

# **Resource Management Act 1991**

## **Proposed Plan Change 7 to the Selwyn District Plan**

### **Growth of Townships**

## **Technical Report on Transportation**

**To:** Hearings Panel

**From:** Andrew Mazey, Selwyn District Council

**Date:** May 2011

*This report has been prepared under Section 42A of the Resource Management Act 1991. The purpose of the report is to assist Selwyn District Council's Hearing Commissioners to evaluate and decide on submissions on provisions in Proposed Plan Change 7 to the partially operative Selwyn District Plan by providing expert advice on technical matters. The report does not make recommendations on submissions but the information and conclusions contained within it may be used by planning officers as a basis for making recommendations on submissions. This report should be read in conjunction with the planning officer's report and any other relevant reports identified.*

## 1. Introduction

1.1 My name is Andrew Mazey. I am Selwyn District Council's Transportation Asset Manager. I have been asked to prepare a report commenting on transport-related matters and associated submissions on Proposed Plan Change 7 (PC7) to the partially operative District Plan (District Plan).

I hold the following qualifications:

- (i) NZCE (Civil)
- (ii) B.E Hons (Civil)

1.2 I have worked for the Selwyn District Council for over 20 years in various positions associated with the provision of roading and transport services and infrastructure, of which I have held the position of Transportation Asset Manager for approximately 5 years and a equivalent position before this.

## 2. Report Content

2.1 The following topics are discussed in this report pertaining to the growth of the Lincoln and Rolleston Townships in relation to transportation and related infrastructure aspects.

### **Background Information**

- Selwyn Transportation Activity
- Christchurch Rolleston and Environs Transportation Study (CRETS)
- Urban Development Strategy and Proposed Change 1 to the Regional Policy Statement
- Travel Demand Management Strategy
- Walking and Cycling Strategy
- Metro Strategy
- Draft Plan Change 12 – Integrated Transport Management
- Subdivision Design Guide
- Engineering Code of Practice
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- Lincoln and Rolleston Structure Plans

### **3. Background Information**

- 3.1 This evidence is principally hinged on information from the Christchurch, Rolleston and Environs Transportation Strategy (CRETs), other Council strategic transport related strategies, the Greater Christchurch Urban Development Strategy (UDS) and subsequent Regional Policy Statement (RPS) Proposed Change 1 (PC1) process, the Rolleston, Lincoln and Prebbleton Structure Plans, previous roading and transportation related assessments pertaining to the implementation of Council and privately requested plan changes, and local knowledge and experience with the roading and transportation network. Where relevant these are explained in more detail as follows.

#### **Selwyn Transportation Activity**

- 3.2 The Selwyn Council is responsible for providing land based transport system across the District. Central to this is a 2400km urban and rural local roading network that includes associated bridges, signage and other related infrastructure. The 29 individual townships in the district contain over 130km of footpaths and cycleways, and comprehensive street light and road drainage systems. Council also provides bus facilities and bus capable roading networks in support of the public transport services provided by Environment Canterbury (ECan) in the district.
- 3.3 The Councils stated goal for its transportation activity is:

***To maintain, operate, and if necessary improve, the road network and other transport activities to achieve a range of facilities that provided for the safe and efficient movement of people and goods to a standard that is both acceptable and sustainable.***

- 3.4 Further information relating to the activity is detailed in the Selwyn Community Plan 2009-2019 (Volume 1, Page 58) including the activities contribution to Councils Community Outcomes, legislative frameworks, asset management practises, capital projects, service targets, and financial forecasts.
- 3.5 The information in the Community Plan is derived from a much more detailed analysis and comprehensive representation of all the facets of the activity contained in Councils 2009 Land Transport Activity Management Plan. This includes the transport related strategies discussed below.

### **Christchurch, Rolleston and Environs Transportation Study (CRETS)**

- 3.6** The Council is a major partner to CRETS along with New Zealand Transport Agency (NZTA), Christchurch City Council, Environment Canterbury (ECan) and the Christchurch International Airport Ltd. The strategy forms the basis of the strategic transport response to deal with the increase in traffic and trips generated by the growth expected over the Greater Christchurch area, including those within Selwyn, to 2021 and beyond. The final report detailing the strategy was adopted by Council in November 2007.
- 3.7** This report identifies that the aim was to produce a transport strategy that is robust and flexible so it can accommodate a number of future urban and rural residential growth possibilities over the Greater Christchurch study area. This includes the townships of Prebbleton, Lincoln, Rolleston and West Melton within Selwyn District.
- 3.8** For the high growth townships of Rolleston and Lincoln, the strategy looks at the transportation needs resulting from the growth of these townships, including the connectivity between them and also to metropolitan Christchurch. In addition to roading improvements, CRETS also identifies the role that public passenger transport and walking and cycling can play to deal with the increase trips from the growth expected. This is to ensure that an overall transport response can be provided that will contribute to an integrated, safe, responsive sustainable and affordable land transport system in the future as required by the Land Transport Management Act 2003.

### **Urban Development Strategy and Proposed Change 1 to the Regional Policy Statement**

- 3.9** Council is also a partner to the Greater Christchurch Urban Development Strategy (UDS) which establishes a settlement pattern for residential, commercial, business and rural residential growth for the Greater Christchurch area to 2041. The purpose of the UDS is to enable integrated long-term community and infrastructure planning across Christchurch City and Waimakariri and Selwyn Districts.
- 3.10** This is sought to be achieved by creating more liveable centres, managing the distribution and location of housing, improving transport networks and systems, providing a range of transport options, and the conservation of natural resources. One of the key implementation outcomes of the UDS has been PC1 to the RPS, with PC7 to the Selwyn District Plan in turn being a key implementation method of PC1 for Selwyn district.

- 3.11 A UDS Greater Christchurch Transport Vision has been developed which forms part of the UDS Transport Communications Framework for informing statutory planning processes. The Transport Vision states:

***By 2041, the Greater Christchurch transport system provides travel options for bringing people and communities together to sustain healthy, vibrant, lifestyles, and economic wellbeing.***

- 3.12 The key themes that underpin this vision include matters associated with connectivity, travel choice, community life, economic prosperity, and quality of life. From a transportation perspective a main objective is to ensure that land use and transport systems are integrated together at the earliest possible opportunity. This will encourage efficient and sustainable development patterns that include a range of transport options that are both affordable and effective.
- 3.13 CRETS is the basis of the strategic transportation response sought to be implemented over the Greater Christchurch area of the district as it relates to the provision of, and interaction between, Selwyn and Christchurch roads, NZTA state highways, and ECans public transport systems.
- 3.14 In addition to this, further strategies such as the Councils Walking and Cycling Strategy, the Greater Christchurch Travel Demand Management (TDM) Strategy, and the Metro Strategy provides an integrated transport response that can cater for the increase in demand for transport services across all transport modes.
- 3.15 PC1 to the RPS seeks to achieve an integrated planning approach across the Greater Christchurch area by consolidating existing urban areas (**Objective 1: Urban Consolidation**) through the identification of Urban Limits around existing settlements (**Policy 1: Urban Limits & Policy 2: Intensification**) and to allocate where and at what rate growth should occur (**Policy 6: Integration of Urban Form and Infrastructure within Urban Limits**). The setting of urban limits is intended to promote efficient development through a more compact urban form, including sufficient provision of housing to meet the projected population growth and to cater for business land development.
- 3.16 Lincoln and Rolleston are identified as 'Key Activity Centres' This acknowledges that existing commercial centres are recognised as key components of settlement patterns that can provide a continued focus for areas of more intensive development (**Objective 5: Key Activity Centres & Policy 5: Key Activity Centres & Commercial Activities**). These objectives (**Objective 4: Integration of Land Use, Infrastructure & Funding, Objective 7:**

**Integration of Transport Infrastructure & Land Use and Objective 8: Development and Protection of Strategic Infrastructure)** seek that land use change is integrated with the funding and provision of infrastructure and services and that development and growth is located to reduce energy use, and it will not adversely affect the efficient operation of key strategic infrastructure.

