

Before the Independent Hearing Commissioner
Appointed by the Christchurch City Council

Under the Resource Management Act 1991

In the matter of Plan Change 18 (Hendersons Residential Rezoning) to the
Christchurch District Plan

Cashmere Fields

Applicant

Evidence of Jade Isaiah McFarlane

14 August 2026

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**anderson
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Introduction

- 1 My name is Jade Isaiah McFarlane.
- 2 I hold a Master of Urban Design (MUrbDes) and a Bachelor of Landscape Architecture with Honours (BLA(Hons)). I am a Registered Member of the New Zealand Institute of Landscape Architects (NZILA Registered).
- 3 I am employed by Eliot Sinclair & Partners Limited as an Urban Designer and a Registered Landscape Architect, holding the position of Team Leader and Associate.
- 4 I have experience in urban design, landscape architecture, and place-making for residential and mixed-use development projects, and environmental restoration initiatives. My work includes the preparation of urban design statements, landscape and visual assessments, outline development plans, and design reports for resource consent and plan change applications. I prepared the Urban Design Statement (Appendix F) that forms part of the Private Plan Change 18 (**PC18**) request, first issued in May 2023 and revised for the Private Plan Change on 25 March 2025.
- 5 PC18 relates to approximately 25.3 ha of undeveloped land at Henderson's Basin (the **Site**) and seeks rezoning particular areas of the Rural Urban Fringe (**RuUF**) zone to Residential New Neighbourhood (**RNN**), as an extension to the existing RNN Zone, while retaining RuUF zone in areas to be set aside for proposed stormwater management areas (the Proposal).
- 6 The Site is located approximately 7.5 km from Christchurch city centre, between Cashmere Road to the south and Sparks Road to the north, and is comprised of:
 - (a) 126 Sparks Road (Lot 1 DP 412488)
 - (b) 17 Northaw Street (Lot 2 DP 412488)
 - (c) 36 Leistrella Road (Lot 3 DP 412488)
 - (d) 240 Cashmere Road (Lot 23 DP 3217)
 - (e) 236 Cashmere Road (RS 41613)
 - (f) 200 Cashmere Road (Lot 1 DP 547021)
 - (g) 60 Leistrella Road, Part of Lot 406 DP 561520 (Balance Lot 349 as per RMA20213829)
- 7 I have undertaken site visits to the Site on multiple occasions prior to and during the preparation of the Urban Design Statement.

- 8 In preparing this evidence I have considered the following documents:
- (a) PC18 Private Plan Change Request — Cashmere Fields Ltd (Final Request, 20 November 2025), including supporting technical appendices (Appendices A–S), prepared by Eliot Sinclair & Partners Limited and other identified consultants;
 - (b) Submissions received on PC18 as notified by Christchurch City Council;
 - (c) Section 42A Officer's Report; and
 - (d) Christchurch City Council's Residential aNew Neighbourhood Design Guide (*Creating New Neighbourhoods - A design guide for Christchurch*); the Ministry for the Environment Urban Design Protocol; Canterbury Regional Policy Statement 2013; NPS-UD 2020; South West Area Plan (2009); Christchurch District Plan — Appendix 8.10.18 Henderson's Outline Development Plan; PC14 Decisions (publicly notified 12 December 2024); Otautahi Christchurch Ecosystems mapping (Lucas & Associates for CCC); Christchurch Black Maps (Canterbury Maps open data).

Code of Conduct for Expert Witnesses

- 9 While this is not a hearing before the Environment Court, I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2023 and that I have complied with it when preparing my evidence. Other than when I state I am relying on the advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Scope of evidence

- 10 I have prepared evidence in relation to urban design. This evidence addresses:
- (a) A description of the Proposal, including the proposed Outline Development Plan (**ODP**) to supersede the ODP currently in the operative Christchurch District Plan (**District Plan**), land use, lot arrangement, density, and key design principles.
 - (b) Connectivity, pedestrian and cycle networks, public transport, and amenity locations and proximity to the Site.
 - (c) Blue and green networks related to stormwater and open space, including stormwater integration, ecological restoration, landscape features and amenities, and viewshaft protection within these networks.

- (d) Key interface treatments with functional and aesthetic considerations, including the Cashmere Road frontage, residential interfaces to the north and east, and the more open rural open space interface to the west.
- (e) Assessment of the Proposal against the Ministry for the Environment Urban Design Protocol with primary consideration of the CCC NN Design Guide.

Executive summary

- 11 PC18 seeks to rezone areas of RuUF Zone to RNN Zone, as an extension to the existing RNN Zone within the 25.3ha site. The proposed stormwater management areas and adjacent low lying open space areas utilised as compensatory stormwater storage, are proposed to be retained as RuUF.
- 12 The Proposal enables a cohesive master-planned residential neighbourhood anticipated at between 284 to 340 lots, achieving the minimum proposed ODP requirement of 15 dwellings per hectare, integrated with an extensive and highly connected blue and green network, active transport connections, and ecological restoration of the existing low-lying areas currently grazed by stock.

