
Selwyn District Council
IZONE SOUTHERN BUSINESS HUB



Proposed Plan Change 10
Outline Development Plan
Background Report

Final - 28 October 2009



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1. Introduction

1.1	Background	5
1.2	Purpose and Structure of this Document	5
1.3	Previous Work and Current Scope	7

2. Analysis

2.1	Rolleston Context	9
2.2	Existing and Proposed Zoning	11
2.3	Land Ownership	13
2.4	Preliminary Urban Design Analysis	15

3. Concept

3.1	The Concept Plan	17
3.2	Land Use	17
3.3	Road and Block Pattern	17
3.4	Connectivity With Surrounding Network	17
3.5	Road Hierarchy and Road Treatments	19
3.6	The Precinct Concept	19
3.7	Amenity Hubs	19
3.8	Transport Options and Walkability	21
3.9	Stormwater Management	25
3.10	Interface Treatment and Rural Character	27
3.11	Hoskyns Road Frontage	27
3.12	Identity	27
3.13	Infrastructure	27
3.14	Staging and Co-ordination	27

4. Summary and Conclusion

29

Appendix - Evaluation against the NZ Urban Design Protocol

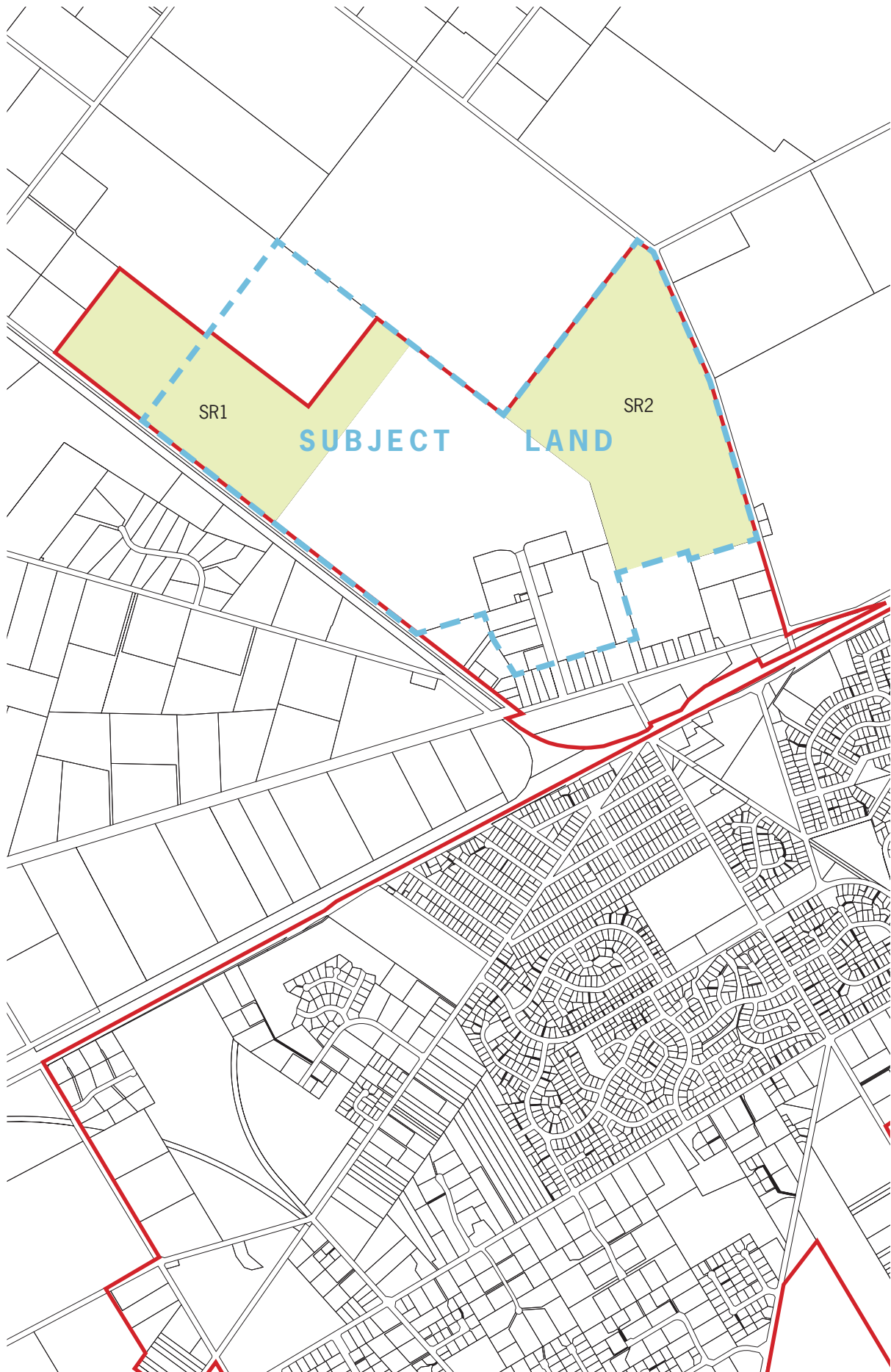


Figure 1 Location of SR2, SR1, existing Izone and Plan Change Area

1.0 Introduction

1.1 Background

Selwyn District Council is actively planning for the growth of Rolleston, Canterbury such that it becomes the major city of the district. Growth is envisaged from its present population of around 7000 people, to a population of 20,000 within 35 years, and ultimately 50,000 people could live within its proposed urban limits.

As it grows, Rolleston is establishing an attractive residential character, supported by some local business and retail activity. However there is limited vacant land within the existing township zoned for business activity, potentially making it difficult to offer the opportunity to live, work and shop within Rolleston, without the need to drive into Christchurch.

Izone Southern Business Hub is a business and industrial park on the northern side of Rolleston. Located in an expansive area of flat undeveloped land, and with easy access to the South Island's major highway and railway corridors, Izone is in a very strategic location for business and industrial activity, and has experienced a very good take-up rate since its original design in 2001.

As such, the owners of Izone, Selwyn District Council, are actively planning for its expansion.

1.2 Purpose and Structure of this Document

Proposed Change 1 to the Regional Policy Statement for Canterbury identifies and maps a series of Greenfield residential and business growth areas. Two of the latter include Area SR2, located immediately to the northeast of existing Izone, and Area SR1 located immediately to the northwest.

This report forms a background document to Selwyn District Council Proposed Plan Change 10 which will create a modified Business 2 zone (to be known as Business 2A) applied over the existing Izone, Area SR2, part of Area SR1, and another area of land which was

formerly part of Tunlaw Farm, as shown on Figure 1.

The Izone Planning Group has made submissions to Proposed Change 1 that include recognition that the change in the Tunlaw Farm boundary should be recognised in a modified urban limit line. This has been recommended for acceptance by the officer reporting on the submissions, which were heard in July 2009.

Policy 8 of Proposed Change 1 requires that when it is proposed to amend a District Plan to provide for urban activities, an *Outline Development Plan* shall be prepared, and then sets down requirements for it.

Policy 7 is of particular relevance to the content of an *Outline Development Plan*. This policy identifies a series of design matters to be provided for when preparing any urban development, in addition to identifying that the principles of the Urban Design Protocol (Ministry for the Environment, 2005) shall be observed.

Methods 7.1 and 7.2 note that :

"Territorial authorities and developers will apply the Urban Design Protocol (Ministry for the Environment, 2005).

Territorial authorities will ensure that Outline Development Plans are completed in accordance with Policies 7 and 8 for inclusion in the district plans."

This background report and its associated graphics canvass all those matters required to be considered and reported on under these policies. The policies are not reproduced as a whole here, but where necessary the document refers back to and quotes the relevant policy clause. Where necessary, reporting is also cross-referenced to the reports of other specialists in matters such as traffic, infrastructure and stormwater management.

Policy 8 (a) requires that an Outline Development Plan shall:

Be prepared as a single plan for the whole area or in accordance with a comprehensive plan such as a District Development Strategy, an Area Plan or a Structure Plan which includes the whole of the relevant Greenfield Area...



Figure 2 Concept Plan for Amenity Hub and photos of existing Amenity Hub (2008)

This *Outline Development Plan Background Report* provides a single plan for the whole of Areas SR2, SR1 (modified as noted previously) and the original Izone development.

In terms of accordance with higher level plans, the *Greater Christchurch Urban Development Strategy and Action Plan (UDS)* report states that Izone is the main employment area for Selwyn District, and supports Rolleston becoming its major town. The Strategy provides for key approaches to be taken, such as access to transport and protection from incompatible activities, which strongly favours Rolleston as a growth node. It notes that Area Plans for Rolleston will be produced to outline in more detail the intended pattern of future business growth.

The *Draft Rolleston Structure Plan* has recently been notified for public submissions. The Structure Plan clearly recognises an expanded Izone in the future city. Where necessary the *Outline Development Plan Background Report* draws from this document, and the concepts herein have also been prepared to be consistent with it.

The existing business zoning for the town does not provide enough land for the business facilities that would be expected of a city of 20,000 or more. The *Draft Rolleston Structure Plan* postulates that a much-expanded Izone area will provide almost all the additional land for business, with a preferred structural option identifying the existing amenity hub in Izone (refer below) as one of a series of neighbourhood centres that would support the future enlarged town.

In accordance with Policy 8(k), which requires that an *Outline Development Plan* shall: “include any other information which is relevant to an understanding of the development and its proposed zoning”, Section 2 provides context, urban design analysis, and the planning context, all of which have informed the preparation of the concepts for expansion of Izone over the past two years or so.

The concepts and their rationale as applied to the new Plan Change area are then described in Section 3.

The concepts have also been prepared to be consistent with the non-statutory Urban Design Protocol. For completeness, Appendix 1 provides a summary assessment of the concepts against the principles of the Protocol, under its “seven Cs” of good urban design.

1.3 Previous Work and Current Scope

Harrison Grierson has provided urban design services in relation to the Izone Southern Business Hub periodically since preparing the original master plan for Izone in 2001. That master plan was the basis upon which a variation to the Proposed District Plan was prepared to re-zone the existing Izone land to its existing Business 2 zoning.

During the realization of the first stages of development Harrison Grierson also provided, in 2006, design concepts for the “Amenity Hub”, and linkages to it, which has now been established in the existing Business Park, refer Figure 2. As noted, this hub area is now recognized as a future “Neighbourhood Centre” in the *Draft Rolleston Structure Plan*.

In 2007 Harrison Grierson was first engaged to provide a concept plan design and associated advice from an urban design perspective on the possible direction, scale and content of a long term extended business park concept. These concepts have been further refined several times over the last two years. They have been used, among other things, in evidence supporting a submission by the Izone Planning Group to Proposed Change 1.

In early 2008 Selwyn District Council engaged Harrison Grierson to prepare the “Outline Development Plan” for Area SR2. The outcome of the work was a report that was included as an appendix to the Proposed Plan Change 5 documentation notified in 2008, which saw that land rezoned to Business 2.

In December 2008 Harrison Grierson provided a report on submissions to Proposed Plan Change 5 related to urban design and visual impact matters, and attended the hearing. Decisions were released in March and not appealed, so Plan Change 5 is now part of the Operative District Plan.



