

**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 **Mike
Greer Homes NZ Limited**

**EVIDENCE OF VIKRAMJIT SINGH
ON BEHALF OF MIKE GREER HOMES NZ LIMITED REGARDING HEARING
STREAM 12E**

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, 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, 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 Mike Greer Homes NZ Ltd (**Mike Greer Homes** or the **Submitter**) to provide Urban Design Assessment evidence in support of their submission to the proposed Waimakariri District Plan (pWDP) to rezone of 14.20Ha land from Rural Lifestyle Zone to Medium Density Residential Zone Variation 1.
7. My evidence will consider the following matters:
 - a. Strategic urban context.
 - b. Site and Site context.
 - c. The ODP and key features of the proposal.
 - d. Urban Design Assessment of ODP and the proposal
 - e. Assessment of ODP and the proposal against relevant planning provisions

8. Where appropriate I refer in my evidence to the Graphic Attachment (**GA**) appended as **Appendix B** to the landscape evidence of Rory Langbridge which is filed together with my statement of evidence for the Submitter.
9. I have referenced the following documents in my evidence:
 - a. The proposed South Kaiapoi Outline Development Plan- (the **ODP**) of Parts RS 37428, RS 39673, RS 38486 & Lot 1DP 19366 dated Feb 2024.
 - b. National Policy Statement – Urban Development (**NPS-UD**).
 - c. Canterbury Regional Policy Statement (**CPRS**).
 - d. Operative Waimakariri District Plan (**WDP**)
 - e. Proposed Waimakariri District Plan (**pWDP**).
 - f. New Zealand Urban Design Protocol (**UDP**).
 - g. Our District, Our Future Waimakariri 2048, District Development Strategy (**WDDS 2048**).
 - h. The statements of evidence of the Submitter’s technical experts regarding ecology, acoustic, flood modelling, transport, economics, and landscape all dated February 2024.

SUMMARY

10. Mike Greer Homes has filed submissions on the pWDP and Variation 1 to the pWDP seeking to rezone 14.20ha of land located south of Kaiapoi (the **Site**) from the pWDP Rural Lifestyle (**RLZ**) to a Medium Density Residential Zone (**MDRZ**).
11. In urban design terms, the Site is suitably located to promote a coordinated pattern of development with the existing residential development. The proposed rezoning will extend the existing residential urban form and provide integrated connections and green spaces.
12. The proposed Site has a good level of connectivity with public transport and active modes of transport with pedestrian and cycle movements connecting it from Kaiapoi to Christchurch and Rangiora.
13. The location of the Site will enable ready accessibility for residents to jobs, community, and health services with its close proximity within 1.0 km to Kaiapoi Town Centre and to Christchurch City and Rangiora.

14. The Site will form a valid extension of the current township. The proposed MDRZ will enable development of a range of lot sizes that will help provide a variety in choice of housing for the community.
15. The ODP will enhance existing natural features within the Site and the proposed blue-green network will provide movement corridors that will provide amenity for future residents and the wider Kaiapoi community.
16. 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 that is consistent with New Zealand Urban Design Protocol 2005.

STRATEGIC URBAN CONTEXT

17. Kaiapoi is strategically located to the north of Christchurch, in the lower Canterbury Plains with the coast to the east. Kaiapoi lies north of the Waimakariri River and south of the Ashley / Rakahuri River. The town is a distinct entity, characterised by its intimate scale, and rich cultural heritage, straddling the Kaiapoi River and serving as a dormitory suburb for Christchurch.
18. Kaiapoi is within the Waimakariri District, located about 17 km, approximately 20 – 25 minutes' drive north of Central Christchurch approximately 20 – 25 minutes' drive accessed via Main North Road (**MNR**) and Northern Motorway / State Highway 1 (**SH1**). Kaiapoi lies 12.5 km southeast of Rangiora township and both Kaiapoi and Rangiora are identified as key activity centres within Greater Christchurch by the CRPS. State Highway 1 runs north-south along the west edge of the Kaiapoi with entry-exit points off the highway north of the Kaiapoi River and at the midpoint of the urban area.
19. Kaiapoi with its direct road connections to Christchurch and Rangiora has good access to multi-modal transport with regular public service bus connections with a directly along MNR. There are existing park-and-ride facilities at Charles Street (Central Kaiapoi) and Wrights Road (Southern Kaiapoi) supporting the car user willing to use the bus.