Urban Design Assessment — Summary

- 13 The ODP has been assessed against the MFE Urban Design Protocol under seven key design concepts (the 'Seven C's'). In summary:
- 14 Context: The Proposal acknowledges its position within the wider Hoon Hay community, establishing strong connections to nearby recreational and open space networks. The Site's integration with adjacent recreational routes supports residential intensification while promoting connectivity.
- 15 Character: Existing elements including the Site's historical wetland context currently degraded by stock grazing practices - provide a foundation for re-establishing pre-settlement functions for ecological, cultural, educational, and recreational benefit. Mahaanui Kurataiao Ltd has been consulted and has not raised objections at this stage.
- 16 Choice: The ODP enables a diverse range of living environments and housing typologies. The existing ODP anticipates "Higher density development, above 15 hh's/ha, in Area 4a [the area the Site is located], particularly at the eastern end and/or adjacent to the stormwater basin". As a result, the development will provide a range of lot sizes, concentrating density appropriately, while respecting existing residential interfaces.
- 17 Connections: The Proposal integrates pedestrian, cycle, and road networks with surrounding communities. The stormwater reserve and associated open space reserves create a continuous corridor between Cashmere Road and Sparks Road-

which currently has no public access. All proposed residential development areas within the ODP are within a 10 minute (800 m) walkable distance to an existing public transport route or bus stop.

- 18 Creativity: The design of the ODP which includes land to be set aside for stormwater/recreation/conservation use, allows for future ecological restoration and landscape design narratives that acknowledge the historic ecological function of the Hendersons Basin area as a wetland, and viewshafts toward the Port Hills have been prioritised through the alignment of roads and reserves as illustrated in the ODP layout.
- 19 Custodianship: Stormwater management, ecological restoration, and wetland creation proposed within the development allows for integration of environmental outcomes with the built environment and future residents and visitors to the site.
- 20 Collaboration: The ODP has been developed collaboratively by three adjoining landowners that make up the site, as well as Three Waters and civil engineers, landscape architects. The process has undertaken collaboration with - and integrated feedback from - Council planning and engineering officers, ensuring a comprehensive approach to the rezoning proposal, and a functional outcome.

Description of the Proposal

Site Size, Location, and Surrounds

- 21 The Site comprises seven individual parcels with a combined area of approximately 25.3 ha. The legal descriptions and individual areas are as follows:

Address	Legal Description	Approximate Area
126 Sparks Road	Lot 1 DP 412488	4.0 ha
17 Northaw Street	Lot 2 DP 412488	4.0 ha
36 Leistrella Road	Lot 3 DP 412488	4.0 ha
240 Cashmere Road	Lot 23 DP 3217	8.0 ha
236 Cashmere Road	RS 41613	2.0 ha
200 Cashmere Road	Lot 1 DP 547021	0.8 ha
60 Leistrella Road	Part Lot 406 DP 561520 (Balance Lot 349 per RMA20213829)	2.3 ha

- 22 The Site is located approximately 7.5 km south-west of the Christchurch city centre, within the southwestern Henderson's Basin area of Hoon Hay. It is bounded to the south by Cashmere Road (a minor arterial) and to the north by Sparks Road (minor arterial). To the east is the established residential development interface of the suburb of Hoon Hay, and to the west is RuUF zone land associated with Henderson's Basin, as shown in **Figure 1** below.



Figure 1 – Land Parcels within Site boundary, with surrounding road and neighbourhood context

- 23 The Site is predominantly flat. Its character is open and peri-urban, defined by mature shelterbelts, established exotic trees, and old, man-made box drains. At the time of my most recent site visit the majority of the Site comprised pastureland (with very low stock grazing rates) and five existing residential dwellings (including three

recent new builds). Site history and land use is covered in further detail in the evidence of Warren Lewis.

24 The surrounds are characterised by:

- (a) **East:** Established low-density residential development in Hoon Hay, zoned Residential Suburban (**RS**) and RNN under the District Plan. This interface includes properties fronting Northaw Street, Leistrella Road, and the connection point at Emily Knowles Drive within the newly developed Stage 1, Cashmere Park.
- (b) **South:** Cashmere Road and, beyond it, established residential development of Cracroft and Westmorland. A proposed new Cashmere Road connection and existing Leistrella Road and Emily Knowles Drive roading connections provide the primary vehicle and pedestrian access to the Site from Cashmere Road.
- (c) **North:** Sparks Road provides a northern access point to recreational networks such as the Quarryman's Trail dedicated shared path, open space areas, and amenities in the north Hoon Hay area, including Pioneer Recreational facilities and open space reserves.
- (d) **West:** The RuUF zone and Henderson's Basin, a low-lying area associated with a historical wetland¹, and the historic upper catchment area of Heathcote River. The wider area to the west of the Site forms part of the broader Henderson's ODP contained in the District Plan, and provides the ecological and landscape context for both stormwater design and ecological outcomes sought under the proposed ODP.

Current Zoning

25 The Site is currently zoned as follows under the District Plan, as depicted in **Figure 2**:

- (a) **Residential New Neighbourhood (RNN):** An existing area of undeveloped RNN zoned land, 5.4ha in area, runs through the Site, connecting to the western edge of existing Residential Suburban (**RS**) and RNN zoned and residentially developed areas, generally located through the lower half of the site and along to the eastern to western boundaries.

¹ PC18 Request – Appendix T – Ecological Assessment

- (b) **Rural Urban Fringe (RuUF):** The majority of the northern part of the Site, and an area to the south of the Site, totaling 19.93ha is zoned RuUF.

