

Whisper Creek – Plan Change

LMM INVESTMENTS LIMITED

Urban Design Assessment

Project No. 2024_211 | C

Whisper Creek – Plan Change

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INTRODUCTION AND PROPOSAL

DCM Urban Design Limited have been commissioned by LMM Investments Limited (the applicant) to assess the potential urban design effects from the design and development of a plan change and an indicative residential subdivision at the address stated above. The report is supported by an appendix of figures, Appendix 2, which contains several maps, the proposed outline development plan, a conceptual masterplan and visualisations of what the proposal may come to look like in future.

The site is located approximately 2km north of the Christchurch neighbourhood of Prestons, which forms Christchurch city's northern urban boundary. The site is bordered by Lower Styx, Spencerville, Teapes and Turners Roads, with the Pūharakekenui/Styx River running along its eastern and southern boundaries. The small semi-rural settlement of Spencerville is located nearby, to the east of the proposed plan change site. Refer to page 2 of appendix 2 for the proposed plan change site location, and its proximity to wider settlements.

The proposal seeks to rezone approximately 170ha of land at 174, 220 and 240 Spencerville Road and 144, 156, 165 and 176 Turners Road from Rural Urban Fringe Zone and Specific Purpose (Golf Resort) Zone to Residential New Neighbourhood Zone, and to subsequently develop a residential subdivision holding approximately 800 lots. The zoning of the Pūharakekenui/ Styx River and its margins, which is zoned as Open Space Water and Margins, is sought to be retained as it is at present.

The proposed subdivision layout includes a road network that integrates with the existing transport infrastructure, with primary access provided via Spencerville Road, Teapes Road and Turners Road. Larger lots (0.1-0.2ha) are proposed along Turners Road and Spencerville Road, with a 5m landscape buffer strip and 10m building setback proposed from these roads, as well as Teapes Road (refer to page 8 for the proposed ODP and the location of boundary treatments, and page 13 for a visualisation and further detail).

As shown by the indicative scheme plan and conceptual masterplan, various lot sizes are proposed while the future development also seeks to include an area of medium density housing. A small community/ commercial hub is proposed within the development, with concept plans anticipating a preschool and 3-4 small-format retail or hospitality spaces. This aligns with the existing Specific Purpose zoning, which already provides for a hospitality component as part of the golf resort.

A large proportion of the proposal site will hold open space as shown by the noted plans/visualisations. Flood-prone areas are expected to remain as greenspace, enabling stormwater management, ecological restoration, and recreational amenity for future residents. Publicly accessible walking and cycling tracks will be provided through the greenspace network, and along the Styx River margins, with improved walking and cycling links also proposed to key local destinations such as Ouruhia Model School and Prestons (refer to page 4 of Appendix 2 for a connectivity map).

This report will assess any anticipated effects on the character of the site and surrounding area that may occur from the proposed rezoning and indicative residential development. It will also review the proposal in accordance with the New Zealand Urban Design Protocol and provide assessment in the context of the relevant Residential New Neighbourhood zone objectives and policies set out in the Christchurch District Plan, as applicable to urban design.

EXISTING SITE CHARACTER

At present the site consists predominantly of open farmland. The larger part of the site, having previously been used as a dairy farm, still features pastoral fields used to graze stock. The site as a whole, made up of the combined properties noted above, also contains several rural residential dwellings, and various sheds and agricultural ancillary buildings. Vegetation across the site is sparse, consisting largely of open grassed paddocks. A mixture of shelterbelts, sporadic trees, a small forestry block and larger groupings of established vegetation are also found across the site. A consistent thicket of Willows run along the site's southern/ southeastern boundary, adjoining to the Pūharakekenui/ Styx River.

The Pūharakekenui/Styx River sits along the eastern and southern proposal site boundaries, as mentioned, forming a natural corridor subject to Christchurch City Council's ecological restoration initiatives under the 'Source to Sea' project. Views into the site from Spencerville Road, Lower Styx Road and Turners Road are partially screened by existing shelterbelt planting and vegetation along the Styx River corridor. However, open vantage points do exist in some locations, providing clear views across the site.