20. The Site proposed to be rezoned is currently outside the urban limits of Kaiapoi¹, which is defined by the Kaikainui Stream at the southern extent of urban Kaiapoi. (Refer GA sheet 05)

Current Development Form of Kaiapoi and Site Location

21. At the district scale, Kaiapoi's character has been driven by the Kaiapoi River which was initially a transport corridor and over time has provided riverside ambience shaped by numerous buildings and structures, found on both the northern and southern banks of the river. The urban pattern of Kaiapoi began as a grid network spreading outward from and along the Kaiapoi River with commercial activity focused along Williams Street surrounded by a carpet of residential development to support the housing needs of the local community. The development pattern has also in part been constrained by the route of the Christchurch Northern Motorway along the western edge of Kaiapoi township and the Main North Railway line, which runs north-south along the eastern edge of the town before running parallel with the Kaiapoi River and heading northwest towards Rangiora. (Refer GA, Sheet 08)
22. Originally a rural service town, today Kaiapoi has a well-defined town centre, with the main commercial and town activities concentrated along the central Williams Street with access to supermarkets, and a variety of specialist shops, restaurants, professional services, automotive services, library, and medical services all within walkable distance of the Site.
23. Kaiapoi River runs through the centre of the town and affords various open and green space and the presence of water which provide a distinct character, high amenity, and opportunities to the town. These include access to Kaiapoi Domain with sports and recreational facilities including a golf course, also well-established walking trails and natural features, which are frequented local destinations. Wider recreational opportunities such as beach access, Bottle Lake Forest, Spencer Park, and Waimakariri River are also located within an accessible driving distance of 15-5 mins.

¹ Map A - Canterbury Regional Policy Statement (CPRS).

24. The Site is 1.0 km from Kaiapoi Town Centre and schools up to secondary education with the nearest Kaiapoi High School circa 1.2 kms from the Site. In addition, public transport provides direct school bus services to schools in Rangiora and several schools in Christchurch City, making most convenience, service, and facilities available within walking distance to the Site. (Refer GA sheet 09)

SITE AND SITE CONTEXT

The Site

25. The application totalling 14.20ha is located south of Kaiapoi, 1.0 km from the Kaiapoi Town Centre fronting the MNR along the western boundary and the railway line adjoining the eastern boundary. The Kaikainui and Courtenay Streams form the Site's northern and southern boundaries, effectively enclosing the Site on three sides with a dirt track running to rural land across the railway line. The Site is accessed from the Kaiapoi Town Centre via William Street south which gives direct access to the western edge of the Site along MNR.
26. The Site consists of four lots legally described as PART RS 37428 (part of), RS 38486, Lot 1DP 19366 and RS 39673 totalling 14.20Ha. The larger lot PART RS 37428 comprising part of the proposed Site is 22.88 Ha in total and is divided into two parts by the railway line corridor. The western part of this lot located adjoining the MNR constitutes 10.19Ha and is part of the proposal. The smaller 4.60Ha Lot 1DP 19366 extends from the southern edge of the Site also fronts the MNR and also identified for inclusion within the Site. This lot contains an existing rural residential dwelling with the southern edge along the Courtenay Stream.
27. The riparian planting along the Kaikainui Stream to the north, the MNR movement to the West, the raised level of the railway line with a visible ballast edge to the east and the tree lines along the Courtenay Stream to the south, define the clear visual edges to the Site. The Site appears flat with a gentle fall from south to north with existing Streams forming topographical features that edge the Site to the north and the south.
28. The Site has been divided into paddocks for agricultural purposes including rotational crops and grazing while lot DP 19366 contains an existing rural residential dwelling.

29. The MNR is an arterial road with a walking and cycle track along its western edge, which provides a strategic connection from Kaiapoi to Christchurch. The eastern edge of the MNR fronting the Site consists of rank grass and includes a road ditch within the road reserve. Access to the MNR consists of a track running east-west across the Site from the road connecting to farm sheds etc further east of the railway line. (Ref GA- Site Context- Sheet 10)
30. The Site boundaries and internal paddocks are fenced with post and wire fencing with a series of light metal gates used to contain any movement into the Site under cultivation and also provide a barrier preventing crossing the raised bank and railway line when necessary. The views beyond the railway line are unhindered to additional cultivated land and farm accessory structures.
31. The north boundary of the Site along the Kaikainui Stream is approximately 390m long. A post and wire boundary defines the lot boundary along the stream with the water level circa 1.5-2.0m below the existing ground level on the day of the Site observation. There is an existing edge of trees and riparian planting across the Kaikainui Stream with limited views to the adjoining northern subdivision of Country Life Estate.
32. The south part of the Site contains an existing rural residential property at 144 Main South Road which is in keeping with the existing RLZ zoning of the Site. The rural residential property edge as of today is defined with a post and wire boundary at the northern edge towards the open fields and enjoys open views towards the north. The south and east edges of the of the property are identified by tall conifer trees along the Courtenay Stream and extending towards the north-eastern corner. The main residential building on Site is accessible from the MNR and has a defined landscape and tree lined edges with a wooden post and rail fencing to the Main North Road.

