

DCM URBAN DESIGN LIMITED

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Petries-Judsons Road, Woodend Rezoning

URBAN ESTATES LIMITED

Urban Design, Landscape and Visual Impact Assessment

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1. INTRODUCTION AND PROPOSAL

DCM Urban Design Limited has been commissioned by Urban Estates Limited to prepare an Urban Design Assessment and a Landscape and Visual Impact Assessment for the rezoning of the following properties from Rural Lifestyle Zone (RLZ) to a mix of General Residential (GRZ) and Medium Density Residential Zone (MRZ) under the Waimakariri Proposed District Plan.

- 320 Woodend Beach Road
- 328 Woodend Beach Road
- 29 Cooper Beach Road
- 1 Judsons Road
- 21 Judsons Road
- 32 Judsons Road
- 36 Judsons Road
- 40 Judsons Road
- 52 Judsons Road
- 62 Judsons Road
- 43 Petries Road

Urban Estates Limited is working in partnership with Woodwater Limited, who lodged a submission (#215) seeking a rezoning of the properties on both the Proposed Waimakariri District Plan and Variation 1 to the Proposed Plan.

A site visit was undertaken on 31 January 2024 and included the area surrounding the site and the wider Woodend urban area. On 2 February 2024 a further site visit was undertaken walking over the entire site with the Project Engineer, Client and Transport Engineer. From this an Outline Develop Plan (ODP) has been developed by Davie Lovell Smith, which forms the basis of our assessment. The ODP covers all the properties subject to the submission, with a total area of 32ha, although the no rezoning is sought for 300 Woodend Beach Road. This property, being approximately 7.8Ha will remain Large Lot Residential Zone as currently zoned under the Proposed District Plan but has been included in the ODP area to show how the primary road will eventually connect through to Woodend Beach Road as well as providing for a Stormwater Reserve. The Property at 300 Woodend Beach Road has recently been purchased by Urban Estates.

Based on the ODP, our office has prepared an indicative Master Plan (not included in this Report) to test how the site could be developed to provide a mix of medium density residential, general residential, a neighbourhood park, a mix of road typologies as per the Waimakariri District Council Engineering Code of Practice, the protection of wetlands as outlined in the Aquatic Ecology Report, and the enhancement of McIntosh's Drain which runs along the eastern boundary. The master plan shows:

- Approximately 430 residential lots of 500m² or larger;
- Approximately 100 medium density residential lots of 200m²; and
- A Stormwater reserve at the southern end of the ODP – size to be determined

- One primary road linking Petries Road through to Woodend Beach Road and the upgrading/extension/realignment of Judsons Road to link through to Woodend Beach Road as per the ODP, with street tree planting.
- A network of 16m local roads (not shown on the ODP), with street tree planting.
- A neighbourhood park of 2,500 -3000m² which is within a 500m radius of all future residents.
- A shared path providing pedestrian and cycle access through to Copper Beach Road from Petries Road.
- The delineation of the identified wetlands
- A 10m offset of McIntosh's Drain on each bank, pedestrian/cycle link and planting with native riparian species

This report is supported by an appendix of figures, Appendix 2, which includes a site location plan, photos of the existing site and surrounding areas, and photos from key viewpoints

2. METHODOLOGY

Refer to Appendix 1 for assessment methodology and terms used when assessing landscape and visual effects of the proposal.

3. ASSESSMENT OF EFFECTS

3.1 EXISTING URBAN CHARACTER AND FORM

The township of Woodend is located about 20km north of central Ōtautahi-Christchurch on the current State Highway One (SH1). It has an estimated population of about 5,421 (2023) according to StatsNZ, consisting of the three Statistical areas of Woodend, Pegasus and Ravenswood. This compares to a resident population of approximately 2,600 in 2006 prior to the development of Pegasus and Ravenswood. Pegasus' current population is 2,637 but estimated to grow to 5,000 people when it is fully developed out. Originally Woodend had the function of a service town for the surrounding rural environment but it has become more of a commuter town as Christchurch and the Waimakariri District has grown along with roading links improving. With the development of Ravenswood the town continues to grow with a strong north-south alignment along the state highway.

In terms of future growth patterns for Woodend, the future Woodend Bypass creates an 'edge' to the east, limiting the amount of residential development which should occur between Petries Road and Woodend Beach Road. Further to the east of the designation, other constraints (Liquefaction, Sea-level rise, Tsunami, Flooding) start to become an issue as well as the barrier to movement the motorway itself will cause. To the west, land is zoned Special Purpose Kāinga Nohoanga (MR873) limiting standard residential development in this direction. The SPKN provides for a wide range of activities including Papakainga and Marae to name a few. **Figure 1 (Context – Woodend Future Urban Form and Growth)** in the appended drawings highlight the current urban form of Woodend-Ravenswood-Pegasus and how this will be affected by the Woodend Bypass alignment. The plan also highlights the isolation of the site and its current Rural Lifestyle zoning from other Rural Lifestyle land. The site is bordered by Medium Density Residential to the north and Large-Lot Residential to the east and south (refer to **Figure 2 – Proposed Waimakariri District Plan**). To the west the site borders MR873 land which is also marked in the Canterbury Regional Plan as being Greenfield Priority Area – Business (Special Purpose Zone – Kainga Nohoanga).