The plan change site can be primarily accessed from Spencerville, Turners and Teapes Roads as mentioned. A bridged access (across the Styx River) also exists from Lower Styx Road (this will not be utilised for vehicular transport under the proposed plan change but is planned to be used for pedestrian and cycling traffic). The roads mentioned above support key local connections, linking the proposal site to nearby urban areas, natural landmarks and recreational spaces as outlined below:

1. Spencerville Road is a collector road which runs along the site's northern boundary and offers access to the nearby seaside community of Spencerville, Brooklands Lagoon and Spencer Park Beach, and also connects to Marshland Road which heads towards central Christchurch, as well as SH1.
2. Turners Road is a local road which adjoins to the site's western boundary, and connects to Ouruhia Model School and Ouruhia, before connecting through to Marshland Road.
3. Lower Styx Road runs to the south and east of the site and is a collector road which follows the Styx River corridor, linking the site to Spencerville, Bottle Lake Forest and the neighbourhood of Prestons to the south.

Overall, the site is well-connected to its local and wider surroundings via the existing roading network.

It should be noted that although the site is currently undeveloped with a largely rural character, this is not reflective of the anticipated character of the site under its long-established Specific Purpose (Golf Resort) zoning. Under this zoning urbanisation over a large portion of the site is foreseen. The 'starting point' for this assessment is therefore different from that required for a typical rural zoned greenfield growth proposal, with this plan change instead seeking to exchange one form of urban development (resort) for another (residential neighbourhood).

EFFECTS ON URBAN DESIGN MATTERS

The most prominent effects on urban design matters are expected to arise from the changes to the permitted density, visual bulk and location of buildings between the existing and proposed zoning of the proposal site. Some

of the key differences in the built form and activity standards between the current Rural Urban Fringe, Specific Purpose (Golf Resort) and proposed Residential New Neighbourhood zoning are outlined below:

<u>Standard</u>	<u>Rural Urban Fringe Zone</u>	<u>Specific Purpose (Golf Resort) Zone</u>	<u>Residential New Neighbourhood Zone</u>
Minimum net site area and dimension (for subdivision) or minimum density	Minimum net site area: 4ha		Minimum density: 15hha
Maximum height for buildings	The maximum height of any building shall be as follows: All buildings unless specified below: 9m Farm buildings: 12m	The maximum height of any building shall be: Sports complex in the Academy Activity Area: 9m All Resort Community Activity Areas, except for accessory buildings; Academy Activity Area, except for sports complex; Golf and Open Space Activity Area; Maintenance Activity Area and Driving Range Activity Areas: 8m Accessory buildings in all Resort Community Activity Areas: 5m	The maximum height of any building shall be as follows: All buildings unless specified below: 8m Comprehensive residential development: 11m
Minimum setback from road boundaries	All buildings, unless specified below: 15m All building on sites less than 0.4ha: 6m All buildings on sites fronting a major arterial road or minor arterial road or state highway: 30m	The minimum building setback from road boundaries in the Academy Activity Areas and Resort Community Areas shall be 100 metres from Turners Road, Spencerville Road and from Teapes Road adjoining 138 Turners Road (Lot 1, DP23116)	Any activity unless specified below: 4m <i>Noting this rule does not apply to a comprehensive residential development.</i>
Minimum setback from internal	All buildings, unless specified below: 10m	The minimum building setback	Any activity unless specified below: 4m