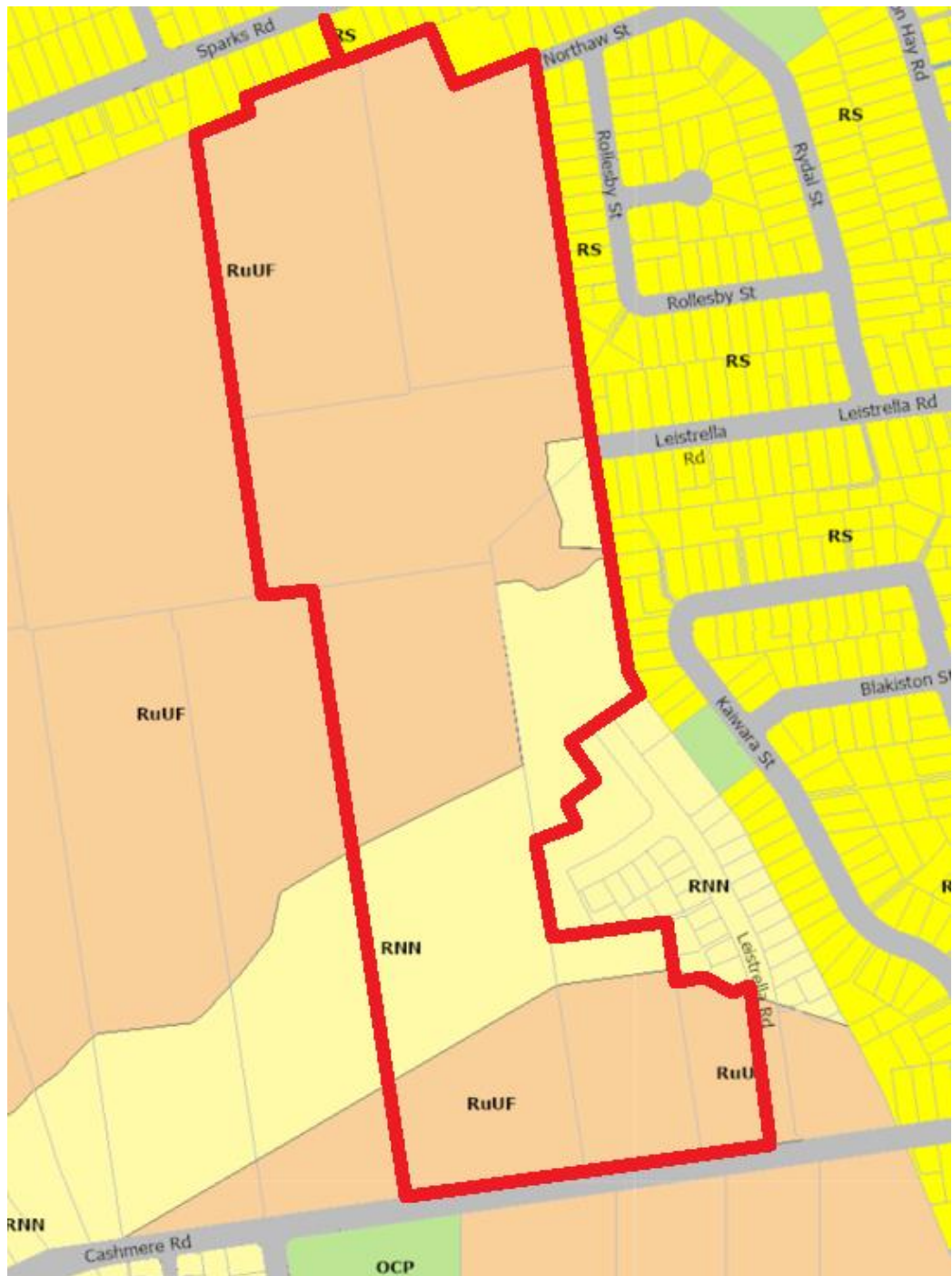
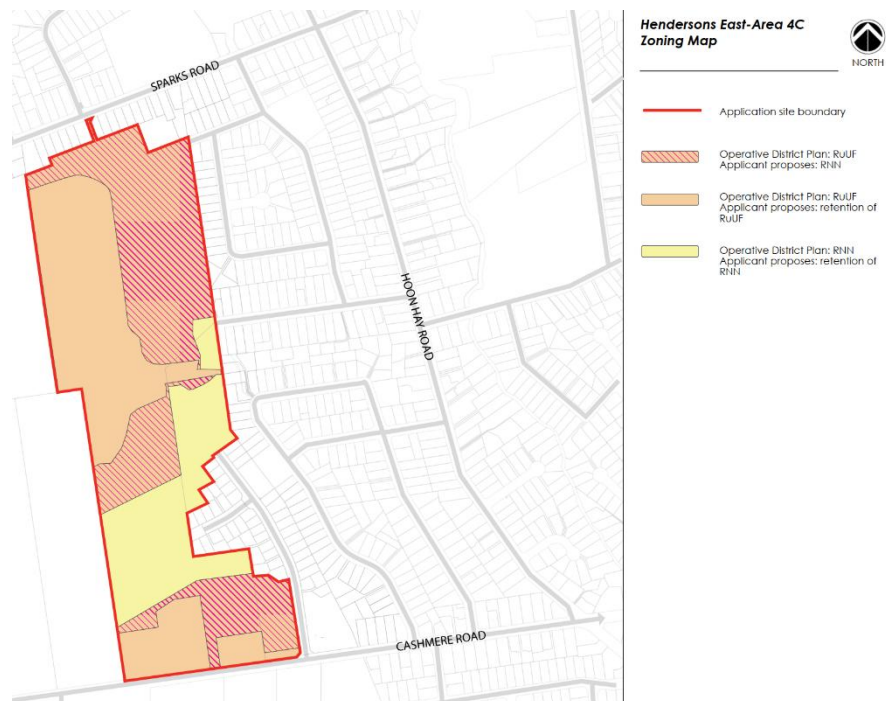