- | | | |
|----------------------|--------------------------------|-----------------------------|
| 1 Police Station | 9. Rugby Field | 18. Cafe / Bar |
| 2. Railway Platform | 10. Football Field | 19. Tennis & Netball Courts |
| 3. Petrol Station | 11. Community Centre & Library | 20. Playground |
| 4. Vet Clinic | 12. Supermarket & Shopping | 21. Selwyn District Council |
| 5. Fire Station | 13. Primary School | — Railway Line |
| 6. Dairy & Post Shop | 14. Pre School | — State Highway 1 |
| 7. Medical Centre | 15. Toilets | — Central Reserve Area |
| 8. Church & Plunket | 16. Play Centre | |
| | 17. Tavern | |

Figure 3 Location of Rolleston Facilities

2.0 Analysis

2.1 Rolleston Context

Rolleston has a population of approximately 7000 people. Its principal existing facilities are shown on Figure 3.

Most of the town is located south of State Highway 1, where the township's businesses include: a supermarket and shopping centre; a dairy and post shop; a petrol station; a medical centre, and; a vet clinic. Its community facilities include: a police station; a fire station; a community centre and library; a combined church and plunket; a play centre, and; a primary school, and; the recently-completed Selwyn District Council buildings.

Rolleston township includes a retail centre that comprises a collection of local stores and the supermarket.

Residential development in Rolleston is conventional single-storey housing on attractively landscaped cul-de-sac development. Each new subdivision tends to have a unique and attractive entry feature and often unique forms of street lighting and footpath treatments.

Along the edge of State Highway 1 is a significant planted bund protecting the residential development behind it from noise from the State Highway.

Urbanised land to the north consists mostly of industrial development. New development is taking place predominantly in Izone. A new Business 2 subdivision is also under construction south of Jones Road. It will be called "Selwyn Business Park" and will comprise lots of between 600 and 3000m².

Amenity in Izone itself is reasonably high through a deliberate decision to maintain good amenity to the streets and site frontages.

The surrounding rural landscape is a mixture of tidy and untidy features on very flat land that continues for significant distances around the Izone site. Because of this ongoing flatness, there are relatively few views of Izone from the surrounding district. Landholdings

and blocks are often bordered by hedgerows which are typically well established, and typically range from six to eight metres in height. Orchards, a vineyard, low-density rural-residential neighbourhoods, and various types of farming occur in the area around Rolleston.

The area as a whole has an amenity value provided by the openness of the landscape and expansive views of sky, a general lack of built development, and the boldness and strong linearity of the hedgerows that characterise the area. The perceived level of amenity increases slightly with distance from Rolleston.

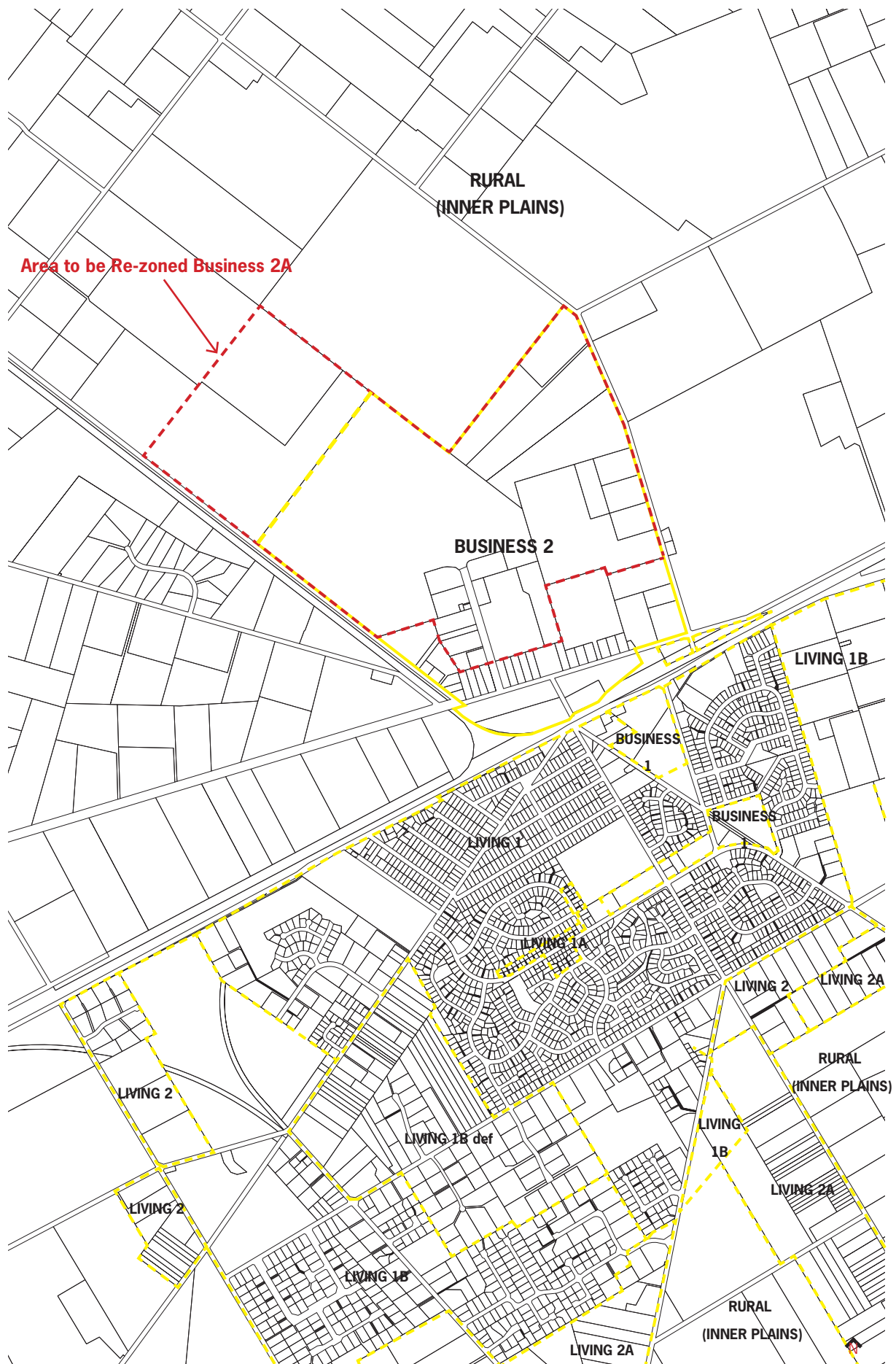


Figure 4 Rolleston Current Zoning

2.2 Existing and Proposed Zoning

The existing zoning pattern is shown on Figure 4.

The existing lzone has been zoned Business 2 since 2002, and is largely developed. Area SR2 was rezoned to Business 2 zone through Plan Change 5 to the Selwyn District Plan in accordance with an Outline Development Plan produced in June 2008. The remainder of the land to which the new Business 2A zoning will be applied, is zoned Rural.

The Selwyn District Plan encourages expansion of the Business 2 zone at Rolleston, north of State Highway 1. Existing policies within the District Plan encourage development adjacent to existing development and in such a way as to achieve a compact township shape. Compact zones are encouraged in preference to long strips of development.

The District Plan includes as Appendices 22 and 33 drawings entitled “Outline Development Plan” for the existing lzone Business 2 area and the Area SR2 expansion area. As part of the Proposed Plan Change these will be replaced by one Outline Development Plan, derived from the contents of this report, and other inputs, and updating and consolidating the existing plans to reflect current design thinking.

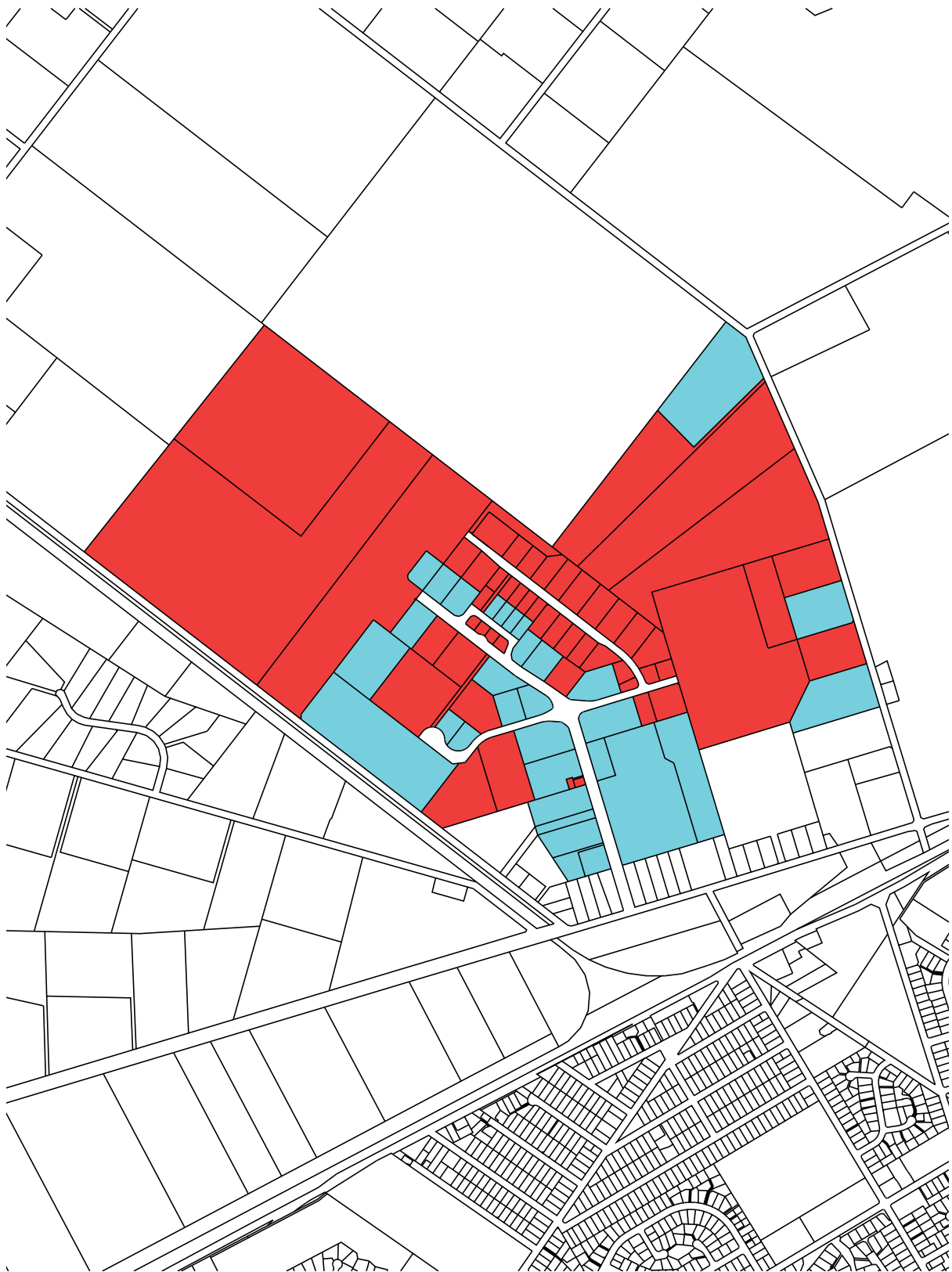
The principal development controls that will effect built form and site development at the expanded lzone Business 2A zoned area may be summarised as follows:

- Height: 15m for buildings, 25m for structures (the Proposed Plan Change introduces a restricted discretionary activity status for buildings between 15m and 20m in height);
- The existing shelterbelt along Railway Road will be protected from removal and a resource consent process applied to the creation of any gaps. In addition, a new shelterbelt will be required to be established on the opposite side of Railway Road;
- Measures to consider reflectivity for taller buildings have been introduced;
- Recession planes: recession planes apply on the boundary with the Rural zone (under the Proposed Plan Change they will no longer apply

on internal boundaries);

- Setbacks: 10m from road boundaries, 10m from most Rural zone boundaries (additional restrictions in some areas);
- Quite specific requirements for soft landscaping will continue to apply which refer to Appendix 21, which provides specific planting requirements and species schedules for lzone (and the Proposed Plan Change includes some modifications to these);
- The area between the principal building and the Rural zone and Railway Road boundaries shall, in effect, be maintained in accordance with the existing shelter belts, and achieve 6.5m height, 2.5m minimum width, and comprise a species list which will be expanded under the Plan Change from macrocarpa, Leyland cypress, or radiata pine, to include totara and kahikatea as options;
- All new roads require a 3m landscaping strip made up of species selected from Appendix 21 and disposed according to the rule. The Proposed Plan Change introduces modifications to this rule for clarity.