3.1.1 EXISTING URBAN AREAS

The older existing residential dwellings in Woodend are predominantly single-storey bungalow type structures on properties with sizes of typically about 600m² to 1000m² with site coverages less than 35% (old District Plan standard). New developments are not dissimilar being standalone dwellings on 600m² lots with minimal examples of infill or multi-unit development present. The exception is in Pegasus where some duplexes and smaller lots have been developed but this type of development is still less prevalent than standalone, single storey dwellings. Past Hewitts Road heading north, the main road becomes a limited access road for the section on the western side of the road. This has resulted with newer residential developments turning their back on the main road and may encourage future developments to follow in a similar suit. Overall, most properties have a high level of stewardship with well-maintained street frontages and landscape planting present.

Woodend Primary School is in the centre of the township on the corner of SH1 and School Road. In 2000, the school expanded onto land that was previously part of the Woodend Recreation Reserve. This has allowed the school to move its teaching areas away from SH1, where the road noise had made teaching very difficult. There are also Plunket Rooms adjacent to the school. Woodend Community Centre is Council operated and is located on School Rd opposite the school. It is used for meetings and recreational activities.

There are two churches in Woodend being St Barnabas (Anglican) Church and Woodend Methodist Church. Both are in the northern part of Woodend along SH1. The Methodist church building was heavily damaged by the September 2010 Earthquake and its future is unknown.

There are a range of commercial activities (tavern, motel, takeaways, bakery and café, vegetable store, hairdresser, petrol station and liquor outlet as well as others) located along SH1 in the centre of Woodend. Pegasus also has a small commercial area consisting of the pub, café, and convenience stores while a mix of amenities are starting to establish in Ravenswood, at the top end of Woodend. These include New World, McDonalds, Harvey Norman (under construction) and other smaller retail or service stores.

There are several public open space areas within Woodend. The largest open space area, Woodend Recreation Reserve, including Owen Stalker Park, is bounded by School Road in the centre of the township, and the Rangiora-Woodend Road. Pankhurst Reserve is located at the southern end of the township on Judsons Rd and adjoins the ODP site. Grange View Reserve is situated at the northern end of the township following Chinnerys Road west of SH1. With Norton Reserve on Hewitts Rd, about 100 metres north-west from SH1 and Skevington Park on Gladstone Rd east of SH1, there are also two small scale open space areas serving the community. Woodend's main sports ground, Gladstone Park, is one of the District's major sports grounds and is situated about 1.2 km northeast of the proposal site. Pegasus township is well served by recreational facilities with a manmade lake, numerous paths and a world-class golf course flanking either side of the entrance to the town. Further to the 'active' reserves in the area, passive reserves include Woodend Domain adjacent to the coast, the Trust land which reaches from the mouth of the Waimakariri River to the Ashley River mouth and includes a section of the Pegasus walkway. This area is well used by walkers, mountain bikers and horse riders alike.

Pedestrian movement within the town is well catered for on most minor local roads with footpaths provided on both sides of the road. Cycle lanes and shared paths are provided sporadically through Woodend-Ravenswood and Pegasus. There is a shared path running along part of Gladstone Road which provides an important link to Gladstone Park and Pegasus township. To the east, towards the coast, roads are well utilised by pedestrians, runners and cyclists accessing Gladstone Park, the tracks and coastal walks in the Te Kohaka o Tuitahara Trust Land and along the beach. Pegasus township also has an extensive network of cycleways which link to the coast and to Gladstone Park. At present, given the perceived safety issues for cyclists using SH1, there is a tendency for Pegasus' cyclists and walkers to use Gladstone Road to access to Woodend.

For most streets within Woodend, separate cycle lanes are not required given the local nature of the roads and the limited amounts of traffic. On SH1 itself, cycle lanes run on along both sides of the main road from north of Petries Road in the south to Parsonage Road in the north, a distance of approximately 550m. Beyond this point, there is a wide sealed shoulder on both sides. The state highway, during busy times, does create a barrier to pedestrian movement which has led to the installation of traffic lights opposite the school. This crossing point is approximately 600m from the northwestern edge of the site.

3.2 URBAN GROWTH AND FORM

The proposed development is considered an infill zoning of Woodend's current urban form to the south (**Figure 1 – Woodend Future Urban Form and Growth**). A range of housing typologies and densities are provided for to ensure choice for the community and to cater for population growth and changing demographics. Medium density residential development is proposed in the northwestern corner of the site, closest to existing amenities including schools and shops and public transport.

The proposed ODP provides a high level of connectivity linking Petries Road through to Woodend Beach Road as well as extending Judsons Road. The proposal is consistent with the context and character of the receiving environment, and does not preclude future connectivity/growth.

Walkability and connectivity are key principles of the ODP (**Figure 3 – Outline Development Plan**), with a hierarchy of street types and connections provided throughout the area and linking into existing residential developments (Petries Road, Judsons). The aim of the movement network is to provide a range of modal options for residents, to reduce car-dependency for short local trips while recognising private vehicle use is necessary for longer trips. Both primary and secondary routes will generally provide pedestrian and cycle facilities on both sides of the road, street trees and parking. The proposed ODP, though not displaying local roading, promotes the ability for residential blocks to have a north – south aspect and varying in block length between 80 – 120m. This provides block lengths that are small in scale to allow for walkability and easy navigation without overly relying on roading. The use of green/blue networks throughout the site also encourages a high degree of connectivity and permeability within and out of the proposal.