### **Walking and Cycling Strategy**

- 3.17** Councils Walking and Cycling Strategy was adopted by Council in 2009. It sets goals that include improved safety for pedestrians and cyclists, and to encourage more walking and cycling through enhanced community and transport based systems that will be more sustainable over the long term. The Strategy includes a number projects detailed in its Action Plan that sets out how this will be accomplished.
- 3.18** For example there a number of projects that will develop a series of off road pathways to connect townships like Prebbleton, Lincoln and Rolleston together, and beyond to Christchurch City. This has been spurred on by the success of the Christchurch to Little River Rail Trail walking and cycling pathway, in particular the 7km section connecting Prebbleton to Lincoln, where it is used predominately for commuting purposes thereby reducing the number of cars on the road.
- 3.19** Township structure plans include details on how localised networks of walking and cycling routes can be put in place that can utilise on and off road facilities to integrate with emerging land use patterns and existing urban areas.

### **Travel Demand Management Strategy**

- 3.20** In August 2009 Council adopted the Greater Christchurch Travel Demand Management (TDM) Strategy that covers the Greater Christchurch area, including that in the Selwyn district. The Strategy, together with its accompanying Action Plan, was developed by the UDS partners to ensure that a coordinated response is provided to manage the predicted increase in traffic growth by means that do not rely on continually increasing the capacity of the roading network.
- 3.21** This seeks to change peoples behaviour on when and how they travel that does not solely rely on the use of private cars. The goals set out in the strategy attempt to reduce the numbers of trips made by private cars while increasing trips by more sustainable means such as by public transport and walking and cycling. The promotion of land use patterns that minimises the need to travel longer distances, and methods to change travel patterns that

minimise peak travel times that contribute to congestion, are also important goals of the strategy.

### **Metro Strategy**

- 3.22** The 2010 Metro Strategy developed by ECan covers the Greater Christchurch area, and for the first time integrates the provision of bus metro services over all the UDS partners. The strategy will drive improvements to public transport by enhancing services and improving the connectivity between Key Activity Centres, including those in the district such as Rolleston and Lincoln and wider connections to Hornby and the central city bus exchange.
- 3.23** This is a significant part of the providing the TDM response and associated benefits to the district as discussed above. The strategy details targets on how services and patronage can improve over the next 10 years. Selwyn is already benefiting from this with the introduction of the new “Selwyn Star” Metro service in 2010 that includes a new shuttle service between Rolleston and Lincoln, an express service between Rolleston and the central city, and improved services to and from Lincoln from the city that includes Prebbleton.

### **Subdivision Design Guide**

- 3.24** The Design Guide for Residential Subdivision in the Urban Living Zones was adopted by Council in September 2009. It outlines ways to design attractive subdivisions which make the best use of their surroundings and context. It provides guidance for developers on how the Council will use its discretion in the assessment of planning applications and approval of subdivision designs.
- 3.25** In particular, the Design Guide provides direction and examples on how to achieve an integrated transport network that gives people a range of choices to meet their needs in an effective and affordable way. A desirable way to achieve this is to incorporate different transport options early into land use and subdivision planning and design processes. For example this can include well designed walking and cycling facilities and connections, and that residents have access to a bus service within 5 minutes walk of their home. Research shows that the majority of car trips undertaken are those under 2km long, and involve single occupant vehicles in urban areas, which is viewed as inefficient and can add to congestion. Transport systems need to be designed so that they are safe, attractive to use, support healthy lifestyles and social interaction, while minimising impacts on the environment by improving air and water quality and reducing noise.

## **Engineering Code of Practice**

- 3.26** Council believes its townships are perfectly poised to take advantage of more sustainable transport planning practices as they continue to grow and develop. While the design and role of roads and streets is very important to encourage sustainability, they also need to be “fit for purpose” from a safety and efficiency perspective. The Engineering Code of Practice is a technical document that translates the higher objectives detailed in the District Plan and design guides to more specific details that need to be part of the design process over all transport modes.
- 3.27** As part of Codes development in 2010, the concepts and ideas detailed in the Design Guide were assessed, and changes to specifications and standards were made to enable the type of outcomes sought. The Design Guide and Code were developed to ensure they make a positive contribution towards the amenity of townships by promoting the use of attractive and pleasant streetscapes, which are not always dominated by cars. The regulatory framework to achieve this is contained in PC12 as discussed below.

## **Draft Plan Change 12 – Integrated Transport Management**

- 3.28** PC12 aims to encourage a more sustainable approach to providing transport systems and networks within improved urban forms that can cater for future growth demands. Transport standards have a strong influence on the urban environment and the Council wishes to ensure that the District Plan encourages a good standard of development. PC12 enables a variety of different living environments to be created through changes to the transport related policies, rules and standards. It aims to achieve the following:
- The integrated design of transport and land development.
  - Urban form that promotes efficient transport and accessibility.
  - Ensures the District Plan promotes good quality subdivision and development in accordance with the concepts, standards and specifications established by Council’s Subdivision Design Guide and Engineering Code of Practice.
  - Relevant parking standards.
  - Provision of safe and efficient transport infrastructure.
  - Incorporation of current best practice and recent policy changes.
  - To make the District Plan easier to use.
  - Ensure development provides a range of transport options for future residents of townships.



- 3.29** The proposed plan change was notified on 14 December 2010 and submissions close on 4<sup>th</sup> February 2011.
- 3.30** Strategically PC12 is very important to deliver the UDS transport related goal to integrate land use with transport systems at the earliest possible opportunity. PC7 is considered the embodiment of this for the high growth townships of Rolleston and Lincoln. PC 12 also introduces changes to the Road Hierarchy as shown in Appendix D for the greater Christchurch, or CRETS area of the district. The hierarchy developed improves linkages between Rolleston and Lincoln, Christchurch and the proposed upgraded Christchurch Southern Transport Corridor explained in Section 3.84
- 3.31** With PC7 underpinned by the Subdivision Design Guide, Engineering Code of Practice, and Councils other transport related strategies, this will ensure Selwyn is in the best position to achieve efficient and sustainable development patterns that will enhance connectivity, travel choice, community life, economic prosperity, and quality of life.