<p>boundaries/ zones/ site features</p>	<p>All buildings on sites less than 0.4ha: 3m</p> <p>New residential unit or minor residential unit: 25m</p>	<p>from a zone or other boundary shall be:</p> <p>All buildings: 20 metres from any rural zone boundary which is not also a road boundary.</p> <p>All buildings in the Academy and Resort Community Activity Areas, except a golf clubhouse: 20m metres and 15 metres from the Lower Styx Ponding Area boundary</p> <p>Golf clubhouse: 20 metres and 10 metres from the Lower Styx Ponding Area boundary.</p>	<p>Where residential buildings on adjoining sites have a ground floor window of a habitable space located within 1.8 metres of the common internal boundary, for a minimum length of 2 metres either side of the window: 1.8m</p> <p>Buildings that share a common wall along an internal boundary: 0m</p> <p>All other buildings where the internal boundary of the site adjoins an access or part of an access: 4m from the rail corridor boundary</p> <p><i>Noting this rule does not apply to a comprehensive residential development.</i></p>
<p>Site Coverage</p>	<p>The maximum percentage of the net site area, and the maximum total area, covered by buildings, impervious surfaces and outdoor storage areas shall be as follows:</p> <p>Buildings and outdoor storage areas on sites greater than 4ha in area: 5% of the net site area or 2,000m² whichever is lesser</p> <p>Buildings, impervious surfaces and outdoor storage areas on existing sites between 0.4 and 4ha in area: 10% of the net site area or</p>	<p>The maximum percentage of the total area of the Whisper Creek Golf Resort which may be covered by buildings shall be 5.5%.</p> <p>The maximum percentage of the total area of the Whisper Creek Golf Resort Academy Activity Area which may be covered by buildings shall be 30%.</p> <p>Within the Whisper Creek Golf Resort, the maximum building footprint of the buildings shall not exceed the figures in the table following.</p> <p>Golf clubhouse: 1000m²</p> <p>Indoor sports complex: 2000m²</p>	<p>Lots 300m² and over: 40%</p> <p>Lots under 300m²: 45%</p> <p>Comprehensive residential development under 6000m²: 45%</p> <p>Comprehensive residential development over 6000m²: 50%</p> <p>It is noted that urban development on the lower terrace would not be in accordance with the Operative District Plan.</p>

	<p>2,000m² whichever is the lesser</p> <p>Buildings, impervious surfaces and outdoor storage areas on existing sites less than 0.4ha in area: 35% of net site area.</p>	<p>Driving Range Activity Area: 800m²</p> <p>Dormitory/ education facilities: 1600m²</p> <p>Each residential unit: 400m²</p> <p>Each resort apartment building: A. Area A 1300m², B. Area A1 6500m²</p>	
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The table above provides insight into the possible urban design outcomes of the proposed rezoning from Rural Urban Fringe (RuUF) and Specific Purpose (Golf Resort) to Residential New Neighbourhood (RNN).

Notable general distinctions anticipated include:

- Smaller permitted lot sizes with residential subdivision, thereby creating a greater number of buildings and increased density of development.
- Buildings and activity more closely associated with roads, particularly Turners Road, Spencerville Road and Teapes Road.
- A similar building height, but substantially smaller overall building bulk and footprints for individual buildings i.e. hotels or large farm buildings compared with individual dwellings.

The proposal will introduce urban residential form to the proposal site, which will be markedly different from the current rural form that exists on the site. While the rezoning will result in a higher intensity of development compared to the existing land use, this change is appropriate from an urban design perspective, particularly given the golf course, resort and training facilities which are permitted under the current Specific Purpose (Golf Resort) zoning (covering the larger part of the site). This existing urban zoning means that the proposed plan change site is already considered to be a suitable location to undergo development from its current rural form. Although residential development notably differs from a golf course development, given the site's positioning, connections to the wider environment, and existing urban settlement patterns, residential development in this location is considered to be a suitable alternative.

The site is well positioned regarding connectivity and to support the wider needs of future residents on the site. Recreation and amenity are well supported by existing landscape features, including Bottle Lake Forest Park, Waitikiri Golf Club, Spencer Park Beach and Brooklands Lagoon, in the vicinity of the site. The presence of the adjoining Styx River corridor and planned wetland area provides an opportunity to incorporate green space and recreational amenities within the future subdivision, enhancing the overall anticipated urban design outcome.