Figure 2 – Site boundary illustrating existing RNN and RuUF Zones, as shown in the District Plan

Proposed Zoning

26 PC18 proposes the following rezoning, as shown on **Figure 3**:

- (a) **Rezoning to RNN:** The Site's existing RNN zone is proposed to be expanded by extending the existing RNN Zone to the north, west and south of its current alignment. This expanded RNN zoning will increase the total RNN area to 16.39ha (from 5.4ha under existing zoning) enabling a total of approximately 246 to 328 lots, together with appropriate infrastructure to provide service and connectivity to surrounding urban areas.
- (b) **Retention of RuUF:** The remaining land within the Site includes open space reserves made up of stormwater management areas and contiguous land surrounding them, located primarily to the north west and southern parts of the site, with these areas proposed to remain as RuUF zone - totaling 9.95ha (reduced from 19.93ha under existing zoning). These areas are low-lying and as shown in the proposed ODP will be comprised of detention basins and other stormwater management infrastructure, including naturalised drainage corridors (currently box drains) and proposed wetland restoration areas that will include significant landscape planting. This approach outlines the functional role of these stormwater management areas, consistent with



the existing and proposed ODP framework for a major ecological restoration opportunity in Henderson's Basin (currently grazed).

Figure 3 – Extension of new RNN Zone (red hatch)

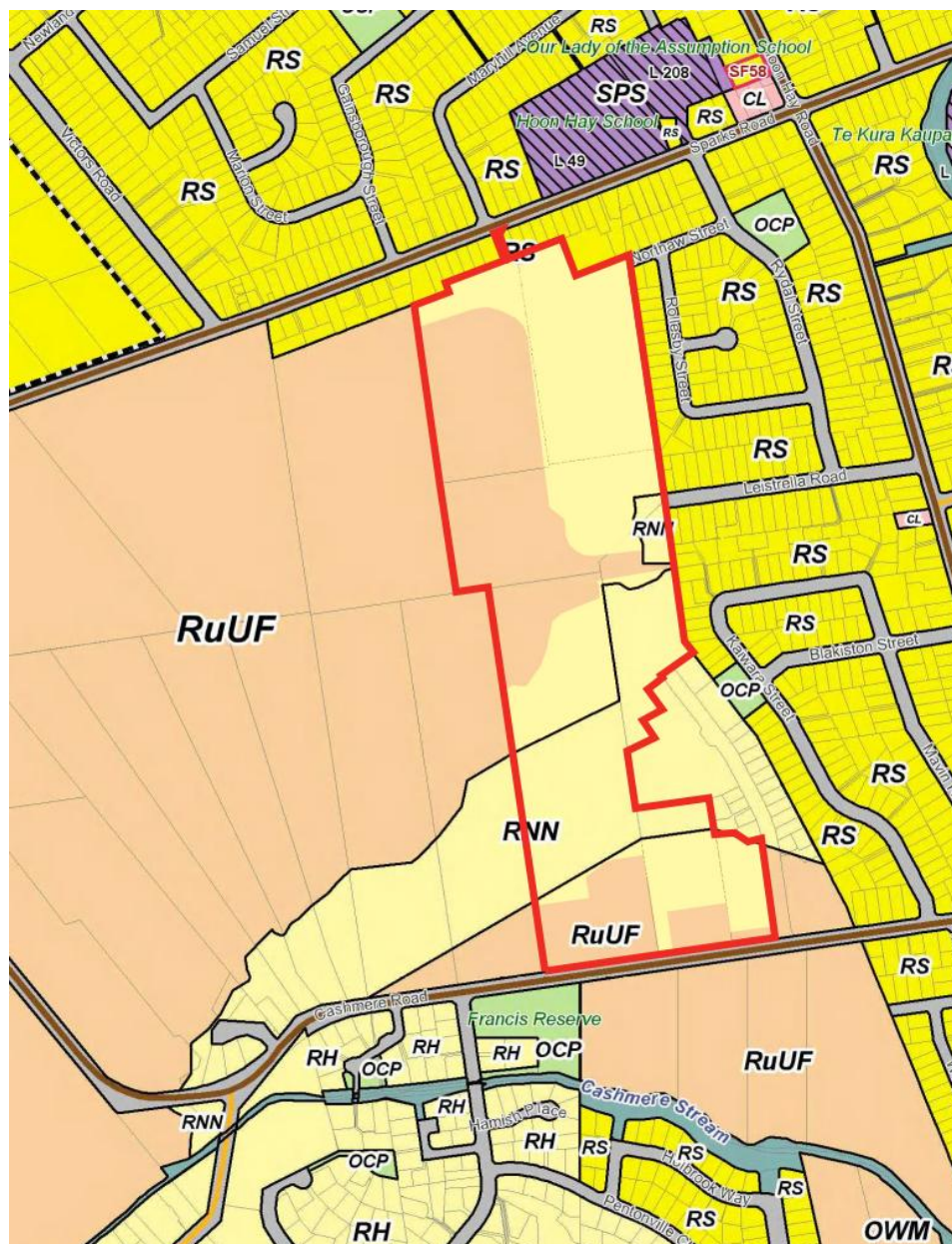


Figure 4 – Proposed zoning change to planning map 45 - with black linework showing existing zoning extent in the operative District Plan

- 27 The proposed rezoning is consistent with the intent and direction of the National Policy Statement on Urban Development 2020 (**NPS-UD**), which requires councils to provide sufficient development capacity to meet housing demand². The ODP allows for a contiguous residential interface joining RS zoned areas in the north and east and forms a logical extension to the operative RNN zoning running centrally through the southern portion of the site.