Smaller secondary streets (not shown) or local/neighbourhood streets will ideally be connected to create a permeable neighbourhood. These roads are not shown to allow future design flexibility at the final subdivision stage. The design of the local streets will encourage slow vehicle movements combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street. Supporting the road network, off road pedestrian and cycle paths will connect through to existing networks where they exist.

Open green space is provided within a 500m walkable catchments centrally within the site as well as having easy access to the existing Panckhurst Reserve and Gladstone Park. McIntosh's Drain will provide an additional green/blue link through the site.

3.3 EXISTING SITE CHARACTER

The existing site is bound by Woodend Beach Road to the west and south, Judsons and Petries Road to the north, and Copper Beech Road to the east. Typical suburban residential development exist on the northern site of the proposal with large lot residential land to the east having recently been developed with the establishment of the Copper Beech subdivision. These lots are zoned for Large-Lot Residential and have an average lot size of 5,000m². In comparison the lots to the north of the site are zoned Medium Density residential with average lot sizes typically

about 600m². The land to the immediate south of the site (300 Woodend Beach Road) is zoned Large Lot Residential, which is effectively a "roll-over" from the Operative District Plan.

The proposal is located on relatively flat topography, on a site which is typical of a rural property within the Canterbury Plains and includes shelterbelt plantings and structures associated with rural activities. The land does undulate to a small degree with small rises and depressions, typical of sites close to the coast with small dune-like formations but overall, the topographical attributes of the receiving environment are low with no defining features.

The existing land type of the Lower Canterbury Plains was acknowledged by Boffa Miskell in the Canterbury Regional Landscape Study Review (2010) as forming part of the L2 – Lower Plains Land Type. A landscape formed from low angle coalescing outwash fans and associated low terraces of the major rivers that slice through the plains, comprising Pleistocene glacial outwash gravels and minor inland dune belts.

Vegetation types in the receiving environment are predominantly exotic species, with small amounts of native species located near some waterways. Vegetation is used predominantly for shelter belts running along the paddock boundaries and includes species such as *Pinus radiata*, *Cupressus macrocarpa*, *Populus nigra* 'Italica' and *Eucalyptus* varying in height between 20-30m. The majority of the site is open grass fields, which is disrupted occasionally by stands of old trees, shelter belts and infrastructure such as sheds and residential dwellings.

Indigenous vegetation has been identified in the Canterbury Regional Landscape Study as being reduced to small, isolated, and scattered remnants because of the large-scale land use changes seen throughout the plains. This has resulted in 0.5% of the plains supporting native vegetation. This is seen in the existing vegetation patterns found on site, comprising largely of exotic species. Overall, the vegetation cover in the area has a low sensitivity to change, given the high level of fast growing introduced exotic species and limited native species present.

In terms of natural character, McIntosh's Drain runs along the eastern side of the site and there are 3 identified wetlands near the southern boundary with the adjoining Large-Lot Residential area (300 Woodend Beach Road) (**Figure 7 – Location Plan and Site Character Photos and Viewpoint Locations**). The quality of the drain varies with the northern section having been planted with native riparian species and is establishing well. The southern half is largely overgrown with weed species and varying degrees of shade.

In terms of sensory qualities, the flat open geometric fields are back dropped by the Southern Alps to the west and the Port Hills to the east. Expansive views are often possible, though are intermittently screened by large shelter belts and buildings at various locations. The infrastructure and shelter belts, though disrupting the continual views, have become integral to the rural aesthetic and identity.

In terms of built form, dwellings, farm structures are common in the site, with many car wrecks on 62 Judsons Road. The scale, character, form, and materiality of the farm structures vary throughout the receiving environment. The closest residential properties border the site on approximately half the length of its boundaries.

Overall, the receiving environment has an urban-fringe, open character with various structures including dwellings, auxiliary structures, power lines and exotic vegetation clustered throughout the landscape. The character of the region is captured through the views across flat topography to the Southern Alps and Port Hills, the scattered and sporadic vegetation, and the structured shelter belts.

3.4 EFFECTS ON LANDSCAPE CHARACTER

The character of the receiving environment is open, urban-fringe and is used for a mix of agricultural purposes and car storage (wrecks). The proposed rezoning will modify the character of the landscape from a semi-open and agricultural one to one which is suburban in character. A sense of open character will be retained through fencing controls and streetscape design, not dissimilar to the character of the Two Roads development immediately to the

north of the site. The character of existing housing is typically single storey detached dwellings, which the proposal will likely intend to continue, albeit at a slightly higher density.

There will be a loss of large exotic tree species on site, but these will be replaced over time by tree species more suitable for a suburban situation. Having walked over the site there were few trees of any value, the majority being old stands of pine, poplar or eucalyptus. At the subdivision state a more detailed analysis of the existing trees will be undertaken to determine if any are worth retaining.

The natural landscape character is highly modified, having been cleared for agricultural land use. This is reflective in the lower quality waterways and native vegetation present in the area. Existing amenity of the natural landscape is to be enhanced and retained through the planting and development of McIntosh's Drain. The intention is for both sides of the drain to be planted with native riparian species similar to what has occurred in the Two Roads subdivision to the north. This network of blue and green corridors enhances the amenity of the site and will be supplemented by pedestrian/cyclist connections to adjoining developments and access to areas which are not currently accessible.