The proposed small-scale community/ commercial development will support some of the day-to-day needs of future residents, while active transport connections are planned to be developed to Ouruhia Model School, providing alternative transport options to the existing road connections. Further facilities are located in close proximity, notably in association with Prestons subdivision, including a supermarket and eateries, in addition to the many provisions of Christchurch City. Wider road connections, for example to SH1, are also readily accessible as described above.

When looking at wider development patterns, it is noted that both within the Christchurch District and Greater Christchurch boundary, several semi-rural settlements exist in Christchurch city's surrounds (Refer to page 2 of Appendix 2). The residential development of the site is consistent with such patterns of development, being of a scale (and in close association with the existing urban area of Spencerville), to exist as a semi-rural Christchurch community within itself. The residential development that would occur via the proposed rezoning (as demonstrated by the indicative subdivision/ visualisations in Appendix 2), is expected to integrate well within its location and is consistent with prevailing urban development patterns.

From an urban design perspective, the plan change and indicative subdivision will support an efficient and suitable use of land in the northern outskirts of Christchurch. Considering the site's location, indicative design, relationship to surrounding natural and amenity features, and its accessibility to key transport networks and services/facilities, as well as existing development patterns, I consider the proposed rezoning to Residential New Neighbourhood appropriate from an urban design perspective.

ASSESSMENT OF THE SUBDIVISION DESIGN AGAINST NEW ZEALAND URBAN DESIGN PROTOCOL (NON-STATUTORY)

The proposal has been assessed against the "seven c's" from the New Zealand Urban Design Protocol. The principles, while non-statutory, encourage recognised good urban design to achieve a successful design outcome.

1. Context

Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city. For example, a building is connected to its street, the street to its neighbourhood, the neighbourhood to its city, and the city to its region. Urban design has a strong spatial dimension and optimises relationships between buildings, places, spaces, activities and networks. It also recognises that towns and cities are part of a constantly evolving relationship between people, land, culture and the wider environment.

In terms of a wider view context, as noted above the proposed plan change and subsequent residential development adheres well to existing urban development patterns around Christchurch, while also being well-connected to nearby facilities, services and recreational areas via existing road connections (and planned active transport connections).

The proposed plan change is also observed as fitting in a more local context, pertaining to the site and its immediate surroundings. A long term-view has been considered, particularly in regard to the management of flooding risk, with the proposed future residential development located outside of the Lower Styx flood area. This flood risk area is planned to be developed into a wetland and greenspace network, with incorporation of riparian restoration of the land adjoining to the Pūharakekenui/ Styx River, enhancing the indigenous biodiversity values of the site. This aspect of development under the proposed plan change, is considered to enhance the site's ecological and recreational values and holds potential to beneficially contribute to the health and wellbeing of future residents.

To be noted, as per the Christchurch District Plan, the Pūharakekenui/Styx River falls within Coastal Environment, Coastal Natural Character, Natural Landscape, Ngai Tahu Cultural Significance, and Site of Ecological Significance overlays. From an urban design perspective, no adverse effects are expected on the Styx River, as a result of the proposed plan change and subsequent development.

2. Character

Quality urban design reflects and enhances the distinctive character and culture of our urban environment, and recognises that character is dynamic and evolving, not static. It ensures new buildings and spaces are unique, are appropriate to their location and compliment their historic identity, adding value to our towns and cities by increasing tourism, investment and community pride.

As there is little urban form within the predominantly rural site to build on, proposed development under the plan change has been primarily guided by the natural features, site boundaries and site constraints (Lower Styx flood area). This forms a distinct site layout, whereby urban form will occupy the northern and western part of the site, coupled with a large wetland area/ green network in the southern and eastern portion of the site. This green space integrates opportunities for residents to access the margins of the Pūharakekenui/ Styx River in proximity to the site. As the project progresses into greater detail, further opportunities will be provided regarding architectural design, cultural markers/narratives and landscape design, to reinforce a high-quality environment which complements and shares the history of its setting.

At a high level, future development under the proposed plan change is expected to have a unique sense of place. The indicative plans show how the site could be developed to not only respond to distinctive site features such as the Lower Styx flood area and proximity to the Pūharakekenui/ Styx River, but also to enhance these spaces to serve as a valued part of the local landscape.