#### **Lincoln and Rolleston Structure Plans**

- 3.32** During the discussion about the Structure Plans below, reference will also be made to the individual Outline Development Plans (ODPs) that pertains to each of the respective townships. These development plans cover specific areas within the townships that are intended to be inserted into the District Plan via PC7. These in the most part have been collaboratively developed between the Council and the corresponding land owners and their representatives. Reference to these at this point enables some degree of correlation between the Structure Plans and the ODPs. PC7 includes by various means ODP Areas 1, 2, 3, 4, 5 & 6 in Lincoln and ODP Areas 1,2 3, 5 and 6 in Rolleston. Further information on ODPs and as they may relate to any submissions on PC7 are provided in Section 4.
- 3.33** The Structure Plans show how the townships will grow and develop and how this will be staged in a controlled manner. This enables both Developers and Council to plan and provide key infrastructure in a progressive and effective manner. This then avoids “pocket” or isolated urban areas from occurring that are not contiguous both in form and function with the other more established township urban areas.
- 3.34** Staged development offers significant advantages towards providing a well connected and progressive roading and transport network within a relatively short period, avoiding the creation of disjointed no exit roads, a typical outcome of uncoordinated development. Another advantage is that a well planned and contiguous main roading network can facilitate

the installation of strategic trunk water, sewerage and other utilities within the new transport corridors without the need to establish private land easements.

- 3.35** Under the provisions of PC12 a range of new local road types (Major, Intermediate, and Minor) has been introduced to facilitate design solutions that are better suited to accommodating the range of residential housing densities and resulting streetscapes expected under PC7. These are more fully explained and depicted in Section 5.2 of the Subdivision Design Guidelines.
- 3.36** The opportunity to promote walking and cycling needs to be recognised and accommodated in any new land rezoning. Walking and cycling is being promoted on a regional, Greater Christchurch and local level through the Regional Land Transport Strategy, the UDS, and Councils Walking and Cycling Strategy.
- 3.37** As subdivisions occur an integrated network of specific interconnecting pedestrian walkways and cycle ways (usually combined) needs to be planned and provided. This may include on or off road facilities and pathways through reserve areas. Planning and engineering approvals need to provide for the inclusion of these connections and facilities from the outset, including those identified for the future. PC7 introduces policies to achieve this while in Section 4.6 of The Urban Subdivision Guideline, examples are depicted that show how this can be achieved, including the creation of “walkable residential blocks”.
- 3.38** While it may not be appropriate to construct the actual infrastructure at a particular time, for example if development is sporadic, at least the land corridors and connection points should be established at the time of subdivision. This then allows the construction of the physical infrastructure at a later date with the minimum of impediment.
- 3.39** Similarly the main road networks within new subdivisions need to be designed to enable them to be serviced by metro bus services in the future. This may occur later over the wider adjoining network when an expanded service becomes economically justifiable by ECan.
- 3.40** Future proofing is achieved by ensuring that intersections, roundabouts and streets designs can support bus use, and that bus stops can be provided without major upgrades. Bus routes are anticipated (but may not always eventuate) to follow roads classified as urban arterials, collectors and major local roads in Councils roading hierarchy proposed under PC12.

- 3.41** For many years Council has been operating under a joint protocol with ECan that requires developers to have their subdivision roading layouts checked by ECan for bus service compatibility as part of any resource consent application to Council.
- 3.42** The principle metro bus service that will be utilised in the district for the foreseeable future will be the “Selwyn Star” Service. The Selwyn Star will includes three routes centred around Lincoln and Rolleston:
- i. An improved 81 Lincoln service.
  - ii. A new 88 Rolleston service will travel all the way to the city Bus Exchange.
  - iii. A new 820 Burnham to Lincoln service that connects Burnham, Rolleston, Springston and Lincoln.
- 3.43** A more straightforward fare structure has been introduced by ECan so that the cost of travel by bus compares even more favourably with the cost of running a car, with the minimum of zone boundary fare changes.
- 3.44** ODPs are critical to ensure that the necessary transportation routes and connections are provided in a logical and seamless way with certainty over time. ODPs can cover large greenfield areas under multiple land ownership. They can also show how they integrate with existing township networks and the wider district arterial network. The ODPs generally depict the “major” and “secondary” roads over the area and adjoining connections, with the finer grained tertiary networks shown at the time of subdivision consent. Walking and cycling linkages are sometimes shown separately to avoid confusion.
- 3.45** It is noted that the three tier staging regime of the LSP has been superseded by the two tiers contained in PC1 and as subsequently notified in PC7. As such, the references to staging above have been adjusted within the context of the various ODPs and phases shown on Planning Maps.

### **Lincoln Structure Plan**

- 3.46** The Lincoln Structure Plan (LSP) and associated Integrated Stormwater Management Plan (ISMP) were adopted by Council in May 2008. The purpose of the LSP is to provide an integrated urban design framework for the future development of Lincoln Township. A range of ‘networks’ (movement, open space, waterways, social and land use) were assessed and

mapped to identify opportunities and constraints. The resulting land use pattern provides for a range of housing densities, and sufficient land for the community and business activities that are needed in a Key Activity Centre. It also reinforces the primacy of the town centre supported by neighbourhood centres.

- 3.47** The LSP has established a future integrated transport network informed by strategic studies such as CRETSS, together with continuing initiatives and opportunities that are occurring with the current development of Lincoln by both developers and those envisaged by Council. This includes the Dairy Block as shown in ODP1 being undertaken by Lincoln Land Developments.
- 3.48** The progressive development of the majority of this block within Stage 1 will see the progressive completion of Southfield Drive. Southfield Drive will provide an important collector road route between the existing arterials routes to the east and west of Lincoln comprising of Springs Road and Edward Street respectively. This includes the enhancement of walking and cycling linkages to and from the RailTrail that runs along Edward Street, to more localised pathways alongside the Liffey and L2 Streams within existing and planned esplanade reserves. Linkages will extend further again to the University that will ultimately provide an integrated network of walking and cycling routes over the southern development areas of Lincoln and beyond.
- 3.49** Collector roads (as defined in the Selwyn District Plan) operate at a higher level of service in the networks hierarchy in terms of design and function, and include the requirement to cater for public transport and cycling modes. Eventually a series of collector roads (or utilising ODP terminology “primary” roads) within the Dairy Block will extend north onto the Gerald Street arterial route that runs through the existing town centre. These will link to the northern areas of Lincoln utilising existing roads such as West Belt and North Belt and to places like the new community events centre and the existing primary and high schools.
- 3.50** Another important component of the expanded main roading network sought to be created is the development of a collector road route, informally referred to as Northfield Drive, between Birchs Road and Edward Street. Within ODP3 area as part of Stage 1, this route would originate from the existing Edward Street and Southfield Drive intersection and extend northwards towards Birchs Road over subsequent stages. ODP3 shows the network of primary roads that will achieve this link between Edward Street and Birchs Road.