Roads are also required to include street landscaping, with a similar species palette to the front yard areas. The Proposed Plan Change introduces modifications to improve the application of these rules.



- Land Owned or Controlled by SDC (includes land where Sale and Purchase Agreement applies)
- Land Owned by Others

Figure 5 Land Ownership within Plan Change Area

2.3 Land Ownership

The land to which the Proposed Plan Change to Business 2A zone applies comprises a total of 181.4 hectares. Of this, 135.9 hectares is owned or controlled by Selwyn District Council (at 9 June 2009), as shown in Figure 5.

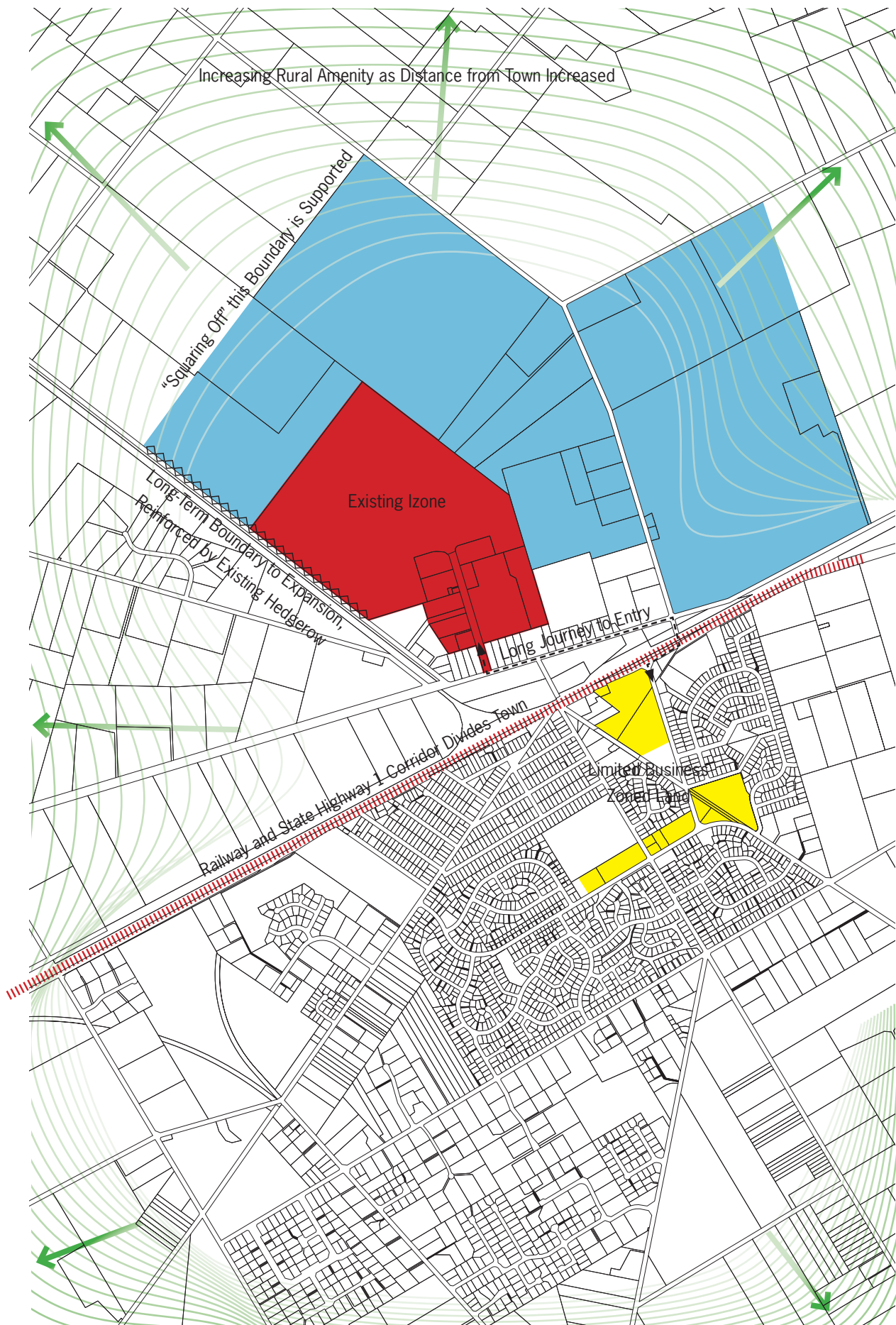


Figure 6 Preliminary Urban Design Analysis

2.4 Preliminary Urban Design Analysis

A preliminary urban design assessment was completed in September 2007 as part of the earlier study looking at the possible directions and extent of an expanded Izone long term. This informal study helped to define the issues, opportunities and constraints that have guided the design of the Concept Plan shown later.

The findings of the analysis are summarised below and illustrated graphically in Figure 6. The principal study area is shown in blue.

- Existing business and commercial land south of State Highway 1 is mostly developed - i.e. there is limited opportunity at present for more business and commercial uses to establish in other parts of Rolleston township.
- State Highway 1 and the adjacent railway corridor are a positive attribute to have located close to a major business park, but act as a barrier between the north (business) and south (living) parts of Rolleston, with only one crossing opportunity, at the existing intersection with Hoskyns Road. Centering long term growth based on proximity to this intersection would allow more efficient connection between the two sides of Rolleston. There are a number of roading improvements planned for the corridor and intersection that will include a new grade separated link direct from Hoskyns Road to Rolleston Drive.
- Apart from Izone, Business 2 development so far has occurred haphazardly and does not present an attractive appearance to users of State Highway 1 or from Rolleston township. Extending Izone to front along Hoskyns Road (i.e. visible from the State Highway) will achieve higher amenity and a better “first impression” for the town.
- The land in the possible expansion area has no “significant cultural, and historic or heritage features and values” (Policy 8(e)).
- The use of dense hedgerows is common in the surrounding rural landscape as edges of development land. These rows, as well as larger rows of trees create axes along the very flat rural land, giving it a strong character, and they can form effective visual screens.
- Railway Road, and its substantial existing hedgerow, should be seen as the long-term southwestern boundary of the business-zoned area (because the presence of the railway line and fragmented ownership beyond this prevent expansion).
- It was noted that part of existing SR1 was not sensible for development – being very far removed from the town - and the assumed “squaring off” via the Tunlaw Farm “swap” was endorsed.
- In summary, the early analysis confirmed Area SR2 as an appropriate next area into which to expand, with SR1 to follow, and identified the need longer term to plan for Hoskyns Road to be integrated as a key road within Izone (rather than acting as a barrier between its western and possible future eastern sides). Interfaces would need to be planned to provide attractive screening for the Rural land to the northwest, and to Railway Road, but conversely to promote an attractive high amenity frontage to key roads, particularly Hoskyns Road.