The Site Context

33. Under the operative Waimakariri District Plan, the Site is zoned rural and adjoins the existing Residential 2 (**Res2**) zone land north of the Kaikainui Stream. The land surrounding the Site to the west, east and south is also zoned Rural (Refer GA Sheet 06).
34. Under the proposed WDP, the Site is zoned Rural Lifestyle Zone and will adjoin the Medium Density Residential Zone (previously Res2) along the northern

boundary. The land surrounding the Site previously Rural will also be zoned as a RLZ (refer GA Sheet 07).

35. Under the pWDP the description of the RLZ is "*areas used predominantly for a residential lifestyle within a rural environment on lots smaller than those of the General Rural Zone, while still enabling primary production to occur*"²The RL Zone recognises that the area under the zone comprises of residential unit and development Site pattern allowing for 4ha lots in the rural areas of the district.
36. The proposed rezoning seeks to rezone the Site from **RLZ**, which permits lots at 4.0Ha to the **MDRZ**, which provides for lots at a minimum of 200m². Under the pWDP the description of the MDRZ is *to provide for residential areas predominantly used for residential activity with moderate concentration and bulk of buildings, such as detached, semi-detached and terrace housing, low rise apartments and other compatible activities. Such areas are identified close to town and neighbourhood centres, along public transport corridors, or close to public transports*³.
37. To the north of the Site, beyond the Kaikainui Stream, is the existing Res2 residential subdivision identified as the Country Life Estate from the signage on along MNR road entry. The character is residential suburban, indicated by the lot sizes, dwellings, front yards, driveways, front yard landscaping, letterboxes, street trees, footpaths, lighting poles and kerb & channel throughout the suburb. The internal street network is open and spacious and generally carries only local traffic. The Country Life Estate subdivision contains the Jim Brydon Reserve which adjoins and provides access to an open reserve area north of the Kaikainui Stream Reserve. This open reserve land has a line of trees and shrubs along the water's edge providing limited views into the proposed Site. (Refer Site photo in GA-18)
38. To the west across the MNR, a large builder's yard is located behind and fully screened by a shelterbelt of pampas grasses. The balance of this land area extending to SH1 are the stock fields of Easy Lawn Canterbury and other open storage lanes. Under the pWDP, this area is proposed to remain as RLZ.

² PWDP, Rural Lifestyle Zone Introduction

³ PWDP, Medium Density Residential Zone Introduction

39. A portion of the land south of the Site and Courtenay Stream is proposed to be zoned RLZ and is currently occupied by an existing business and industrial activity. Beyond the RLZ the pWDP has proposed a strip of land between the SH1 and MNR as General Industrial Zone (**GIZ**) some 300m from the south edge of the Site.
40. The balance portion of Part LOT RS 37428 across the railway line to the east of the Site is cultivated land with open views and is not considered part of the Site. This land can be reached by using a temporary access that crosses the railway line along the existing track in the middle of the Site. A small stockyard is located close the Site boundary across the railway line.
41. The proposed Site is conveniently located for public transport, with a bus stop situated along the MNR in front of the Site. Moreover, the western edge of the MNR, which runs alongside the Site, features a walking and cycling track. This connection is strategically continuous, extending from Christchurch to Rangiora via Kaiapoi.

THE ODP AND KEY FEATURES OF THE PROPOSAL

42. The Submitter seeks to rezone the combined four parcels of land, namely PART RS 37428 (part of), RS 38486, Lot 1DP 19366 and RS 39673 from RLZ to MDRZ, enabling a future development with a density of one dwelling per 200 m².

ODP Structure

43. The ODP has been designed to support intensification of the Site under MDRZ with the provision for housing, access, stormwater management, recreation reserve, native plantings and a circulation network management that will promote pedestrian and cycle movement and viable green environment for the residents.