- 3.51** These, in conjunction with Southfield Drive, will then enable a collector route link to be provided between Birchs Road and Springs Road (south of the university) over Stages 1 and 2 of Lincolns development. This in turn will enable a comprehensive local transport network, with good connectivity and integration with the existing township, to be developed over a large greenfields area that also includes the desired bus services and cycling facilities.
- 3.52** As shown in the LSP, ODP2 also includes the provision of a new collector road route from Southfield Drive, near the Liffey River, to Ellesmere Road. This will allow direct access from Ellesmere Road to Lincolns southern development areas, that does not rely solely on access from the existing northern arterial roading network.
- 3.53** Ellesmere Road is an arterial collector road under PC12 that connects to the Wigram and Halswell to the north in Christchurch City. As originally envisaged by CRETS, this is an important connection to be enhanced as part of the LSP and the City's Southwest Area Plan development. A similar connection is provided to Ellesmere Road from ODP3 for the same purpose.
- 3.54** To the northwest of Lincoln a localised roading network is planned to be established within ODP4 that can also provide a linkage between Birchs Road and Boundary Road - as a further continuation of the main roads planned in ODP3.
- 3.55** This will then link ODP areas 1, 3 and 4 together with a collector route that will encompass the majority of Lincoln's new greenfield development areas. A connection to Boundary Road will enable access to a planned public transport "Park N Ride" Site and also to the "William Street Extension" that is planned to be extended north from the "Vege Block" shown in ODP 6 to Boundary Road. This then completes a connection to North Belt and the existing town centre and southwards back into ODP1.
- 3.56** It can be appreciated from that described above that a comprehensive series of strategically placed primary roads over the ODP areas will create a main roading network that will establish collector routes that will accommodate the anticipated traffic growth, in conjunction with public transport and walking and cycling in the Lincoln plan change area.
- 3.57** While the primary focus is on the establishment of an integrated roading and transport network through the greenfields areas, CRETS confirmed that a southern bypass of Lincoln

was advantageous, positioned further south of Southfield Drive that then connected to the districts wider arterial network.

- 3.58** The Lincoln community originally identified that there should be a southern bypass of Lincoln to divert traffic (in particular heavy vehicles) from unnecessarily having to travel through the centre of Lincoln. In addition to more local vehicles, the bypass would also be used by regional traffic that wants to connect between SH1 (Burnham) and SH75 (Tai Tapu) instead of the state highway network further north in Christchurch. This specific issue was listed in the original scope of issues when CRETTS was established in 2001 to be investigated as part of the strategy development.
- 3.59** CRETTS shows that a 4km long bypass road should connect at the Ellesmere Junction Road and Weedons Road intersection west of the University. It would then follow an old road alignment southeast to the proposed ODP5 Business 2 Deferred zoned land, where it would then proceed east to connect to Ellesmere Road via Moirs Lane. In this way regional and district traffic needing to travel between SH1 and SH75 could bypass Lincoln altogether if there was no reason to go there.
- 3.60** It is noted that Councils existing arterial route from SH1 to SH75, that includes Gerald Street and Edward Street through Lincoln, is part of the Regional Strategic Land Transport Network as detailed in Appendix 3 of the Canterbury Regional Land Transport Strategy 2008-2018.
- 3.61** It is now viewed that the bypass road would have limited connections and access to it than perhaps originally proposed by CRETTS, where it was envisaged that it would function more as a semi urban collector road within the Dairy Block network as well as providing a bypass role. This change in function to a rural arterial road would enable it to operate at higher speeds with the related travel time savings. This will make it more attractive to potential users as a bypass in conjunction with Councils existing district arterial network (and the regions Strategic network).
- 3.62** Traffic modelling suggests that at 2021, if the bypass was a 100kph speed route, then traffic volumes would range from 1,000 to 4,100 vehicles per day over the various sections of the bypass. In comparison if only operating at 60kph, the range would be 500 to 2,600 vpd. However there are advantages in it being aligned to the ODP5 Business 2 land so that heavy and industrial type vehicles could directly access this area without any real need to using roads in the existing and planned urban areas of Lincoln such as Springs Road.

- 3.63** Currently Council has made no specific plans to construct the bypass road, more so relating to the substantial cost associated with this, but nevertheless wants to protect this future intention in support of PC7 and the districts wider arterial roading network as it progresses and evolves over time. This is through a rational approach to identifying an appropriate corridor, and signalling this early, to enable the bypass road to be constructed at a later date without unduly impacting on any development that has occurred in isolation of this intention.

### **Rolleston Structure Plan**

- 3.64** The Rolleston Structure Plan (RSP) was adopted by Council in September 2009. Similar to the LSP, the purpose of the RSP is to outline an integrated urban design framework for the future development of the Rolleston township, which is predicted to be the largest township in the District with a population of over 20,000 by 2041. A number of planning 'layers' (town centre strategy, land use and community facilities, movement and infrastructure) were assessed and mapped to identify opportunities and constraints. The resulting land use pattern shown in the RSP provides for a range of housing densities, sufficient land for the community and business activities, and infrastructure to support Rolleston's role as a Key Activity Centre. To this end it also reinforces the primacy of the town centre supported by neighbourhood centres.
- 3.65** Due to the location of State Highway 1 (SH1) and the main railway line alongside, core development principles for Rolleston continue to support the fundamental planning objective that residential areas will be located to the south of these constraints, and industrial areas to the north. From a transport perspective at least, this serves to reduce or mitigate issues with traffic from a mixture of vehicle types needing to continually cross the state highway and railway lines and also reduces the need for heavy vehicles to navigate through higher amenity urban areas. A large amount of cross traffic can be a safety issue, while also interfering with the efficient operation of the state highway.
- 3.66** A clear distinction on the respective roles of the local roading networks north and south of SH1 allows roading and intersection improvements to be planned and undertaken in the most effective manner to cater for the specific use intended.
- 3.67** The main or primary roading network shown by RSP consists of a series of arterial and collector routes in the existing and planned urban development areas south of SH1. The predominate features of the existing network in this area are an established radial pattern around the existing town centre, with strong linearity outwards that links to the adjoining residential areas. This pattern is sought to be expanded and replicated as growth occurs.

- 3.68** However the linear and rural nature of the adjoining road network can create issues where “pocket” or isolated urban development doesn’t coexist comfortably in these rural and correspondingly higher vehicle speed environments. Because of these types of issues it is more effective that growth is planned or staged to progressively radiate out from established urban centres to enable the necessary rural to urban transitions to be more safely and effectively managed.
- 3.69** CRETS identifies the expansion of a ring road pattern for Rolleston, to reduce through traffic volumes in the town centre, and maintain efficient access routes around and throughout the township as it grows. There are several levels at which this will operate. To facilitate the use of these routes, intersection improvements will be required, in particular the utilisation of roundabout or priority controls. These have been identified in Councils 2009 Land Transport Activity Management Plan, together with other improvements to roads and streets to provide the roading network necessary to support the growth planned.
- 3.70** A series of collector ring road routes is planned to radiate southeast from the existing town centre to service the new greenfield urban areas of Rolleston. An inner ring road is already in place through the town centre utilising Rolleston Drive with direct connections to SH1 north and south of the town centre. Moving outwards, a route using Weedons, Levis, Lowes and Dunns Crossing Road will form another ring route. Such is the importance of this route, it is will be classified as an arterial route in conjunction with a corresponding one to north (as discussed below) providing access to the Izone Industrial Park.
- 3.71** Based on the development growth patterns expected at Rolleston, CRETS identified that a further collector road (referred to loosely as the “CRETS Road”) was necessary that connected between Weedons and Dunns Crossing Road. Generally positioned parallel to, and midway between Lowes and Selwyn Road, it is expected that this urban collector road will progressively eventuate through urban development as it occurs in the area. Its final alignment will be determined through the more specific needs of the proposed development it will service, for example coinciding with the location of existing intersections, proposed neighbourhood centres whilst avoiding existing houses and structures.
- 3.72** In addition to the series of ring routes extending southeast as described above, using the existing intersections with the SH1 at Weedons and Dunns Crossing Roads, a northern arterial ring road will extend northwards off these creating a route comprising of Walkers Road, Two Chain Road, Jones Road and Weedons Ross Road (as referenced above). This route will provide the main northern and southern access from SH1 to the Izone Industrial Park in the future. Combined with the arterial ring road route to the south along Lowes Road



as described above, this will create a central arterial ring road route connecting the main residential and industrial areas of Rolleston to SH1. This is shown in Appendix D.