3. 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 activities. Flexible and adaptable design provides for unforeseen uses and creates resilient and robust towns and cities.

The proposal works well regarding the principle outlined above. The indicative scheme plan shows how a mix of lot sizes and residential typologies can be developed under the proposed plan change. This will provide for an assortment of space requirements and residential demographics. The small-scale community/ commercial centre will allow for convenient access to local amenities, while the option to travel into Christchurch city for further services is also highly feasible, given the site's location. Open space along the Pūharakekenui/ Styx River and wetland network will provide direct access to recreational opportunities for future residents, with several popular recreational locations close by in the site's surrounds as noted. It is planned for a series of pedestrian and cycle paths to be incorporated as part of development under the proposed plan change, including along the Pūharakekenui/ Styx River corridor, through the wetland/ green space area and with potential additional upgrades along local roads. This will provide options for future residents, with opportunities to utilise active transport methods, particularly to local destinations such as Ouruhia Model School, via the Styx Mill Conservation Loop and a short segment of shared path on Turners Road. These shared paths will also contribute to the ongoing development of the *Source to Sea* walkway / cycleway project, with the shared path network having potential to connect to Bottle Lake Forest for recreational cycling, and potentially to Chaneys Plantation in the future. Overall, the proposed plan change and indicative scheme plan provides a strong basis for a flexible and resilient future community.

4. Connections

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks - streets, railways, walking and cycling routes,

services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity patterns are easily understood, residents and visitors can navigate around the city easily.

As mentioned, the site is well-connected, with a range of transport routes available to and from the site, including close links with minor and major arterial roads, connecting the site both to Christchurch city and surrounding points of interest. Spencerville, Turners and Teapes Roads will provide the primary access points to the future urban neighbourhood, while a pedestrian/ cycle connection is also planned from Lower Styx Road.

The indicative layout of future residential development is clear and coherent, with reserves, stormwater basins, the extensive greenspace/ wetland area, the small-scale community/ commercial centre and the Styx River all providing reference points in the local environment to support wayfinding. The indicative scheme plan also shows how a future road network can be designed, to provide a transport network that is interconnected and permeable, with additional pedestrian/cycle through-routes. The introduction of the plan change, and subsequent residential subdivision, is anticipated to increase the liveliness, social cohesion and activity in the local area, particularly as residents utilise the various walking and cycling tracks throughout and along the various blue/ green spaces.

5. Creativity

Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity and turns a functional place into a memorable place. Creativity facilitates new ways of thinking, and willingness to think through problems afresh, to experiment and rewrite rules, to harness new technology, and to visualise new futures. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities.

The proposed plan change will allow for development of the site as per the indicative scheme plan, to include urban, ecological and recreational areas. To maximise the potential of each of these facets, opportunities will be provided as development moves into the more comprehensive design stages, to look for creative and innovative approaches and design solutions. Already, the site's association with the Pūharakekenui/ Styx River and the planned substantial green space areas are anticipated to create a distinctive local identity, which can be further fostered with cultural narratives, the use of new technologies and installation of public art. The proposed plan change and ODP (refer to page 8 of Appendix 2), allows for a flexible framework within which this can occur, with further layers to be added as time goes on, residents move in, and businesses establish.

6. Custodianship

Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions. Custodianship recognises the lifetime costs of buildings and infrastructure and aims to hand on places to the next generation in as good or better condition. Stewardship of our towns includes the concept of kaitiakitanga. It creates enjoyable, safe public spaces, a quality environment that is cared for, and a sense of ownership and responsibility in all residents and visitors.

The proposed plan change and residential development aligns well with the above principle. As noted above, from an urban design perspective, no adverse effects are expected on the ecological, heritage or cultural values of the Pūharakekenui/ Styx River. Rather it is expected that these values will be enhanced, through facilitating riparian restoration (aligning with Christchurch City Council's wider ecological restoration efforts), as part of the green network development within the site. Under the proposed plan change, land within the site will be managed wisely,

utilised for urban development where not subject to flooding risk. Where flooding risk does exist (Lower Styx flooding area), wetland habitat and recreational networks are planned to be implemented, which hold greater resilience against such risks.