Land Use

44. The proposed land will be utilized for development of MDRZ housing with two esplanade reserve along the existing Kaikainui and Courtenay Streams
45. The ODP includes 2.20ha stormwater management area (**SMA**) along the eastern edge of the Site adjoining the railway line.

Site Access & Circulation

46. The ODP layout proposes two main entrances located along the western Site boundary fronting the MNR with an alignment to the existing road access off the

main road towards the southwest corner of the Site. All housing within the Site will be internally accessed from the local roads.

47. The proposed pedestrian and cycleways will provide access along the green reserves area of the esplanade reserves, the internal road network and the SMA.
48. The ODP as shows a bridge connection across the existing Kaikainui Stream to Castle Life Estate subdivision through the existing Jim Brydon reserve lying north of the Site.

Blue-Green networks

49. Both the Kaikainui and Courtenay Streams running along the north and south edges of the Site are designated esplanade reserves⁴ and will including pedestrian and cycle pathways. The proposed reserves will be approximately 20 m wide and will run as a linear reserve along the length of the Streams.
50. A SMA of 2.2 ha with green areas and pedestrian and cycle pathways is proposed parallel to the railway line adjoining the eastern edge. The SMA is located with consideration of the natural fall within the Site to accommodate road run off and stormwater.

Site Interface with the surroundings

51. The ODP outlines the formation of a 10m wide greenway containing native planting tree along the east edge of MNR with additional setback of 4 m to built form from the MNR. This is envisaged as an open amenity space with large trees, with planting along the lot boundaries visually separating them from MNR. A combination of mixed planting and informal feature trees will be used for the effect⁵.
52. The ODP proposes a 20m wide esplanade reserves along the Site boundaries with the existing Kaikainui Stream (**Northern Esplanade**) to the north and Courtenay Stream (**Southern Esplanade**) to the south in line with the pWDP requirement⁶.
53. The Northern Esplanade augments an existing open reserve north of Kaikainui Stream accessed from Castle Life Estate subdivision along the northern edge of Kaikainui Stream. The esplanade reserves will also have pedestrian and cycle

⁴ pWDP- Esplanade reserve- SUB-S17& Table SUB-2

⁵ Evidence of Landscape assessment-Rory Langbridge of RMM Landscape Architects

⁶ pWDP-Esplanade Reserve SUB-S17 and Table -SUB2, pWDP.

movement corridors with links to the internal circulation and available links on MNR for local access.

54. An average 50m wide SMA area has been provided all along the eastern boundary of the from the Kaikainui Stream edge in the north to the existing green edges along the Courtenay Stream to the south of the Site. The SMA area coincides with the area of the Site adversely affected by flooding⁷, noise and vibration from the Railway line⁸.

Key Features of The Proposal

55. The key features of the ODP relevant to my evidence are outlined below:
- a. The proposed ODP will be a natural extension of the urban development along a main arterial road existing north of the Site and is well connected with public transport and cycle network providing easy access to both Kaiapoi town centre and Christchurch.
 - b. The Site is suitable for MDRZ development, acknowledging the close proximity to the adjoining subdivisions with similar zoning to enable integration with urban form with communities of Kaiapoi South.
 - c. The proposed rezoning provides for open space over around the periphery of the Site with provision for native plantings to soften or frame views to the MDRZ from the surrounding areas. This ODP would enhance the existing natural features of Kaikainui and Courtenay Streams as esplanade reserves with accessible green spaces for the Site and wider Kaiapoi area.

URBAN DESIGN ASSESSMENT OF THE ODP AND THE PROPOSAL.

56. The 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 - Location, built form and density.

Quality urban design sees buildings, places, and spaces not as isolated elements but as part of the whole town or city.⁹