- 3.73** Arterial roads operate at an enhanced level of service compared to collector roads in the networks hierarchy in terms of design and function. This ensures that they are safe and efficient and that their performance is not unduly compromised by the adjoining development. Like collector roads, urban arterials include the provision for bus services and walking and cycling facilities. It is acknowledged that significant development has already occurred along some of these roads that may have already compromised their performance, and as such their ongoing role will have to be sympathetic to both form and function needs in order to achieve the best outcome.
- 3.74** An example of this is where some of the roads within the town centre, such as Rolleston Drive, has a high amenity and town centre value and will be less focussed on efficient vehicle flows than other roads. Although vehicle access will be maintained, these roads will focus more on creating a safe and pleasant public space for pedestrians and cyclists.
- 3.75** Finally an outer perimeter ring road route will essentially follow the Urban Limit boundary established for Rolleston using Weedons, Selwyn, and Dunns Crossing Roads. This will then encapsulate the southern urban growth areas of Rolleston whilst providing direct arterial connections to Lincoln and Christchurch via Springston Rolleston Road and Shands Road respectively.
- 3.76** The continued development of a well connected urban road network is well catered for by the interaction of existing roads like Lincoln Rolleston, Springston Rolleston, Goulds and East Maddisons Road that radiate out from the existing town centre. However there will be challenges to manage the new and existing intersections that will occur together with the progressive development of the ring road routes.
- 3.77** CRETS has recommended intersection upgrades across the study area. Typically roundabouts and signed priority controls are envisaged in urban areas, and intersections will need to be upgraded or constructed as the township grows or safety issues become of concern. The current speed environment of 100km/hr on the rural network will require careful management, particularly at urban and rural interfaces or where new community/recreational facilities are proposed to be built, for example on Goulds Road.

- 3.78** A new roundabout has recently been installed at the Rolleston Drive/Tennyson Street intersection and the section of Rolleston Drive between here and the Masefield Drive widened. The intersection of Rolleston Drive and Masefield Drive has also been upgraded. This intersection divides two of the retail areas of the town and needs to be as pedestrian and cyclist friendly as possible, whilst allowing Rolleston Drive and Masefield Drive to still function in their capacity as collector roads. Unfortunately the new Warehouse development has created some issues that makes achieving these objectives difficult in this area.
- 3.79** This is symptomatic of poor design and land use planning that encourages retail and business development to be spread out over long street frontages with large car parks, compared to more condensed and consolidated town centres where activities can be controlled and coordinated better. PC7 and PC12 try to provide a better framework to avoid these situations by more appropriate land use planning controls and making sure the needs of pedestrians and cyclists are incorporated into the site and street design processes so people can move around safely and efficiently.
- 3.80** Traffic signals are not considered warranted at this time, but in future as traffic levels grow and if cyclist / pedestrian safety issues arise then they could be used in place of roundabouts and at other intersections in 'pedestrian priority' areas such as along Rolleston Drive.
- 3.81** The management of access to the main roading network is important for safety and efficiency reasons. The number of access points onto the outer perimeter ring route (namely, Dunns Crossing, Selwyn and Weedons Roads) needs to be managed to maintain a higher speed environment relative to their wider district functions as collector roads, while still being safe, efficient and sympathetic to the amenity values of the adjoining rural areas. The RSP provides for a green buffer between these perimeter roads and housing in these situations, with walking and cycling and parallel internal local access roads. Landscaping and entrance treatments will also be used to differentiate and identify those roads that are main access routes from those that form entranceways to residential areas.
- 3.82** An example this type of situation relates to ODP1 where the adjoining higher density "CDL" urban development area will be require access to Dunns Crossing Road and similarly ODP3 "SR3" area onto Levi Road. In the case of Dunns Crossing Road this will need further scrutiny relating to the proposal, initiated by a private plan change request, to develop a significant area to the west of Dunns Crossing Road as rural residential housing.

- 3.83** The future growth and development of Rolleston and Lincoln will be well served by proposed improvements to the main state highway system in and around Christchurch as part of the Roads of National Significance (RoNs) initiative by the NZTA. More specifically for Selwyn District this includes improving the capacity, safety and alignment of the Christchurch Southern Corridor. This will improve access to the central Christchurch, Lyttelton Port, and the Airport. This will benefit Selwyn residents, businesses and industries now and in the future.
- 3.84** The NZTA is planning to upgrade the Christchurch Southern Corridor in three stages. The first of these is the Christchurch Southern Motorway Extension (CSME) Stage 1 that will provide a 4 lane motorway from SH73 at Brougham Street to north of Prebbleton. This will then link to SH1 in the short term using Halswell Junction Road. This is currently under construction with completion due in 2013.
- 3.85** Stage 2 of the CSME will extend the motorway from north of Prebbleton to SH1 south of Templeton. From here SH1 will be widened and upgraded to a 4 lane highway to Rolleston as part of the Main South Road Four Laning (MSRFL) project stage of the Christchurch Southern Corridor upgrade. It is expected that the construction of these projects will not commence before 2015 and will be subject to planning approvals and funding confirmation.
- 3.86** CRETS also identified the need to integrate these strategic state highway improvements with the local roading network. For Rolleston this will mean a rationalisation of existing intersections with the SH1. A key component of the MSRFL project will be the establishment of a motorway interchange positioned at the SH1/Weedons/Weedons Ross Road intersection. This will become the principal connection between SH1 and Rolleston. This will be achieved by its connection to the core Rolleston arterial ring road route discussed above comprising (in a clockwise direction) of Weedons, Levi, Lowes, Dunns Crossing, Walkers, Two Chain, Jones, and Weedons Ross Roads. The interchange will efficiently separate and distribute residential traffic south to the urban areas of Rolleston, and industrial traffic north to the Izone Industrial Park.
- 3.87** The consolidation of the interchange as the primary access point to Rolleston will require either the removal or rationalisation of the existing intersections of Hoskyns Road, Rolleston Drive, Tennyson Street and Brookside Road, as number of these will have safety and performance issues as the traffic volumes grow on the state highway, and local demands from the growth of Rolleston.

