

The Future of Prebbleton

Prebbleton Structure Plan



February 2010

CONTENTS

1	Background	1
2	Purpose	2
3	Prebbleton today	3
4	District Plan provisions	4
5	Relevant studies and strategies	7
6	Population growth and housing capacity	12
7	Infrastructure	15
8	Issues	17
9	Safeguarding Prebbleton character	24
10	Sub-area studies	32
11	Implementing the Structure Plan	51

Tables

1	Permitted section sizes	5
2	Population growth over the past 10 years	12
3	BERL population and household projection	12
4	Prebbleton residential development areas - zoned	13
5	Prebbleton residential development areas - proposed	14
6	Summary of issues	23
7	Safeguarding Prebbleton character	30
8	Addressing the issues	51
9	Future Outline Development Plans	53

Figures

1	The Structure Plan within the planning framework	2
2	Preliminary Outline Development Plan SP1A and Block 5	35
3	Preliminary Outline Development Plan SP2	40
4	Preliminary Outline Development Plan SP1, SP4 and Meadow Mushrooms	44
5	Preliminary Outline Development Plan SP3	48
6	Future walking and cycling route around Prebbleton	54

CONTENTS

Appendices

- 1 Abbreviations
- 2 Consultation process
- 3 Maps
 - Map 1. Growth of urban zoning in Prebbleton
 - Map 2. Urban Development Strategy study area
 - Map 3. Regional Policy Statement, Decisions on submissions, Map 1, H5
 - Map 4. Extract from Christchurch Rolleston and Environs Transportation Study (CRETS)
 - Map 5. South West Area Plan (SWAP)
 - Map 6. Prebbleton Structure Plan Map

1. BACKGROUND

In the past decade Prebbleton has experienced rapid growth, with new residential subdivisions trebling the extent of the settlement. Further land around the village is zoned and proposed for residential development and there is land available for the expansion of the commercial centre.

Development and changes in the township are managed through policies and plans prepared under the Resource Management Act. The Canterbury Regional Policy Statement (RPS) provides policies for the wider region and the Selwyn District Plan (SDP) sets out objectives, policies and methods for managing the environment of the district. Prebbleton is also within the area for which an Urban Development Strategy (UDS) has been prepared. This coordinates the growth of Christchurch and its surrounding environs.



Aerial photograph of Prebbleton 2008

Whilst these documents establish the framework for development, the way in which Prebbleton develops is a result of a myriad of detailed considerations. The retention of a 'rural' character and a sense of community will depend upon such matters as: the layout of subdivisions and the connections between them; the attractiveness of streets and buildings; the provision of community facilities; the balance of open space and planting with built form; and the distinction between the urban and the rural environment.

3. PREBBLETON TODAY

Prebbleton is situated at the eastern edge of the Selwyn district, close to the boundary with Christchurch (less than 1 km) and 6 kilometres from the city centre.

There is a primary school with a community swimming pool and an Anglican church and adjacent cemetery in Blakes Road. The commercial centre is located on the south eastern side of Springs Road towards the northern end of the settlement. It contains a garage, small shops, a restaurant and a public house. Also in Springs Road is an equine clinic, beauty clinic, petrol station and garage, a children's nursery, a greengrocers, a café, the Prebbleton Community Hall, Union Church and a cemetery. A Plunket centre is situated in William Street and there is a plant nursery in Birchs Road. The Prebbleton Domain is located in Tosswill Road and at the southern end of the township, adjacent to Springs Road is an ecological reserve (Prebbleton Nature Park) on the site of a former gravel pit. Local reserves are located in Elmwood Drive, William Street, Cairnbrae Drive, Edwin Trent Drive, Prebblewood Drive and Hampstead Lane.



Water race and reserve,
Stonebridge Way

Older housing is located to the west and south of the commercial centre, while newer subdivisions are situated on the north east side of Blakes Road and in an extensive area on the southern side of the township.

Meadow Mushrooms factory is sited in the centre of Prebbleton, on the north western side of Springs Road. Just to the north of the township is a cold store. These and other small businesses provide about 400 jobs in and around Prebbleton. Of the 1262 Prebbleton residents who were employed in 2008, around 20% worked in Prebbleton, with the remainder commuting to Christchurch or elsewhere to work.

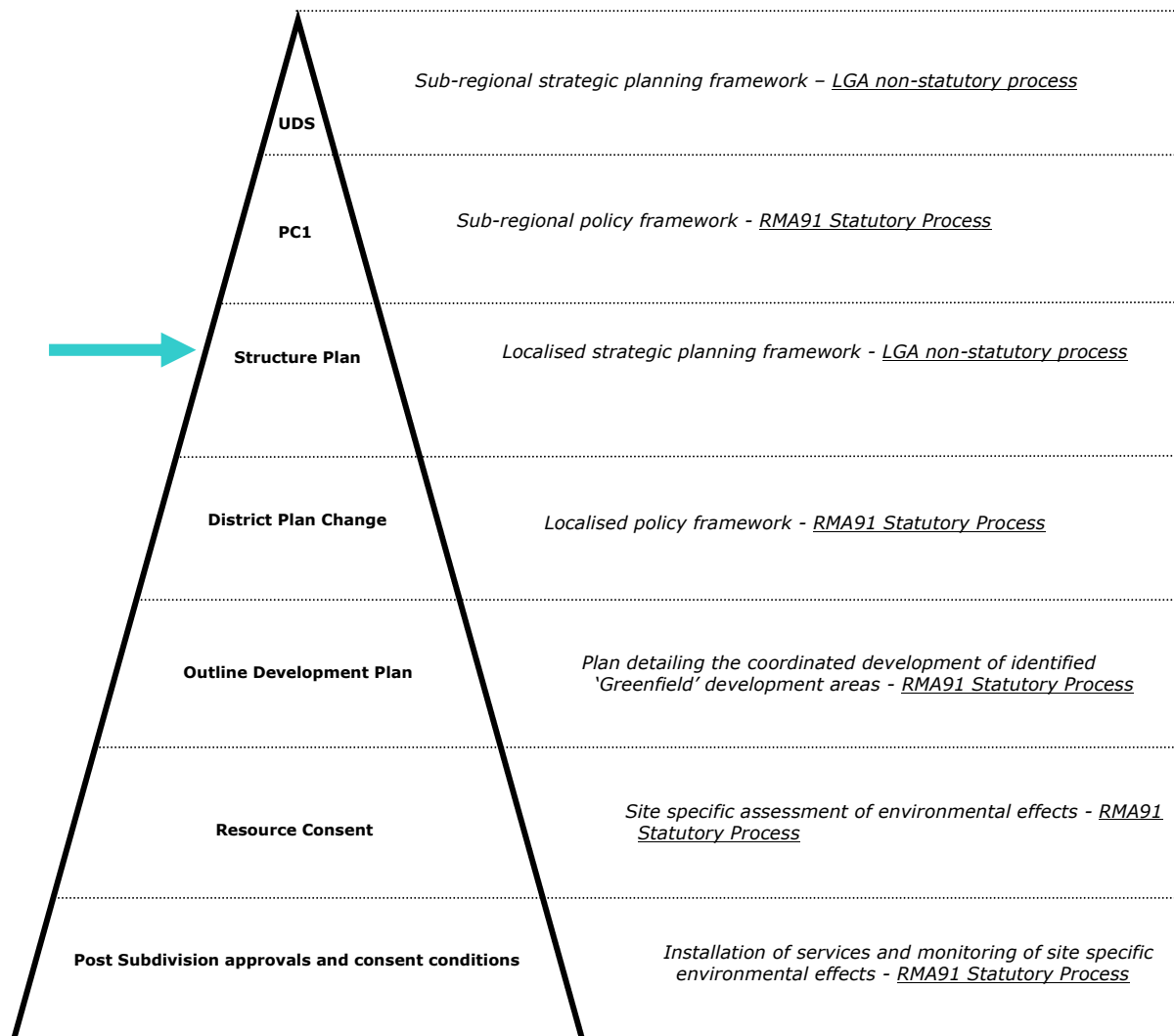
Large, mainly exotic, trees are prevalent throughout the village, but particularly on land on either side of Springs Road (the All Saints Anglican Church grounds, Meadow Mushrooms site, the cemetery). There are a number of character buildings in the older core of the village.

The township straddles Springs Road which is an arterial route between Christchurch and Lincoln. Two bus services run between the city centre and Lincoln (81 Lincoln direct and 518 Lincoln via Hornby), travelling via Springs Road and Birchs Road. A section of the long distance recreational cycle and walking route, known as the Christchurch to Little River Rail Trail, runs along Springs Road and Birchs Road. Springs Road and Birchs Road have dedicated cycle lanes in both directions, along some of their length.

2. PURPOSE

The purpose of this document is to provide a framework for coordinating development and other changes in Prebbleton in order to achieve a high standard of town planning and urban design. This report and accompanying Structure Plan map (Map 6, Appendix 3) provide an overview of the existing form and content of the township, consider development constraints and opportunities, and community aspirations. The Structure Plan will be used to guide the preparation of outline development plans and the processing of resource consents and to inform any review of the Selwyn District Plan. The report is consistent with the objectives, policies and zoning of the Selwyn District Plan and the Canterbury Regional Policy Statement, including proposed Change 1 (PC1).

Figure 1. Position of the Structure Plan within the Statutory and Non-Statutory Planning Framework



4. DISTRICT PLAN PROVISIONS

The Selwyn District Plan (SDP) includes zoning, objectives, policies and rules for managing the development of the Selwyn District. The plan includes specific provisions for the growth of Prebbleton. The land use zoning, designations and other features for Prebbleton are shown on District Plan Maps 118 to 124.

4.1. Zoning

Prebbleton has zones for business, living and rural uses. A Business 1 zone recognises the existing commercial area. This zone allows primarily for retail and service activities, although residential development is permitted.



Springs Road commercial area

Adjacent to the B1 zone is a B1 Deferred zone, which provides for expansion of the existing business zone.

There are several Living zones which have varying permitted residential section sizes (see Table 1). The zoning allows for smaller sections in the core area of the township, generally of a minimum average section size of 800m². Lower density development, comprising sections of between 2000m² and 1.5 hectares (15,000m²) is permitted towards the extremities of the township. Beyond the urban limit the land is zoned Rural Inner Plains, which permits lifestyle blocks of a minimum size of 4 hectares. Land at Kingcraft Drive, on the north eastern side of Trents Road is zoned Rural Inner Plains, but has an overlying Existing Development Area (EDA) status.

Community facilities are permitted within the Living and Business zones providing they comply with the relevant rules for the zone.

The minimum average allotment size provision gives scope for a considerable range in section sizes on larger development sites. In the Prebbleton living zones, applications for two residential dwellings on a site are treated as a non-complying activity (in other townships such applications have a discretionary status).

1. Selwyn District Plan, Township Volume, Part B, Growth of Townships, pp B4-056- 057, Policies B4.3.56, B4.3.57, Policy B4.3.58, and Policy B4.3.59

Table 1: Permitted section sizes

Zone	Average allotment size not less than
L1	800m ²
L1A	2000m ²
L1A Def	4 hectares (until means of sewage disposal agreed, then 2000m ²)
L1A1	800m ²
L1A2	800m ² and no more than 10% at less than 700m ²
L1A3	800m ² and no more than 10% at less than 700m ²
L1A4	800m ² and no more than 10% at less than 700m ²
L1A5 Def	800m ² and no more than 10% at less than 700m ² . Unless comprehensive residential development, then 350m ² , providing there is adequate sewage treatment capacity.
LX	What subdivider nominates but not less than 800m ²
LX Def	4 hectares (until means of sewage disposal agreed, then LX – i.e. not less than 800m ²)
L2A	5000m ²
L2A Def	4 hectares (until means of sewage disposal agreed, then 1.5 hectares)
B1	No minimum section size
B1 Def	No minimum section size (but cannot be developed until means of sewage disposal agreed)
IP	4 hectares

4.2. Changes introduced through submissions and appeals

During the course of the preparation of the SDP, hearings were held to consider submissions on the draft plan. A considerable number of reports were prepared by Council staff, submitters and their consultants and presented to the hearings panel. The panel made recommendations which summarise the information it received. The recommendation in relation to Prebbleton Growth is Recommendation 36. It is a useful first source of reference.