² PC18 Request Appendix H – Economics Assessment

Proposed Changes to the Christchurch District Plan and Outline Development Plan

- 28 PC18 requires the following specific amendments to the District Plan and associated maps:
- (a) **Planning Map 45:** Amend to rezone areas within the Site, extending the existing RNN Zone and otherwise retaining the RuUF in specific areas to allow for appropriate integrated stormwater management areas and open space reserves as illustrated in the proposed ODP.
 - (b) **Appendix 8.10.18, Hendersons ODP Maps:** Amend the Hendersons ODP (East) map and the broader Hendersons Basin ODP map to incorporate the changes to zoning within the Site, and identification of other ODP structuring elements, and the adoption of the Councils preferred reference of the PC18 Site referred to as 'Area C'.
 - (c) **Appendix 8.10.18, Hendersons ODP Text:** Amendment to Water and Wastewater clause 6(c) to provide for more than 487 houses on the Site to connect to the pressure sewer system in the Pump Station 6 catchment if additional capacity and suitable infrastructure are available. Also, other amendments include retention of existing trees (where feasible and appropriate), location of higher density typically adjacent open space areas and away from existing residential interfaces to the north and east, and a proposed 4m building setback along the eastern and northern boundary interface, as detailed at paragraphs [59-63] below.
- 29 The ODP is an important spatial planning tool for the RNN zone in this location. District Plan Activity Standard 8.6 governs subdivision within the RNN zone, and Rules (matters of discretion) 8.8.8 and 8.8.9 guide compliance with the ODP.
- 30 Future development of the Site will be required to be in compliance with the underlying ODP. The proposed amendments to the ODP Maps and ODP Text will guide future development and environmental restoration and are directly linked to the urban design outcomes described in this evidence and the Urban Design Statement (Appendix F to the PC18 request).

Density

- 31 The ODP provides for a master-planned neighbourhood with an anticipated average density across the parcels within the site (Area C in the proposed ODP) of between 15 (minimum) and 20 dwellings per hectare across the proposed expanded RNN zone. The rezoning will enable a potential yield of 246 to 328 residential lots (approximately 300 households as stated in the notification) across the total developable area (RNN zone portion) of the Site.

- 32 District Plan Rule 8.6.11 requires a minimum net density of 15 households per hectare in the RNN zone as standard. The proposed ODP will allow for a functional spatial framework that allows for compliance with this rule while accommodating appropriately designed stormwater management areas, reserve networks, road infrastructure, and open space linkages.
- 33 Density is not anticipated to be uniform across the Site. There will be flexibility during the future consenting process to consider higher density areas of development to create good urban design outcomes:
- (a) **Higher density:** Higher-density allotments are most suited to areas with higher amenity and/ or accessibility, including areas adjoining or overlooking reserve/ open space networks. Higher-density development in these locations would support passive surveillance of public space, would not result in effects on existing residential interfaces from overlooking (particularly to the north and northeast), and would maximise the use of the reserve network.
 - (b) **Lower density:** Lower-density allotments are best located along the northern and eastern existing established residential boundaries, to assist in providing a sympathetic transition in built form, scale, and setback. While the RNN Zone provisions are generally appropriate at this interface, An additional 4m setback for buildings along the north and eastern interfaces, adjacent existing residential, is proposed.

Connectivity and Access

- 34 **Vehicle access:** Vehicle access to the Site is provided via:
- (a) An existing vehicle entrance from Cashmere Road on the southern boundary, as the primary access point.
 - (b) Three new road connections from the east, via Northaw Street, Leistrella Road and Emily Knowles Drive, provide a connection to and from future development to the west. These connections provide site permeability to existing RNN zones and distribute traffic through and between the eastern developed and southwestern and northern undeveloped interfaces.
 - (c) The proposed major road connection to Cashmere Road is to be located at least 150m from Leistrella Drive, consistent with the applicable intersection spacing requirements to Cashmere Road under the CDP.
- 35 **Internal road network:** Local roads within the Site will primarily serve the interior of the neighbourhood. Carriageway widths, berms, and streetscape planting is proposed to be designed to a high level of amenity and be cohesive with the

established character of surrounding roads. Road layout is well connected aligning with the NPS-UD for a well functioning urban environment, and respects existing road designs at connection points for an integrated approach. The ultimate design and streetscape character will follow the CCC RNN Design Guide (creating new neighbourhoods) when submitting future resource consent applications, as well as the subsequent Engineering Approval process, which will allow Council discretion on final design outcomes.

- 36 **Pedestrian and cycle network:** A well-connected pedestrian and cycle network is embedded within the road layout and off road through proposed reserve areas, as indicated on the proposed ODP. Key connections include:
- (a) Extension of the off-road paths that exist within reserves along the Cashmere Road frontage, providing linkages to these safe pedestrian routes along the southern boundary.
 - (b) A continuous shared path within the stormwater reserve corridor along the western boundary within the proposed reserve network, connecting Cashmere Road to Sparks Road- and the Quarryman's Trail further afield - linking into the wider recreational network of Hoon Hay and central Christchurch.
 - (c) Internal shared paths within roads and reserve linkages connecting residential areas to open spaces, schools, and nearby public transport stops.
- 37 **Public transport:** The transport evidence records that the southern portion of the Site is close to the bus services on Cashmere Road. The central portion is approximately 400 m from Cashmere Road and approximately 600 m from Hoon Hay Road via Kaiwara Street Reserve and Blakiston Street. The northern portion is approximately 600 m from the Hoon Hay Road and Sparks Road intersection, while the southern part of the northern block is approximately 600 m from Rose Street. Some parts of the central and northern areas are therefore between approximately 600 m and 800 m from the nearest bus stops.
- 38 This is at the upper end of walking distances that some people may be prepared to travel, but the Site is served by three routes, including the Orbiter, which provides a frequent service. The transport evidence considers the accessibility of the Site to be acceptable in this context (Infrastructure Servicing Report, Integrated Transport Assessment, section 8.2, pages 22 to 23; Evidence of Andrew Leckie).