- 3.88** Council and the NZTA are working through what this may involve based on options identified by CRETS, but needless to say there are likely to be comprehensive changes to how connections to the state highway will be made that will need to be accommodated by both road controlling authorities. This will be with the express intent to ensure that safe and efficient access to the state highway can be maintained well into the future as Rolleston and SH1 traffic volumes grow.
- 3.89** On a wider scale the intended improvements to the Christchurch Southern Corridor will relieve congestion on the key connections to Christchurch such as at Hornby, Sockburn and Blenheim Road. It will also very effectively deal with the increase in traffic generated from the continued growth of Rolleston requiring access to SH1. As Rolleston generates a relatively high proportion of commuter traffic, travel times and access to Christchurch destinations will be improved. This in turn will assist in Rolleston's social and economic development to the benefit of the district and the region.
- 3.90** Two local CRETS roading projects have recently been approved for funding by the NZTA, the Bryon Street Extension within Rolleston (completed), and a \$3.5million upgrade of the Lincoln Rolleston, Selwyn, and Shands Road route. This will create a district arterial that will enable a direct connection to the proposed CSME Stage 2 motorway interchange at Shands Road. This will provide the southern growth areas of Rolleston (and the townships of Lincoln and Prebbleton) an alternative direct access point to the motorway and beyond to Christchurch.
- 3.91** Public Transport options are planned to be improved that will capitalise on the introduction in 2010 of the new "Selwyn Star" Metro Service as explained in Section 3.23. The RSP identifies the intention for a "Park N Ride" facility to be established, together with the facility planned at Lincoln, and current long term financial forecasts signal these intentions. This coincides with the aspect that Rolleston has become the interchange between the new bus shuttle service connecting Burnham, Rolleston and Lincoln, and the new express services to the central city.
- 3.92** The RSP details a comprehensive network of linked walking and cycling facilities throughout Rolleston. This Includes off road pathways that will connect Rolleston to Lincoln and also to Templeton, an off road pathway along Lowes Road with connections to adjoining schools and recreational areas, and linkages between the Izone Industrial Park to the north and residential areas to the south across SH1 and the railway line.

## **4. Outline Development Plans and Submissions**

- 4.1** PC7 introduces the requirement to prepare an Outline Development Plan (ODP) for new urban growth areas. The criteria for preparing ODPs will help to ensure the establishment of efficient and effective transport networks and systems within and through ODP areas. This includes their integration with existing township networks and the wider district arterial network. Critical to achieving this is that the necessary routes and connections are provided in a logical and seamless way with certainty over time.
- 4.2** A number of ODPs are proposed to be inserted into the District Plan via PC7, where agreement has been reached between the landowners and the Council. Specifically, these are for ODP Areas 1, 2, 3, 4 & 6 in Lincoln and ODP Areas 1 & 3 in Rolleston. Additional ODPs have been promoted by way of submission on PC7 for ODP Area 5 in Lincoln and ODP Areas 2, 5 & 6 in Rolleston.

The following comments relate to submissions lodged with respect to those ODPs included within PC7 and those sought to be introduced via submission.

### 4.3 Lincoln Submissions

**Table 1**

Lincoln Land Development (L)	S85	D7	Oppose in part	The following text in Policy B4.2.3 is contradictory to the Road Network and Density Plan (ODP Area 1 - Lincoln). "Direct site access onto limited access roads or State highways is not generally possible. However allotments that adjoin main roads within urban areas should be designed so as to gain access from those roads rather than 'turning their back' to main roads". LLD understood that the intention is to treat this similarly to the south-western portion of Stage 2, where there would be no direct vehicular access to Springs Road and there could be some provision for a second primary elevation along the frontage to avoid the 'turning their back' issue.
		F15 - Lincoln Estates Ltd		Support
		F49 - Broadfield Developments Limited		Support
		D8	Amend	Amend Policy B4.2.3 so as to provide for the type of outcome referred above.
		F15 - Lincoln Estates Ltd		Support
		F49 - Broadfield Developments Limited		Support
		D13	Oppose in part	That all reference to the potential future bypass road be deleted from the proposed plan change, including but not limited to: the requirements in Policy B4.3.56 for ODP Area 1 and 5 to provide for a main roading link originating from Weedons Road linking to Springs Road and Moirs Lane; and the associated wording and indicative notations on the 'Grey Network & Density' plan of the Area 1 ODP which identify the potential bypass road.
		F49 - Broadfield Developments Limited		Support
		D23	Oppose in part	ODP Area 1: Road Network and Density Plan - That all references to the potential future bypass road be deleted from the proposed plan change, including but not limited to: the requirements in Policy B4.3.56 for ODP Areas 1 and 5 to provide for a main roading link originating from Weedons Road linking to Springs Road and Moirs Lane and all other matters incidental thereto, and the associated wording and indicative notations on the 'Grey Network and Density' plan of the Area 1 ODP which identify the potential bypass road.
		F49 - Broadfield Developments Limited		Support

## **S85 – Dairy Block Springs Road Access**

- 4.4** It is understood from that shown on the overall development concept plans produced by Lincoln Land Developments (LLD) for the Dairy Block that no direct property access was intended along the east side of Springs Road south of the Southfield Drive extension. The section of Springs Road south of Gerald Street to the Dairy Blocks southern boundary is proposed to be classified as a collector road under PC12. From a transportation perspective I see real no impediment to access being provided internally from the Dairy Block in this area rather than directly from Springs Road. The issue is more likely associated with urban form and amenity in this location. In my opinion facilitating lower density development in these southern areas of the Dairy Block along Lincolns Urban Limit and adjoining rural areas is an outcome that merits support. Furthermore should the proposed Business 2 Deferred Zone (shown in ODP5) proceed on the eastern side of Springs Road, then more efficient use of Springs Roads capacity and accessibility potential could be utilised for this type of land use compared to, or combined with, residential use.

Table 2

Lincoln University (L)	<b>S28</b>	<b>D4</b>	Amend	That all reference to the potential future bypass road be deleted from the proposed plan change, including (but not limited to): the requirement in Policy B4.3.56 for ODP Area 1 and 5 to provide for a main roading link originating from Weedons Road linking to Springs Road and Moirs Lane and the associated wording and indicative notations on the 'Grey Network & Density' plan of the Area 1 ODP which identify the potential bypass road.
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## **S85 and S28 - Lincoln Southern Bypass**

- 4.5** The background to the Lincoln Southern Bypass is discussed in Sections 3.57 – 3.63. Council is aware of the concerns expressed by Lincoln Land Developments (LLD, a partnership of Ngai Tahu and Lincoln University) and the Lincoln University relating to the bypass road through the public consultation processes for both CRETS and the Lincoln Structure Plan (LSP). This is summarised as follows:
- Ngai Tahu submitted to CRETS in 2006 that it do not support the bypass (and advised neither did Transit NZ (which was odd considering it was not a State Highway issue)
  - Lincoln University submitted to CRETS in 2006 it supported some sections, but was *"strongly opposed"* to the section to the west of the university but also stated *"this could be mitigated by construction of a vehicle and pedestrian under-pass linking both section of Farm Road"*

- iii. Lincoln University submitted to the LSP in 2007 that it did support the "*creation of bypass roads*" although this was not that specific what this could be referring to.

**4.6** Further correspondence received by the Council directly from the Lincoln University in 2009 and 2010 outside any specific consultation process advised that they were opposed in to the bypass in all guises if it interfered with their land and operations. It is presumed that this also included a realignment option that was promoted by their partnership development company LLD.

**4.7** During negotiations relating to the development of the Dairy Block in early 2009, LLD was concerned that the alignment shown by CRETS through the proposed southern residential areas of the block would unduly impact on the urban form and amenity of the proposed development. Their concern was that the bypass would introduce a road that was carrying through traffic at potentially higher speeds that may create access, safety and severance issues for the residential development alongside this road. In contradiction the final CRETS report had arrived at the conclusion that the most viable way for the bypass road to be provided, at least east of Springs Road, was that it should be combined within the Dairy Block development as a combined bypass and local collector road.