Following the release of the decision on Prebbleton growth there were a number of appeals to the Environment Court. The appellants sought inclusion of their land within the Prebbleton urban limit. These were generally successful¹ and the District Plan zoning was amended to include eight additional residential development sites and an expansion area for the Business 1 zone. All of these sites have a deferred zoning. The deferred status will be lifted once satisfactory effluent treatment can be provided.

1. Environment Court Decision no. C7/2006 dated 23 January 2006 and Decision no. C116/2006 dated 14 September 2006.

The L1A5 Deferred zone in Birchs Road, was also introduced as a result of an appeal against the decision on the SDP. This appeal was settled by way of a Consent Order¹.

In considering the appeals, a difficulty was encountered in interpreting the District Plan policies which describe the preferred directions of growth. In order to clarify the intent of the wording a line was drawn to delineate the Prebbleton preferred growth area. This is now incorporated in the District Plan as Appendix 31 of the Township Volume.

The growth of urban zoning in Prebbleton over the past decade is shown in Map 1, Appendix 3.

4.3. Development of deferred and proposed living zones

Most of the deferred living zones have rudimentary outline development plans (ODP) to guide the way in which the land is developed. These are included as Appendix 19 of the SDP, Township Volume.

4.4. Protected heritage features

Two heritage items are included in the Selwyn District Plan schedule: the Prebbleton War Memorial (H34) and the All Saints Anglican Church (H35). Some of the trees in the church grounds are protected through being listed as heritage trees (T31).



War Memorial



Anglican Church



Tree in church grounds

1. Environment Court Decision no. C85/2006, 30 June 2006

5. RELEVANT STUDIES AND STRATEGIES

5.1. Urban Development Strategy

The Selwyn District Council has participated in the preparation of an urban development strategy for the greater Christchurch area¹, which extends across the eastern part of the Selwyn district and includes Prebbleton (see Map 2, Appendix 3). The UDS is a broad scale long term land use strategy to manage urban growth in the region. Its aim is to “improve the quality of life for the people of greater Christchurch while focussing on defining clear boundaries between urban and rural areas and developing existing urban areas in a more concentrated form”.

The strategy identifies Lincoln and Rolleston as the key activity centres and major areas of growth in the Selwyn District. Less growth is directed to Prebbleton, in order to maintain its distinct identity from the main Christchurch urban area.

5.2. Regional Policy Statement, Proposed Change 1

As part of the implementation of the UDS, the Canterbury Regional Council (Ecan) has prepared a Change to its Regional Policy Statement². The proposed change adds a new Chapter to the RPS: Chapter 12A. Development of Greater Christchurch. This chapter provides “direction for the growth, development and enhancement of the urban and rural areas of the Greater Christchurch sub-region for the period to 2041 and particularly for the period to 2026”. It includes the sub-regional policy framework and land use distribution for Greater Christchurch, most importantly the areas available for urban development and household densities.

Policy 1 delineates urban limits which define the maximum extent of urban activities up to 2041. The urban limit for Prebbleton provides for some greenfield residential development on the western and eastern sides of the township. The allocated land ‘rounds out’ the settlement form and for the most part follows the boundary line shown in Appendix 31 of the SDP, Township Volume.

Policy 4: Existing Towns, allows for Prebbleton to expand to accommodate urban growth that:

- Provides for healthy, vibrant living environments;
- Encourages self-sufficiency in employment, commercial, community and recreational activities; and
- Enables efficient and economic provision of network infrastructure.

1. Greater Christchurch Urban Development Strategy & Action Plan June 2007.
2. Environment Canterbury, Proposed Change 1 to Regional Policy Statement.

Policy 6 sets out the integration of urban form and infrastructure for Greater Christchurch between 2007 and 2041.

Policy 7 seeks to ensure that all development will be of a high standard of urban design.

Policy 8 requires that Outline Development Plans be prepared for greenfield development areas. Four ODP areas are indicated for Prebbleton (SP1, SP2, SP3, SP4). An ODP must be incorporated in the SDP through a Plan Change before development can proceed.

The opportunity that these plans provide to guide future development is paramount and it is critically important to develop robust ODP's.

Policy 11 sets out the required minimum net densities for residential development. Each ODP area in Prebbleton is to achieve a density of at least 10 lots or household units, per hectare.

Policy 14 allows for some rural residential development to occur in the Selwyn District outside the urban limits providing it can be economically serviced, meets other development criteria and is in accordance with an ODP.

Current status of RPS PC1

The proposed Change was notified in 2008 and submissions heard by Independent Commissioners appointed by Environment Canterbury in 2009. They released their Recommendations on the 1st December 2009 and they were formally accepted by Environment Canterbury on 10th December 2009.

The Commissioners' Recommendations accept that PC1 is an appropriate response to the urban development issues affecting Greater Christchurch and that the goal of urban consolidation will lead to efficiencies in both the provision and use of infrastructure for urban development. Urban Limits were considered an appropriate mechanism to ensure the strategic integration of infrastructure and to achieve the intensification and consolidation measures advanced by PC1.

The Commissioners' Recommendations amend the phasing of urban development in Prebbleton by reducing the sequencing from three to two periods. In addition, the Urban Limit of Prebbleton has been extended to the west so that a landholding fronting Trents Road, which is located on the eastern periphery of the Kingcraft Drive EDA, is now within the Urban Limit. The inclusion of this property has been reflected in an increased allocation of 100 households to the three 'Greenfield' development areas in Prebbleton. The changes to the RPS as a result of the Commissioners' Recommendations are now subject to rights of appeal¹.

Map 3. Appendix 3 shows the urban development area of Prebbleton (i.e. land within the Urban Limit) arising from the Selwyn District Plan and Regional Policy Statement, Proposed Change 1, as amended by Commissioners' Decisions.

1. The period for making appeals to the Environment Court expires on 5 March 2010

5.3. Christchurch, Rolleston and Environs Transportation Study (CRETS)

This study focuses on identifying shortcomings in the strategic transport network in the area to the south and southwest of Christchurch. The key output of this study was a Transport Strategy for the area¹ designed to counter these shortcomings by proposing a number of major projects.

Of direct relevance to Prebbleton are proposals for the Lincoln, Prebbleton and Tai Tapu to Christchurch corridors (see Map 4, Appendix 3), the aim of which is to reduce future traffic growth on Springs Road through Prebbleton township. The proposals include:

1. The promotion of a route between Lincoln and Christchurch that uses:

- Improvements to Ellesmere Road, Longstaffs and Whincops Road to Halswell Junction Road to create a district arterial route;
- An upgrade and modification of Wigram Road between Halswell Junction Road and Dunbars/Awatea Roads.

2. Improvements to Hamptons Road, Trices Road and Candys Road to provide an orbital route between Templeton (SH1), Prebbleton and Halswell (SH75) and on to southern Christchurch.

3. Extension of the Christchurch Southern Motorway (CSM):

- Stage 1, (CSM1) which is already planned and funded, will extend the motorway from Curletts Road to the Halswell Junction Road/Springs Road intersection.
- Stage 2 (CSM2) will extend the motorway from the Halswell Junction Road/Springs Road intersection to join State Highway 1 near Waterholes Road, about 2 kilometres south of Templeton². The New Zealand Transport Agency (NZTA) has investigated a number of alignment options, which has led to the identification of a broad corridor (see Map 6, Appendix 3) for more detailed investigation and consultation², based upon Options 3 and 4. A full interchange will be constructed, as part of CSM2, near the Shands/Marshs Road intersection. The motorway access at Halswell Junction Road/Springs Road intersection will then be removed. This will attract traffic to use Shands Road, in preference to Springs Road, to access the central city and beyond.

The CRETS is being implemented through Council's Transportation Activity Management Plan in a staged approach over the next ten years. These ongoing capital works are subject to NZTA funding.

1. Christchurch Rolleston and Environs Transportation Study – Transport Strategy Final Report, September 2007.

2. NZTA engagement with directly affected landowners is currently underway and wider public consultation is expected to be undertaken in early 2010.

With these improvements in place the volume of traffic on Springs Road is anticipated to remain around the current level and not increase in line with the growth of the area. In particular, Prebbleton will not be adversely affected by growth at Lincoln and Rolleston. However, traffic volumes on Springs Road are likely to increase in the short to medium term with the completion of Stage 1 of the Southern Motorway extension, since it will terminate at the Springs Road/Halswell Junction Road intersection.

In the longer term, Blakes Road will become a collector road between Springs Road and Shands Road, to provide a connection to the Southern Motorway extension once Stage 2 is completed. Therefore traffic volumes along Blakes Road are likely to increase, although the traffic should be limited to that originating and terminating in Prebbleton.

5.4. Walking and Cycling Strategy

A Walking and Cycling Strategy and supporting Action Plan has been prepared for the Selwyn district¹. The Strategy seeks to develop and promote walking and cycling as a means of transport and recreation. It builds on the success of the Prebbleton to Lincoln section of the rail trail. The Walking and Cycling Action Plan describes how the Strategy will be implemented and funded over the years. One of the items in the action plan is the preparation of neighbourhood accessibility plans for townships.

5.5. Five Waters Strategy and Activity Management Plans (AcMP's)

Council has adopted a Five Waters Strategy² which includes 7 sustainability principles for the management of water. The five waters are stormwater, wastewater, land drainage, water races and the reticulated water supply. The Strategy creates the vision and boundaries for Activity Management Plans. Activity Management Plans outline how SDC will undertake the management, delivery and operation for the five water services for the Selwyn communities over the next 10 years, they are revised at least every 3 years.

5.6. South West Area Plan (SWAP)

The Christchurch City Council has prepared the South West Area Plan which covers the area in and around Hornby, Hoon Hay and Halswell³. The Christchurch City Council/Selwyn District Council boundary forms the south western edge of the plan area. Much of the growth of the city is to be directed to the area covered by the SWAP. Currently there are 35,000 people living within the plan area, this number is expected to double over the next 35 years.

1. Selwyn District Council, Walking and Cycling Strategy, January 2009.
2. Selwyn District Council, Five Waters Strategy, August 2009
3. www.ccc.govt.nz/AreaPlans/SouthWest/

The plan (see Map 5, Appendix 3) proposes a rural edge to the city, with a belt of land adjacent to the City boundary retaining its rural zoning, with a minimum subdivision size of 4 hectares. Beyond this, on the city side, a residential expansion area (Springlands) is proposed to the north east of Quaifes Road and an extension is proposed to the industrial area between Shands Road and Main South Road.

Submitters to PC1 requested further extension of the industrial areas between Springs Road and Main South. These requests were accepted by the Commissioners and their decision now overrides the SWAP. This will extend the industrial area right to the city boundary along most of the length of Marshs Road and further south along the western side of Springs Road, replacing part of the rural belt proposed by the SWAP. A Private Plan Change has been lodged to develop land immediately north of Marsh Road, between Springs Road and Shands Road (referred to as CB9 in PC1) for business purposes.

5.7. Prebbleton Village Townscape Concept Plan

In 2000 a Townscape Concept Plan was prepared for Prebbleton¹. It provided a concept for the coordinated enhancement of the village. It looked specifically at: the main street; the primary and secondary road entrances; general street design and amenity; places and spaces for pedestrians; design guidelines for materials and structures; and future expansion.



Entrance to Prebbleton along Blakes Road

The concept plan introduced the idea of a 'town square' developed in conjunction with the existing commercial nucleus to the east of Springs Road and north of Tosswill Road. Traffic calming and enhancement of Springs Road was proposed in order to slow down through traffic and so that the road corridor consolidates rather than divides the village. A green space (perimeter green) was proposed to circle the village, providing a transition between the lower and higher density areas and a walkway that links with other pedestrian networks and reserves.

Prebbleton has expanded considerably since the concept plan was prepared, but it is still a valuable resource and this document draws on some of the information and ideas contained within it. Enhancement of Springs Road has been carried out, a new roundabout has been constructed at the northern entrance to the village and a southern counterpart is proposed. There is still the opportunity to provide a 'town square' in the business area and pursue the idea of a walking circuit.

1. Prebbleton Village Townscape Concept Plan, April 2000. Prepared by Earl Bennet, Landscape Architect in conjunction with the Prebbleton Community.

6. PROJECTED POPULATION GROWTH AND HOUSING CAPACITY

In the 10 years between 1996 and 2006 the population of Prebbleton increased by 23.83% (399 people).