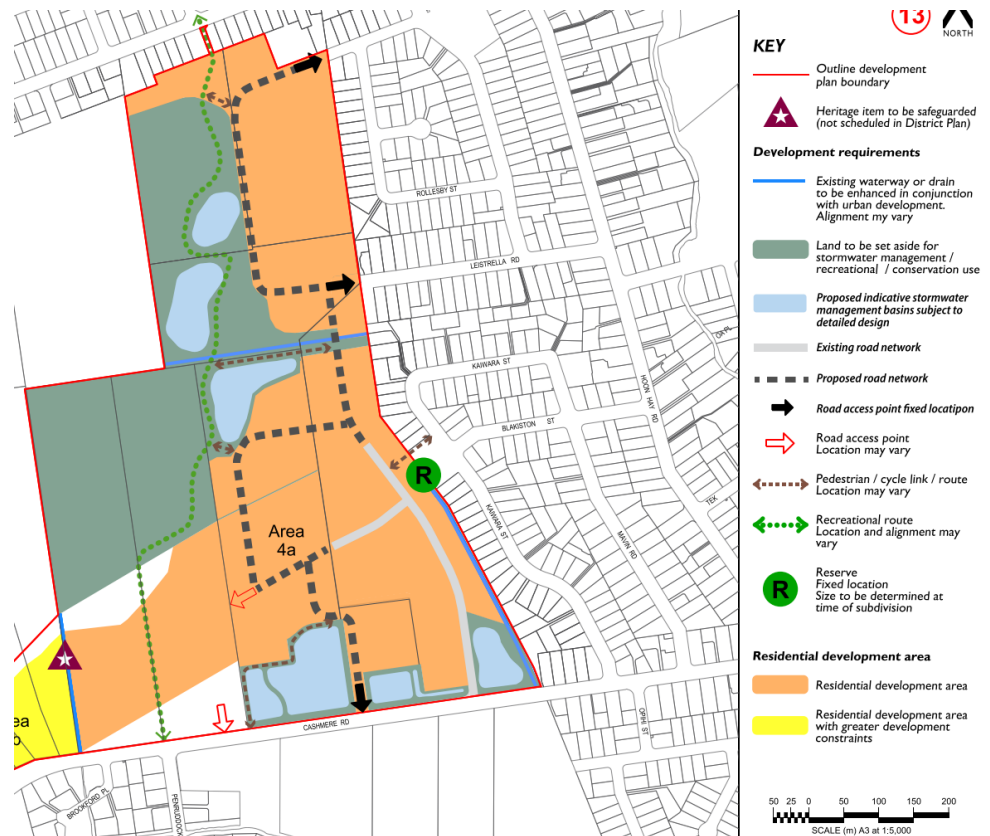


Figure 5 – Proposed ODP showing Road connections, pedestrian/ cycle connections, and recreational routes

Interface Between the Residential and Open Space Reserve Areas

- 39 A significant portion of the Site, comprising the low-lying areas along the western and southern boundary, is proposed to remain zoned RuUF. These areas function as a blue and green network integrating stormwater retention, naturalised drainage, ecological restoration, and public recreation uses.
- 40 The interface between the residential RNN zone and the stormwater RuUF areas is a key urban design consideration. While the ODP addresses this interface at a high level,³ I've provided further detail around the intended design outcomes, with Bryan McGillan's evidence detailing the planning mechanisms that enable them:
- (a) **Open space orientation and passive surveillance:** Residential allotments adjoining proposed ODP open space reserve allows for direct access to these public spaces. Built form aspects such as habitable rooms, glazing and outdoor living areas, as well as streetscapes, that allow for overlooking and engagement with adjoining open space areas will be enabled through the subsequent future RC applications- with discretion from council on outcomes. This promotes higher levels of passive surveillance over these

³ ODP text 8.10.18.C (6)

areas and supports the safety and amenity of the reserve in accordance with Crime Prevention Through Environmental Design (CPTED) principles, as well as giving the public direct access via establishing an accessible connectivity network from both public and private space into open space reserve areas, for all users.

- (b) **Reserve road frontage:** The more major local roads, as indicated on the ODP, are located between the residential development areas and open space areas including the stormwater utility reserves, or alternatively these roads provide a connection point to these public spaces, providing promoting a high-amenity interface, formal public access, and a clear delineation between the private residential domain and the public reserve network.
- (c) **Paths and recreation:** The ODP text specifies that "New development is to be designed to take maximum advantage of the outlook across Hendersons Basin wetlands and allow visual and physical access to the basin for the wider community. This will be achieved through the provision of view shafts, alignment of roads and footpaths, orientation of allotments and convenient access points for pedestrians and cyclists."⁴ It also provides that "Land set aside for stormwater management is to also incorporate wetland habitats, walkways and cycle ways."⁵ The intention is that the reserve network accommodates formal shared paths, informal recreational routes, and rest areas open space linkages, ensuring the stormwater areas function as a valued community asset rather than a residual or marginal space.