**4.8** In March 2009 Council agreed to a proposal by LLD that shifted the bypass to alongside the southern boundary of the Dairy Block, just within Lincoln's proposed urban limit as shown in Appendix A. In addition there would be only one roading link from the bypass north into the Dairy Block. This compromise then enabled LLD to proceed with the design of the development in a way that did not need to specifically integrate the bypass into the urban form being created to LLDs benefit.

**4.9** From a purely strategic transport perspective the revised alignment agreed with my emerging opinion that the bypass road should operate more as a high speed rural arterial with limited connectivity. As explained in Section 4.42. It also provided opportunities to then be routed through and integrated with the proposed ODP5 B2 land west of Springs Road. However Council did lose the opportunity to have a significant length of the bypass provided through combined developer/Council initiatives.

**4.10** It is my opinion that a bypass road as envisaged by CRETS that follows the old Weedons Road alignment south from the Ellesmere Junction Road and Weedons Road intersection to Springs Road would provide an opportunity for the University to improve access to the



western areas of the campus, and would improve east west connectivity across the campus for all modes as it expands in the future.

- 4.11** In addition access to and from the bypass (that follows the old Weedons Road alignment) in a suitable way would provide the University with vastly improved access to the wider northern and western district arterial network and the interchange connections to the Christchurch Southern Motorway Corridor as explained in Sections 3.83 – 4.18.
- 4.12** This would then enable the University to avoid relying entirely on the existing roading networks to the north east that become busy and congested in peak periods such as Springs Road, mostly due to the traffic patterns and volumes generated by the University itself. The proposed roading hierarchy and the district arterial networks under PC12 is shown in Appendix D.
- 4.13** The ODP1 “Road Network and Density Plan” describes how the bypass road may eventuate in the future. Rather than showing a specific road, unlike the other main roads shown on ODP1, it indicates a “potential bypass road” and “potential linkage road” alignment within the Dairy Block southern landscape buffer and setback area. By indicating the likely corridor for the bypass in this way, PC7 can at least signal this possible intention to avoid confusion in the future.
- 4.14** From the University’s perspective it is understood that probably the most contentious part of the bypass proposal is the section that follows the old Weedons Road alignment south from the Ellesmere Junction Road and Weedons Road intersection to Springs Road. This is because it would allegedly sever the campus and its related activities in this area, in particular access to the agricultural “outside laboratories” to the west.
- 4.15** Initially the University considered that this could be addressed in their submission to CRETS by saying *“this could be mitigated by construction of a vehicle and pedestrian under-pass linking both section of Farm Road”*. It is my opinion that there a number of options that would address the University’s concerns that could utilise for example parallel service roads, and security fencing to discourage unauthorised access to sensitive areas. This is in the context of how a significant proportion of the land use around Lincoln, for example that used by Crown Research Institutes for “sensitive” agricultural activities, seems to comfortably coexist with the existing local public roading network.

- 4.16** The University has suggested that Council is prepared to reroute the bypass down Springs Road to avoid the proposed section of the bypass on the old Weedons Road alignment to the west of the campus. A route using Springs Road would not be attractive to vehicles as a bypass. This is because it would still require traffic to slow and negotiate a section of Ellesmere Junction Road, Springs road and associated intersections that is already heavily used as access to the University, Lincoln township, and in future residential access to the Dairy Block. It offers neither the safety nor efficiency benefits to be a viable and attractive option for vehicles to use it as a bypass.
- 4.17** In my opinion the viability of the Lincoln southern bypass is contingent on using the old Weedons Road alignment from Ellesmere Junction Road. As discussed in Section 3.58 this also reflects the need to maintain and enhance the connectivity between SH1 and SH75 as a regional strategic and district arterial route. As shown in CRETS and the LSP, the proposed bypass route achieves these objectives by fitting very effectively into the wider arterial network serving this part of the district.
- 4.18** To the west of the University the bypass would join with Ellesmere Junction Road that connects west to SH1 at Burnham, and to the northwest to the district arterials of Shands Road and Springston Rolleston Road (via Weedons Road). It is important to note the emerging importance of these particular routes. Both Weedons Road and Shands Road will have full interchange connections to the southern motorway upgrades while Springston Rolleston Road is the main arterial link between Rolleston and Lincoln. To the east the bypass will link to the Ellesmere Road arterial to Halswell and Christchurch, while also east to SH75 at Tai Tapu along Lincoln Tai Tapu Road.
- 4.19** I am also aware of Council proposals to construct a large sewer main between Rolleston and Lincoln as part of the Eastern Selwyn Sewerage Scheme. Necessary to deal with the demand for sewerage treatment and disposal under PC7 population growth, it could seek to establish a pipeline route to the west of the University and beyond to Rolleston. The utilisation of the proposed main bypass along the old Weedons Road alignment would seem to be an ideal opportunity to combine strategic infrastructure provision as described in Section 3.34.
- 4.20** As Lincoln grows under PC7 so will its existing Town centre located at the east end of Gerald Street. The original objective of the bypass, as advanced through CRETS, was to divert regional and district traffic away from using the existing strategic and arterial route along the main township streets of Gerald Street and Edward Street. In recent times more emphasis

has been placed on achieving this objective through the emerging planning work for the upgrade and enhancement of the existing town centre.

**4.21** A future town centre is being planned to provide a high amenity landscaped shared space where roads and streets will encourage more walking, cycling and public use than that just exclusively for vehicles (particularly through traffic). A technique to achieve this is to slow vehicle speeds through street design to achieve a safer environment. As this evolves over time, the incentive and viability to provide a suitable bypass of the town centre will increase as the through traffic function of Gerald Street diminishes.

**4.22** In simple terms Council needs to protect a future Lincoln southern bypass option. Good strategic transport planning utilises studies like CRETS and the LSP to identify early in the planning process transport opportunities worth protecting. This is achieved through land use planning initiatives such as PC7 that can at least protect transport corridors so they are not lost, even though construction of infrastructure may not be immediately forthcoming. The case of the bypass is a prime example of that advocated by the UDS transport objective that seeks to integrate land transport systems with land use planning at the earliest opportunity.

**4.23** The representation of the bypass road in PC7 and ODP1 in the way undertaken, signals to land owners Councils future intentions with sufficient certainty to allow informed decisions to be made. When it is considered that the bypass will generally align with routes that follow old and current roads, and within new corridors that can accommodate such a road in the future, this should not unduly impinge on any existing land use and possible development scenarios.

**4.24** It is my opinion should Council ever wish to proceed with the bypass in the future, it will likely need to designate the route under a suitable RMA and/or public works process. This is the appropriate point where landowners and others can participate relating to any specific effects based on the information about the form and function of the bypass available at that time. In the meantime the existing and proposed land use along the proposed alignment can remain without any undue encumbrance.

Table 3

Jillian and John Meredith (L)	<b>S12</b>	<b>D1</b>	Not stated	That all paths (cycle or pedestrian) should be situated on the perimeter of the Liffeyfields stormwater reserve and not traverse the reserve in any way
		<i>F15 - Lincoln Estates Ltd</i>		<i>Oppose</i>

## **S12 - Liffeyfields Stormwater Reserve**

- 4.25** I understand the Submitters concerns and it was the intention to use either existing paths and/or new paths around the perimeter of the stormwater basin for any pathways. This is unless connectivity options to adjoining property is limited that may mean to achieve a connected pathway some minor encroachment maybe necessary for alignment purposes.