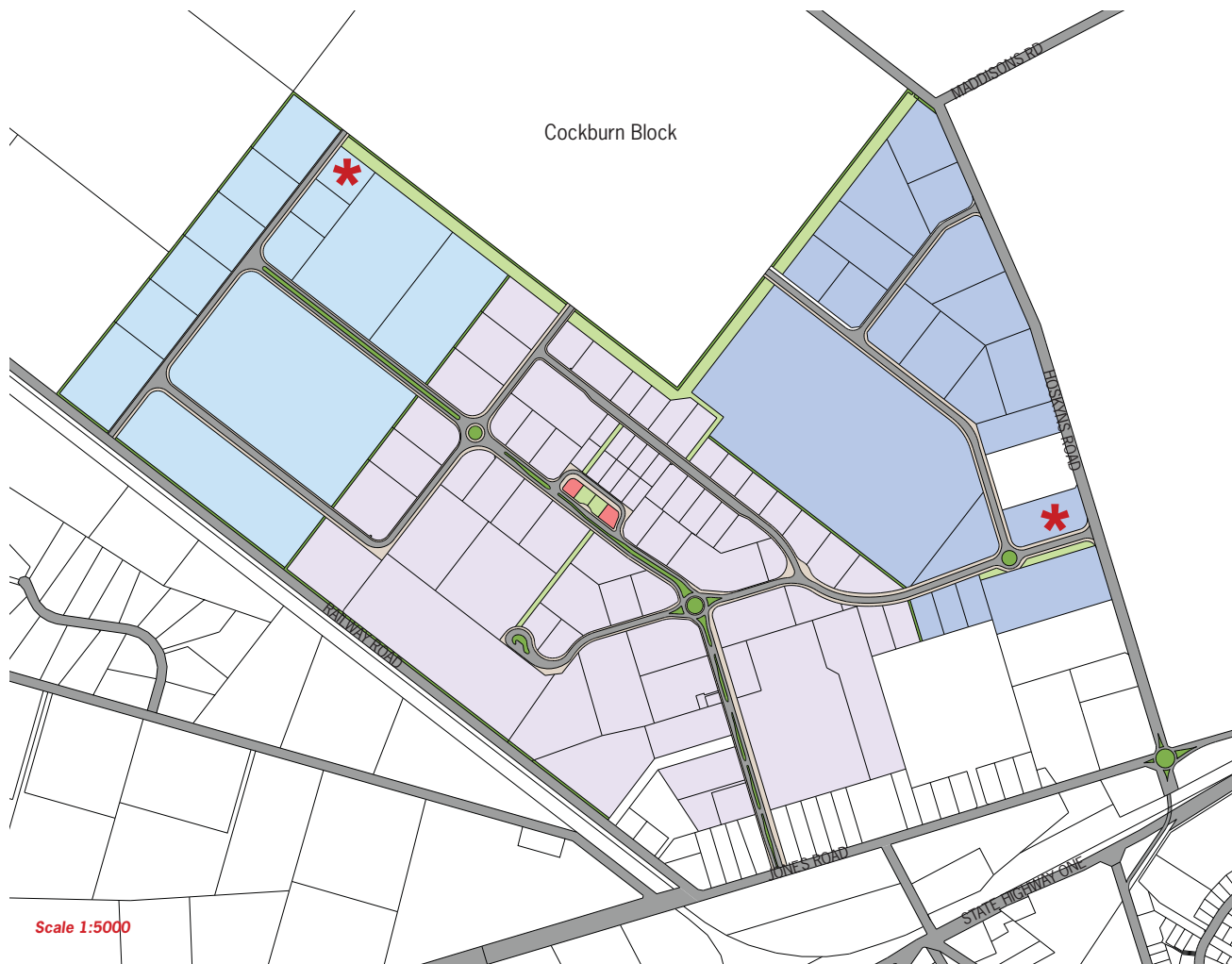


Figure 7 Concept Plan for Future Expansion

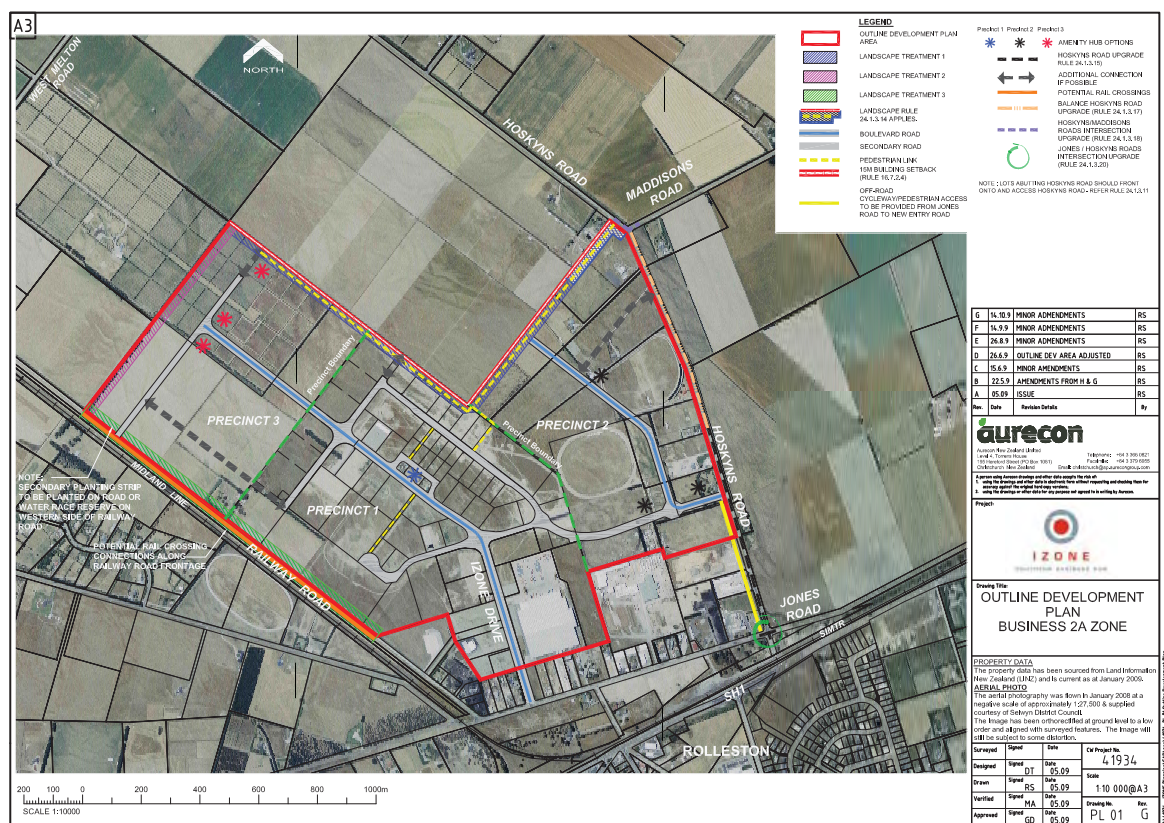


Figure 8 Outline Development Plan

3.0 Concept

3.1 The Concept Plan

Figure 7 is the current Concept Plan and shows relevant features as set down in Policy 8(c) of Proposed Change 1. It includes existing built or consented lots in Precinct 1 (Existing Izone) and current thinking on a possible lot pattern for Precinct 2 (Area SR2) and Precinct 3 (the northwestern Railway Road area).

Figure 8 shows the “Outline Development Plan” which has been derived from the Concept Plan for use directly in the Proposed Plan Change. Thus it provides some flexibility for alternative solutions from those in the Concept Plan, while still adhering to its basic principles.

The sections below provide further discussion of the Concept Plan, Outline Development Plan, and evaluation in the light of relevant Proposed Change 1 policies, together with further graphical elaboration of the design concept.

3.2 Land Use

The *Draft Rolleston Structure Plan* recognises an expanded Izone as the key location for business land in the expanded Rolleston. Based on typical employment density, the ultimately expanded Izone is expected to provide for at least 6000 jobs.

The only land use proposed is business and industrial use consistent with the proposed Business 2A zone. No land is proposed to be specifically set aside for other uses, except that the recreation and amenity needs of the workers will be fulfilled by the existing amenity hub in Izone, and longer term by amenity hub facilities provided in Precincts 2 and 3, and supplemented by the recreational “parkway” network. Please refer to the discussion below in respect of the function and nature of Precincts, Amenity Hubs and Parkways.

3.3 Road and Block Pattern

The roads shown on the Outline Development Plan

indicate the minimum extent of key roads proposed for the expanded Izone, and locations of “additional connections if possible”. The Concept Plan illustrates a scenario whereby these additional connections are developed. Flexibility in lot size to meet buyer needs is very important in the design of Business Parks. Therefore, further roads in addition to those shown may be required to service lots according to buyer needs while avoiding rear lots.

It should be noted that the lot pattern shown on the Concept Plan for Precincts 2 and 3 is highly illustrative. It demonstrates the range of lot sizes that the block pattern could typically enable. The block and road structure has been designed following a simple grid pattern appropriate and functional for business and industrial use. The grid structure allows lots to be sized according to client needs, with an expected range of anything between 2000m² and three hectares or more, depending on market demand. Recent experience has suggested that very large parcels are likely to be popular (thus the large parcels shown in Precincts 2 and 3 compared with the existing developed area).

It is proposed that lots with boundaries to Hoskyns Road will front onto and access Hoskyns Road, as noted on the Outline Development Plan. This concept was previously embodied in the District Plan through Plan Change 5. Corner lots with boundaries to Hoskyns Road and internal roads, could access either frontage.

3.4 Connectivity With Surrounding Network

The layout has been developed to provide good road connection and integration with the surrounding road network and adjoining land.

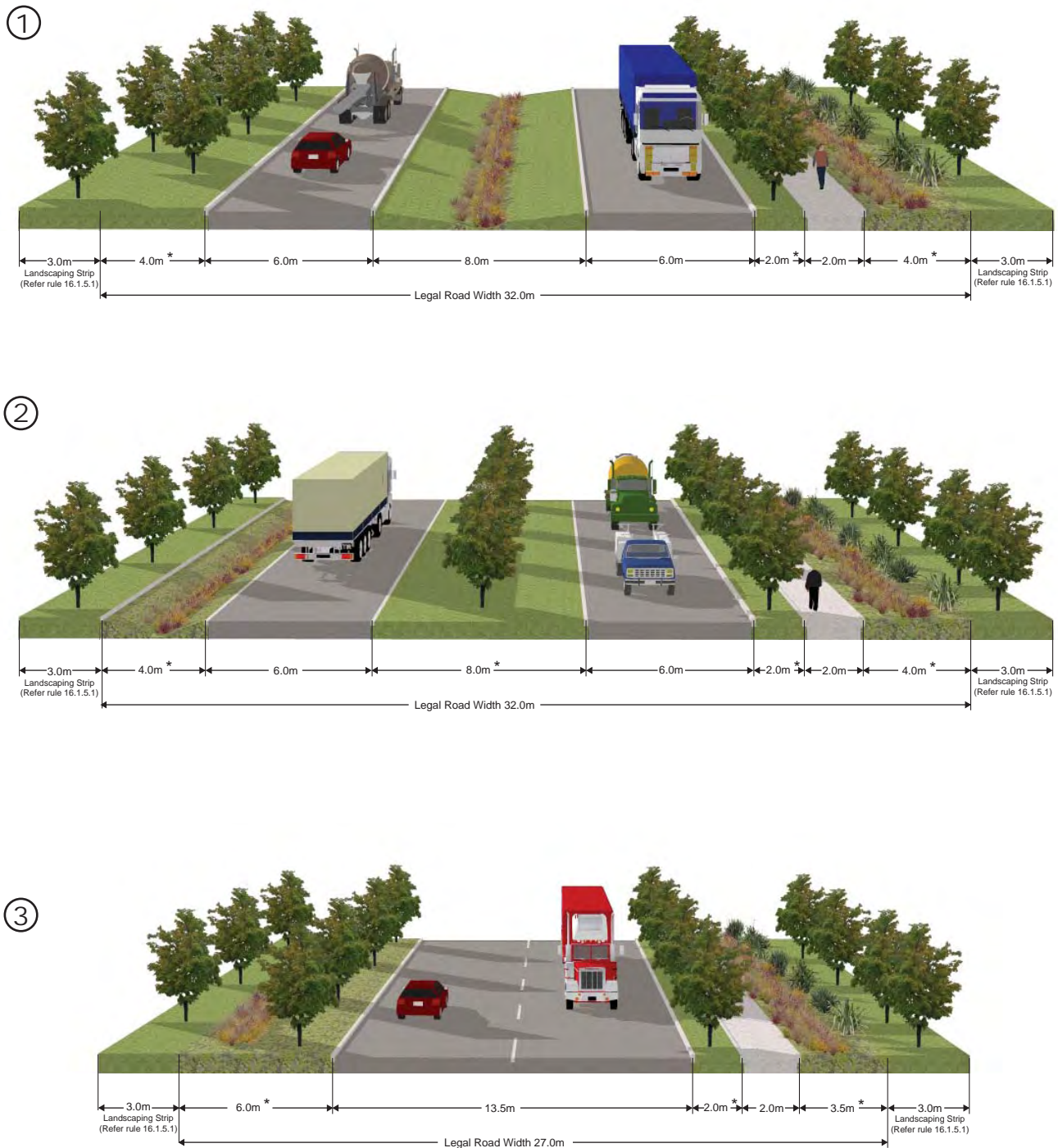
In addition to the existing connection of Izone Drive to Jones Road, a definite connection to the adjoining road network is proposed on the Outline Development Plan at Hoskyns Road, with possible additional connections at Railway Road and Hoskyns Road (these are shown as realized on the Concept Plan).

The connections to Hoskyns Road are shown as T intersections initially. Connection into the land to the east is possible longer term. The southernmost

APPENDIX 33 Cont.

Recommended Road Cross Sections for the Business 2 Zone (Hoskyns Road North) Rolleston (Refer Rule 24.1.3.11) - Boulevard Roads

Boulevard Road Options:



* = includes planting strip planting (Refer Rule 24.1.3.12)

Figure 9 Boulevard Road Cross Sections from Plan Change 5

intersection with Hoskyns Road is seen as an important future location to establish an identity for Izone, if expansion continues east longer term. Once that occurs, the intersection may be suitable for further development with iconic sculptural features.

Whether the possible connection at Railway Road is implemented will depend in part on whether any arrangements are made to create rail sidings from the Midland Line into the sites along Railway Road. If to achieve this a section of Railway Road must be closed, then the Railway Road connection would be required (i.e. to divert Railway Road traffic through Izone. If not, the connection may or may not be made, depending on the subdivision pattern in the area.

Two road connections are proposed to link to the land to the northwest of Precinct 2 and northeast of Precinct 3, which is known as the Cockburn Block, with a third possible connection from Precinct 1 into the Block.

Roading matters are covered in detail in the report by Traffic Design Group.

3.5 Road Hierarchy and Road Treatments

The existing Izone development is particularly characterised by the boulevard treatment of Izone Drive, and its distinctive roundabout. However, like in Precinct 1, it is envisaged that at detail level there will be several variations to the boulevard cross section.

Pedestrians are well catered for on boulevards and secondary roads alike, with a wide pedestrian pathway and wide planted outer berms in both cases. This is to make walking more pleasant by providing shade and by separating pedestrians from noise from, and proximity to, heavy vehicles on the roadway. Typical road cross sections were developed in 2008 and have already been carried forward to the District Plan through Plan Change 5, as shown in Figures 9 and 10. It is proposed to continue to apply these as the basis for the approach under the new Plan Change.