- 41 The stormwater reserve design has been developed in collaboration with Three Waters engineers⁶ to ensure that its recreational and ecological functions are compatible with its primary stormwater management role.
- 42 The western boundary of the stormwater reserve adjoins the broader Henderson's Basin RuUF zone. Open-style fencing, landscaped reserves, and RNN Zone built form controls will apply at these edges to maintain a sympathetic outlook within the Henderson's Basin landscape. This treatment also supports the longer-term vision for a destination lowland urban forest and wetland environment in Henderson's Basin, as contemplated by the Otautahi Christchurch Ecosystems mapping.

Response to matters raised in submissions

- 43 Where submission have been raised, these have been considered following the review of the Council officers s42a report, and where considered relevant to urban

⁴ ODP 8.10.18.C (3)

⁵ ODP 8.10.18.D (5)(d)

⁶ PC18 Request Appendix G – Infrastructure Servicing Report

design and landscape, I comment below in the s42a report response section with regards to these.

Response to matters raised in the s42A report

Northern and eastern residential interfaces

- 44 I agree with Mr Hattam and the processing planner that density should transition from approximately lower density at the northern and eastern interfaces to higher density near stormwater and open-space areas. I support removing wording that anticipates the highest density at the eastern end of Area 4a (Appendix 9, paragraphs 24 and 48; section 42A report, paragraphs 5.7.14 to 5.7.16).
- 45 The existing RNN controls, including the 8 m height limit and recession planes, are appropriate. I do not support a bespoke height limit or minimum lot size. Where proposed residential land directly adjoins existing northern or eastern residential properties, buildings should be set back at least 4 m from the common boundary.
- 46 I have considered Ms Smith's recommendation for an open-space and landscape buffer between the existing and proposed residential areas (Officers' Report, Appendix 10, paragraphs 80, 87 and 90), but do not support it. A buffer in the method suggested could create residual, less supervised land and interrupt the intended cohesive residential extension.

Waterways, stormwater management and blue-green networks

- 47 Mr Hattam queries the intention for the east-west box-drain in the centre of the Site, and the north-south drain at the eastern boundary (Officers' Report, Appendix 9, paragraphs 13, 29 - 33). To comment on the functionality of these waterways, I elaborate further in paragraphs 49 and 50 below.
- 48 Stillwells Drain (the north-south drain on the eastern boundary) is proposed to be widened and naturalised. The stormwater management areas will provide treatment and attenuation, with wetland planting and pool zones contributing ecological and amenity benefits (Infrastructure Servicing Report, sections 7.1 and 7.4, pages 10 to 13; Jenny Bull evidence, paragraphs 61 to 69; Ecological Assessment, pages 4 to 6; Evidence of Laura Drummond).
- 49 The north-east timber-lined box drain is a separate ephemeral drain. Flows from Northaw Street enter from the north and are proposed to be diverted and directed to the western stormwater management area for treatment (currently not treated). The existing drain may remain for secondary flow or be removed if detailed design confirms it is redundant (Infrastructure Servicing Report, section 7.5, pages 13 and 14; Jenny Bull evidence, paragraph 69).

- 50 The relevant urban design outcome is integration of these flows into the western blue and green network, not retention of the existing highly modified linear alignment- reiterating that this is not a natural feature. This is consistent with the notified ODP text, clauses 8.10.18.D.5(c) and (d), and has the potential to improve ecological function, treatment, public access and landscape quality, subject to detailed engineering and ecological approvals (section 42A report, paragraph 6.4.13).

Connectivity, permeability and green links

- 51 Mr Hattam and the processing planner generally support the connected street, pedestrian and cycle network (Appendix 9, paragraphs 27 and 49; section 42A report, paragraph 5.2.20). The ODP requires an interconnected local road network, links between residential areas and public spaces, and wetland habitats, walkways and cycleways within stormwater land (existing ODP text, clauses 8.10.18.D.1(a) and 8.10.18.D.4(e) and (f), and clause 8.10.18.D.5(d)).
- 52 The ODP map establishes the principal road, active-mode and recreational connections, including a potential shared-path connection between Cashmere Road and Sparks Road through the western open-space network (Infrastructure Servicing Report, Integrated Transport Assessment, sections 7.2 and 8.1). Detailed widths, planting, fencing, ownership and interface treatment remain matters for subdivision and detailed landscape design of the reserves through a future resource consent and engineering approval process. Reserve-fronting roads and active housing edges will support visibility and CPTED (Officers' Report, Appendix 9, paragraphs 23, 44 and 52).
- 53 The western Cashmere Road connection should remain on the ODP as a public-road contingency. If the western portion of the site (240 Cashmere Rd) provides the anticipated northern connection to 236 Cashmere Road, it may not technically be required, however it may be the only available public-road access option for the relevant landholding due to inability to control staging and understand when 240 Cashmere Road is to be developed- making this public road connection very important to not restrict development. Retaining it avoids reliance on a private accessway. The final alignment of this entrance can be resolved through the future resource consent and engineering approval processes (Infrastructure Servicing Report, Integrated Transport Assessment, sections 6.1 and 7.3).
- 54 I support removing the inappropriate road extension through Kaiwara Reserve while retaining the reserve's recreational role and an active-transport connection. Mr Barnes supports the proposed recreation routes and considers the surrounding neighbourhood parks adequate (section 42A report, paragraphs 5.2.21 to 5.2.23 and 5.3.21 to 5.3.23).