Overall, the character and land use of the area will shift from open and agriculturally focused to a more concentrated, high amenity development. Through mitigation measures, open character and important landscape components will be retained and enhanced, where possible.

3.5 STATUTORY PROVISIONS AND EFFECTS ON VALUES

Relevant statutory documents relating to Urban Design, Landscape Values and Visual Amenity are referred to below:

- Resource Management Act 1991
- National Policy Statement – Urban Development
- Canterbury Regional Policy Statement and Our Space 2018-2048
- Waimakariri Proposed District Plan

3.5.1 Resource Management Act 1991

Section 6 of the RMA identifies matters of national importance: *“In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:*

s.6 (b) *The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development;*

s.6 (c) *The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna.”*

Other matters are included under **Section 7**: *“In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to-*

(c) The maintenance and enhancement of amenity values.”

3.5.2 National Policy Statement – Urban Development

Given the land is surrounded by urban zoning, the proposed rezoning can readily be described as infill development of the existing and planned Woodend Urban form. While the proposed density is higher than the existing land use, the proposed rezoning retains similar levels of density when compared to surrounding development. It is assessed as appropriate for its setting when considering the significant addition to development capacity that contributes to

well-functioning urban environments. It is considered that the rezoning is an in-sequence development adding to development capacity of Woodend, while retaining a similar level to existing surrounding development.

3.5.3 Canterbury Regional Policy Statement and Our Space 2018-2048

Woodend/Ravenswood is considered a Key Activity Area under the CRPS with the Ravenswood area being a Greenfield Priority Area for both Residential and Business purposes. The wedge of land immediately to the west of the ODP site is highlighted for Greenfield Priority Area – Business (Special Purpose Zone – Kainga Nohoanga) but the ODP site is not highlighted although being within the Projected Infrastructure Boundary for Woodend. This is similar to the land in the northeastern and southeastern corner of Rangiora which are currently zoned for development but are not anticipated in the CRPS (Map A).

The key Policy within the Canterbury Policy Statement (CRPS) of relevance to my expertise is Policy 6.3.2: Development Form and Urban Design

6.3.2 Development form and urban design

Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:

- 1. Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the [sic] Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories.*
- 2. Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.*
- 3. Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of*
- 4. Safety – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.*
- 5. Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.*
- 6. Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.*
- 7. Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.*

The explanation to the above Policy notes that urban design input can take place through the development of outline development plans, creation of development controls for zones, or at a finer grained level through the resource consent process.

In my opinion the ODP satisfies the requirements set out in Policy 6.3.2. There are no features of particular heritage or landmark value that are compromised by this rezoning. McIntosh's Drain will be enhanced. In addition, the form of development as laid out in the ODP meets the requirements for connectivity and integration with existing and proposed urban development. The development will integrate well with the existing urban areas of Woodend, and with the development of a new open spaces and shared paths, has the potential to build on the existing urban network. The ODP has identified natural features which can be incorporated into the design to achieve a sense of place, Tūrangawaewae.

The design, once developed further at the subdivision stage will be safe and met all aspects of CPTED. Controls will be placed on fencing along public spaces, including McIntosh's Drain, to ensure an appropriate level of passive surveillance is provided over the public realm.

The rezoning provides for both medium density and general residential development, providing choice and diversity in future housing types and lot sizes. A large stormwater management reserve is proposed at the southern end of the ODP, ensuring site runoff can be managed in a sustainable manner.

3.5.4 Waimakariri Proposed District Plan

Under the Waimakariri Proposed District Plan the site is located in the Rural Lifestyle Zone, however it is an isolated pocket of RL land and is bordered by Residentially zoned land or SPKN on all sides. It has not been accessed against the Rural Zone's Objectives and Policies for this reason. It is not located within an Outstanding Natural Landscape or Significant Amenity Landscape overlay. Given the proposal is for a rezoning to a mix of General Residential and Medium Density Residential, the proposal has been assessed against these Zone's relevant objectives and policies:

RESZ-O3 Residential form, scale, design and amenity values

A form, scale and design of development that:

1. *achieves a good quality residential environment that is attractive and functional;*
2. *supports community health, safety and well-being;*
3. *maintains differences between zones; and*
4. *manages adverse effects on the surrounding environment.*

Response

The site can be developed into a well-functioning urban environment while managing the effects on the surrounding environment. The site is bounded on all sides by Residential development, either Medium density or Large-lot residential, with the current underlying Rural Lifestyle zoning being more of an anomaly than the proposed ODP design. The development will be viewed as infill development immediately adjacent to existing suburban residential development.