Table 2: Population growth over past ten years¹

Year	1996	2001	2006	Total increase
Population	1674	1833	2073	399

If this growth rate continued the population would reach around 4400 by 2041, just over twice the 2006 level.

The adopted Selwyn District Council growth projection² for Prebbleton is shown in Table 3. This predicts that the number of people living in Prebbleton will increase at the average rate of 2.6% per annum during the 33 years from 2008 until 2041. The rate of increase will be greater in the shorter term with the population predicted to double in the next 15 years. By 2026 the number of households is expected to be more than 2.5 times the 2008 level.

The Proposed Change 1 allocation of 1295 new houses to Prebbleton between 2007 and 2041, is a little greater than the projected increase in households. PC1 places the majority of the allocation in the period between 2007 and 2020 (998 households).

Table 3: BERL Population and household projection

Year	2008	2011	2016	2026	2041	Total increase
Population	2121	2492	3173	4775	4962	2841
Households	702	882	1189	1816	1870	1168
Average h/hold size	3.02	2.83	2.67	2.63	2.65	

Tables 4 and 5 show the estimated number of houses that could be accommodated on the sites which are zoned or proposed for development, but not yet developed. The land which is already zoned has the capacity to accommodate around 560 houses. The greenfield sites (SP1, SP2, SP3, SP4) which have been allocated via Proposed Change 1, will provide for a further 682 houses, making a total of 1242. This figure is a little less than the PC1 allocation, providing some scope for intensification within the existing residential zones.

1. Prebbleton Community Profile, www2.stats.govt.nz
2. Business and Economic Research Limited. This projection is based on current knowledge about constraints and makes a number of assumptions about the economy, migration, distribution of growth within the district etc. The figures are subject to review as knowledge is increased and/or SDC makes decisions about relieving constraints.

Table 4. Prebbleton Residential Development Areas - Land already zoned

Map ref:	Location	Zone	Minimum average size m² (size until deferral lifted in brackets)	Total area in ha's	Potential sections	Status	Assumed Development period
1	North West side of Springs Road (Meadow Mushrooms)	LX	800	Lot 1 8.09 Lot 104 1.10	85 (more if higher density agreed)	Currently in industrial use	2021 – 41
2	Junction of Birchs Road / Birchwood Close	L1A5	(800) 350	0.73	17	Resource consent submitted (Dec. 09)	2007-20
3	North east side of Blakes Road, (Aberdeen Road)	L2A	5000	38.40	61	Underway	2007 –20
4	North east of Blakes Road	L2A Def	(4 ha) 15,000	c.12.25	7		2007 –20
5	North side of Blakes Road	LX Def	(4ha) 800	11.5	100		2007 –20
6	South east side of Springs Road (Prebbleton Central)	LX Def	(4ha) 800	9.9	82	Underway, awaiting sewer connections	2007 –20
7	North east side of Tosswill Road (Prebbleton Central)	LX Def	(4ha) 800	5.5	54	Consented, awaiting sewer connections	2007 –20
8	Between Tosswill Road and Trices Road	L1A Def	(4ha) 2,000	15.26	54	Multiple ownership	2007 –20
9	North West side of Springs Road/south east side of Trents Road	LX Def	(4ha) 800	6.58	Suburban Estates 45 Others 12	Suburban Estates subdivision application submitted July 2008	2007 –20
10	North side of Trents Road (Warratah Park)	LX Def	(4ha) 800	4.70	43	21 sections complete. 2nd stage consented, awaiting sewer connections	2007 –20
Total zoned land				114.01	560		

Table 5. Prebbleton Residential Development Areas - Land allocated through Change 1 to the RPS

Map ref:	ODP ref:	Location	Total area in ha's	Potential sections	Assumed Development period
11	SP1	North east side of Blakes Road	8	80	2007-2020 (40) 2021-2041 (40)
12	SP1	South west side of Blakes Road	18.85	178	2007-2020
Total SP1			26.85	258	
13	SP2	North east side of Tosswill Road	c.15	150	2007-2020
14	SP2	North east side of Tosswill Road	10.8	100	2007-2020 (50) 2021-2041 (50)
Total SP2			25.8	250	
15	SP3	South east side of Trents Road	5.06	50	2007-2020
16	SP3	North west side of Springs Road	3.64	36	2021-2041
17	SP3	North west side of Springs Road	2.02	20	2021-2041
18	SP3	Corner of Springs/ Hampton Rds	.42	4	2021-2041
Total SP3			11.14	110	
19	SP4	North east side of Trents Road	6.4	64	2007-2020
Total SP4			6.4	64	
Total proposed residential zoning			70.19	682	
TOTAL RESIDENTIAL CAPACITY			184.20	1244	

In order to meet the Change 1 requirement for 998 new households between 2007 and 2020, development will need to take place during this period in the new ODP areas (SP1-SP4), in addition to the land already zoned. Development of Blocks 16, 17 and 18 and parts of Blocks 11 and 14 are allocated for development in the longer term, since they are more remote from the village centre and/or are reliant on other development blocks proceeding first.

7. INFRASTRUCTURE

7.1. Transport

Springs Road is the busiest road in the 'Local Road' category in the Selwyn district, with 10,000 vehicles using the road each day. It acts as a barrier to the movement of people and goods around the township. There is a conflict between the need for traffic to turn onto and off of Springs Road from side roads and the need to retain the functionality of what is a busy arterial road. Problems for traffic turning onto Springs Road, particularly from Tosswill Road, are likely to increase as the township grows.

A roundabout is planned for the intersection of Springs Road and Hamptons Road, similar to the one currently in-situ at the junction of Springs Road and Blakes Road. This will be the southern threshold to the village and will serve to slow down traffic entering the built-up area of the township from the south. It will also encourage through traffic to follow alternative routes which by-pass Prebbleton, including the CSM2 interchange to the west or eastwards via the orbital route proposed for the south west area of Christchurch.

Springs Road has been enhanced between Blakes Road and Birchs Road. The section between Birchs Road and Hamptons Road is in need of enhancement. Improvement, including tree planting, is severely restricted by the limited space available in the 20m road reserve.

Birchs Road has been reconfigured to provide a public transport route and off-road cycleway (part of the Christchurch to Little River Rail Trail). It provides an alternative mode route (including walking) between Prebbleton and Lincoln. A cycling and pedestrian network proposed for the CSM1 and Halswell Junction Road could provide an additional corridor for alternative modes of transport.

7.2. Wastewater

Prebbleton has 906 permitted sewer connections which discharge to the Christchurch City Council sewerage reticulation. These connections have all been allocated therefore this scheme is effectively closed to further connections. This means that development cannot proceed unless and until alternative arrangements are made. A scheme for managing the wastewater from east Selwyn settlements has been devised (the Eastern Selwyn Sewage Scheme). This provides for the diversion of wastewater from Prebbleton via Lincoln and Springston to the Pines Wastewater Treatment Plant (PWTP), near Rolleston. It is intended that all households in Prebbleton will discharge to the PWTP when the necessary upgrading to extend its capacity is completed, this is anticipated to be within the next two years.

7.3. Stormwater management

Eastern areas of Prebbleton are prone to stormwater inundation, due to springs and the high water table associated with the Halswell River floodplain to the east and north east of Prebbleton.

Stormwater treatment and disposal methods are dependent upon geotechnical constraints, with ground discharge possible on sandy gravels and more comprehensive stormwater management schemes required to the east, closer to springs and the high water table. Therefore no overall integration of stormwater management within the catchment is necessary. However, the aim should be to design the stormwater management system for the biggest catchment area possible. Adjacent developers will need to co-operate so that a combined system can be developed.

7.4. Water supply

The original Prebbleton water supply was installed in 1965 and is one of the older water supply systems within the District. Untreated groundwater is provided from three bores, two are at the sites of the original wells, which have been deepened. To service the increased population a new well was installed in 2003 and additional reticulation installed to 'ring main' the township. The scheme has been developed to have full fire fighting capacity. An additional bore and associated infrastructure is anticipated to be required to enable reticulated water to be extended to the consented and greenfield areas within the urban limit.

7.5. Utility services

The narrow Springs Road corridor is close to capacity, which makes the installation of utility services difficult due to the confined and busy space. There are no other known constraints to the provision of underground power services or telecommunication services.

8. ISSUES

There are a number of issues affecting Prebbleton today and other matters which will become issues if not addressed in the short term.

8.1. Maintaining village character

Despite the recent rapid growth of Prebbleton, it still manages to retain something of a village feel. This characteristic is appreciated by its residents and is one of the reasons that people choose to live in Prebbleton. If this village feel is to survive as the township continues to grow, it is essential to identify what it is that engenders that feel and what measures can be put in place to maintain it.



Local shop occupying a character building, Springs Road

8.2. Rural-urban interface

The interface between rural and urban land can raise issues of unsightly edges and reverse sensitivity (i.e. existing rural activities having an adverse effect on new residents). The irregular shape of the proposed built-up area leads to a greater length of urban property boundaries adjacent to rural land than would be the case were the township to have a more compact shape.

8.3. Separation from Christchurch

The maintenance of a contrast between rural and urban areas has been identified as an important characteristic¹. The Christchurch City boundary runs along Marshs Road and Hodgens Road near the northern edge of Prebbleton. The distance from Prebbleton is 200 metres at its closest and 600 metres at its furthest point. This land is currently zoned Rural Inner Plains, which has a minimum average section size of no less than 4 hectares.

On the Christchurch side of the city boundary there is currently a belt of land with a rural zoning (minimum section size 4 hectares) in the vicinity of Prebbleton. Decisions on PC1 have laid the foundation for changes from rural to urban land uses in this area. New land use zoning will need to be confirmed through Plan Change processes. These changes will reduce the rural zoning between the edge of the built-up area of Christchurch and the edge of the built-up area of Prebbleton. The width of the rural zoned gap will vary between 500 metres (between Marshs Road and the north eastern boundary of the Aberdeen subdivision) and 1.9 kilometres (between Halswell Junction Road and the north eastern boundary of the Prebbleton Central subdivision).

1. See for example Environment Canterbury Regional Policy Statement, Chapter 12, Objective 3.

The Stage 2 extension to the Southern Motorway is proposed to follow an alignment through the rural land between Marshs Road and the north eastern boundary of Prebbleton.

The perception of Prebbleton as a separate place to Christchurch will be threatened by any development in the current 'rural gap'. Intensification of use on rural blocks, such as the establishment of walls, signage and buildings, which are visible from the road, could increasingly blur the distinction between Christchurch City and Prebbleton. The motorway extension is a further potential



'Rural gap' along Springs Road between Prebbleton and Christchurch

threat and will need to be sensitively designed and landscaped. It will be particularly important to maintain the 'rural gap' along Springs Road in order to safeguard the sense of leaving the city and arriving in Prebbleton.

8.4. Housing Density

The RPS requirement to achieve a residential density of 10 houses per hectare will mean that the average density of the ODP areas is higher than existing residential development in Prebbleton. For higher density development to be acceptable it must be carefully designed and located¹ to be compatible with existing development and the character of Prebbleton. The increased density may be achieved by generally smaller section sizes or there may be pockets of larger and smaller sections, including areas of higher density comprehensive development.

8.5. Rural-residential development

Selwyn District Council is developing a plan change (PC17) to sustainably manage the provision for rural residential development in the eastern rural areas of the District in close proximity to existing townships. A Background Report to inform this process has been produced. This report summarises the demand for rural residential development, details the policy context and outlines what factors define this form of development. The Background



Rural-residential development

1. See Selwyn District Council, Draft design guide for medium density housing, 2009.

Report also includes draft criteria for selecting 'preferred locations' for rural residential development on the periphery of Rolleston, Lincoln, Prebbleton, West Melton, Templeton, Tai Tapu and Springston.

An initial consultation phase to receive comments on the Background Report and to determine whether land owners consider their properties are appropriate for rural residential development, has commenced, with comments closing in mid-February. PC17 is anticipated to be drafted by April 2010.

There is particular pressure for large sections around Prebbleton, due to its proximity to Christchurch. However, this must be assessed against the need to curb the outward sprawl of the city and maintain separation between Prebbleton and its rural surrounds.

8.6. Parks and reserves

The Prebbleton Domain in Tosswill Road provides sporting and recreational facilities for residents of the township and surrounding areas. A management plan is currently being finalised. The nature park provides a tranquil, passive setting for observing native flora and fauna.