The provision and enhancement of public open spaces will also contribute to long-term environment and community well-being. Additionally, well supported access to these spaces via pedestrian and cycle infrastructure will reinforce a sense of community ownership, translating into a high-quality and cared for environment. As time goes on these values are expected to be further strengthened, as vegetation and ecological habitats continue to establish.

At a high level, as per the indicative scheme plan, future development under the plan change is supportive of Crime Prevention Through Environmental Design Principles (CPTED) and creation of a safe environment, by:

- Providing a logical site layout with clear entry/exit points, safe access between key destinations and avoidance of entrapment areas.
- Providing a mix of activities across the site, including the pedestrian/cycle network and various reserves, which serve as activity generators, thereby encouraging the presence of observers to support passive surveillance.
- Creating a clear delineation of public and private space thereby reinforcing ownership through lot design.
- Implementing a high-quality environment, with which the community can engage and care for, bringing about responsiveness to antisocial behaviour.

It should be noted that as the development progresses, there will be a greater necessity to integrate CPTED principles, to ensure a safe feeling environment is maintained. Particularly through elements such as lighting design, boundary treatments, appropriate plantings, wayfinding signage etc.

7. Collaboration

Towns and cities are designed incrementally as we make decisions on individual projects. Quality urban design requires good communication and co-ordinated actions from all decision-makers: central government, local government, professionals, transport operators, developers and users. To improve our urban design capability we need integrated training, adequately funded research and shared examples of best practice.

The plan change, and indicative scheme plan has been developed with input from multiple disciplines to achieve a full understanding of the site and to delineate a well-considered, high-quality and resilient design. At a high level a common vision has been developed, as demonstrated by the visualisations provided in Appendix 2, which will be able to be built upon as the project progresses into greater detail, while continuing to rely on the expertise of various consultants.

As the project moves forward coordination and input will also be required via the Christchurch City Council landscape and engineering approval processes, to ensure the relevant standards are met to optimise positive outcomes. With the planned wetland habitat and open green space development, riparian restoration of the Pūharakekenui/ Styx River, and implementation of an active transport network, further opportunities will also be provided to engage various community groups and mana whenua vested in such interests.

CHRISTCHURCH DISTRICT PLAN: ASSESSMENT OF POLICIES RELEVANT TO URBAN DESIGN

Residential New Neighbourhood Zone Objectives and Policies:

14.2.5 Objective - Residential New Neighbourhood Zone - Proposed new 14.2.8 Objective - Future Urban Zone

- a. *Co-ordinated, sustainable and efficient use and development is enabled in the Residential New Neighbourhood Zone.*

Response: As per the indicative scheme plan, under the proposed zone change to Residential New Neighbourhood zoning, a coordinated, sustainable and efficient use of land is expected. Urban form will be provided for in a part of the site that is outside of the flood risk area, as supported by various lot sizes and housing typologies. Residential areas will be well supported by connections to the surrounding roads, which form established routes to Christchurch, SH1 and other local destinations. Active transport routes are also planned, along the Pūharakekenui/ Styx River corridor, and through the various reserves and wetlands, with further potential upgrades to the surrounding roads, to support transportation choice. Indigenous biodiversity, habitat creation and stormwater management are sought to be incorporated into future development, providing environmental benefits and supporting amenity and high-quality living for future residents.

