediment to the rezoning with use of park and ride facilities and on demand public services as highlighted in the transport evidence of Mr. Smith¹⁴.

¹¹ Statement of Evidence (Landscape) prepared by Mr. Fraser Miller.

¹² pWDP-LLRZ Built Form Standards- LLRZ-BFS6 Building and structure setbacks.

¹³ pWDP- LLRZ Built Form Standards- LLRZ-BFS7 Fencing.

¹⁴ Statement of Evidence (Transport) prepared by Mr. David Smith- Para 17.14

81. In terms of local connection, existing subdivisions are within distances of up to 2km from the Mandeville village centre, in comparison, the proposed Site's distance of 1.2km to the Mandeville village centre will support the rezoning with access to services and facilities within walking distance of approximately 12-15 mins.
82. Within the Site, the ODP road network is designed to efficiently service future development and offers two main entrances along the centre of road frontage of Dawsons and Ashworths roads. This will assist in restricting traffic noise and visual effects of an increase in residential density along the Site boundary, much like experienced on the roads surrounding the Site.
83. Dawsons Road as the main access road to the Site from Mandeville Village Centre, will have the lots along the road frontage accessed from the internal road network proposed in the ODP, this would limit the traffic ingress along this main access road and will be in keeping the continuity of the proposed boundary treatment and resonate with the continuous boundary treatment of Millfield large lots along Dawsons Road.
84. Future lots along Ashworths Road will have the option of direct lot access, which will result in sequential breaks in the landscape treatment. Although this will create an interrupted green boundary along the main road, with driveways anticipated at approximately eight limited locations. These will be widely spaced at least 50m apart and will have an outcome that will appear similar to a RL cluster of development with 4 dwellings zoned RLZ along the boundary as shown in the consented subdivision plans (refer GA – Sheet 10).
85. Good connectivity is desirable, encouraging walkability within neighbourhoods, offers and ensures easy access to recreational facilities and services. The proposed footpaths along Dawsons Road to existing pedestrian connections would integrate access to the wider community, local recreational spaces, and Mandeville's Village Centre.
86. By connecting the pedestrian and cycling routes of the ODPs with the existing network across Dawsons Road in the Millfield development, the proposal will facilitate integrated movement to nearby areas and foster cohesion with the residential communities.

87. Pedestrian pathways in the eastern SMA Local Purpose Reserve are proposed to enhance the connectivity to green amenity along the SMA.
88. For these reasons, I consider that the Site will be able to connect to Mandeville Village Centre and will integrate well with pedestrian and cycleway connections locally and hence can be supported in terms of urban design.

Custodianship

89. The NZUDP 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.
90. These principles have been applied to the overall, structure, layout, and circulation of the ODP by ensuring efficient use of land. The creation of a Local Purpose Reserve and SMA with enhancement of existing streams, will in my opinion, will be well used and enjoyed by the future residents, which would encourage them to take ownership of these common spaces.
91. Mitigation of visual effect has been detailed in Mr. Fraser's evidence for Landscape and highlighted under para 80-81 above.
92. Furthermore, there is scope to incorporate safety principles in accordance with Crime Prevention Through Environmental Design (CPTED) guidelines as may be required at the subdivision stage design.

Choice

93. The proposed rezoning will aid in the provision of LLRZ housing typology in the region with an average density of 5000 m² as required by LLRZ provisions of pWDP. The indicative subdivision plan shows a possible choice of a variety of lot sizes ranging from 2500 m² to 10,000 m².
94. The ODP will enable a choice of use of new connections across the Site to neighbouring subdivisions and access to green amenity within the Site (along SMAs and streams) for the wider Mandeville community to enjoy

Environmentally sustainable design – Custodianship

95. The ODP will result in native vegetation strips located along both the Dawsons and Ashworths Road boundaries and along the boundary with San Dona as part of landscape treatment. The proposal enhancement of the onsite waterways

and springs is anticipated to result in no loss of diversity as highlighted in the ecological evidence of Mr. Roland Payne¹⁵.