A community park catering for older children, as well as younger ones, is to be established within the Prebbleton Central subdivision, close to the expanded commercial area.

The development of blocks of land for residential purposes will increase the demand for recreational and open spaces. It also provides the opportunity to create new facilities. At the target level of provision of 4 hectares of active recreation reserve per 1000 people there will be a need for an additional 8 hectares of land over the next 20 years (4 hectares by 2016 and 8 by 2026) to keep pace with the projected population growth. This additional land would be best located in close proximity to the existing Domain.



Prebbleton Domain



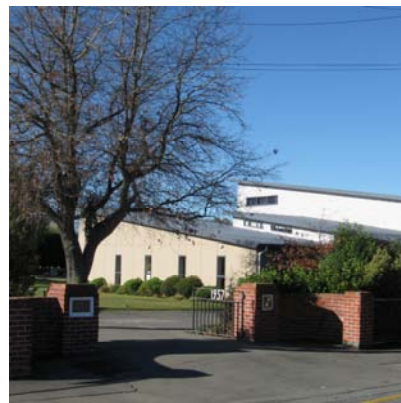
Prebbleton Nature Park, Springs Road

With the development of green field sites there is the opportunity to pursue the idea of a circular perimeter greenspace/walkway as mooted in the Prebbleton Concept Plan.

Local parks will be required within new development areas.

8.7. Primary school

The Ministry of Education has advised that it intends to expand the capacity of the primary school to cope with the increased population to 2041, through the construction of two-storey classrooms on the existing school site. Therefore there is no requirement for additional land to be set aside.



Prebbleton primary school,
Blakes Road

8.8. Public Transport

The route of buses between Christchurch and Lincoln, along Springs Road and Birchs Road and the location of bus stops is unlikely to change. Service reviews are undertaken every five years. A 2010 Public Metro Strategy is currently being completed by Environment Canterbury, which for the first time, includes the Greater Christchurch area, including Prebbleton.

8.9. Footpaths and cycleways

The older streets comprise short blocks laid out in a grid pattern. Newer subdivisions have been developed as culs-de-sac, but the lack of road connectivity has been mitigated to some extent by footpath links.

Walking and cycling networks, which connect to existing routes will need to be incorporated into the new development areas. The Outline Development Plans provide the mechanism to ensure that they eventuate.



Footpath through Prebbleton
Domain to Oakwood Mews

In contrast to the new areas of the township, the older streets of Prebbleton are characterised by dish kerb and channel and overhead wiring, which detracts from their amenity. Council will need to upgrade these streets as the old infrastructure becomes more unserviceable. There is also a need to consider the timing of such works and coordinating them with on-going water main replacements.

8.10. Rail trail

The Christchurch to Little River Rail Trail generally runs along the line of the old railway line. However, due to impassibility at one point, the section from Hornby to Prebbleton deviates from this line. On reaching the roundabout at the entrance to Prebbleton, cyclists can continue along Springs Road and Birchs Road through the township. In the longer term it may be possible to follow a quieter route via Prebbleton Central, Prebbleton Domain and Trices Road before rejoining the trail at Birchs Road. Provision will need to be made for this in ODP's.

There may be a need for parking facilities for those commencing the rail trail at Prebbleton, rather than starting from Hornby.



The Rail Trail between Springs Road and Marshs Road

8.11. Commercial development

The existing shops are fully occupied and it is likely that recent and expected growth in Prebbleton will increase the demand for local shopping and other commercial services.

The existing shops and adjacent proposed business land are in different ownerships. The two owners have signalled that they will cooperate to develop a unified scheme and are both in favour of an architectural style that complements the village character.

There is also capacity for intensification of use on the Prebbleton Tavern site.

8.12. Meadow Mushrooms

It is anticipated that Meadow Mushrooms will vacate their site at some stage. The site has a residential zoning (Living X), which allows subdivision to an average section size of 800m². The site could accommodate around 85 houses under the present zoning, but as it is located close to shops and community facilities and on a bus route, it lends itself to higher density development and community uses.

Due to its prominent location in the centre of Prebbleton, the redevelopment of this site will have a significant impact on the township. Redevelopment for residential purposes will provide the opportunity to enhance the main thoroughfare of the village, if it is carefully designed.



Meadow Mushrooms factory, Springs Road

Given its high profile location and the site size and shape, it is possible that there may be pressure for a change of zoning to business use. This would reinforce the lack of continuity of the main street, rather than knit the site back into the residential fabric of this part of the township. Retail use would be at odds with the establishment of the expanded commercial centre around the existing nucleus of the township. Dispersion of commercial activity on two sites would dilute the central focus of Prebbleton and may result in two marginal centres rather than one thriving one.

8.13. Community Facilities

As the community grows it is likely that the existing community hall will be inadequate and a replacement facility will be required. Two potential sites for a new hall and associated car parking are on the frontage of the Meadow Mushrooms site or in the commercial zone.

A need for public toilets in the village centre has been identified. It is possible that public toilets could be incorporated in new retail premises in the extended commercial zone.

The Prebbleton Community Association has developed a proposal for a community cottage¹. An historic cottage has been offered to the Association and they have approached the Anglican Church Trustees, with a view to purchasing or leasing part of the grounds of All Saints Church, Prebbleton. A resource consent application has been submitted, a hearing was held in January 2010 and a decision is imminent (February 2010).

Christchurch City Council no longer allows Selwyn District Council residents free access to their libraries. This has led to suggestions that a library be provided in Prebbleton. However, it is considered that Prebbleton is (and will continue to be) adequately catered for due to its close proximity to Lincoln and Rolleston libraries and by the mobile library, which services the township.

1.Prebbleton Community Association Inc., Prebbleton Community Cottage Proposal, February 2009

Table 6. Summary of Issues

Paragraph no.	Issue
7.1.a.	Restriction of space for the enhancement of Springs Road between Birchs and Hamptons Road.
7.1.b.	Difficulty of turning into Springs Road from side roads.
7.2.	Current lack of sewer connections.
7.3.	Adjacent developers need to cooperate to develop combined stormwater management systems.
7.4.	Potential growth may require increase in water supply capacity.
8.1.	Maintaining village character as the township grows.
8.2.a.	Creating a sensitive urban edge.
8.2.b.	Avoiding reverse sensitivity at the rural/urban boundary.
8.3.	Safeguarding the separation of Prebbleton from Christchurch.
8.4.	Ensuring higher density housing is compatible with other development.
8.5.	Potential for and impact of, rural-residential development.
8.6.a.	Identifying 8 hectares of land for expansion of the Domain.
8.6.b.	Potential for a circular walking route.
8.8.	Creating and extending walking and cycling networks.
8.9.	'Old style' streets detracting from residential amenity.
8.10.a	Providing an alternative route for the rail trail through the township.
8.10.b.	Providing parking facilities for rail trail users.
8.11.	Achieving a rational and attractive layout and design for the existing and expanded commercial area.
8.12.	Capitalising on the opportunities presented by the eventual vacation of the Meadow Mushrooms site.
8.13.	Establishing the need for and potential location of, additional community facilities.

9. SAFEGUARDING PREBBLETON CHARACTER

Past studies and consultation in relation to this Structure Plan, have identified three qualities which contribute to the village feel:

- a sense of identity
- rural aspect
- sense of community

These qualities are due to a number of physical, social, economic and cultural characteristics. This Structure Plan is primarily concerned with the physical characteristics. Table 7 lists identifiable elements which come together to form these qualities. It then describes what action is necessary to ensure these elements continue to survive and with whom the responsibility for their survival lies. The key elements are discussed in more detail below.

9.1. Heritage and Character buildings

The All Saints Anglican Church and the Prebbleton Tavern are the most prominent historic buildings in the township. Other character buildings, such as the café in Springs Road are used for commercial purposes and are known to residents and noticed by visitors. There are several other character buildings that are tucked away behind hedges and in side streets, which contribute to the character of Prebbleton in a less obvious way.



Café, Springs Road

The character buildings are of painted weatherboards with pitched roofs often of a complex format with gables or dormers. Some have verandas with decorative fretwork. The larger buildings have high storey heights and windows with a vertical emphasis.

The retention of these historic buildings is important in upholding the character of the village, even if they are not publicly accessible and only partially visible.

9.2. Historic references

Prebbleton has 150 years of history as a settlement. Past activities, events and people can be remembered and celebrated, to engender a sense of continuity. For example, the Prebbleton Central development, being built in the area where the railway station once stood, has taken its theme from the railway history. Horse breeding and horticulture are other activities historically associated with Prebbleton.

Subdivision and street names, street furniture, artworks etc. can be chosen to allude to local history, particularly any history specific to the development site.

Buildings should be 'of their time' rather than replicas of past eras, but cues can be taken from the colonial vernacular style of architecture, such as the selective use of weatherboarding or gables of a similar pitch.

Although Prebbleton is not known to be an area of settlement or use in pre-European times, it is likely to be an area which Ngai Tahu tipuna (ancestors) travelled through in their journeys between settlements and mahinga kai areas¹. There are no silent files or known archaeological or mahinga kai sites within the Prebbleton Town area, however discovery of cultural artefacts during earthworks cannot be ruled out.



Entrance to Prebbleton Central subdivision

Prebbleton is the centre of one of the richest agricultural districts in the county of Selwyn. It is nine miles from Christchurch on the Christchurch-Southbridge railway, and has a post and telegraph office, three churches: Anglican, Presbyterian and Wesleyan, a public school, a library, a large Oddfellows Hall, which is used for public entertainments and other social functions, four large general stores, each doing a successful business and one hotel. Many handsome homesteads throughout the district testify to the success of the settlers. Prebbleton dates back to 1855, when the brothers Prebble settled in the district, which was then in a wild and uninviting condition. Mr Edward Prebble, who is still (1903) a hale and hearty man, bought fifty acres, which he divided into small sections and then started the township by erecting a store. Prebbleton grew with the growth of settlement in the district and in time it became an important country town. The completion of the railway, with Christchurch so near, gave a check to the commercial progress of the place as a business centre, but it is still a pretty country town and prosperous enough in proportion to its population.

From: The Cyclopedia of New Zealand (Canterbury Provincial District) 1903.

1. The two primary written resources for determining whether there are any sites of value to tangata whenua (Te Runanga o Ngai Tahu and Te Taumutu Runanga) are: Te Whakatau Kaupapa - Ngai Tahu Resource Management Strategy for the Canterbury Region (NTRMSCR) and Te Taumutu Runanga Natural Resources Management Plan (TTNRMP).

Ngai Tahu have strong cultural associations with the broader lands and waters of the Selwyn District and in particular, the area between Halswell and Te Waihore/Lake Ellesmere. The natural resources of the Selwyn District, and the associations held with them, form an important part of the identity of Ngai Tahu, in particular the Ngai Te Ruahikihiki hapu of Te Taumutu Runanga.

9.3. Trees and planting

One of the notable characteristics of Prebbleton is the existence of large trees throughout the township, especially those that can be viewed when travelling along Springs Road. Most of these trees are in the grounds of large properties and not under any immediate threat. However, due to their importance, it may be prudent to introduce measures to ensure their survival.



Mature trees adjacent to Springs Road

Prebbleton has some street trees and roadside garden beds. Street trees are mainly exotic with a predominance of oaks and also ash and elm. There has been a policy of planting roses in the garden beds. In order to strengthen the homogeneity of the village, the theme which has developed around oaks and roses can be continued.

Extensive planting on private property contributes to the rural feel of the village. Where section sizes are smaller there is less space for planting, but the sense of 'greenness' can be maximised by the use of hedges rather than fences, keeping hard surfaces to a minimum and maintaining a good balance between the size of the house and the size of the garden.

The use of native plants and riparian planting in the areas associated with waterways and stormwater detention supports habitat restoration, waterway enhancement, provides for native insects and birds and is a key way to reflect cultural identity with the area for Ngai Tahu.

A tree management project is currently being undertaken by the Council. This will identify suitable species for the Prebbleton area and provide a planting guide.

Large trees and shelterbelts exist on some of the proposed residential development areas. Where feasible these should be incorporated on reserves or in large sections. A tree survey will be required to inform the development of each ODP.

Owners of land earmarked for new housing might like to consider planting trees and shrubs in advance of development, so that when the subdivision is constructed it benefits from well established vegetation.