RESZ-P1 Design of development

New development in residential areas is well designed and laid out, including by:

1. *ensuring that the bulk, scale and location of buildings on sites is consistent with the environment anticipated for the zone, and that impacts in relation to dominance, privacy and shadowing are minimised, while recognising the ability for larger sites in the General Residential Zone and Medium Density Residential Zone to absorb greater height;*
2. *ensuring that the combination of buildings, paved surface, and landscaped permeable surface coverage retain a landscaped component for residential sites and provide opportunity for on-site stormwater infiltration, and where this is reduced that it is offset by suitable planting, other green surface treatment, and stormwater attenuation;*
3. *maintaining streetscapes in Residential Zones where garaging and buildings are set back from the street, and where these setbacks are reduced, that sufficient space is still available for vehicle manoeuvring and impacts of dominance on the streetscape are minimised;*
4. *facilitating passive surveillance and active residential frontages through controls on glazing, avoidance of blank facades, provision of habitable rooms and front door entrances to residential units facing the street, and consider modification of those controls only where other active design features such as verandas are incorporated;*
5. *minimising the adverse impact of high fences on streetscape character and public safety; and*
6. *ensuring that residential activities are provided with sufficient on-site outdoor living space for residents through access to outdoor living space that is complements the housing typology, or where not directly provided, take into account alternative arrangements for open space (either within the site or within close proximity to the site).*

Response

The ODP highlights the site's ability to be developed in a manner which is consistent with the receiving environment without creating any dominance, privacy or shadowing issues. Medium density development is proposed where it is closest to existing or planned amenities while also ensuring no adverse effects are generated by a more intensive built form. The medium density sites are separated from any existing residential properties by Judsons Road. A stormwater reserve is proposed at the southern end of the development near Woodend Beach Road to ensure any site runoff issues are addressed. Design controls for the placement of garaging as well as controls on fencing will ensure a high-level of residential amenity can be achieved, one which facilitates passive surveillance and active frontages. The size of lots proposed along with site coverage controls will ensure that each dwelling is provided with sufficient outdoor living space.

RESZ-P2 Multi-unit residential development

Promote and manage the development of multi-unit residential development in the Medium Density Residential Zone and General Residential Zone, including the use of amalgamated or multi-site redevelopment, by:

1. ensuring that the development provides for active and passive engagement with the street at ground level, or where this is not provided that there are alternative design features that promote interaction;
2. ensuring that outdoor storage is integrated with the development to avoid adverse visual effects on the streetscape;
3. considering the context and character of the surrounding area and the extent to which it complements surrounding residential development;
4. ensuring that the development maintains or enhances amenity values and public safety by addressing the street, and where relevant, other areas of public open space;
5. minimising visual bulk of development through articulation of facades, using a variety of materials, and providing for a human scale to multi-storey buildings;
6. incorporating open space into the design that encourages interaction of people within developments, as well as the use of landscaping features to soften built form and provide for external and internal amenity value, including encouraging the retention of mature trees;
7. providing for vehicle and pedestrian access in a manner that recognises public safety, and a pedestrian entrance that is obvious and accessible;
8. clearly demarcating public and private space, in particular where this faces the street, while continuing to provide for visual interaction; and
9. encouraging variation in residential unit sizes within a development to support housing choice.

Response

The ODP promotes the development of medium density housing in the northwest corner closest to existing amenities and in proximity to a planned reserve. All of the above aspects can be achieved at subdivision stage when designs for the multi-unit developments are created.

RESZ-P3 Safety and well-being

Provide for safety and well-being by:

1. taking into account the following CPTED principles in the design of structures, residential units, outdoor areas and public open spaces:
 - a. access – safe movement and connections;
 - b. surveillance and sightlines – see and be seen;
 - c. layout - clear and logical orientation;
 - d. activity mix – eyes on the street;
 - e. sense of ownership – showing a space is cared for;
 - f. quality environments - well designed, managed and maintained environments;
 - g. physical protection – using active security measures; and
2. providing for peaceful and pleasant living environments which enable limited opportunities for signs, appropriately manage the impacts of on-site traffic generation to minimise impacts on neighbouring properties and road networks, and minimise adverse effects of noise and light, particularly in night time hours.

Response

While the detail of these matters can be dealt with at the subdivision and detailed design stage, the ODP has been prepared on the basis that it should be sufficiently flexible to incorporate all elements of Policy RESZ-P3

RESZ-P4 Sustainable design

In relation to design of buildings in Residential Zones, encourage and advocate for:

1. *minimisation of energy and water use, and the use of low impact design such as optimal site layout, passive solar design, solar power and water heating, and rainwater collection, detention and use; and*
2. *universal design which provides for all stages of life development, size, and abilities, in particular in relation to retirement village living and minor residential units.*

Response

While this aspect is largely dealt with at subdivision and building consent stage, the ODP proposed provides a framework which will allow buildings in to be built in a sustainable manner. The future block layout will ensure all dwellings receive direct sunlight allowing for passive heating and the installation of solar panels. In terms of universal design, the site is relatively flat allowing for ease of movement throughout the site. This will continue through the design stage, ensuring that steps are avoided where possible and level entry into dwellings can be achieved (subject to building code requirements).

RESZ-P8 Housing choice

Enable a range of residential unit types, sizes and densities where:

1. *good urban design outcomes are achieved; and*
2. *development integrates with surrounding residential areas and infrastructure.*

Response

The proposal promotes the development of general residential lots and medium density typologies, consistent with development existing to the north of the site. The Medium Density lots are likely to have a lot size ranging from 200-300m² which promotes the development of terrace housing or smaller standalone dwellings, typically 2 or 3 bedroom dwellings. The larger General Residential lots will typically be about 500m² and will allow for the development of 3 and 4 bedroom standalone houses. For both zones, the site is well served by the existing road network and has a high level of connectivity allowing any future development to achieve a positive urban design outcome, to be well-functioning.