Creativity and Collaboration

96. Creativity has been implemented by addressing the edge treatments for the road interfaces, as well as by buffering the potential impacts of borrowed views from existing San Dona properties to the south and east boundary of the Site.
97. Enhancement and naturalization of existing stream and springs into a blue green network with a local purpose reserve and SMA is a creative response to the existing Site condition, providing enhancement of the natural features and space for amenity.
98. A collaborative approach between multi-disciplinary teams has helped to inform the approaches and solutions in forming the ODP layout. Innovative solutions to electricity, stormwater management and construction efficiencies are something that can be facilitated and encouraged at the subdivision stages.

Summary of urban design assessment of proposal

99. Overall, I consider the proposal responds well to the Site context and that development of the site in accordance with the ODP will achieve an outcome that is consistent with good urban design principles.

ASSESSMENT OF ODP AND THE PROPOSAL AGAINST RELEVANT PLANNING PROVISIONS

100. NPS-UD broadly seeks to ensure that New Zealand has well-functioning urban environments, and that sufficient development capacity is provided for in appropriate locations to meet housing needs¹⁶. The CRPS also contains provisions relevant to urban design assessment of the proposal. The pWDP is required to give effect to both the NPS-UD and the CRPS.
101. The following paragraphs identify objectives and policies of the pWDP related to urban design that are intended to implement the NPS-UD and CRPS. Key themes are distilled from these provisions and the proposal is then assessed against them.

¹⁵ Evidence of Ecology Assessment by Mr. Roland Payne

¹⁶ NPS-UD-Objective 1,

102. **Part 2 - District Wise Matters- Strategic Directions: SD-O2:**

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.*

103. **Part 2 - District Wise Matters- Strategic Directions: SD-O3:**

Urban development and infrastructure that:

- i. is consolidated and integrated with the urban environment.*
- ii. that recognises existing character, amenity values, and is attractive and functional to residents, businesses, and visitors.*

104. **Part 2 – District Wise Matters – Strategic Directions UFD-P2:**

Identification/location of new Residential Development Areas

In relation to the identification/location of residential development areas, for new Residential Development Areas;

- i. occur in a form that concentrates, or are attached to, an existing urban environment and promotes a coordinated pattern of development;*
- ii. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;*
- iii. are informed through the development of an ODP;*

105. **Part 2 - District Wise Matters - Strategic Directions: UFD-P3:**

Identification/location and extension of Large Lot Residential Zone areas

In relation to the identification/location of Large Lot Residential Zone areas:

- i. new Large Lot Residential development is located in the Future Large Lot Residential Zone Overlay which adjoins an existing Large Lot Residential Zone as identified in the RRDS and is informed through the development of an ODP;*

106. **Part 2- District Wise Matters- Subdivision: Objective SUB-01 Subdivision design**

Subdivision design achieves an integrated pattern of land use, development, and urban form, that:

- i. consolidates urban development and maintains rural character except where required for, and identified by, the District Council for urban development.*

107. **Part 2- District Wise Matters- Subdivision: Policy SUB-P1-Design and amenity:**

Enable subdivision that:

- a. within Residential Zones, incorporates best practice urban design, access to open space, and CPTED principles;*
- b. minimises reverse sensitivity effects on infrastructure including through the use of setbacks;*

- c. *supports the character, amenity values, form and function for the relevant zone.*

108. **Part 2- District Wise Matters- Subdivision: Policy SUB-P4-Integration and connectivity:**

Achieve integration and connectivity by ensuring:

subdivision on the boundaries between new and existing development is managed to:

- a. *avoid or mitigate significant adverse effects, including reverse sensitivity effects, through the use of setbacks, landscaping to achieve screening, and other methods; and*
- b. *continuation of transport and pedestrian or cycle linkages.*

109. **Part 3 – Area Specific Matters – Zones - RESZ - General Objectives and Policies for all Residential Zones: RESZ-P12: Outline development plans**

Use and development of land subject to an ODP shall ensure that development:

- a. *contributes to a strong sense of place, and a coherent, functional, and safe neighbourhood;*
- b. *contributes to residential areas that comprise a diversity of housing types;*
- c. *retains and supports the relationship to, and where possible enhances, recreational, ecological features and values; and achieves a high level of visual and landscape amenity;*