9.4. Section sizes

Large sections and high quality housing have been identified as contributing to the character of Prebbleton. The section sizes are quite generous in comparison to those in the newer urban areas of Christchurch. Section size has a significant effect on the character of a place because it affects the size and form of houses and the gaps between them. Lower density development can feel more spacious and imposing, whereas higher density development can feel more enclosed and intimate. Section size is not however a determinant of the quality of housing.

Higher density housing will need to be designed and located so that it does not detract from the character of Prebbleton. It will be appropriate in close proximity to the business area and the older core of the settlement. An intensification of activity will help to reinforce the focus of the village. Higher density development is also to be incorporated in development areas on the outskirts of the township. In these locations it should be contained within the subdivision and not be located along the existing road frontage, adjacent to existing houses or on the rural edge.



Higher density housing within a new residential development area off Buchanans Road, Christchurch

9.5. Fencing of front yards

Throughout Prebbleton, but particularly along Springs Road and Birchs Road, there is a tendency to close off front gardens with high fences. They inhibit a connection between the occupant and the wider community, can be unsightly and also facilitate crime. While fences serve a useful purpose of providing privacy and screening from noise, it may be possible to reduce their extent, to benefit the township as a whole.

In new developments the subdivision can be laid out to avoid the need for high fences, while in existing properties householders might like to consider replacing high solid fences adjacent to the road with intermittent, see-through, or low fences or hedges.



Property with boundary planting and low fence, fronting Springs Road.

Owners of larger properties fronting the roads leading into Prebbleton can contribute to a feeling of the rural surroundings permeating into the village, by maintaining open property frontages. Boundaries can be defined by planting or low fences of post and rail or other rural style materials.



Open property frontages at Trents Road
entrance to Prebbleton

9.6. Colours, materials and styles

The retention of a rural character in the development of new houses and gardens and in the changes to existing ones, is at the behest of those making individual design choices.

Buildings and outdoor structures can be urban, suburban or rural in nature. Some colours, materials and styles of buildings and fences have urban connotations: such as strong colours; extensive use of glass or shiny metal; flat roofs; high brick walls. Conversely buildings and fences can be designed to be more rural in nature with the use of neutral colours; a limited palette of facing materials such as plaster, timber and stone; and colonial style pitched roofs for example. Careful design considerations can ensure that a building project enhances the character of Prebbleton.



A property with rural characteristics

9.7. Sense of place

Essential elements which combine to create a sense of place include: a definite physical boundary, a sense of arrival and departure, a settlement focus. These features of Prebbleton can be safeguarded and strengthened by:

- ensuring that the rural belt between Christchurch and Prebbleton remains;
- ensuring that the urban limit is upheld and rural residential development does not cause Prebbleton to sprawl into its rural surroundings;
- Providing for the cultural identity of Ngai Tahu in the urban landscape through low impact design stormwater management systems, the provision of open space, use of native plantings in particular mahinga kai species, riparian planting and native habitat restoration and enhancement;

- consolidating and strengthening the existing commercial area as the focus of the village; and
- entry features at the entrances to the village.

9.8. Views out

Being able to see rural features such as fields and hills, either from the home or when moving around the village is part of the enjoyment of living in a rural settlement. This quality can be continued by aligning new streets and walkways and locating parks to permit distant views. This is particularly important in new greenfield development areas, as the development will in itself take away open outlooks enjoyed by existing residents. A large domain on the edge of the village provides a place to enjoy its rural aspect.



View towards the Port Hills from Cairnbrae Drive

9.9. Community spirit

One of the charms of village life is that people are familiar to each other and their networks and activities intertwine. Local facilities and services are small scale and locally based. They are patronised by residents who encounter each other and exchange greetings and information. Parents know each other because their children all attend the same school. People keep an eye out for their neighbours, lend a hand when it is needed and are proud of their community. A strong and mutually supportive community is more likely to exist where there is an integrated mix of homes of different types to support a range of household sizes, ages and incomes.

Table 7: Safeguarding Prebbleton character

Quality	Elements	Action	Responsibility
A sense of identity	Heritage buildings and colonial architecture	Retain character buildings.	Building owners
	Historical background – horse racing, horticulture, railway	Pick up themes in new development. Street names, street furniture, art works etc.	Developers and SDC
	Large trees	Identify whether more trees within the built-up areas should be protected.	SDC
		Retain trees in new development areas.	SDC and land developers
	Open space and planting	Retain and extend open spaces. Use low impact design stormwater management systems. Plant native species and restore native habitats.	SDC, land developers and property owners
	High quality houses	Uphold standard of housing.	Building developers SDC (though SDP and design guidance)
	Attractive streetscapes	Well cared for front yards and building facades. Improve older streets.	Property owners SDC
	Good standard of maintenance of buildings and spaces	Uphold standard of maintenance.	Property owners SDC
	Definite start and finish to the village	Maintain separation from Christchurch. Uphold urban limit and ensure rural residential development does not lead to a blurring of the urban/ rural distinction. Construct roundabout to mark southern entrance to village.	SDC
	Focal point around the pub and shops	Consolidate and strengthen the existing 'town centre'.	SDC and property developers

Continued overleaf >

Quality	Elements	Action	Responsibility
Rural aspect	Larger sections	Maintain larger sections on township edge. Locate higher density parts of SP1, SP2 and SP3 development areas within the block and not on the site edges.	Developers Outline Development Plans
	Views to Port Hills and rural periphery	Align streets and walkways and locate parks to permit distant views.	Developers SDC Outline Development Plans
	Extensive planting	Maximise area available for planting by maintaining maximum 35% site coverage and keeping hard surfaces to a minimum. Use hedges rather than fences.	Developers Residents SDC (through SDP)
	Rural level of provision of facilities and services	Provide small scale facilities but expect to go to larger settlements for the full range.	Private sector and SDC
	Large domain on edge of township	Extend domain as population grows.	SDC
	Rural style road corridors at the entrances to the village	Front boundary fencing, roadside swales, no kerb and channel.	Developers Property owners SDC
Sense of community	Community facilities within the village	Provide viable community facilities, which cater for local people, within the village.	SDC and other organisations
	Opportunities for casual encounters with other residents	Pedestrian cyclist network. Parks and play areas. Seats.	Developers SDC
	One primary school which most local children attend	Expand existing primary school as population increases.	Ministry of Education
	A balanced community	Mix of homes of different types and tenures which support a range of household sizes, ages and incomes.	Developers SDC through SDP
	Feeling safe and secure	Casual surveillance. Open front gardens. Limit back sections.	Developers Property owners SDC

10. SUB-AREA STUDIES

In order to examine the development situation in more detail, the study area has been divided into sub-areas. Reference should be made to the Structure Plan map (Map 6, Appendix 3). For the purpose of this study, it has been assumed that the owners of the greenfield areas zoned or proposed for residential use will wish to develop them. This may not necessarily be the case.

10.1. Sub-area A – Land north east of Blakes Road, between Shands Road and Springs Road

10.1.1. Description

At the Springs Road end of Blakes Road is the Prebbleton Primary School and Elmwood Drive subdivision. Pedestrian links exist from Elmwood Drive to Springs Road and from Cathcart Crescent to the north eastern site boundary, but there is no potential for road connections beyond the site.

To the west and north of Elmwood Drive are two blocks of land (4, 5) with deferred residential zoning and a further block included as part of Plan Change 1 (11). Together these three blocks total 31.75 hectares in area and could accommodate around 189 houses.

Blocks 4 and 5 have an ODP which indicates road connections to, from and between the two blocks. Also there is a requirement for residential dwellings to be set back at least 48.2m from the north eastern boundary of Block 4. There are five allotments accessed via a right of way. The remaining area of Block 4 is in the same ownership as Block 5 and access to it is to be through Block 5. It is approximately 3.8 hectares in extent and therefore could be subdivided into two.



View across part of Sub-area A

Block 11 is subdivided into 3 and each allotment contains a property.

The western half of this sub-area comprises a residential subdivision (Block 3) of 61 allotments now known as Aberdeen, but previously referred to as the Mair Block. It is zoned Living 2A and lots range in size from 2230m² to 3.56ha. The largest lots (lots 1-7) adjoin the rural edges along the north east site boundary and Shands Road frontage. These lots have a restrictive covenant on them, placed as a Resource Consent condition, which prevents further subdivision and a consent notice requiring any building to be set back 15 metres from the north east (rural) boundary. No direct access is allowed from lots along the western two-thirds of the Blakes Road frontage. A footpath link is included in the ODP

extending from the cul-de-sac head to the south east boundary. However, this has not been provided as there was difficulty in connecting to Block 4 due to the existence of an intervening right of way.

There is a tree maintenance covenant, relating to the shelter belts.

Infrastructure has been installed and house building is proceeding.

Any effect of the second stage of the Christchurch Southern Motorway (CSM2) is most likely to be on the northern and north western areas of Aberdeen.

10.1.2. Issues

Roading

It is not possible to provide either vehicular or pedestrian links to Blocks 4, 5 and 11 from the adjacent subdivisions. One new road access onto Blakes Road is indicated on the ODP. This should align with the access from Block 12 to form a crossroads and therefore will be located approximately 130 metres from the south eastern corner of the site.

Block 5 could be developed with a loop road, providing for connections to Block 4 and Block 11. At least one road connection is required between Blocks 5 and 11. The exact location of connections can only be determined when the potential road layout for Block 11, incorporating properties which are to be retained, has been explored. The internal road network should connect to a second access onto Blakes Road. This access road is to be located centrally between Aberdeen Road and the access to Block 5.

Blakes Road will become a Collector Road as part of the wider upgrades to the area associated with the CRETS and the CSM2 in particular.

Stormwater management

On site stormwater management is preferable. Test bores will be needed to determine whether this is feasible.

Wastewater

A link will need to be formed between the sewer services for this development block and Block 12, across Blakes Road.

Open space

Approximately 180 houses can be provided on Blocks 5 and 11. A local reserve c.2000m² will be required, in a location which is easily accessible from all properties and highly visible.

It will not be possible for any open space provided to form part of a circular greenspace/walkway, due to lack of connections to the east.

Trees

There are trees on both Blocks 5 and 11. A tree survey will be required, as part of the preparation of the ODP, to establish which trees are worthy of retention.

Residential interfaces

Houses are to front onto Blakes Road.

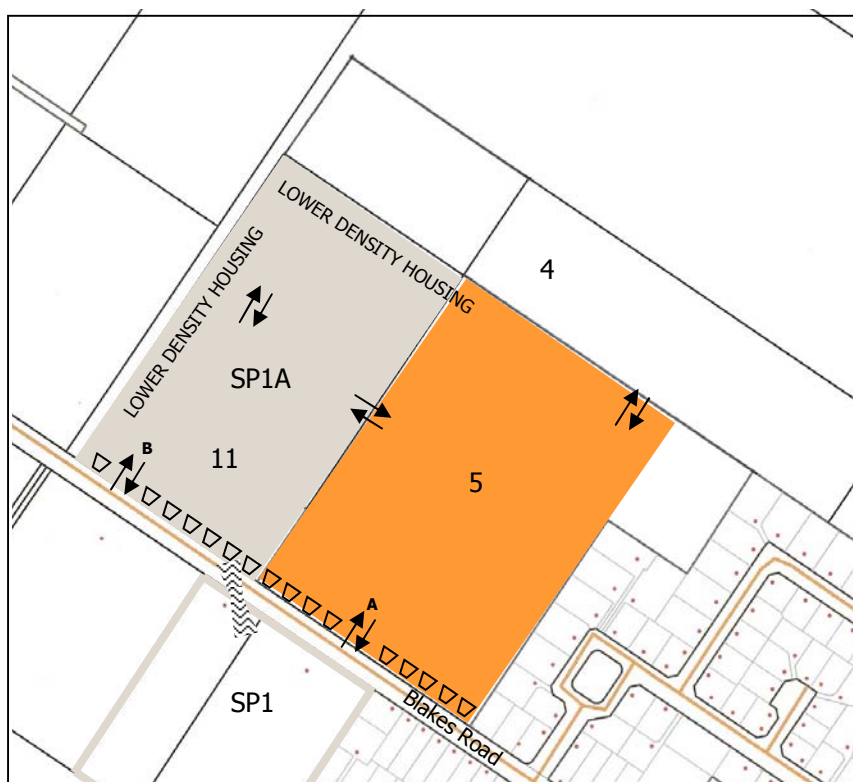
Residential densities

Due to the existing dwellings and ownership pattern it will be difficult to achieve a minimum average of 10 houses per hectare on Block 11. Larger sections should be located adjacent to the boundaries of Blocks 3 and 4.

