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PLAN CHANGE 64

Climate Change Assessment

Addressing the potential effects of climate change is an essential component of well-functioning urban environments. The primary manner in which this can be achieved within new urban development is through encouraging reduced greenhouse gas emissions. The PC 64 request supports reduced greenhouse gas emissions through the following:

- Consolidated Urban Form
- Proximity to Community Infrastructure
- Reduced reliance on vehicle travel

Consolidated Urban Form

The proposed development areas (Faringdon South East and Faringdon South West) lie within Rolleston's infrastructure boundary and form part of the Rolleston Structure Plan which was prepared to ensure future growth was planned in an orderly and consolidated manner.

Proximity to Community Infrastructure

The proposed development areas are located in close proximity to key community infrastructure. This includes:

- Foster Park
- Rolleston Aquatic Centre
- Lemonwood Grove Primary School

In addition to the above, the Ministry of Education have confirmed a new primary school site with Acland Park and have proposed a new Secondary School site in the immediate vicinity of the Selwyn Road – Springston Rolleston Road intersection.

In addition to the community infrastructure identified above, two neighbourhood centres are proposed to provide for the convenience needs of local residents, similar to the way the South Point centre operates within the original Faringdon neighbourhood.

Reduce Reliance on Vehicle Travel

The layout of the proposed development is conducive to supporting future Public Transport. The South West and South East areas flank the Faringdon South Special Housing Area and extend the boulevard linkages, whilst also connecting with key local roads such as East Maddisons Road, Goulds Road and Springston Rolleston Road. Connections will also extend into the Acland Park Special Housing Area. The areas have been designed to provide a minimum net housing density of 12 households per hectare which at some point in the future will provide a critical mass in support of public transport. This public transport may be part of a district-wide service or a more locally-based service.

A key component of the layouts for both areas is the provision of an extensive pedestrian and cycle network. The network provides internal and external linkages which connect the areas with the established networks within Faringdon and along Springston Rolleston Road.

Conclusion

The aforementioned factors which are inherent to the South West and South East areas provide opportunities to reduce vehicle use and therefore greenhouse gas emissions. The factors mentioned are relevant on a predominantly local scale. Of further significance is the way in which the proposed plan change area supports reduced greenhouse gas emissions on a regional scale. Given the burgeoning employment base within Rolleston in the form of the growing industrial area, the town centre commercial development and ever-increasing community infrastructure projects, the provision of local housing options to support this growth also contributes significantly to reducing greenhouse gas emissions.