There are three recommended “boulevard” cross sections. Options 1 and 2 were the first to be developed and they vary mainly in terms of where any stormwater treatment might take place (in the centre, or at the side).

The third option was introduced to recognise that there will be situations where a central median, while providing a high degree of legibility, is inconsistent with the need to access properties. It is anticipated that the third cross section would be used where there were more, smaller lots, while the central median options would be suitable where there are larger lots (i.e. fewer crossing points which might require a break in the median).

Other roads are anticipated to be secondary roads, as shown on Figure 10.

Roading matters are covered in detail in the report by Traffic Design Group.

3.6 The Precinct Concept

The expanded Izone covers a significant area and may be developed over a reasonably long period of time. Fundamental to the longer term expansion concepts considered to date is the recognition that the site should be viewed as distinct precincts. This gives the opportunity to provide variation to the hard and soft landscape treatments and branding features between precincts. Each precinct includes an “Amenity Hub” (see below).

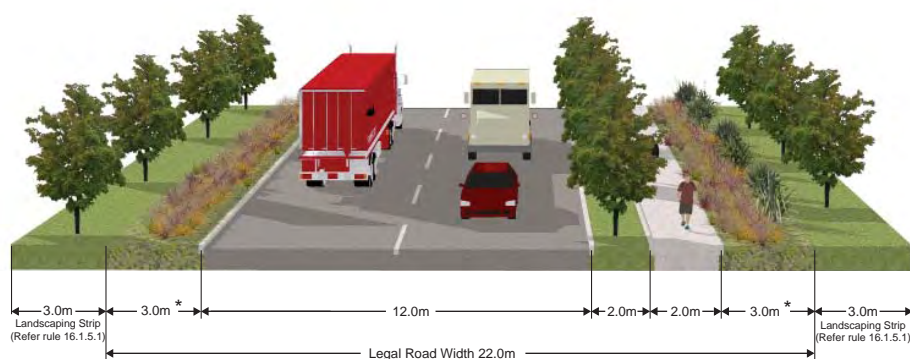
Three precincts are envisaged in the enlarged area of Izone enabled by the current Proposed Plan Change. The precincts are numbered on the Concept Plan and Outline Development Plan in the currently anticipated order of development, though this may change over time.

Precinct 1 is the existing developed (or about to be developed) Izone Southern Business Hub. As noted, the necessary statutory planning processes to rezone Precinct 2 (Area SR2) took place in 2008.

The intention is that the distinctions between precincts could be expressed through several landscape features. Street trees on minor roads would be consistent throughout a given precinct. Hard landscape items such as streetlights, street furniture and signage could also be consistent throughout each precinct. Strong bands of planting would demarcate the boundaries between precincts. For example, the screen planting required on the Cockburn Block boundary as part of the rules brought in by Plan Change 5 would then form a precinct boundary once (and if) it is time to develop the Cockburn Block.

APPENDIX 33 Cont.

Recommended Road Cross Sections for the Business 2 Zone (Hoskyns Road North) Rolleston (Refer Rule 24.1.3.11) - Secondary Roads



Note: Secondary Road treatment to be applied to any roads additional to those shown on the Outline Development Plan

* = includes planting strip planting (Refer Rule 24.1.3.12)

Figure 10 Secondary Road Cross Section from Plan Change 5

3.7 Amenity Hubs

The term amenity hub in relation to the existing Business 2 zone has been defined, as part of the Plan Change 5 process, as:

“a recreation reserve and potentially associated development intended to serve the day to day recreation and convenience needs of employees. An Amenity Hub shall include a recreation reserve with a minimum area of 1000m². It may also include retail/service activities (such as but not limited to a bakery, café, dairy, takeaway bar, child care and learning centre, or fitness centre) that serve the day-to-day needs of employees within the surrounding area. Any such associated retail/service activity shall be located adjacent to or opposite, if separated by a road, the recreation reserve required.”

The amenity hubs are envisaged to be the focal points for the precincts. An area of smaller lots around a small park in Precinct 1 of Izone, will be the amenity hub for Precinct 1. Figure 2 includes some photographs of the existing hub, and the original 2006 concept for it. It is envisaged that this will form the first in a series of amenity hubs for Izone.

The goal of these hubs is to service the day-to-day needs of employees and provide a pleasant open space area within walkable distance of most lots. Each hub will include a usable space for people to meet, eat lunches and undertake casual recreation as part of their day-to-day routine as workers at Izone.

It is proposed that the amenity hubs should differ as much as possible from each other in architectural and landscape style, to define their own identity and provide a point of difference. This may encourage people to walk between amenity hubs.

The Concept Plan shows possible positions of the amenity hubs for precincts 2 and 3, based on current thinking. However, it is important that some flexibility is provided in the Plan Change to allow for alternative positions, depending on eventual layout and market conditions at the time. Accordingly the Outline Development Plan provides options for each of the undeveloped precincts.

At the detailed level, like the open space areas of the

existing hub, its publicly accessible spaces will be designed to be accessible for people with disabilities.

3.8 Transport Options and Walkability

There are several references to the importance of catering for a range of transport options and encouraging walkability in Proposed Change 1, including Policy 8(h) which asks that the *Outline Development Plan* demonstrates “how effective provision is made for a range of transport options and changing between transport modes, including pedestrian, cycling, passenger transport, freight, private motor vehicles”.

Matters to be provided for under Policy 7 also include:

“Good safe connectivity within the area and to surrounding areas, by a variety of transport modes, including motor vehicles, cycling, pedestrian and public transport, and provision for safe and easy transfer between modes of transport,

Location within walkable distance to community, social and commercial facilities,

Provision for effective, efficient and attractive walkways and cycleways preferably integrated with open space and stormwater detention areas, within, across and linking beyond the area.”

Roading matters are covered in detail in the report by Traffic Design Group.

The roading pattern and wide industrial roads enables numerous options for bus routes. Bus stops would logically be located at amenity hubs.

Much of Precincts 1 and 2 is located within walking distance of the railway and former rail station, should passenger transport resume on the rail system in the future. Plan Change 5 requires that the western side of Hoskyns Road is provided with a wide pedestrian and cycle path from the southern intersection through to Jones Road, and this is carried through to the Outline Development Plan in Figure 8.

Railway connections by way of sidings into the Railway Road side of Izone are planned for freight.

PARKWAY EXAMPLE:

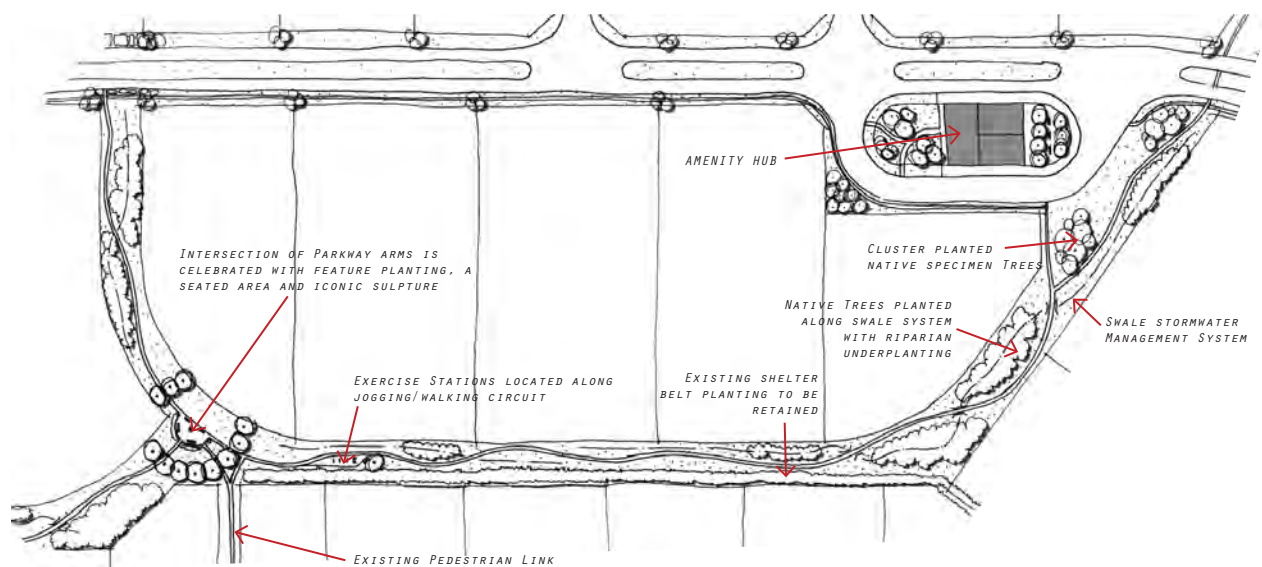


Figure 11
Parkway Images and Parkway Example

Pedestrian and cycle networks are typically within the road networks. Paths on the proposed roads will consist of high amenity landscaped walkways as shown in the relevant cross sections.

The possible locations of the proposed amenity hubs has been guided by distance – most of the development area lies within an approximate 10-minute (800m) distance to a hub so most sites will be within walking distance of an amenity hub.

Another option for getting around Izone will be by way of “parkways”. The concept of “parkways” has become central to long term expansion planning for Izone over the past year or so. The intention is that “parkways” would form a network of generous recreational pedestrian/cycle routes, which link right through the entire layout, passing near all Amenity Hubs. They would insert a green element to the business park

These routes would be characterised by a wide shared pedestrian / cycle path that meanders the parkway areas, creating wider areas for groves of native trees underplanted with grasses. The shared path could feature exercise stations and seats at regular intervals along its length. Images are included in Figure 11.

Intersections between different branches of the parkway network could be celebrated with strong planting arrangements and could incorporate sculptural elements and seating areas.

In the current concept two parkways are envisaged, both running along the Cockburn Block boundary. This would feature shelterbelt planting reminiscent of the rural landscape that existed on the site prior to the Izone development, which will act as screen to the adjoining land while it remains Rural in nature. Should the Cockburn Block be included in Izone in future, these two parkways would remain as parkway route within (rather than at the edge of) the development area. These routes are identified in the Outline Development Plan for Proposed Plan Change 10 as “pedestrian link.”

As described in Section 3.5, one of the main reasons for the development of the road cross sections in 2008 was to improve the experience of the pedestrian in Izone, relative to the details of roading used in the existing business park area, or those that would be

expected if current District Plan minimum roading standards are applied. Specifically all the roads have a wider planted outer berm and a wider footpath.

These recommended treatments were developed partly as a consequence of noting that the current pedestrian experience at Izone is not particularly pleasant, with no shade, and with large trucks passing close by the footpaths.

In the District Plan, Table E13.9 provides roading standards but does not include a standard for an industrial or business road. The table is consistent for all roads in requiring a footpath on one side only, and in a note states that footpaths shall be sealed with a 1.5m width. The table does not include a standard for combined pedestrian and cycle use.

The key aim therefore was to increase the width of the outer berm (from the 1m outer berm, used to date, which complies with relevant standards in District Plan Appendix 13) in order to separate the pedestrian from the footpath and enable tree planting to establish in the outer berm (the existing 1m outer berm significantly restricts the range of trees that will be able to grow effectively– also the path is more susceptible to damage). The second aim was to widen the path itself, so that people could walk side by side comfortably, and so that more timid cyclists might have an option to avoid cycling on the roadways. This would also maintain visual consistency with the 2m wide combined pedestrian and cycle path up Hoskyns Road, which had been identified as suitable by Traffic Design Group. This rationale is illustrated in Figure 12.