Outline Development Plan

Block 11 is part of an ODP area identified in Proposed Change 1 as SP1. More detailed consideration has determined that it is not necessary for Block 11 to be included in SP1. Instead a separate ODP (SP1A) should be prepared which ties in with the existing ODP for Blocks 4 and 5 or any approved refinement thereof.

Figure 2. Preliminary outline development plan SP1A and Block 5*



Road access points

Points are to be connected to form a network

Point A to form a crossroads with subdivision road on south west side of Blakes Road

Point B to be approximately midway between Aberdeen Road and Point A



Sewer services for development blocks to be linked



Residential properties to front onto Blakes Road

Local reserve c.2000m² will be required in a location which is easily accessible from all properties and highly visible

Larger sections are to adjoin north western and north eastern site boundaries. Any higher density development to be towards the centre of the site.

* ODP for block 5 will be informal only

10.2. Sub-area B – Land south east of Springs Road and north east of Tosswill Road

10.2.1. Description

At the northern most end of this sub-area the urban limit boundary follows a straight line which continues from the north eastern boundary of Prebbleton Central. This has resulted in two small areas of land, which are included within the urban limit, but are currently zoned Inner Plains and are not part of an ODP area. They are immediately north of the landscaped threshold which marks the start of the 50km speed limit on Springs Road. The triangular portion on the north western side of Springs Road is part of the greensward belonging to the cold store and is adjacent to the Rail Trail. The portion on the south east side of Springs Road is part (c. 5000m²) of a larger allotment (1.28 hectares) which contains a house with boundary hedging and a number of large trees.

The sub-area includes the Prebbleton Central subdivision (Blocks 6 and 7) where 29 residential lots are consented and underway. Subdivision applications have been lodged for the remaining stages (107 further allotments) and are on hold until adequate capacity for the sewer connections becomes available. Prebbleton Central surrounds business zoned land.

The existing commercial centre on the south eastern side of Springs Road and north of Tosswill Road, occupies an area of 2 hectares, including car parking and underutilised areas. Behind this is a further 2.3 hectares of land, partially zoned Business 1 and partially Business 1 deferred.

There is a walnut tree near the Tosswill Road frontage of the Business 1 zone which appears worthy of preservation and could become a feature of any new development.

There is an ODP relating to the deferred business area in Appendix 19 of the SDP, Township Volume.

To the south east is a large block (25.8 hectares) of bare land, in two ownerships (Blocks 13 and 14), proposed for urban development through Proposed Change 1 (SP2). It could accommodate around 250 houses. Provision is made for road linkages through from Prebbleton Central.



Looking south east along Tosswill Road

There are existing properties on the Tosswill Road frontage of this development block, some or all of which will need to be incorporated in the new subdivision layout.

This block contains an area earmarked for the management of stormwater for the Prebbleton Central subdivision. Prebbles Drain runs through it. It is not necessary for the drain to follow the existing alignment through the new subdivision.

A submission was made to the RPS to include land adjacent to Block 14, but outside the urban limit, for lower density residential development. This submission was rejected by the Commissioners.

10.2.2. Issues

Land zoned Rural Inner Plains

Urban development on either of these portions of land will be problematic. They will require additional accesses onto Springs Road and will need to be developed in a way that does not detract from the entrance to the village.

The size, location and shape of the triangle of land on the western side make it unsuitable for residential development but there may be potential for it to be used in conjunction with the Rail Trail. Any intensification of use on this land will need to be enhanced by a tree planting strip, of at least 5m in width, alongside Springs Road.

If access difficulties can be overcome and the other block on the eastern side is developed, then a planted area, incorporating existing trees, of at least 5m will need to be retained along the Springs Road frontage.

Business area

The way in which any new business development is laid out and interfaces with adjacent business uses, Springs Road, Tosswill Road and the Prebbleton Central residential subdivision will be crucial to its success, in terms of appearance, experience for pedestrians and traffic management. Provision will need to be made for pedestrians to circulate safely through the new commercial centre. The SDP ODP requires a 3m perimeter landscape strip.

There is little control over the design of development in the business zone, other than a height limit and recession plane controls along internal boundaries. The co-operation of the developers will therefore be essential in achieving a good design outcome.

The business area fronting Tosswill Road is a suitable site for live/work units, higher density housing/elderly persons accommodation, medical centre etc.

Roading

A comprehensive traffic assessment will be necessary to establish the road layout and traffic management for the development and redevelopment of the business area. If a road is constructed from Springs Road, through the business area, it will need to be a slow speed, high amenity road. There may need to be some restrictions on turning movements between Springs Road and the slow road. The eastern part of the business zone will be served by a road running from Tosswill Road through the Prebbleton Central subdivision.

The road running from the roundabout into Prebbleton Central is to continue through Blocks 13 and 14 to connect to Tosswill Road at a point near the boundary between Blocks 13 and 14 and approximately midway between the junctions of Oakwood Mews and the entrance to the domain. It needs to be aligned in a way which is compatible with existing houses on the Tosswill Road frontage. This road should be designed to avoid it being a desirable alternative route between Springs Road and Tosswill Road. This link will be important in providing a safe pedestrian/cyclist route to the primary school and the south-eastern areas of the township.

Road connections from this spine road are to be created to meet the roads at the boundaries of Block 6 and Block 7.

Pedestrian/cyclist links

A pedestrian link is included in the subdivision proposal for Block 7, from the internal road through a stormwater reserve to Tosswill Road.

The layout of Blocks 13 and 14 will need to provide a network of roads with additional pedestrian cyclist links where necessary, connecting to open spaces and to Blocks 6 and 7.

Stormwater management and open space

The stormwater run off from the business area, Prebbleton Central (Blocks 6 and 7) and Blocks 13 and 14 needs to be managed in a consistent and comprehensive manner. Environment Canterbury has advised that stormwater run-off in this area must be managed in conjunction with the development of the south west area of Christchurch (SWAP). This means that water will need to be detained, for not less than a 2% AEP 60 hour event. This should occur on, or close to, the site, before discharging to the Halswell floodplain area or being reused. This will require a considerable amount of land (estimated to be at least two hectares) being set aside for ephemeral wet pond type storage. Underground storage should be considered, where it can reduce the period in which the wet pond holds surface water.

The ground will need to be surveyed and test bores sunk, to define the treatment area.

Advantage should be taken of the stormwater management requirements to create amenity features. A greenway through the site could act as a stormwater management device as well as a walking and cycling link between the business area and the extension to the domain. This greenway will need to be at least 20m wide to accommodate the various uses and act as an amenity feature. It may also need to incorporate any overflow from Williams Street. Detention/retention ponds could be formed adjacent to the extended domain, in a location best suited to the contours, to further enhance its amenity and recreational value.

The greenway would form part of the circular greenspace/walkway, connecting to the existing domain.

Land to the south east of Block 14

This land would be an appropriate location for an extension to the Prebbleton domain.

Trees

Trees in the car park of the Tavern and the walnut tree should be considered for protection and incorporation in any new development layout.

There are a few trees and shelterbelts in Blocks 13 and 14. A tree survey will be required, as part of the preparation of the ODP, to establish whether there are any trees worthy of retention.

Residential interfaces

Houses should face onto Tosswill Road.

The sections in Prebbleton Central adjacent to Springs Road back onto it and it is likely that future homeowners will want to screen their rear gardens for privacy. The use of hedges, instead of fences, would form a more attractive entrance to the township.

No further residential expansion is planned beyond the north eastern and south eastern boundaries of Blocks 13 and 14, so that this boundary will form the urban/rural interface. Larger sections and a consistent fence and planting treatment will be required to form a sensitive urban edge.

Residential density

The minimum average density requirement for Blocks 13 and 14 should be achieved through a variety of section sizes, with larger sections on the rural boundary and smaller ones closer to the business area.

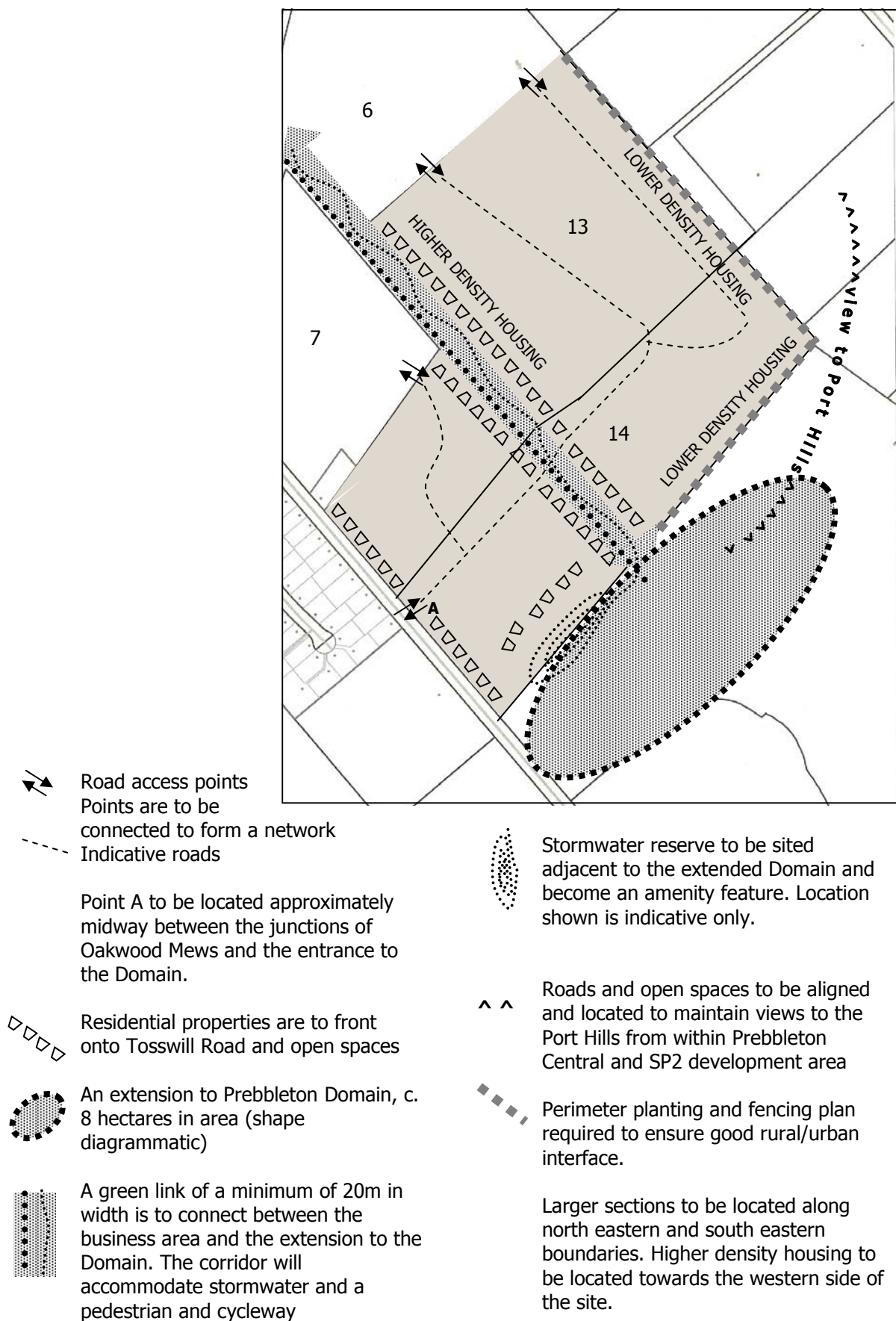
Views

Views to the Port Hills from the site should be retained by aligning roads and open spaces so that a sightline is possible.

Outline Development Plan SP2

The ODP for Blocks 13 and 14 needs to incorporate the above development requirements.

Figure 3. Preliminary outline development plan— SP2



10.3. Sub area C – Land between Blakes Road, Springs Road, Trents Road and Shands Road

10.3.1. Description

The south eastern part of this area includes the older part of Prebbleton, the Meadow Mushrooms site (Block 1), newer subdivisions backing onto Springs Road and a subdivision accessed from Trents Road (Warratah Park, Block 10) which is under construction.