Key urban design themes

110. In response to the above listed policies and objectives, I have identified the following key urban design themes.

- a. *Site location - integration with existing residential areas and connectivity*
- b. *Housing diversity, urban form and character*
- c. *Relationship to recreational and ecological values, amenity values and reverse sensitivity*

Evaluation of proposal against key urban design themes

111. This section evaluates the proposal against the key urban design themes identified above.

Site location - integration with existing residential areas and connectivity

112. At the strategic level, the relatively close proximity of the Site to Mandeville village centre provides access to local job opportunities, facilities, and services that are available within a centre of this scale. Although the Site does not have

any direct access to public transport, bus services are available from Rangiora and Kaiapoi, which provide park and ride facilities.

113. At the local level, although the site is not within the MGB the proposed LLRZ will form a logical extension to existing rural residential development in Mandeville and is located relatively close to the Mandeville village centre.
114. The proposed movement structure will integrate well in terms of interconnectivity along Dawsons Road with contiguous connection to the existing subdivisions and Mandeville village centre. Proposed pedestrian and cycle connections will support existing networks to provide functional and recreational access for the Site and its neighbouring areas. This integration with the surrounding locale will help foster a sense of belonging and safety for the new residents.

Housing diversity, urban form and character

115. The proposed rezoning will help meet housing needs by providing for large lot residential typology in this area of the district and a variety of lot sizes between 2,500m² 10,000m², with an average of 5,000m².
116. Although the rezoning to LLRZ will result in a higher density than the current RLZ, development of the Site will appropriately integrate with the existing large residential lots along Dawsons Road and San Dona subdivision, and will be a suitable transition of urban form from RLZ to LLRZ.
117. The development will potentially achieve a density of approximately 1.5 dph as per the indicative concept layout plan, while maintaining an open space outlook to the periphery of the Site that responds to the existing rural edges.
118. The built form standards that apply to a LLRZ will ensure building height, recession planes, building setback and outdoor living spaces match the existing character of surrounding developments and behave as a continuous progression to the existing urban forms.

Relationship to recreational and ecological values, amenity values and reverse sensitivity

119. The Site will have good access to the Local Purpose Reserve with the development and integration of the existing springs and streams in association with SMA. Suitable boundary edge treatment for integration along the RLZ

boundaries will be provided by landscape strips, which will soften the transition from RLZ to LLRZ.

120. In addition, the ODP includes a 'Intensive Primary Production Setback Area' where building restrictions will limit future development whilst the poultry farm on Ashworths Road remains in operation. This will avoid any reverse sensitivity in line with pWDP requirements.
121. Native plantings are proposed along the western and southern boundaries as shown on the ODP.
122. Towards the eastern boundary, a major portion of the boundary is either part of the primary production setback or has the landscape strips and Local Purpose Reserve providing a buffer for reverse sensitivity.
123. In summary to this point, overall, I consider the proposed rezoning and related ODP will satisfy the urban design related policies and objectives of the pWDP and will provide for a well-functioning urban environment.

CONCLUSION

124. Although the Site is not within the MGB, it is located on its periphery, adjacent to established residential development adjoining the west, and the south boundaries. These areas share a similar residential character as sought by this rezoning application. The proposed Site is well positioned to integrate with this existing development, in terms of its connections and built forms resulting from a LLR development. The proposed rezoning of the Site to LLRZ will extend the existing urban form of Mandeville to the proposed Site in a fitting way.
125. The Site has good connection from Rangiora and Kaiapoi to Christchurch and creation of pedestrian and cycling network will provide local connection and cohesion with existing residential subdivisions and facilities.
126. Measures to mitigate any adverse effects, both internally and on the surrounding RL and LLRZ zones will be implemented by including setbacks, minimum lot areas and landscape treatments along the Site's perimeter. The landscape plan for the Site is designed to integrate existing springs and streams, while also establishing Local Purpose Reserves incorporating the SMAs as open space amenity.

127. Overall, the proposed rezoning and ODP is considered appropriate, providing low density urban growth in close proximity to an established village centre.
128. In my opinion, the proposed rezoning of the Site to a LLRZ would result in a suitable outcome for the reasons I have stated above. Hence, I consider the proposal can be supported from an urban design perspective.

Vikramjit Singh
5 March 2024