Because the District Plan is explicit on the requirement that there be a footpath on one side only, no formal assessment of the provision level has been undertaken. It is expected that the level of foot traffic will be such that a second footpath is not warranted from a pedestrian volume perspective.

Nonetheless the improvement in the pedestrian and cyclist experience as a result of the widening of the one path and its outer berm, together with the introduction of destinations (the hubs) and alternative routes (the parkways) is consistent with a number of policy matters related to walkability raised by Proposed Change 1.

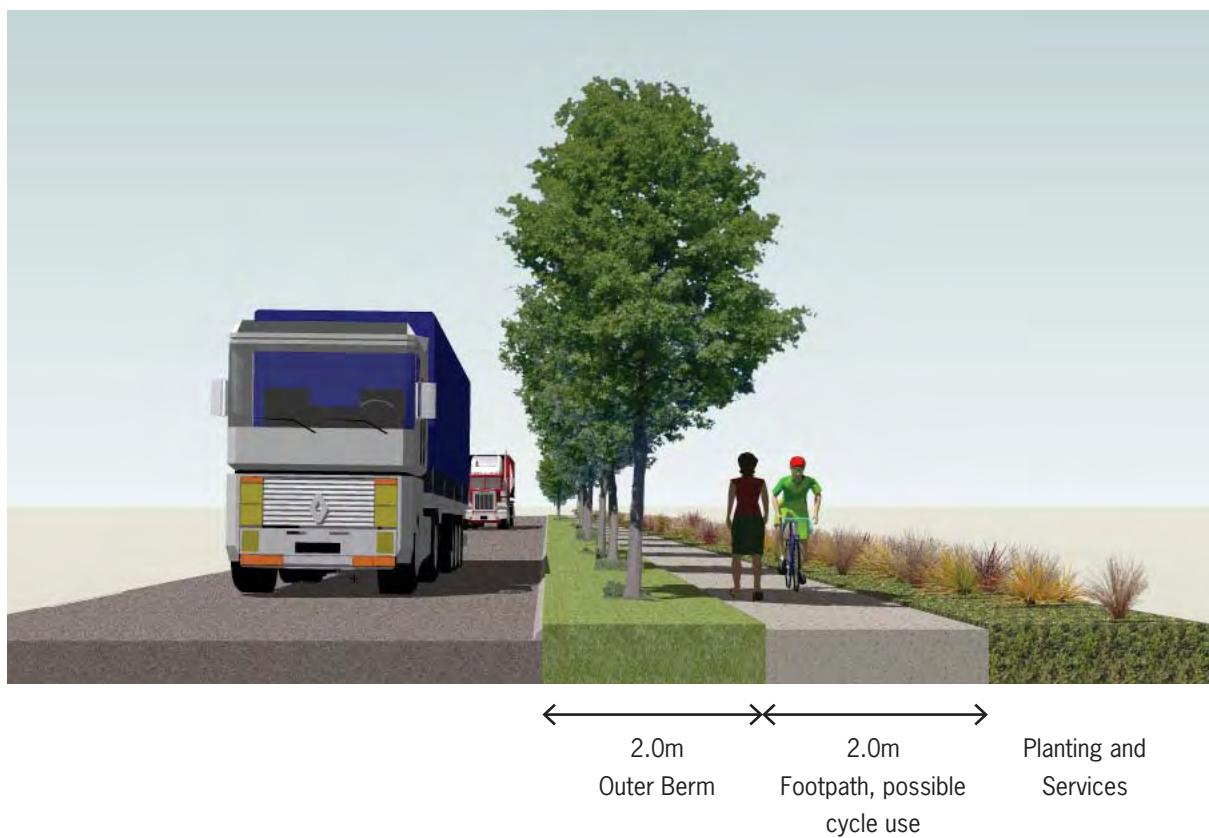
As noted, much this urban design work was undertaken

Figure 12 **Footpath and Berm**

EXISTING BERM - FOOTPATH SIDE



PROPOSED BERM - FOOTPATH SIDE



in 2008. Since then, Selwyn District Council has published (in January 2009) its Walking and Cycling Strategy. This document broadly sets out the Council's intentions on walking and cycling. It is accompanied by a Walking and Cycling Action Plan, which intends to include projects that give effect to the broader outcomes envisaged by the strategy, and which also includes Appendix A1, which "details the engineering standards and terminology that will be applied to footpaths, walkways and cycleways in the district"...

The Strategy includes a series of goals and associated objectives. The goals are:

- Improved Safety for Pedestrians and Cyclists
- More People Choosing to Walk and Cycle More Often
- Convenient and Safe Community Environments and Transport Systems that Encourage and Support Walking and Cycling
- A Transport System that is More Sustainable in the Long Term

It is considered that the proposed measures introduced by Plan Change 5 and carried forward and evolved under Proposed Plan Change 10 are consistent with these goals and objectives to a level appropriate for Izone's location and envisaged function. The wider berm increases separation from the roadway, making the use of the paths safer, there are more options for walking through the parkways, there is somewhere to walk to, namely the amenity hubs, and there is improved walking and cycling down Hoskens Road towards the main part of Rolleston.

One of the objectives of Goal 1 is to "Use relevant nationally accepted standards and best practice to plan, design and construct walking and cycling infrastructure from July 2009". As noted, Appendix A1 of the Action Plan then sets down standards Council intends to apply. These standards do not as yet form part of the District Plan, but are presumably considered best practice.

Clauses A1.1 Urban Footpaths and A2 SDC Requirements for Walking and Cycling Facilities are relevant. Clause A1.1 calls for footpaths to be at least 1.5m wide with wider paths required where there is

greater pedestrian traffic or special circumstances (later clarified as near schools, shopping centres and churches). There should be at least one footpath with two provided on streets that are "busier in terms of vehicular or pedestrian traffic". Where paths are shared between cyclists and pedestrians, a later table details a minimum width of 2.2m.

While the "special circumstances" do not apply, wider paths (2m) are proposed, to encourage walking, and to enable informal cyclist use of the paths (a "share with care" philosophy). It is suggested that the 2m width will be more conducive to occasional careful shared use. It is also noted again that the proposed cross sections were traversed with SDC in 2008, and have already been included in the District Plan as part of Plan Change 5.

In regards to the number of paths, it is not anticipated that the streets will have sufficient pedestrian volumes to warrant a footpath on both sides as being preferable to a single but wider footpath.

3.9 Stormwater Management

Stormwater management is referred to in Policies 7 and 8 of Proposed Plan Change 1.

Policy 7 requires that one matter to be provided for is

"provision for the protection of surface and groundwater quality, including appropriate stormwater management facilities to avoid downstream flooding and preserve or enhance water quality".

Policy 8(i) requires demonstration of

"how other potential adverse effects on the environment, including the protection and enhancement of surface and groundwater quality, are to avoided, remedied or mitigated".

Stormwater matters are covered in detail in the report by Kerr and Partners.

Figure 13A Landscape Treatment 1 (Cockburn Boundary)

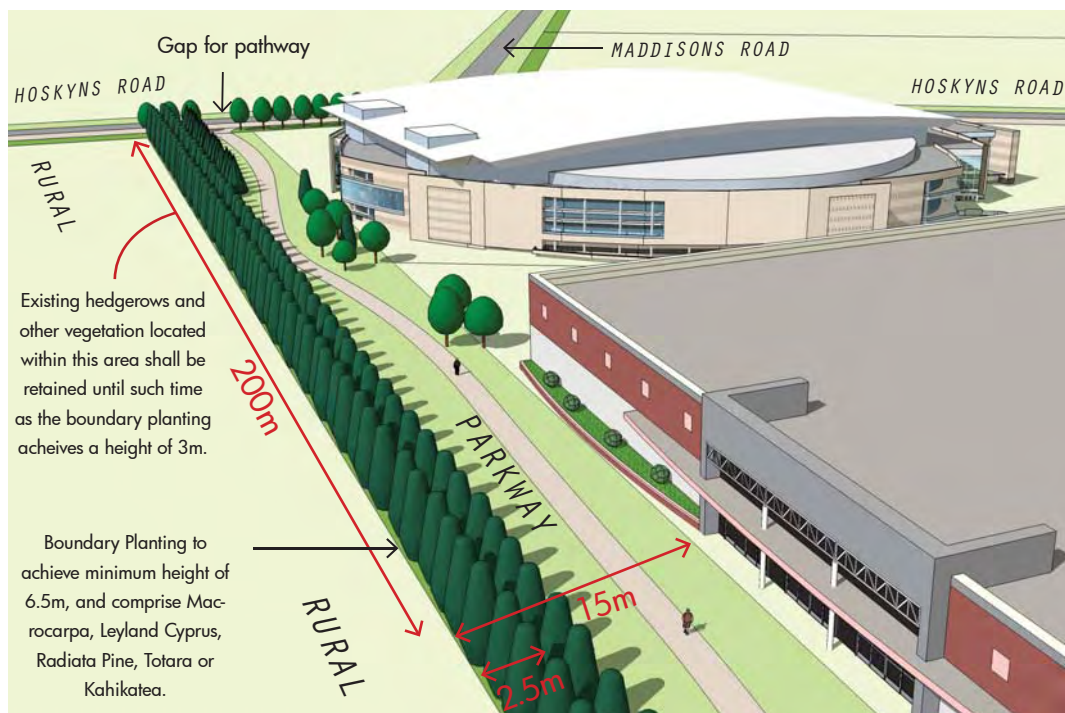


Figure 13B Landscape Treatment 2 (Tunlaw Boundary)