14.2.5.3 Policy - Development density - Proposed new 14.2.8.3

- a) *In residential development areas, achieve a minimum net density of 15 households per hectare, when averaged across the whole of the residential development area within the relevant outline development plan, except:
 - i. *in the Residential New Neighbourhood (Prestons) Zone where the minimum net density is between 13 and 15 households per hectare; and*
 - ii. *in areas shown on an Outline development plan as being subject to development constraints.**
- b) *Except as provided for in (a)(i) and (ii) above, any use and development which results in a net density lower than the required net density shall demonstrate, through the use of legal mechanisms as appropriate, that the net density required across residential development areas of the outline development plan can still be achieved.*
- c) *Except as provided for in (a) and (b) above, a proposal for use and development which results in a net density lower than the required net density will result in other owners of greenfield (undeveloped) land within the outline development plan area being identified as affected parties (where they have not given written approval).*
- d) *Encourage higher density housing to be located to support, and have ready access to, commercial centres, community facilities, public transport and open space; and to support well-connected walkable communities.*

Response: The proposed plan change will allow for development in the proposed residential area (as outlined by the ODP on page 8 of Appendix 2), as consistent with the policy above. An area of medium-density housing is also proposed, to provide additional options in housing choice. A small-scale community/commercial centre is proposed to support the daily needs of future residents, while the proposed residential development will be near further commercial and community facilities in Prestons subdivision, and more broadly, Christchurch city. The indicative scheme plan and visualisations outline a well-connected and walkable community, with ample access to open space.

14.2.5.4 Policy - Neighbourhood quality and design - Proposed new 14.2.8.4

a. Ensure that use and development:

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

Response: As discussed above, the proposed plan change will enable development of a residential neighbourhood that aligns well with the policy above. A strong sense of place is anticipated through the site's design and association with the Pūharakekenui/ Styx River, while the indicative scheme plan, at a high level, demonstrates a coherent, functional and safe neighbourhood. A diversity of lot sizes and housing typologies will be supported under the plan change, with a strong connection to recreational and ecological spaces. Overall, a high level of amenity is anticipated for future residents.

14.2.5.6 Policy - Integration and connectivity - Proposed new 14.2.8.6

- a. Ensure effective integration within and between developments and existing areas, including in relation to public open space networks, infrastructure and movement networks.*
- b. Ensure that the boundaries between new and existing developments are, where appropriate, managed to avoid or mitigate adverse effects.*
- c. Avoid significant adverse effects and remedy or mitigate other adverse effects on existing businesses, rural activities or infrastructure.*

Response: The proposed plan change and subsequent development of the site is expected to integrate well into the receiving environment. Future urban form is expected to relate well to the nearby settlement of Spencerville, with the proposed plan change/development augmenting the local population and available facilities in the area. Movement networks are well supported through existing roads and proposed active transport networks, supporting both local and wider connections, producing a well-located development. From an urban design perspective, the proposed boundary treatments are suitable for managing the interface between the plan change site and surrounding landscape, reflecting a local rural vernacular from external locations and creating a well-delineated urban boundary.

CONCLUSION

Having reviewed the indicative scheme plan for the proposed plan change and residential subdivision at 174, 220 and 240 Spencerville Road and 144, 156, 165 and 176 Turners Road, I can support the proposal from an urban design perspective. I consider that the proposal will not have any adverse effects from an urban design perspective for the following reasons:

- The plan change and residential development proposal is consistent with existing urban development patterns within the Christchurch region.
- The proposal site is well-connected to the local and wider landscape through the existing road network, with further active transport connections planned as part of development.
- Development under the plan change, as per the indicative scheme plan, will be designed to efficiently use the site, avoiding residential development where there is flooding risk, and integrating ecological habitat creation and restoration, and recreational networks.

- The proposed plan change and indicative residential subdivision aligns well with the '7 c's' of the New Zealand Urban Design Protocol, which outlines aspects to be considered in order to achieve high quality urban design outcomes.
- The proposed plan change and indicative scheme plan are consistent with the objectives and policies of the Residential New Neighbourhood zone under the Christchurch District Plan, as relevant to urban design.

Please do not hesitate to contact me if you require any clarification.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Compton-Moen', with a long horizontal flourish extending to the right.

David Compton-Moen

Director, Urban Designer / Landscape Architect

(M.Urban Design(hons); Registered Landscape Architect, MNZPI)

DCM Urban Design Limited