Adjacent to this built-up area is an area of land 23.9 hectares in extent (Blocks 12 and 19) which is proposed for urban development through Proposed Change 1 (SP1 (part) and SP4) and could accommodate 252 houses. The larger Block 12 (18.5 hectares) contains an existing large character house, stables and some mature trees. The site is in three ownerships and a private plan change to the District Plan has been lodged including all three landholdings.



View across part of Block 12

SP4 is a 6.4 hectare block of land fronting onto Trents Road. Trents Road Berry Farm currently occupies the site. This site was included within the urban limit as a result of a submission to the RPS PC1. It is currently zoned as an EDA.

To the north west of the SP1 area is Kingcraft Drive EDA which is outside the urban limit and comprises rural-residential development. There is no vehicular or pedestrian linkage available between Kingcraft Drive and SP1 or SP4.

10.3.2. Issues

Meadow mushrooms site

A number of issues will arise when this site is redeveloped including: access onto Springs Road; the treatment of the Springs Road frontage; incorporation of public open space; pedestrian and vehicular linkage to adjoining sites. Unlike the other large development sites around Prebbleton, this site has no Outline Development Plan to guide its development.

The potential for gaining environmental benefit (such as community uses and preservation of trees) through increasing the development value of the site by supporting an increase in residential density will be explored, in conjunction with the owners.

Development on the Meadow Mushrooms site should face towards Springs Road and not turn its back on it.

Roading

A road needs to run through Block 12 from Blakes Road to connect with Lindsay Drive (Block 10). A connection from this road should be formed to Cairnbrae Drive. A road connection also needs to run from Springs Road, through the Meadow Mushrooms site to connect with this road. There are two potential road connection points from Williams Street. A road connection should be made to Block 12 from one of these, the other can be a pedestrian/cyclist connection only. The road network for Block 12 needs to connect to a road running through Block 19 to Trents Road. The road through Block 19 will need to be aligned to accommodate the existing property on the north eastern side.

The Blakes Road junction should align with the access to Block 5 on the north side of Blakes Road to form a crossroads. The access from Springs Road needs to be towards the north of the block, approximately midway between the Birchs Road and Cairnbrae Drive junctions. The Trents Road access needs to be towards the north western edge of the site, in order to maximise the distance from the Lindsay Drive junction.

Pedestrian/cyclist links

A walkway runs from Edwin Trent Drive to the boundary of the Meadow Mushrooms site. Development on the Meadow Mushrooms site will need to link to this walkway. A link will also be needed between the Meadow Mushrooms site and any adjacent reserve on Block 12 (see below).

The circular greenspace/walkway can run through this area, passing through or alongside new reserves. The intention is to create walking and cycling links from the Nature Reserve through to Blakes Road, using a combination of on and off road pathways through development areas.

Stormwater management

A stormwater reserve is proposed to be created on the south west side of the extension to Cairnbrae Drive. This will be adjacent to the existing house and will enable mature trees to be incorporated in the reserve or to be visible across the reserve. Provision will need to be made for a pedestrian/cyclist link to connect from this reserve to a new road running through the Meadow Mushrooms site, if and when it is redeveloped.

A stormwater reserve will likely be required on Block 19. It will need to be approximately 1000m² in extent and located at the low point towards the centre of the south eastern side of the block.

Wastewater

A link will need to be formed between the sewer services for this development block and Block 11, across Blakes Road.

Open spaces

The existing reserve in William Street should be extended. To meet the target of a playground within a 400 metre radius of every household a passive reserve/childrens' play area of around 2000m² will be required in SP4 and an additional one may be needed in SP1. Such open spaces should be located towards the centre of the development area for maximum accessibility.

A new reserve could be formed around the existing trees close to the Springs Road frontage of the Meadow Mushrooms site.

Trees

There are trees on the SP1 and Meadow Mushrooms sites, which may be worthy of preservation. The Plan Change for SP1 identifies trees to be retained.

Residential interfaces

New residential development should front onto Blakes Road and Trents Road.

Residential density

A range of residential densities should be provided. The highest density development should not be adjacent to existing residential properties. Larger sections should be located adjacent to the EDA area.

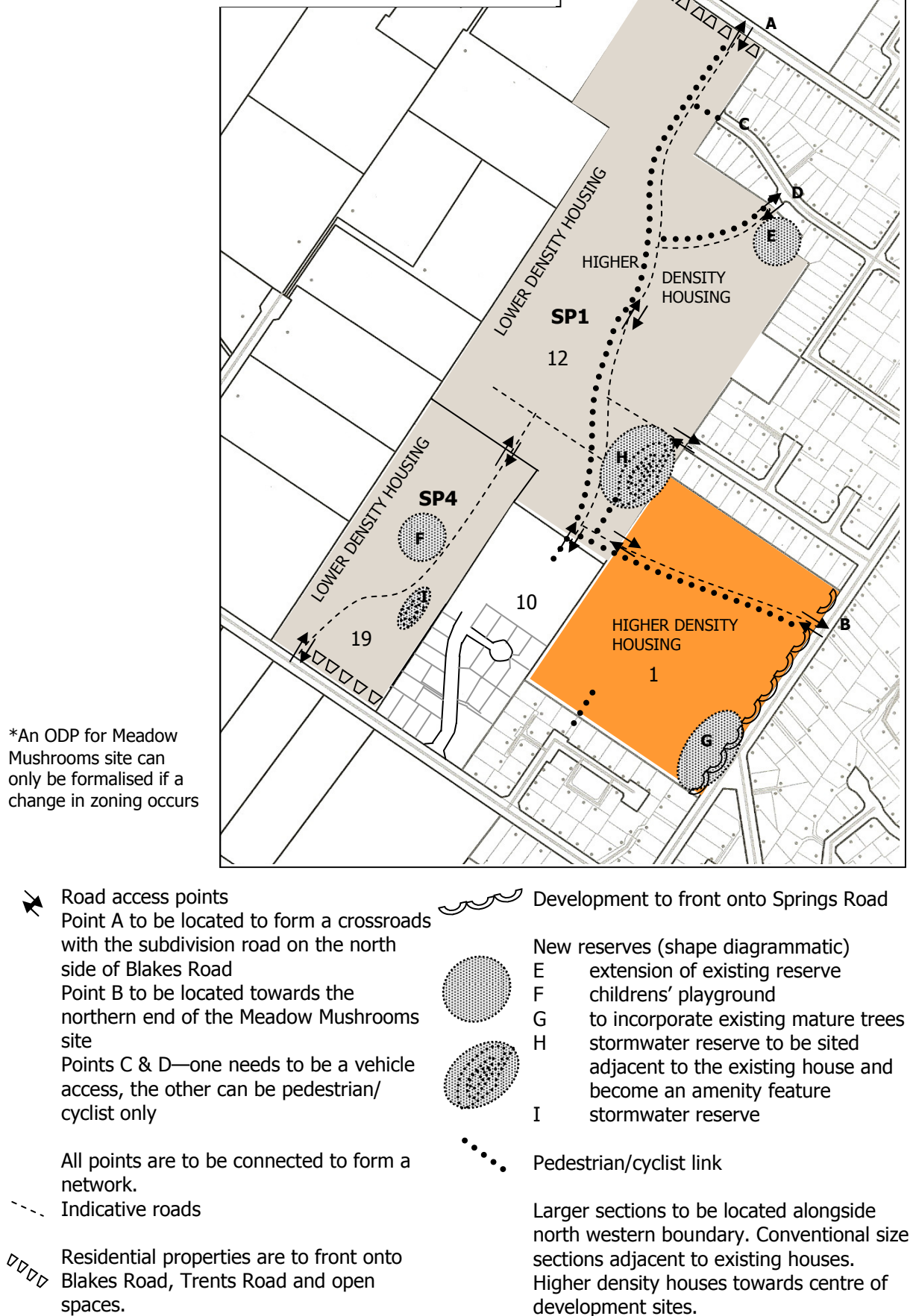
Outline Development Plans

An outline development plan for the SP1 area, excluding the land on the north side of Blakes Road, has been developed by the promoters of the private Plan Change. Some adjustments will be needed in line with the above.

An outline development plan will need to be prepared for the SP4 area. This will need to be integrated with the ODP for SP1.

Both ODP's will need to take account of any existing properties to be retained.

**Figure 4. Preliminary outline development plan
SP1, SP4 and Meadow Mushrooms***



10.4. Sub-area D: Land between Trents Road, Springs Road and Hamptons Road

10.4.1. Description

This sub-area includes some existing older properties along Trents Road and Springs Road. Towards the Hamptons Road end of Springs Road is a property with glasshouses.



View across Prebbleton Nature Park towards block 16

The Prebbleton Nature Park fronts onto Springs Road.

An area of land zoned LX deferred lies between Trents Road and Springs Road. This site has an ODP in Appendix 19 of the SDP, Township Volume. A developer has prepared a scheme plan for the site which is generally in accordance with the ODP, except that there is no provision for road access from Trents Road. A road reserve is included to enable access to land to the north west. A small reserve is to be formed at the end of the cul-de-sac to provide a pedestrian link to Springs Road. A small reserve runs along the front of Springs Road between the subdivision road and the nature park. The subdivision cannot proceed until sewer connections become available. It is intended that the stormwater run-off will be utilised to enhance the north eastern end of the Prebbleton Nature Park.

There are four blocks of land (15, 16, 17 and 18) together totalling 11.14 hectares which are proposed for development through Proposed Change 1 (SP3) and could accommodate around 110 houses.



View of Block 15 from Trents Road

10.4.2. Issues

Roading

A roundabout is to be constructed at the junction of Hamptons Road and Springs Road. This may require a small amount of land acquisition from Block 18. Traffic will increase along Hamptons Road once the Southern Motorway interchange is built near the Shands Road/Marshs Road intersection. Access to Block 18 will need to be through Block 17 and not from Springs Road or Hamptons Road due to the proximity of the junction and the volume of traffic.

Access to Block 17 should be adjacent to the nature park in order to be as far as possible from the junction, to enable a public view across the nature park for all those entering and leaving the subdivision (and not just for the benefit of a few houses backing onto it) and to enable a connection to be made to Block 16.

In order to connect Blocks 16 and 17, further land would need to be included within the urban limit line to allow a road and a strip of development at the north eastern end of the block to the north west of Block 17. Such an amendment (in accordance with Policy 13 of PC1) to the urban limit would need to be sought via a formal process. The four criteria for assessing development outside the urban limit are: (i) The extension will not change the ODP by more than 5%; (ii) The additional land is contiguous with the ODP; (iii) Economies of scale or other efficiencies for infrastructure would arise; and (iv) All other provisions of Policy 8 of Proposed Change 1 to the RPS (ODP's and zone changes) are met.

A road will need to run from Trents Road opposite the junction with Lindsay Drive through Blocks 15 and 16 to connect to the access from Springs Road through Block 17.

As the land to the west has potential for long term development there will be a need to protect corridors for future road connections.

Intensification of use on existing residential sites is possible and is likely to result in more accesses onto Springs Road and Trents Road.

Springs Road corridor

As there are existing properties fronting onto Springs Road, the 'urban' treatment of the road corridor will continue from the junction of Trents Road southwards until the road entrance to Block 9. This treatment will include kerb and channel, footpath and planting beds. Beyond this a 'green' frontage is intended which will combine with the existing green edge on the south east side of the road to form a more rural experience.



Springs Road at south western end of Prebbleton

Stormwater

Stormwater run-off can be channelled into the nature park, providing the base flow is not too great that it compromises the amenity and ecological values of the nature park. Water from Trents Road could flow alongside the spine road through Blocks 15 and 16 and then into the nature park. It might be possible in the future (ten years or more) to consider also directing the Trents Road water race through the site.

Open space

There is the potential for the circular greenspace/walkway to run through this area, from the nature park, alongside a waterway and through to Trents Road. A childrens play area could be located close to the junction of Blocks 9, 15 and 16.

Trees

There may be existing trees and shelterbelts that could be retained. A tree survey will be required, as part of the preparation of the ODP, to establish which trees are worthy of retention.

Residential interfaces

New development will need to interface sensitively with the nature park. Properties on the south west side of the access road from Springs Road will look out over the park. On the north western boundary properties may front or back onto the park. If they back on, then the rear boundaries will need to be softened by planting.