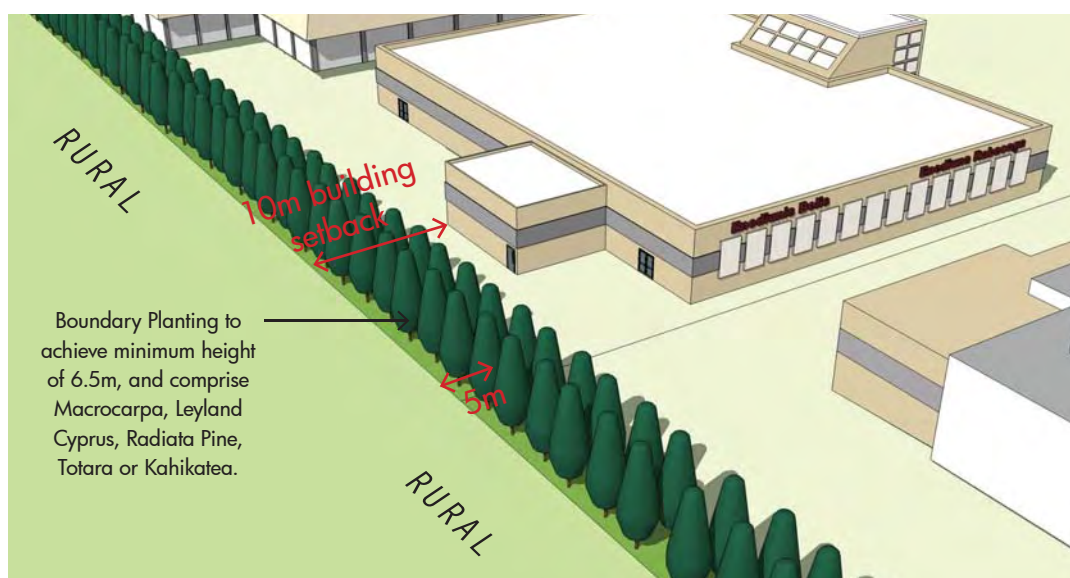
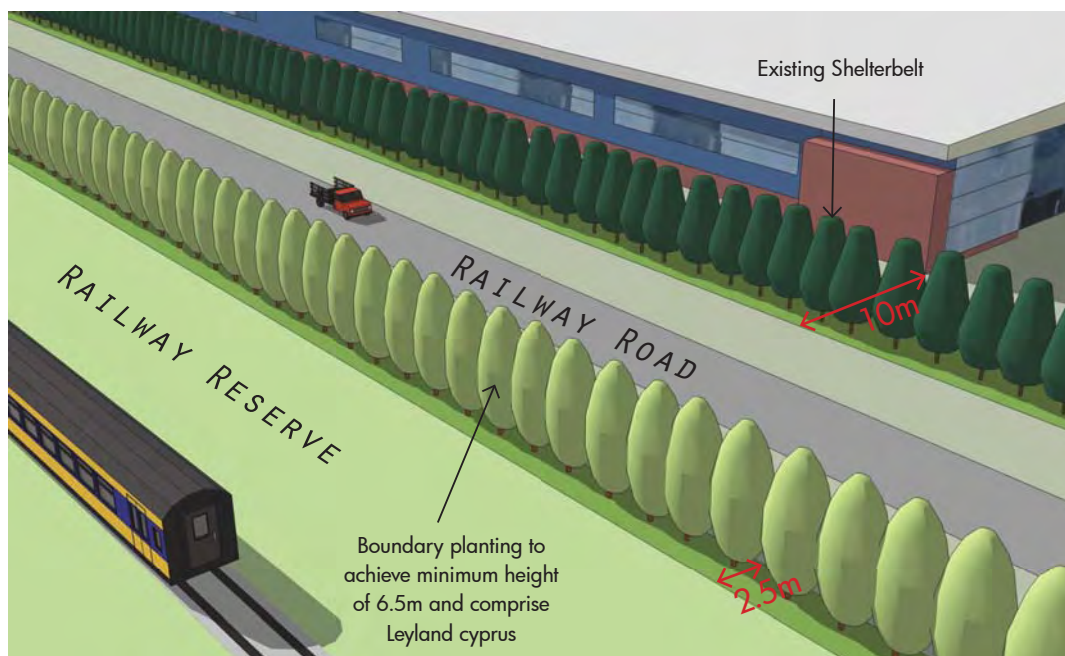


Figure 13C Landscape Treatment 3 (Railway Road Boundary)



3.10 Interface Treatment and Rural Character

In addition to specific reference to groundwater treatment Policy 8(i) of Proposed Change 1 also asks that the *Outline Development Plan* shows

“how other potential adverse effects on the environment... are to be avoided remedied or mitigated”.

One such potential effect is loss of rural character, though to a large extent the fact that the land is identified for business expansion in Proposed Change 1 confirms that this change of character from rural is expected.

Consistent with the way this issue has been handled in the past, it is proposed to mitigate the effects of this change of character, and the effects of industrial activity on the adjoining rural land to the north, by requiring the establishment of various landscape treatments including a shelterbelt in combination with setback requirements, at the locations shown on the *Outline Development Plan*. Three landscape treatments are proposed, as shown on Figure 13, and these concepts have been embodied into the Proposed Plan Change.

This buffer should be established as soon as possible to allow good growth prior to development of the later areas.

3.11 Hoskyns Road Frontage

As noted, in contrast to Railway Road, Hoskyns Road is seen as a future important route through Izone and should form a front boundary rather than an area to be screened.

As a consequence of matters raised in the hearing of Plan Change 5, provisions requiring a screen treatment to extend past the Maddisons Road intersection were introduced, and these are carried through into the *Outline Development Plan* (refer also Figure 13A).

3.12 Identity

The Izone brand is well established and presents an attractive image. The use of structural “icons” as well as landscaping treatments (particularly on roundabouts, boulevards and at gateway intersections) is particularly strong. It is expected and recommended that this brand will continue, but evolve through the development of the Precincts. How this might happen is illustrated in Figure 14.

In urban design terms, the legibility of the site will be supported by this structured arrangement of planting, from boulevards and iconic roundabouts, to secondary roads and intersections.

Roundabouts in particular are seen as locations to reinforce the brand.

3.12 Infrastructure

Policy 8(f) of Proposed Change 1 requires that an *Outline Development Plan*

“Document the infrastructure required, when it will be required and how it will be funded”

and Policy 7 refers to

“efficient and effective use of existing and new infrastructure networks”.

Infrastructure matters are covered in the report by Aurecon.

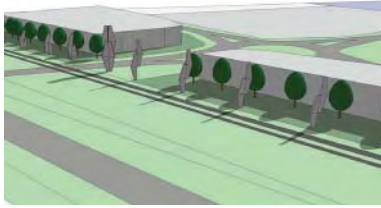
3.13 Staging and Co-ordination

Policy 8(g) of Proposed Change 1 requires that an *Outline Development Plan* sets out “the staging and co-ordination of subdivision and development between landowners”. Area SR2 includes one parcel of land not controlled by Council. This has direct frontage to Hoskyns Road and can be developed independently of Izone.

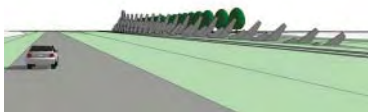
Staging is likely to progress by way of the completion of Precinct 2 and then of Precinct 3, with each likely to be completed within two stages.

OPTION A

View toward Hoskyns Road intersection:



State Highway 1 approach from north:



State Highway 1 approach from south:

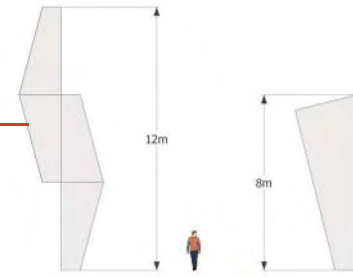


Photo montage (Option A, from north):

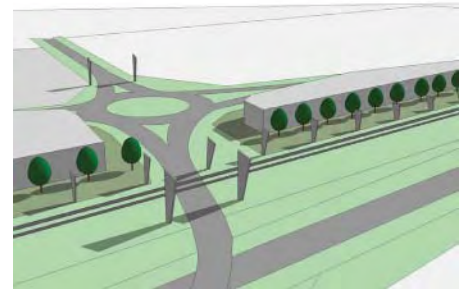


Photo montage (Option B, from north):

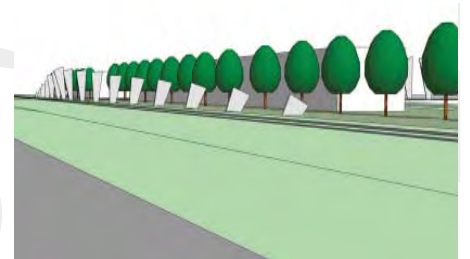


OPTION B

View toward Hoskyns Road intersection:



State Highway 1 approach from north:

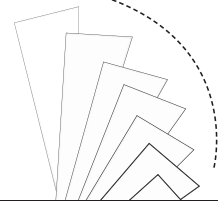
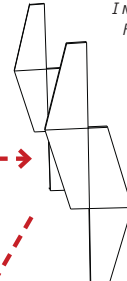


STYLISTIC DEVELOPMENT OF ICONIC FEATURES
ACCORDING TO HEIRARCHY OF IMPORTANCE

EXISTING FEATURES



PRECINCT
INTERFACE
FEATURES



FORM RISES & ROTATES
ON APPROACH TO CENTRAL
FEATURE

GATEWAY FORM AS
CENTRAL FEATURE
(RED LIGHTING SHOWN)

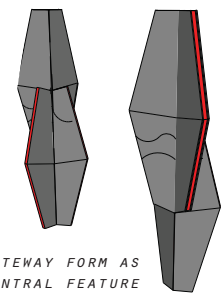


Figure 14 Concepts for Development of Sculptural Icons

4.0 Summary and Conclusion

Areas SR1 and SR2 have been generally identified for business growth in RPS Proposed Change 1, and are ideally suited for this. The expanded area covered by this ODP Background Report provides a logical next expansion area for the successful Izone Southern Business Hub.

Proposed Change 1 requires the preparation of an Outline Development Plan when it is proposed to amend a district plan to provide for urban activities. Policies 7 and 8 set down its content and the matters to be provided for.

This document forms the background report to the Outline Development Plan and addresses all relevant matters, or makes reference to reports by others which address infrastructure, stormwater management and traffic. The Concept Plan and other conceptual proposals outlined in this document have been derived from a wider urban design review of growth directions and linkages which considered the integration of the land with other possible future business expansion areas.

The concepts provide a suitable degree of certainty on key matters, while enabling flexibility for changes to be accommodated during the likely development timeframe.

The *Outline Development Plan Background Report* endorses the successful features of the existing Izone development - such as its simple road structure and hierarchy, its boulevard streets accommodating stormwater management, its iconic landscape features and its amenity hub - and outlines how these concepts should be carried over and improved upon as Izone expands. It is hoped that the proposed roads and links throughout the expanded Izone, in combination with additional routes back towards the railway line and the existing township, and the introduction of parkways, will result in higher walking rates and thus better health benefits, and reduced usage of private vehicles.

Expansion of Izone in this way will enable Rolleston to fulfil its role as the main employment area for Selwyn District, in a way which is consistent with RPS Proposed Change 1, with the *Draft Rolleston Structure Plan*, and with the Urban Design Protocol which it identifies as a relevant matter for application.

Appendix - Evaluation Against Urban Design Protocol

Assessment of the Outline Development Plan against the seven Cs of the New Zealand Urban Design Protocol is set down below.

Context

The Protocol states that:

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

The Protocol checklist states that:

Context	
Quality urban design:	Comment
<ul style="list-style-type: none">takes a long term view	The Outline Development Plan is part of a process that considers expansion of business land and the township of Rolleston over the next 10 to 15 years. Numerous future scenarios have been explored, and provided for through external connections and distribution of amenities.
<ul style="list-style-type: none">recognises and builds on landscape context and character	Edge treatments for Izone have been designed to complement the pattern, scale and visual amenity established by the wider rural context. The rectilinear roading pattern recognises existing landholding and roading patterns.
<ul style="list-style-type: none">results in buildings and places that are adapted to local climatic conditions	This is at a level of detail beyond that which can be ensured by the concept plan. Landscape treatments have been selected for compatibility with the Canterbury Plains climate and soil.
<ul style="list-style-type: none">examines each project in relation to its setting and ensures that each development fits in with and enhances its surroundings	The expansion has been planned in the context of a conceptual study of possible wider business expansion, which in turn looked at the role of Izone as part of Rolleston, and as part of the Region.
<ul style="list-style-type: none">understands the social, cultural and economic context as well as physical elements and relationships	The expansion recognises the economic and social context of Rolleston as a key employment area enabling the wellbeing of the people of the region. There is no particular cultural context to which a business park expansion should refer.
<ul style="list-style-type: none">considers the impact on the health of the population who live and work there	Pathways and berms are enhanced relative to existing Izone, and amenity hubs are called for, encouraging walking around the area, which has health benefits.
<ul style="list-style-type: none">celebrates cultural identity and recognises the heritage values of a place	The land has no particular cultural or heritage values.
<ul style="list-style-type: none">ensures incremental development contributes to an agreed and coherent overall result	The land is virtually all in one ownership and while incremental flexibility of block pattern is essential as it unfolds, it is in the interests of the developer to maintain the agreed and coherent overall theme.

Summary:

The expansion of Izone has been planned in the context of possible wider future expansion of business activity at Rolleston, consistent with its regional context as the main employment provider for Selwyn District. As a development area under largely a single ownership, it will build upon the identity it has already developed, and maintain these overall themes even as development progresses.