RESZ-P12 Outline development plans

Use and development of land subject to an ODP shall:

1. *be in accordance with the development requirements and fixed and flexible elements in the relevant ODP, or otherwise delivers equivalent or better outcomes while achieving an efficient, effective and consolidated urban form, except relation to any interim use and development addressed in (3);*
2. *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, historic heritage and ecological features and values; and*
 - d. *achieves a high level of visual and landscape amenity;*
3. *interim use and development of land subject to an ODP shall not compromise the timely implementation of, or outcomes sought by, the ODP.*

Response

The proposed ODP provides a positive framework which will allow the development of a well-functioning urban environment. The proposed network of primary roads will connect Petries Road through to Woodend Beach Road and the extension to Judsons Road will improve connectivity through the space. It will also allow more residents to access Panckhurst Reserve. The enhancement of McIntosh's Drain will have both ecological and movement benefits with native riparian planting and the creation of a shared path along the corridor. Combined with other proposed paths, a network of off road and on road facilities will allow existing and future residents to move through the space easily and efficiently. The ODP's links will improve access through to Gladstone Park, Pegasus and Woodend Beach. The Tūhaitara Coastal Park is relatively close to the site and will provide future residents with a high level of amenity.

The ODP design allows for future developments to have a high level of visual and landscape amenity. An indicative master plan was developed to test whether the site could be developed in a manner which achieves a minimum density of 15 households per hectare and high level of amenity. It was found that it is possible.

RESZ-P13 Location of higher density development

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

1. *commercial business areas, community facilities and open space; and*
2. *public transport and well-connected walkable communities.*

Response

The rezoning seeks to establish medium density housing in the northwest corner of the site closest to existing commercial business areas and community facilities. This location is also within a 10-minute walk to the primary school, shops and there is an existing childcare at 6 Judsons Road, Busy Bees Judsons Road, immediately adjacent to the site. The closest bus stop is 200m away to the north on Main North Road (Stop ID15077) and is served by Bus Route 95. This bus runs into the city and Ara every hour.

RESZ-P14 Development density

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

1. *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.*
2. *in new Large Lot Residential Zone Overlays, achieve a net density of 1 to 2 households per ha.*

Response

The proposal seeks to achieve a minimum of 15.9 households per hectare across the rezoned site.

3.6 EFFECTS ON VISUAL AMENITY

The visual context of the receiving environment is considered to be a 100m offset from the edge of the proposed rezoning. This distance has been determined by the nature of the proposal, the compartmentalised landscape

character and the flatness of the receiving environment. At distances further than 600m, views of the proposal are unlikely. A series of key viewpoints were selected to show a representative sample of the likely visual effects which could result from the proposal (refer to Appendix 2 for the relevant photos). Viewpoints are generally located on public land, and where possible located as close as possible to existing or proposed residential dwellings or other key viewpoints. In assessing the potential effect of a proposal, the quality and openness of the view is considered.

The viewpoints selected were as follows:

- VP1** – View from 40 Petries Road looking southeast towards the site
- VP2** – View from 68 Petries Road looking south towards the site
- VP3** – View from 94 Petries Road looking southwest towards the site
- VP4** – View from 250 Woodend Beach Road looking northwest towards the site
- VP5** – View from 296 Woodend Beach Road looking north towards the site
- VP6** – View from 2 Judsons Road looking southeast towards the site
- VP7** – View from 40 Judsons Road looking south towards the site

In assessing the potential effects on visually sensitive receptors, the key viewpoints outlined above have been used as a reference point where it is considered that the effects will be similar to the viewpoint experienced to that of residents, travellers, workers, visitors and recreational users. The viewpoints are a representative view, as close as possible to the view likely to be experienced from those that travel or reside along Judstons Road, Woodend Beach Road, Copper Beech Road and Petries Road.

The following table outlines the potential visual effects each Visually Sensitive Receptor might receive and how the effects may potentially be mitigated. The effects take into account the likely sensitivity of the receptor (based on type), combined with the likely magnitude of effects (a combination of distance from the proposal and degree of change) to determine what the likely residual effects from the proposal will be. Mitigation measures are outlined in Section 4.

Table 1: Assessment of Effects on Visually Sensitive Receptors

Viewpoint	Visually Sensitive Receptors (VSR)	Distance from Proposal (m)	Type of View (open, partial, screened)	Magnitude of Change (NZILA)	Effects (RMA)
1	Residents at 38-56 Petries Road, 1-9 Catchpole Place, 15-20 Parkinson Place	0-16	Open	Low-moderate	Minor
	Vehicle users travelling east along Petries Road	0	Open	Low	Less than minor
2	Residents at 68-88 Petries Road	0	Open	Low-Moderate	Minor