A green edge (tree and shrub planting) of at least 5 metres in width will need to be created along the Springs Road edge of Blocks 17 and 18. Houses will not have direct access onto Springs Road, however, it may be appropriate (due to the depth of Block 17 and to achieve good orientation) to provide an access road adjacent to the green edge.

Residential development will need to front onto Trents Road.

As the land to the north west has potential for long term development the edge of the SP3 area is likely to be a temporary urban edge. Therefore larger sections are not necessary on the rural boundary, but planting and fencing will be needed of a style that creates a sensitive rural edge.

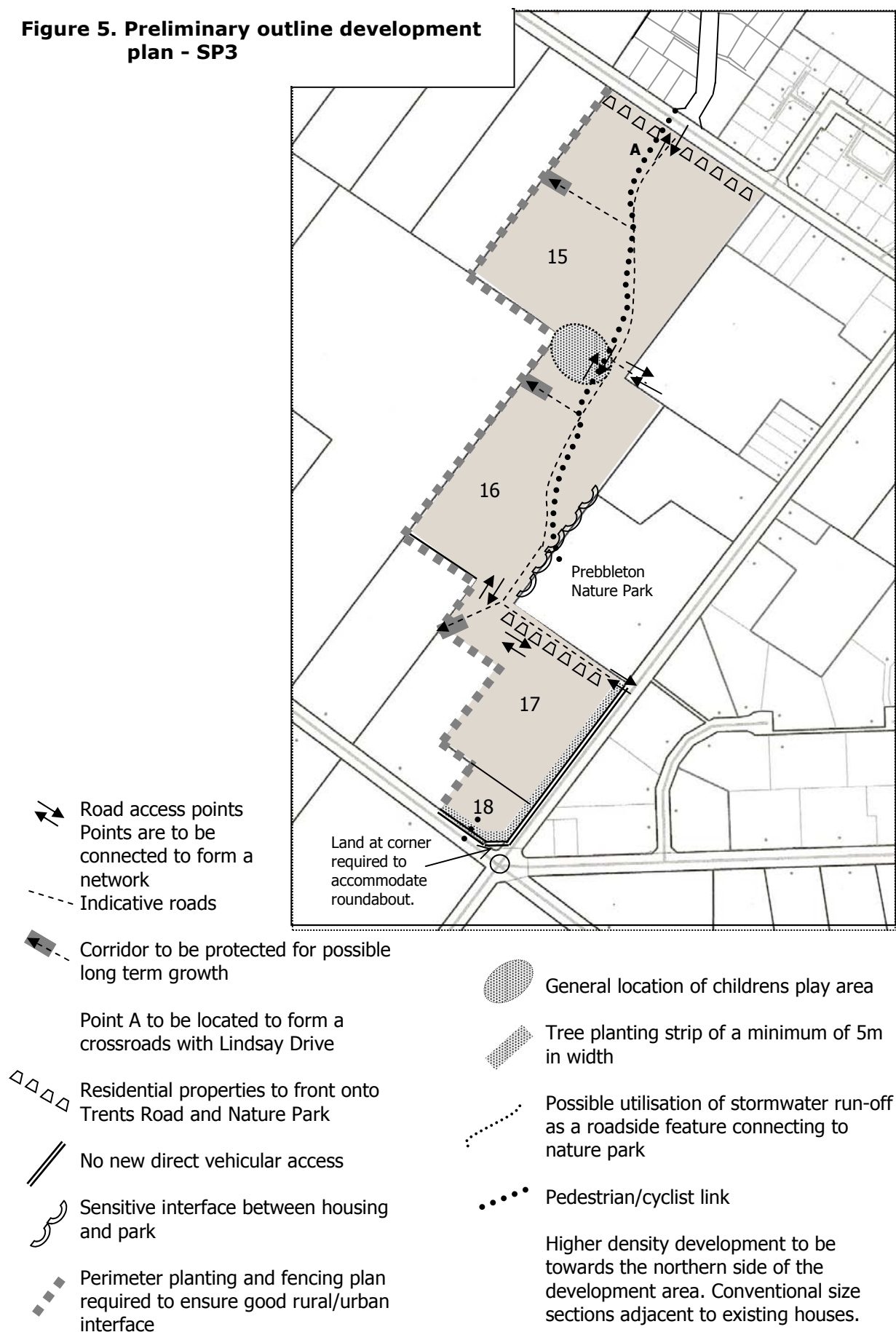
Residential density

A variety of section sizes should be created when Blocks 15—18 are developed. Higher density development should not be located immediately adjacent to existing residential development or the new development on Block 9.

Outline Development Plan SP3

The SP3, ODP area has a number of owners who will need to co-operate in the preparation of a Plan Change to introduce the ODP.

Figure 5. Preliminary outline development plan - SP3



10.5. Sub-area E – Land between Springs Road Tosswill Road and Trices Road

10.5.1. Description

This sub-area includes the Prebbleton Domain, part of the older core of the Prebbleton village and several recent subdivisions and thus there is little opportunity for new development.

The L1A5 Deferred site on the corner of Birchs Road and Birchwood Close (Block 2), currently occupied by a plant nursery has special District Plan provisions to allow it to be developed for higher density housing. Alternatively the zoning allows for conventional subdivision.

At the corner of Tosswill Road and Trices Road is an area of land 15.26 hectares in extent zoned L1A deferred (Block 8). It could accommodate around 50 sections at the minimum average section size of 2000m². The land is in multiple ownership and there are a number of existing residences, some of them quite substantial. It has an ODP in Appendix 19 of the SDP, Township Volume, which includes an indicative roading layout and pedestrian linkages. No vehicle access is permitted onto Trices Road apart from one road access. A corner splay will be required on the Tosswill Road/Trices Road corner.



Tosswill Road near junction with Trices Road

A water race runs through this area, which has been enhanced to become a feature of new subdivisions elsewhere along its route.

10.5.2. Issues

L1A Deferred Area

The co-ordinated intensification of development in this area will be difficult due to the number of owners and the existing properties. It is important that owners work together to achieve a comprehensive development proposal which is acceptable to all. Developing each land parcel separately to a higher density than the current zoning, will not be encouraged.

The way in which the residential development interfaces with both Tosswill Road and Trices Road needs to be considered.

The potential for enhancing the water race running through this area to become a feature of the subdivision will need to be considered when a private plan change and Outline Development Plan are formulated.

The density of development could be increased away from the Tosswill Road and Trices Road frontage of this block, especially close to the domain.

The rezoning of this land for higher density development would enable further design requirements to be added to the ODP, included in Appendix 19 of the SDP, Township Volume.

Intensification of use in existing large lot subdivisions

There has been some desire expressed to further subdivide allotments in the Stonebridge Way subdivision (currently 2000m² minimum). Such desires may also exist in the L2A area (currently 5000m² minimum). Resubdividing existing residential sections is extremely problematic, both in terms of efficient infrastructure provision and because existing owners have differing aspirations. It is not a priority for SDC to pursue the possibility of intensification in this area.

11. IMPLEMENTING THE STRUCTURE PLAN

11.1. Addressing the issues

The issues raised in chapters 7 and 8 are intended to be addressed as indicated in Table 8. The structure plan will be implemented by Selwyn District Council, land and property owners, developers and other stakeholders. The SDC will carry out capital works and provide community facilities and services in accordance with Asset and Community Management Plans and the Long Term Council Community Plan.

Table 8: Addressing the issues

Para. no.	Issue	Addressed by
7.1.a.	Restriction of space for the enhancement of Springs Road between Birchs and Hamptons Road	Working within the available space. Tree planting along private property frontages.
7.1.b.	Difficulty of turning into Springs Road from side roads	Diverting through traffic away from Springs Road. Limiting additional accesses.
7.2.	Current lack of sewer connections	ESSS
7.3.	Adjacent developers need to cooperate to develop combined stormwater management systems	ODP
7.4.	Potential growth may require increase in water supply capacity	AcMP
8.1.	Maintaining village character as township grows	See Table 7
8.2.a.	Creating a sensitive urban edge	ODP's
8.2.b.	Avoiding reverse sensitivity at the rural/urban boundary	ODP's
8.3.	Safeguarding the separation of Prebbleton from Christchurch	No intensification of development to the north east
8.4.	Ensuring higher density housing is compatible with other development	ODP's
8.5.	Potential for and impact of, rural-residential development	Co-ordinate Prebbleton Structure Plan and rural residential study
8.6.a.	Identifying 8 hectares of land for expansion of the Domain	North side of Tosswill Road
8.6.b.	Potential for a circular walking route	To be included in ODP's for proposed development areas, see Figure 6 below.

Continued overleaf >>

Para. no.	Issue	Addressed by
8.8.	Creating and extending walking and cycling networks	ODP's
8.9.	'Old style' streets detracting from residential amenity.	SDC upgrading streets as old infrastructure becomes unserviceable
8.10.a	Providing an alternative route for the rail trail through the township	Through Prebbleton Central, Domain and L1A deferred development area.
8.10.b.	Providing parking facilities for rail trail users	In expanded business zone
8.11.	Achieving a rational and attractive layout and design for the existing and expanded commercial area	SDC working with landowners
8.12.	Capitalising on the opportunities presented by the eventual vacation of the Meadow Mushrooms site	SDC working with owners
8.13.	Establishing need for and potential location of, additional community facilities	Community Hall Toilets

11.2. Potential changes to the Selwyn District Plan

A major step towards the implementation of the Structure Plan will be the making of changes to the Selwyn District Plan as follows:

11.2.1. Strategic Planning Framework

A Council initiated Plan Change (Plan Change 21) will be pursued to facilitate a more integrated approach to, and a good quality outcome of, residential development within the Urban Limit of Prebbleton. It will encompass the following changes: rezoning the SP1, SP2, SP3 and SP4 development areas introduced through the RPS PC1; providing for medium density developments (small lot subdivision and comprehensive housing developments) and aligning the subdivision provisions for Prebbleton with those being advanced for Lincoln and Rolleston through Plan Change 7.

11.2.2. Protection of trees

It may be necessary to add further trees to the list of heritage trees.

11.2.3. Protection of heritage items

There may be a need to add further buildings to the Heritage Buildings Schedule of the SDP. This can be pursued in consultation with the community, building owners, NZHPT and other stakeholders.

11.2.4. Outline Development Plans

Outline Development Plans for each of the new development areas will need to be formalised through a change to the District Plan. Care must be taken to ensure that the form of ODP's is such that an appropriate balance of flexibility and certainty is achieved and they retain their integrity as development proceeds. Council will provide assistance and expertise to land owners/developers formulating ODP's. It may be possible to incorporate some of these through Plan Change 21.

Table 9. Future Outline Development Plans

Block no. See Map 6	Location	Status
1	Meadow Mushrooms, Springs Road	Possible only if intensification of zoning sought
8	Corner of Tosswill Road and Trices Road	Existing, but could be revised if intensification of zoning sought
11	North east side of Blakes Road	Required- Plan Change necessary
12	SP1 South of Blakes Road	Required- Plan Change notified
13 & 14	North east side of Tosswill Road	Required- Plan Change necessary
15, 16 17 & 18	Between Trents Road and Hamptons Road	Required- Plan Change necessary
19	North of Trents Road	Required- Plan Change necessary

11.2.5. Higher density housing

Consideration needs to be given to whether any provision should be made for higher density housing near the township centre.

11.2.6. Increasing density of residential zones

It may be appropriate to consider changes to the SDP to allow for an increase in residential zoning on the Meadow Mushrooms site and the land between Tosswill Road and Trices Road zoned L1A deferred. Council may provide assistance and expertise to land owners/developers formulating Plan Changes for either of these two sites.

11.2.7. Safeguarding gap between Christchurch and Prebbleton

Existing zoning needs to be upheld and it may be appropriate to consider additional controls or design guidance to ensure that the rural belt remains rural in character.

11.3. Circular walking and cycling route

The indicative roads, walkways and open spaces included in the ODP's for the SP1, SP2 and SP3 development sites combine with existing routes and open spaces to enable a circular walking and cycling route around Prebbleton, as indicated below. The main circuit will cover a distance of 5.4 kms and the Aberdeen Road circuit adds an extra 2.5 kilometres.

Figure 6. Future walking and cycling route around Prebbleton