The land has no particular heritage or cultural values, but the rectilinear parcel and landscape patterns are recognised in the base roading layout, in the retention of key shelterbelts in existing Izone, and, in the establishment of a new one on the northwest boundary.

Character

The Protocol states that:

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

The Protocol checklist states that:

Character	
Quality urban design:	Comment
<ul style="list-style-type: none">reflects the unique identity of each town, city and neighbourhood and strengthens the positive characteristics that make each place distinctive	The distinctive hard and soft landscape treatment of the existing Izone development establishes an identity for Izone, and it is proposed to continue this. Variation to this established theme will be introduced to provide uniqueness and legibility for each precinct within Izone.
<ul style="list-style-type: none">protects and manages our heritage, including buildings, places and landscapes	The land has no particular cultural or heritage values.
<ul style="list-style-type: none">protects and enhances distinctive landforms, water bodies and indigenous plants and animals	The land has no distinct landforms, and no water bodies.
<ul style="list-style-type: none">creates locally appropriate and inspiring architecture, spaces and places	The distinctive iconic hard landscape treatment is proposed to be continued and evolved. Architectural detail is beyond the scope of an Outline Development Plan.
<ul style="list-style-type: none">reflects and celebrates our unique New Zealand culture and identity and celebrates our multi-cultural society	Celebrating culture is beyond the scope of an Outline Development Plan, however, proposed landscape themes reflect forms and materials (such as natural stone and native plants) that support a local context and culture.

Summary:

The land is flat and has no particular heritage or cultural features. However the existing Izone development has a distinct character and identity - established by its landscape treatments, road cross sections, and iconic hard landscape features.

Choice

The Protocol states that:

Quality urban design fosters diversity and offers people choice in the urban design form of our towns and cities, and choice in densities, building types, transport options, and activities. Flexible and adaptable design provides for unforeseen uses, and creates resilient and robust towns and cities.

The Protocol checklist states that:

Choice	
Quality urban design:	Comment
<ul style="list-style-type: none">ensures urban environments provide opportunities for all, especially the disadvantaged	Rolleston is predominantly a residential commuter town at present, for which household car ownership would be essential. An increased provision of business land at this location in Rolleston results in an opportunity for people to choose a sustainable lifestyle option of living and working in the same town, and of walking or cycling to work, thus reducing travel costs.
<ul style="list-style-type: none">allows people to choose different sustainable lifestyle options, locations, modes of transport, types of buildings and forms of tenure	
<ul style="list-style-type: none">encourages a diversity of activities within mixed use developments and neighbourhoods	The proposed Business 2A zoning enables a wide variety of activities, but limits retail and residential opportunities. Some retail, recreational and social activities will be provided by the amenity hubs.
<ul style="list-style-type: none">supports designs which are flexible and adaptable and which will remain useful over the long term	The road and block layout is adaptable, being largely rectilinear with ample road access to respond to different buyer needs as they arise.
<ul style="list-style-type: none">ensures public spaces are accessible by everybody, including people with disabilities	Public spaces are designed in accordance with general accessibility principles and requirements. Amenity hubs will be accessible by people with disabilities.

Summary:

It is not expected that there will be an extensive diversity of activities, as this is a business/industrial park. However, in the wider sense of the settlement of Rolleston, the expansion of Izone will offers people further choice in terms of the locations where they live and work, and in their modes of transport. This is particularly the case if they choose to live in Rolleston, but also insofar as the increased scale of settlement might in time support further public transport options.

The proposed key road pattern provides certainty of key connections and geometry, but also allows for flexibility and adaptability of lot pattern and therefore scale and form of buildings, over time.

Connections

The Protocol states that:

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks – streets, railways, walking and cycling routes, services, infrastructure and communication networks – connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity layouts and patterns are easily understood, residents and visitors can navigate around the city easily.

The Protocol checklist states that:

Connections	
Quality urban design:	Comment
<ul style="list-style-type: none"> creates safe, attractive and secure pathways and links between centres, landmarks and neighbourhoods 	Attractive pedestrian/cycle routes are incorporated into the road cross sections, where they are visible and safe. Green linkages are provided in certain parts of the site, to supplement the road network.
<ul style="list-style-type: none"> facilitates green networks that link public and private open space 	Contiguous green networks are now proposed by way of Parkways. A “network” of sorts, between the hubs, will be established by the hubs, which will include green spaces.
<ul style="list-style-type: none"> places a high priority on walking, cycling and public transport 	Pathways and berms are enhanced relative to existing lzone to encouraging walking and cycling around the area. Wide through roads are suitable for a future bus connection.
<ul style="list-style-type: none"> anticipates travel demands and provides a sustainable choice of integrated transport modes 	Bus routes and future access to the Rolleston railway station have been considered as part of the overall design for lzone. The provision of these passenger transport services is beyond the control of the developer.
<ul style="list-style-type: none"> improves accessibility to public services and facilities. 	The roading layout facilitates an alternative route to the services and facilities of Rolleston, in connecting existing lzone through to Hoskyns Road. Public services and facilities may be present in the amenity hubs.
<ul style="list-style-type: none"> treats streets and other thoroughfares as positive spaces with multiple functions 	The proposed road treatments provide legibility and amenity through their landscape treatment, and in the case of boulevard swales and roundabouts, fulfil a stormwater management function.
<ul style="list-style-type: none"> provides formal and informal opportunities for social and cultural interaction 	The amenity hubs are intended to provide for both formal and informal opportunities for interaction in the wider lzone.
<ul style="list-style-type: none"> facilitates access to services and efficient movement of goods and people 	The key road pattern proposed provides for satisfactory movement into, around, and out of the business park.
<ul style="list-style-type: none"> provides environments that encourage people to become more physically active 	Pathways and berms are enhanced relative to existing lzone, and amenity hubs are called for, encouraging walking around the area.

Summary:

The simple road pattern provides connections to surrounding land and roads, and thus increases options for access to services and facilities. Legible road cross sections incorporating safe and pleasant pathways are proposed.

Creativity

The Protocol states that:

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

The Protocol checklist states that:

Creativity	
Quality urban design:	Comment
<ul style="list-style-type: none">emphasises innovative and imaginative solutions	The distinctive hard and soft landscape treatment, road cross-sections, and amenity hub concept in the existing Izone development were innovative in the context of Canterbury business parks at the time.
<ul style="list-style-type: none">combines processes and design responses that enhance the experience we have of urban environments	Planning for Izone was established from its outset based on urban design driven master plans, and this continues to be the case. The current outline development plan process ensures a greater statutory reference to these matters than was the case under the existing modified zoning.
<ul style="list-style-type: none">incorporates art and artists in the design process at an early stage to contribute to creative approaches	Art and artists will not be incorporated in the design process. The “art” of the project landscape architect in the detail of the hard landscape features of existing Izone is evident.
<ul style="list-style-type: none">values public art that is integrated into a building, space or place	The distinctive hard and soft landscape treatment of the existing Izone development establishes a strong identity for Izone. The hard landscape treatment integrates iconic sculptural features into the layout, signalling entrances, roundabouts and hubs.
<ul style="list-style-type: none">builds a strong and distinctive local identity	
<ul style="list-style-type: none">utilises new technology	Contemporary stormwater management solutions are proposed.
<ul style="list-style-type: none">incorporates different cultural perspectives	The project does not incorporate different cultural perspectives.

Summary:

The concept integrates creative and artistic solutions into the layout, and in the future details, to a level suitable for a business and industrial park in a growing New Zealand town.

Custodianship

The Protocol states that:

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

The Protocol checklist states that:

Custodianship	
Quality urban design:	Comment
<ul style="list-style-type: none"> protects landscapes, ecological systems and cultural heritage values 	The site has no particular landscape features, cultural heritage values, or ecological features.
<ul style="list-style-type: none"> manages the use of resources carefully, through environmentally responsive and sustainable design solutions 	A sustainable design solution is utilised for stormwater management – refer to Stormwater Management Assessment by Kerr and Partners.
<ul style="list-style-type: none"> manages land wisely 	The scale of the expansion is appropriate to meet reasonably foreseeable business land needs for the coming few years.
<ul style="list-style-type: none"> utilises 'green' technology in the design and construction of buildings and infrastructure 	The swale-based solution that has been utilised for stormwater management could be described as 'green' technology.
<ul style="list-style-type: none"> incorporates renewable energy sources and passive solar gain 	This is at a level of detail unable to be ensured by the concept plan.
<ul style="list-style-type: none"> creates buildings, spaces, places and transport networks that are safer, with less crime and fear of crime 	<p>The proposed roads include safe publicly visible paths, and it is not proposed that separate walkways be created (which would require greater attention to CPTED issues).</p> <p>In regard to buildings and development of private land this is at a level of detail unable to be ensured by the concept plan.</p>
<ul style="list-style-type: none"> avoids or mitigates the effects of natural and man-made hazards 	There are no known natural hazards on the site.
<ul style="list-style-type: none"> considers the on-going care and maintenance of buildings, spaces, places and networks 	Maintenance of public spaces can be ensured through the subdivision process. Covenants in the existing sales process are designed to secure ongoing maintenance of properties by the purchasers. As a long term developer, it is in the interests of Izone to ensure purchasers and tenants take care of their properties.
<ul style="list-style-type: none"> uses design to improve the environmental performance of infrastructure 	Refer Infrastructure Assessment by Aurecon.
<ul style="list-style-type: none"> considers the impact of design on people's health 	Pathways and berms are enhanced relative to existing Izone, and amenity hubs are called for, encouraging walking around the area, which has health benefits.

Summary:

The outline development plan includes a 'green' stormwater management solution that identifies the basis of a safe movement network. As part of a long term project maintenance levels of the development can reasonably be assumed. The proposed business use and concept plan are considered to be the basis of a sustainable and wise use of land in the long term.

Collaboration

The Protocol states that:

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

The Protocol checklist states that:

Collaboration	
Quality urban design:	Comment
<ul style="list-style-type: none"> supports a common vision that can be achieved over time 	The vision for expansion of business development north of State Highway 1 at Rolleston has been recognised since its first rezoning – refer Outline Development plan in District Plan Appendix 22. The vision has since been expressed in the identification of the land in RPS Proposed Plan Change No. 1.
<ul style="list-style-type: none"> depends on leadership at many levels 	Not relevant to the Outline Development Plan process.
<ul style="list-style-type: none"> uses a collaborative approach to design that acknowledges the contributions of many different disciplines and perspectives 	Design of the development to date, and formulation of the Outline Development Plan, has been by collaboration of the Izone Board and consultants in planning, urban design, landscape architecture, surveying, and engineering (infrastructural, stormwater and traffic)
<ul style="list-style-type: none"> involves communities in meaningful decision-making processes 	<p>The expansion of the land has already been recognised in the notified Proposed Plan Change No.1 to the Regional Policy Statement. Submissions in regard to this were limited. The concept plan layout recognises the aspirations of nearby submitters.</p> <p>The outline development plan will form part of a notified Plan Change, enabling further public participation by submission.</p>
<ul style="list-style-type: none"> acknowledges and celebrates examples of good practice 	Concepts for Izone have been developed with reference to approaches in other successful business parks, in New Zealand and overseas. It is hoped that the Izone development will in time be recognised as an example of good practice.
<ul style="list-style-type: none"> recognises the importance of training in urban design and research at national, regional and local levels 	Not relevant to the Outline Development Plan process.

Summary:

Expansion of Izone forms part of a long term vision. Design has been progressed on a multi-disciplinary basis, and recognising good practice models. Community participation is enabled by the submissions process.