3	Residents at properties 90-94 Petries Road and 58, 62, 66, 85 Copper Beach Road	18	Open	Very Low	Less than minor
4	Residents at 26-54 Copper Beech Road and 5, 9, 13, 17, 21, 25 Copper Beach Road, and 250 Woodend Beach Road	0	Open	Very Low	Less than minor
5	Residents at 296 Woodend Beach Road	0	Open	Very Low	Less than minor
	Vehicle users travelling north/south along Woodend Beach Road	0	Partial	Very Low	Less than minor
6	Residents at properties 2-16 Judsons Road and the pre-school at 6 Judsons Road	0	Open	Low-moderate	Minor
	Vehicle users travelling east along Judsons Road and south along Woodend Beach Road	10	Open	Low	Less than minor
7	Residents at properties 27 Parkinson Place and 33, 34 Huria Lane	40	Screened	Very Low	Less than minor

1. VP1 - View from 40 Petries Road looking southeast towards the site

Description of existing view – Views are open looking southeast towards the site. The view consists of open pastoral farmland next along a recent suburban residential development. There is a large shelterbelt (pine and macrocarpa) the rear boundary of the property and the background of the view, that run throughout the farmland. A mixture of native vegetation can be seen through the gaps of the shelterbelt, varying in scale and type, as well as smaller species within the residential property edge. Both residential and farmland boundaries feature semi-permeable fencing (wooden posts and wire or planks) along the edge.

Description of Effects – Views of the proposed rezoning are open even with the removal of the shelterbelt. Existing residents have a mixture of views orientated facing the street, neighbouring dwellings or an open pastureland. The rezoning would allow for housing along the proposed boundary similar in density and scale to existing residential dwellings in the surrounding area. This will restrict the views within Petries Road and be consistent with the existing residential character and density of the site and nearby areas. The proposed roading typologies, consistent with the Waimakariri Code of Practice, allow for the establishment of street trees along all roads and shared paths, as

well as parks and reserves. The additional vegetation will soften the overall built environment. Given the existing location of the surrounding recent residential development at the urban fringe of Woodend (Medium Density and Large Lots), it is considered that residents and vehicle users will experience **Minor** effects when travelling along Petries Road.

2. VP2 - View from 68 Petries Road, looking south towards the site

Description of existing view – Views are open along this section of Petries Road with open pastureland dominating the view. The rear boundary is defined by a shelterbelt (pine and macrocarpa).

Description of Effects – Residents along this area of Petries Road will experience open views of the proposed plan change. The plan change will include residential dwellings along the property edge facing the street and existing residents. The proposal will allow for lots similar in scale and density to the surrounding residential development for consistency and retain a sense of openness. Given the character of existing residential development and the proposals consistency with it, the visual effects are considered to be **Minor**.

3. VP3 - View from 94 Petries Road, looking Southwest towards the site

Description of existing view – Views are open at the corner intersection of Petries Road and Copper Beech Road with open pastureland dominating the landscape. Shelterbelts (pine and macrocarpa) can be seen along the rear boundaries of multiple properties at the centre of the site and along the background. Lower vegetation, predominantly shrubs, can be seen around farming infrastructure (sheds and small-format warehouses) varying in scale and species.

Description of Effects – Residents along this area of Copper Beech Road and Petries Road, as well as pedestrians and vehicle users travelling along the roads, will experience open views of the proposal. The proposal retains the open green space for parks and reserves which will be enhanced by additional vegetation (see plant palette). A landscaped stormwater management system will be located between the primary residential development and the open green space. These will maintain the open rural characteristics and provide natural screening to restrict open views of residential dwelling from the viewpoint. Given the open views of the proposal will be predominantly enhanced open green space and vegetation, the magnitude of change and visual effects is considered to be **less than minor**.

4. VP4 - View from 94 Petries Road, looking Southwest towards the site

Description of existing view – Views are partial from properties on the western side of Copper Beech Road and 250 Woodend Beach Road with a mixture of sloped pastureland and vegetation. The area between the proposed rezoning site (defined by semi-permeable fencing) features recently planted native vegetation varying in scale, type and species. There are also areas of medium to tall shelterbelts (pine and macrocarpa) defining property boundaries that are visible from the viewpoint.

Description of Effects – The proposed rezoning will plant the banks of McIntosh's Drain with a large portion of this edge being vested for stormwater purposes. It will retain and provide additional vegetation, enhancing the green amenity for existing and future residents. The vegetation will provide natural screening, restricting views of residents along Copper Beech Road while track users will experience intermittent views. As the existing vegetation matures, it will offer further screening as it reaches its full growth potential and minimise views of the proposal. Overall, the levels of potential adverse effects on visual amenity are considered to be **less than minor**.

5. VP5 - View from 296 Woodend Beach Road, looking North towards the site

Description of existing view – Views of the proposal are partial from this area of Woodend Beach Road. The viewpoint faces an existing large residential property within the rural zone and the proposed plan change area. The property boundary features hedging (approx. 1.5m) and a metal mesh gate with wide canopy trees on each side. The upper areas of residential dwellings and farm sheds can be seen over and through gaps of vegetations. Open pastureland can also be seen at the centre of the property. Neighbouring properties can also be seen with shelterbelts (pine and macrocarpa) at the rear boundary.

Description of Effects – Views from this location will not change as the properties in the foreground will remain Large-lot Residential. The levels of potential adverse effects on visual amenity are considered to be **less than minor**.

6. VP6 - View from 2 Judsons Road, looking Southeast towards the site

Description of existing view – Views are open from properties on the northern side of Judsons Road with a mixture of flat pastureland and vegetation.. The middle ground is defined by a band of medium to tall shelterbelts (pine, eucalyptus, poplars and macrocarpa).