Landscape character, views and the Cashmere Road interface

- 55 I accept that the Site is a modified peri-urban landscape with low to moderate natural character and visual amenity, but acknowledge the associative value of its openness and rural outlook (Officers' Report, Appendix 10, paragraphs 51 to 53). PC18 will change that character, and private views across the Site cannot be guaranteed (Appendix 9, paragraph 20; section 42A report, paragraphs 5.7.11 and 5.7.12).
- 56 The public landscape response is provided through the Hendersons ODP viewshafts, road and path alignment, public access to Hendersons Basin, and the western and southern RuUF areas. Stormwater and wetland areas, naturalised drainage, ecological planting and recreation routes will create a structured rural-urban transition and public outlooks (notified ODP text, clause 8.10.18.C.3; Appendix 9, paragraph 46).
- 57 Mature Cashmere Road trees contribute to the frontage's character and an effort to retain where practicable would be an appropriate measure. Retention of other trees should be encouraged where practicable- if they can be integrated into the development. A continuous buffer is not necessary: targeted tree retention where feasible, the western and southern open-space structure, RNN future built-form controls and landscape design at engineering approval stage provide a proportionate response as the landscape matures (Appendix 9, paragraph 38; Appendix 10, paragraphs 57, 58 and 72; section 42A report, paragraphs 5.7.6 to 5.7.8 and 5.7.20 to 5.7.22).

Density typologies and housing mix

- 58 I agree with Mr Hattam that higher density should be focused near stormwater and open-space areas, with lower density at the northern and eastern interfaces. Future subdivision should provide a range of lot sizes and housing typologies and avoid over-concentration of one intensive form, including small terraces (for example). The existing RNN controls, including the 8 m height limit and recession planes, are sufficient to control these outcomes; I do not support a separate three-storey limit (Appendix 9, paragraphs 47, 48, 56 and 69). The ODP wording should be clarified as set out below.

Proposed ODP text clarifications

- 59 Housing mix and typologies: **Area 4c – Areas of higher density should be focused near stormwater management and open-space areas, with lower density at the northern and eastern interfaces, where practicable.** It is determined that RNN Zone rules allow for and enable a mix of housing typologies – with no bespoke rules seen as necessary or appropriate in addition to the above general density layout consideration in the ODP text as a guiding principle.

- 60 Northern and eastern building setback: **In Area 4c, where proposed residential land directly adjoins existing northern or eastern residential properties, buildings should be set back at least 4 m from the common boundary to reduce visual bulk of future development.** This is a building setback, not an open-space or landscape-buffer requirement, but is in response to the Council s42a report.
- 61 Cashmere Road and other tree retention within the site: **Within Area 4c, and particularly along the frontage with Cashmere Road, development should seek to retain existing quality specimen trees and groupings of these where they can be integrated into subdivision design, do not cause safety or other nuisance effects such as shading issues, and contribute to landscape quality, amenity and character.** This is in response to the s42a report from council regarding existing trees, with proposed ODP text amendment to respond to this as appropriate, while allowing for integrations with future subdivisions and enablement of stormwater management areas, access and roads, practicable lot layout, and limited future nuisance issues such as shading or structural safety of the existing trees.
- 62 These clarifications respond to the technical evidence on housing diversity, interfaces and vegetation and should be read with the processing planner's recommended tree-retention amendment (section 42A report, paragraphs 5.7.6 to 5.7.9 and 5.7.20 to 5.7.22).

Cashmere Road connections and the south-western RuUF area

- 63 The triangular south-western RuUF area is not within the PC18 Site and is being addressed through a separate consent and engineering process by Fulton Hogan. The central Cashmere Road connection (within the Site) should remain on the ODP as an available public-road option. If the Roberts block (Lot 23 DP3217) provides a northern public-road connection, it may not be needed; otherwise, it may be the only available public-road access option for the relevant landholding. This avoids reliance on a private accessway (Appendix 9, paragraph 81).
- 64 The connection is not an unconditional construction requirement. Its final design can be resolved through future stage engineering and subdivision processes. The Integrated Transport Assessment identifies it as a proposed local-road connection approximately 150 m west of Leistrella Road (Infrastructure Servicing Report, Integrated Transport Assessment, sections 6.1, 7.3 and 11.3, pages 18 to 27).

Community facilities, local centre and neighbourhood amenities

- 65 I acknowledge that the nearby shops at Cashmere Road and Hoon Hay Road are more than approximately 1 km from parts of the Site and are not generally within typical 'ped shed' walking distance for most residents, although they remain accessible by bicycle, public transport and vehicle (Appendix 9, paragraph 76). The RNN Zone provisions already allow for establishment of a limited number of neighbourhood amenities that would be appropriate within Area 4c such as community buildings, healthcare and early childhood education facilities, and convenience activities – all subject to the relevant zone standards. A specific local centre is therefore not seen as 'required' in the ODP. But this type of small-scale mixed-use or convenience development is not precluded from future development scenarios, if it is supported by demand and aligns with RNN provisions & design guide (section 42A report, paragraphs 5.3.18 to 5.3.20).

Construction effects

- 66 Construction effects, including noise, dust, vibration, vehicle movements and temporary visual effects, can be managed through the existing District Plan, earthworks, subdivision and infrastructure approvals, including any required Earthworks Management Plans. Staging from existing roads towards the basin should limit early reliance on established residential streets. Additional ODP construction controls are not required (section 42A report, paragraphs 5.2.11 to 5.2.15 and 5.7.18).

Dated 14 August 2026

Jade McFarlane