⁷ Evidence of Flooding modelling by Mr. Greg Whyte of DHI

⁸ Evidence of Acoustic Assessment Evidence by Mr. William Reeve of AES

⁹ NZUDP, 2005- Context

57. From an urban design perspective, the Site is physically separated from its rural surroundings with the busy MNR to the west, railway line to the east and Courtenay Stream to the south. The built structures of the adjoining residential subdivision are closely located across Kaikainui Stream to the north.
58. Current zoning context: Under the oWDP, the Site is in the Rural Zone. Under the pWDP the Site is proposed as RLZ, which would allow for 1 dwelling unit per 4ha of land. This will result in a maximum of about three lots with associated buildings, curtilage and open area.
59. Anticipated zoning context: The proposed rezoning for MDRZ will allow a density of 1 dwelling per 200 m² and a density of 15 dph. The provision of MDRZ¹⁰ will also enable built forms in much closer proximity to each other on smaller lots, with close setbacks to access roads, and doors and glazing visible from the road frontage¹¹.
60. This would have a significant impact on the built form presence from MNR and within the Site with moderate concentration and bulk of buildings, such as detached, semi-detached and terrace housing, low rise apartments and other compatible activities. This will also result in considerable reduction in visible open spaces and provision of open areas for lots. The MDRZ will also generate additional road network and associated hard finish surfaces further reducing green spaces.
61. ODP response to the Context: The land north of the Site is proposed MDRZ in the pWDP and the ODP considers this as a basis for extension of the urban form on the Site, which in my opinion will be a natural progression of urbanization along MNR.
62. To respond to the current built forms (Castle Life Estate) to the north of the Site, it is suggested the ODP provides larger lots along the north perimeter to harmonise with the immediate built environment. I anticipate further unification of built forms once intensification occurs over time within Castle Life Estate under the MDRZ provisions. The Esplanade Reserve will aid in providing a buffer and screening to views of the increased density of built forms.

¹⁰ pWDP-MDRS- Built Form Standards – MDRS – BFS 1-2

¹¹ pWDP-MDRS-Built Form Standards under MDRZ-BFS 5, 6 & 11

63. In addition to the proposed tree lined avenue larger lots are suggested along the MNR boundary frontage with capacity to have west facing private outdoor living areas adjoining the 10m wide amenity area. This will bring more permeability to open space amenity between public and private green spaces while matching a similar grain of suburban housing along MNR to the north.
64. Under the pWDP the Kaikainui and Courtenay Streams esplanade reserves are defined to provide minimum 20m reserve corridor along the exiting Streams¹². This would ensure a greater setback of built forms and provide a common recreation space with high quality landscaped areas. This green buffer will also be a key influence in softening the views to the anticipated increased density of housing to the north.
65. Drawing on the existing landscape treatment along MNR north of the Site, a 10m wide avenue along the Site edge is proposed. This tree lined avenue will mark the town entrance from south and provide open space amenity while framing the views to the residential built forms from the rural context. The avenue and lot boundaries are envisaged to provide green separation from the carriageway with mixed planting and informal tree planting as a feature extending the MNR road edge character south along the Site.
66. With a rural context on the eastern edge of the Site, the ODP proposes an open green space with SMA along the railway line providing open views to the rural areas.
67. On the basis of the above description, I consider that the ODP will respond well to the Context and the rezoning can be supported in urban design terms.

Character - a sense of place and belonging.

Quality urban design reflects and enhances the distinctive character and culture of our urban environment, protects, and enhances distinctive landforms, water bodies and indigenous plants and animals¹³.

68. *Current Character:* The Site sits at the edge of the urban limit of Kaiapoi in a predominantly rural setting to the south divided from its neighbouring urban edges by the Kaikainui Stream's natural form. The MNR and the railway line

¹² pWDP-Esplanade Reserve SUB-S17 and Table -SUB2, pWDP.

¹³ NZUDP, 2005- Character

provide a sense of isolation from the Site's immediate rural context. The Site with its setting has a unique character with a good level of intimacy being contained by these features. The current RLZ of the Site will support a three lot residential development of 4ha each resulting in an open and spacious character, containing one to two storey large dwellings often associated with small scale productive activities.

69. *Anticipated Character.* In contrast the MDRZ, character will enable more intensive use of the land with a variety of housing typologies to support a denser population. The ODP will respond to the location of the Site and sense of place with edge treatments along its periphery to ensure consistency with the Site's surroundings. Landscape treatment along MNR will be crucial in fostering a sense of connection and openness to provide a continuity of character to existing entry to South Kaiapo. The tree lined avenue and green edge treatment along the MNR and lots fronting the road will provide a high quality landscape and entrance threshold to Kaiapo, enrich and extend the existing roadside character to the north further south along the Site.
70. For these reasons, while RLZ offers a spacious and rural living environment, the MDRZ will provide a more compact, efficient and urban living experience. I consider that landscape edge treatments associated with the existing streams and provision of connected green spaces throughout and around the boundary of the Site will create a unique character that can be supported in urban design terms.

Choice

Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities¹⁴.