Description of Effects – The view from this location will change with the potential loss of trees in the middle ground, the construction of medium density residential dwellings and the upgrade of road infrastructure (widening and re-alignment of Judsons Road. The character of the views will become urban more enclosed with a Low-Moderate magnitude of change. Potential adverse effects on visual amenity are considered to be **Minor**.

7. VP7 - View from 40 Judsons Road, looking Southeast towards the site

Description of existing view – Views are screened from the properties at 27 Parkinson Place, 33, and 34 Huia Lane are largely screened by vegetation in Panckhurst Reserve

Description of Effects – Potential adverse effects on visual amenity are considered to be **Less than Minor** due to the intervening vegetation.

3.7 SUMMARY OF EFFECTS ON VISUAL AMENITY

The likely visual effects are described above. The proposal would result in an overall change in character from open and rural to one that is denser and more suburban in nature. The receiving environment is to maintain aspects of openness through the restoration and retention of green and blue corridors and providing connectivity and accessibility throughout the wider site. Management of fencing and bulk and location of the development will also help create a sense of openness throughout the site. The highest likely effects after mitigation will be experienced by those residential properties closest to the proposal, along Judsons and Petries Road. Though there is a change from rural to suburban, from this location the effects are considered Minor as the proposal is considered infill development between two residential areas and the wider urban environment of Woodend. Motorists have a temporary view of the development and are anticipated to expect change in land from rural to suburban as they travel to/from Woodend township. Effects for motorists are considered Less than Minor to Indiscernible. Overall,

the scale and bulk and location of the proposal would allow it to appear as a natural extension of existing development within Woodend, with the anticipated effects being Minor.

4. DESIGN MEASURES

The following design measures are suggested to either avoid, remedy, or mitigate any potential effects on Urban Design, Landscape Character, Landscape Values and/or Visual Amenity from the proposed rezoning noting that some measures are more applicable to the Subdivision Design stage than at the rezoning stage;

MM1	Provide a diversity of house size and lot size to provide choice, with higher density development located close to existing residential areas, areas of high amenity and business areas.
MM2	Create streets which have a high level of amenity, provide for different modal allocation, and allow for an efficient use of land by having a street hierarchy with different road reserve widths depending on their classification.
MM3	Create a well-connected walking and cycling network which combines with the green / blue network and existing facilities connecting to key destinations (Gladstone Park, Woodend Town Centre, Woodend Beach, Woodend School), prioritising walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes. Potential key connections are identified on the ODP and may be supplemented through additional connections provided for at the time of subdivision consent.
MM4	McIntosh's Drain is to be enhanced with a 10m landscape strip on both banks and a shared path. The banks are to be planted with native riparian plant species. The exact design and species selection is to be approved by WDC at the time of subdivision. Open style fencing is proposed along the boundary.
MM5	Identification of and delineation of wetland and plant this area with suitable native species following consultation with WDC staff and ecologists.
MM6	Provide a quantity and quality of greenspace within a 500m radius of all future residents. Provide facilities appropriate for the future population with green links extending through the plan change area and connecting with adjoining recreation areas and blue networks (McIntosh's Drain). An indicative location is shown on the ODP.
MM7	<p>Solid fencing should preferably be restricted to rear and side yards to retain an open character along streets and existing roads or at a minimum front boundary fencing will have restrictions. Side fencing should not extend forward of the front wall closest to the street of a house or would need to be limited in height.</p> <ul style="list-style-type: none"> This is a matter that would be incorporated into developer covenants that manage and implement specific design outcomes sought within the plan change areas.

5. CONCLUSIONS

In urban design terms, the proposed rezoning is considered an infill development for Woodend and assists as consolidating Woodend as a Key Activity Area under the Canterbury Regional Policy Statement. The site is well-connected and close to existing amenities which would allow the site to become a well-functioning urban environment. It has the ability for a variety of different house typologies to be developed with both Medium Density and General Residential proposed. Future residents have access to existing and proposed open spaces and is in close proximity to Woodend Beach. Connectivity is high with public transport routes travelling along SH1, the closest bus stop being less than a 5minute walk from the site. The site has the ability to create pedestrian and cycle connections through the site, both north-south and east-west.

In terms of landscape character (including natural character) and values of the area, with the implementation of the mitigation measures proposed, the proposed rezoning will result in a low-moderate magnitude of change on the existing rural landscape character and values. The existing character of the site area is already modified and with the proposed mitigation measures both protecting and enhancing the existing waterway and wetland, the proposal will retain existing natural features of value. The semi-open character of the site will change to a character which is more dense and compartmentalised but can be partially mitigated through fencing controls and landscape planting to retain/create a high level of amenity. The semi-open character of the site would likely change with the underlying Large-lot Residential zone in any case even if the rezoning does not occur.

In terms of visual amenity, the adjacent Medium Density Residential zoned and Large-Lot residential zoned properties will experience a change in the openness of views across the property. Adjoining residential properties, current and future, overlooking the Plan Change area have a mix of open, partial, and screened views of future development. The changes in views experienced by these residents are considered Low given the character of the existing environment, the existing and permitted (under the current zone) level of compartmentalisation and the ability to retain/create a high amenity environment along the site's boundaries.