71. Choices for travel from the proposed Site location to urban centres with public and active modes of transport, are well established and offer a range of choice of travel.
72. In terms of housing, provision of additional housing with a variety of lot sizes will offer a wider choice for housing for Kaiapo.

¹⁴ NZUDP, 2005- Choice

73. The ODP with its proposed green spaces of esplanade reserve and SMA areas will provide additional choice of recreational green spaces for the wider area of Kaiapoi.
74. For the reasons above, I consider that the rezoning will provide good choice in housing, transport, and a chance for enhancement of the natural environment.

Connections

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people; creates safe, attractive, and secure pathways and links between centres, landmarks, and neighbourhoods; facilitates green networks that link public and private open space¹⁵

75. The Site's location along MNR ensures quick road access to Christchurch and Rangiora via the SH1 highway. Existing public transport links of bus and cycleways along MNR also provide a green alternative to a car travel.
76. The rezoning and proposed ODP structure will create a network of pedestrian and cycleway connections throughout the Site to connect with Kaiapoi south active transport connections. Integration with the Castle subdivision north of the Site via a proposed pedestrian bridge will encourage integration with the wider residential community.
77. The ODP will connect the proposed Site with the balance land east of the railway line under the same ownership with a proposed access along the eastern boundary of the Site, ensuring access from the Site and MNR.
78. For these reasons, I consider that the Site will be able to connect to strategic locations with the available public and active transport connections and will connect with pedestrian and cycleway integration locally and hence can be supported in terms of urban design.

Creativity and Collaboration

Quality urban design encourages creative and innovative approaches; uses a collaborative approach to design that acknowledges the contributions of many different disciplines and perspectives¹⁶

¹⁵ NZUDP, 2005, Connectivity

¹⁶ NZUDP, 2005- Creativity and Collaboration

79. Creative approach has been used in design to address the green treatments along existing natural streams and creation of the landscape zone along MNR, integrating as a contiguous connected green space along with the SMA. The placement of the SMA is an innovative solution to reduce the visual effect of the adjacent railway line by provision of a wider setback and landscape screening from the Site edges to the built forms. In collaboration with the ecologist a possible innovative solution for the ecological enhancement of the Site and habitat creation for the Canterbury Mudfish¹⁷ has also been addressed in the ODP.
80. The ODP has involved a collaborative approach between multi-disciplinary teams to inform the approaches and solutions in determining the best Site layout. Innovative solutions to electricity, stormwater management, energy efficient systems and construction efficiencies are something that can be facilitated and encouraged at the subdivision stages.
81. Overall, I believe that the ODP has considered the necessary elements to creatively address the rezoning.

Custodianship- Safety

The NZUDP defines custodianship as a place with a sense of ownership, protects landscapes, ecological systems, manages land wisely, provides safe places, and avoids or mitigates the effects of natural and man-made hazards¹⁸.

82. The overall design and arrangement of the ODP will promote residential land development by incorporating green spaces and facilitating movement, while respecting the available natural features and manmade elements along the Site.
83. The MDRZ provisions in pWDP zoning will ensure the built forms will actively engage with movement structure and green network. The provision of permeable fencing required by the MDRZ standards¹⁹ will encourage passive surveillance of the streetscape and green, open space reserves. This in turn will encourage the future residents to take ownership of their surrounding environment making it safer and well maintained.

¹⁷ Evidence Ecological Assessment of Lydia Metcalfe & Stella McQueen- Wildlands

¹⁸ NZUDP, 2005- Collaboration

¹⁹ pWDP, MRZ-BFS8-Built form Standards- Fencing

84. Similarly, the provision of glazing at street interface²⁰ required by the MDRZ standards will result in safe streets in accordance with Crime Prevention Through Environmental Design (CPTED) guidelines.
85. Mitigation of adverse effects with provision of adequate setbacks, and green buffers are proposed in the ODP at required locations.
86. Therefore, in my assessment, the ODP has been developed in response to the Site context, and with an understanding of the change anticipated by the MDRZ rezoning. The proposed development with its Site configuration, roading network and public realm spaces will make a positive contribution to the amenity and safety of the adjacent areas. Overall, in my opinion, the Site is well positioned for rezoning with beneficial internal and external urban design results.

ASSESSMENT OF ODP AND THE PROPOSAL AGAINST RELEVANT PLANNING PROVISIONS

Relevant Objective and Policies

87. 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 needs²¹. 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.
88. 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.
- a. **Part 2 - District Wise 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 Wise Matters- Strategic Directions: SD-O2:** Waimakariri District 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.*

²⁰ pWDP, MRZ-BFS6- Street Interface

²¹ NPS-UD-Objective 1,

c. **Part 2 - District Wise Matters - Strategic Directions: UFD-P1: Density of residential development**

In relation to the density of residential development: locate any Medium Density Residential Zone so it:

- i. supports, and has ready access to, existing Commercial and Mixed-Use Zones, schools, public transport and open space;*
- ii. supports well connected walkable communities;*

d. **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. occur in a manner that makes use of existing and planned transport;*
- iii. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;*
- iv. concentrate higher density residential housing in locations focusing on activity nodes such as key activity centres, schools, public transport routes and open space;*
- v. are informed through the development of an ODP;*

e. **Part 2- District Wise Matters- Subdivision: SUB-P6-Criteria for Outline Development Plan:** 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*

f. **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:

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

g. **Part 3 – Area Specific Matters – Zones - RESZ - General Objectives and Policies for all Residential Zones: RESZ-P13; Location of higher density development**

Locate higher density housing to support and have ready access to:

public transport and well-connected walkable communities.

h. **Part 3 – Area Specific Matters – Zones - RESZ - General Objectives and Policies for all Residential Zones: RESZ-P14; Development density**

Development densities for new Development Areas and Large Lot Residential Zone Overlays shall be as follows:

- i. *in new Development Areas, achieve a minimum net density of 15 households per Ha averaged across the whole of the residential Development Area within the relevant ODP, unless there are demonstrated constraints then no less than 12 households per ha.*

Key urban design themes

89. 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, access and connectivity*
- b. *Housing diversity and density, urban form and character*
- c. *Relationship to recreational and ecological values, amenity values and reverse sensitivity*

Evaluation of proposal against key urban design themes

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

Site location - integration with existing residential areas, access and connectivity

91. The Site's location along MNR ensures quick road access to Christchurch and Rangiora via the SH1 highway. Existing public transport links of bus and cycleways are available along MNR, providing a green alternative to a car travel.

92. Location of the Site with its close proximity to Kaiapoi Town Centre will also provide access to possible employment, facilities, healthcare and services within a walkable distance.

93. The Site 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 edge developed along MNR.
94. 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 and density, urban form and character.

95. The MDRZ character will enable more intensive use of land in response to the current housing needs, with 1 dwelling per 200m² and a minimum density of 15 dph in keeping with the provision of pWDP. A variety of housing typologies are possible to accommodate a denser population within the parameters.
96. The proposed urban form will coordinate its development with the existing adjoining residential development which is also proposed MDRZ under the pWDP and may intensify over time.
97. Although the rezoning to MDRZ will result in a higher density than the current RLZ zoning the ODP will respond with edge treatments along its periphery to ensure consistency with the Site's surrounding and will be a suitable transition of urban form.

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

98. There will be a high level of landscape integration with existing natural features and provision of high-quality visual and landscape amenity providing a strong sense of place. Access to natural green spaces with pedestrian and cycleway connections would provide for recreational activities by the residents and will serve a wider Kaiapoi Region.
99. The Site will have good access to the Local Purpose Reserve with development and integration of the existing streams in association with SMA, with native plantings are proposed along Site boundaries as shown on the ODP.
100. The ODP suggests appropriate measures to alleviate the visual and noise impacts on the Site, considering its surroundings and existing railway line proximity. This is achieved through visual barriers such as high-quality landscaping serving as

green buffers, increased setbacks along the MNR and positioning the SMA along the railway line, in the immediate Site area affected by noise and vibrations.

101. 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

102. Although the Site is not within the Urban Limits of Kaiapoi, in urban design terms, the land is well located and well-suited for MDRZ. The proposed rezoning would provide a logical extension of the adjoining MDRZ north of the Site.
103. The Site location offers a good level of public and active transport connections. The ODP movement network will integrate well with local and augment the local links to existing communities.
104. The proposed ODP will establish a co-ordinated landscape approach with esplanade reserves, an enhanced greenway entrance to Kaiapoi and a well-considered SMA that will provide green amenity to the Site. The proposal includes suitably designed setbacks for built form along the MNR road frontage and rural boundaries that will maintain suitable character and amenity while reducing the change in character from RLZ to MDRZ.
105. Overall, in my opinion, the proposed rezoning of the Site to MDRZ 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