Table 4

Plant and Food (L)	<b>S29</b>	<b>D1</b>	Oppose in part	Unless the following amendments are made
		<b>D2</b>	Amend	That all reference to the requirement that main pedestrian and cycle route be provided at Browns Lane (including, but not limited to, the provisions set out in Policy B4.3.56 and in ODP 3) be deleted from the plan change
		<b>D3</b>	Amend	That the ODP for Area 3 (Lincoln) be approved subject to the amendments proposed in Attachment 2
		<i>F27 - Ministry of Education (number issue)</i>		<i>Oppose</i>
		<b>D4</b>	Amend	That ODP Area 4 as proposed by notified Plan Change 7 be deleted; or
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<b>D5</b>	Amend	Without derogating the relief sought in point 3 above, that ODP Area 4 be amended to include an appropriate landscaped buffer and setback from Smiths Block so as to avoid or mitigate the risk of reverse sensitivity effects arising between existing research activities and future residential activities
		<b>D6</b>	Amend	That all reference (including, but not limited to, text in proposed Policies, Rules, and ODPs) to a requirement for a main road connection linking Boundary Road to Birchs Road via Smiths Block be deleted from the plan change

### **S29 and S30 - Browns Lane**

**4.26** Browns Lane is a 10m wide unformed strip that the Submitter uses to access the “Duncan Block” farm/research area from Edward Street opposite the old Country Club entranceway. For some years Council has attempted to secure the strip, or at least have access over it, to enable an important link for a future pedestrian and cycling walkways in the area to be established.

**4.27** The Lane would form part of a local walking and cycling network for the ODP3 area as well allowing the Christchurch to Little River RailTrail to be more safely and efficiently redirected to Edward Street (via Liffeyfields Drive). This route would avoid the relatively busy roads around the St James Street and Boundary Road areas and the adjoining schools and church. In addition it would provide a link to planned pathways alongside the Liffey River and beyond. A plan showing how Browns Lane provides these strategic connections is attached as Appendix B.

**4.28** Council's interest in the strip came about a few years ago when the submitter discussed plans to develop the Duncans Block under its current Living 2 zoning. Attempts to arrive at a position that would protect both the submitters and Councils intentions to use Browns Lane

were problematic. In recent discussions the prime source of the submitters concerns about the use of Browns Lane became more apparent. This related to a timing scenario that could have seen the Lane used both as a public thoroughfare and access for farm/agricultural vehicles accessing the block. An obvious operational and safety issue, it was agreed this was not desirable from any parties perspective.

**4.29** At a Pre Planning Meeting on the 3<sup>rd</sup> December 2010 the issue was discussed further. It was agreed that public use of the Lane could be deferred until such time the Duncans Block was developed for residential purposes. This provided Council with the certainty that the Lane was able to be used in the future to develop its walking and cycling network in the area, and in the interim the Submitter can continue to use it unhindered for farming operations until such time the Duncans Block is developed for residential purposes. I consider this to me a fair and reasonable compromise.

Table 5

Agresearch (L)	<b>S30</b>	<b>D1</b>	Oppose in part	Unless the following amendments are made
		<b>D2</b>	Amend	That ODP Area 4 as proposed by notified Plan Change 7 be deleted; or
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<b>D3</b>	Amend	Without derogating the relief sought in point 3 above, that ODP Area 4 be amended to include an appropriate landscaped buffer and setback from Smiths Block so as to avoid or mitigate the risk of reverse sensitivity effects arising between existing research activities and future residential activities
		<b>D4</b>	Amend	That all reference (including, but not limited to, text in proposed Policies, Rules, and ODPs) to a requirement for a main road connection linking Boundary Road to Birchs Road via Smiths Block be deleted from the plan change

### **S30 - Smiths Block and Boundary Road Connection**

**4.30** As described in Sections 3.48 – 3.55 an integrated main roading network is planned to be established that will then link ODP areas 1, 3 and 4 together with a collector route that will encompass the majority of Lincoln's new greenfield development areas. Importantly a connection to Boundary Road will enable access to a planned public transport "Park N Ride" Site and also to the "William Street Extension" that connects to the existing town centre.

**4.31** ODP4 shows schematically how a connection could be made to Boundary Road using either a route alongside the eastern boundary of the submitters Smiths Block or the western side of the Golf Course along this common boundary. The submitter raised concerns with the use of the farm research block being used for road, even on the basis that any road would most

likely follow the alignment of an existing access track alongside the boundary. Equally the submitter requested a landscaped buffer and setback from the Smith Block to address reverse sensitivity concerns to the proposed residential development alongside.

**4.32** At the Pre-Hearing meeting with the submitter on the 3<sup>rd</sup> December 2010 it was agreed that the diagrammatic reference to a roading connection through the Smiths Block would be removed. If at some time in the future should Council wish to pursue such a connection utilising the Smiths Block then it could follow a designation process. In regards to the landscape buffer and setback it was agreed that the incorporation of a road could constitute part of the buffer and setback from the Smiths Block being sought by the submitter.

**4.33** While I view the loss of indicating a potential option to secure a roading connection to Boundary Road via the Smiths Block as undesirable, the remaining option provides sufficient opportunity to fulfil this, but only on the proviso that a road constitutes part of the buffer and setback. This is because the road from ODP4 south to Boundary Road needs to be close as possible to the Smith Block to enable it to align with a proposed extension of William Street to Boundary Road from the south from ODP6 and the proposed Park N Ride site.

Craig Harold Thompson	<b>S40</b>	<b>D1</b>	Support in part	Subject to the following amendments
		<b>D3</b>	Amend	Amend ODP area 4 Lincoln plans such that the primary road is not unduly located solely within land owned by the 'Claridges'

#### **S40 – ODP4 Primary Road Alignment and Claridge Property**

**4.34** The primary road west from ODP4 that connects to Birchs Road (currently shown through the Claridge property) needs to be aligned with the primary road from ODP3 to Birchs Road. The main roading layout for both OPD areas has been configured to achieve this important outcome relating to connectivity across Birchs Road, which is classified as a Collector road.

**4.35** As described in Sections 3.54 – 3.55 this enables ODP 3 and 4 to be connected together to establish the collector ring road route through the respective development areas. Aligning the roads to intersect with Birchs Road in this way allows a safe and efficient intersection treatment to be utilised such as cross roads, or more likely a roundabout. Shifting either road to create a staggered 'T' intersection on Birchs would mean that these roads would have to be offset by at least 125m if it was a 50kph speed environment or 305m if 70kph in accordance with District Plan requirements under PC12. In my opinion if a direct connection across Birchs Road could not be achieved, this would seriously comprise the effectiveness of the main roading connections between the ODP3 and 4 development areas.

- 4.36** Viewing the aerial photographs for the immediate area, there is limited ability to shift the main road in the ODP4 area either north or south along Birchs Road. South there are the buildings and structures owned by the Claridges and others, while north this would encroach onto the Baptist Church site. As I understand there are proposals by the Church to comprehensively develop this site with a church and associated facilities. The Claridges property can accommodate a road through an undeveloped area of their property approx 50m wide along their northern boundary with the Church site as shown in Appendix C.
- 4.37** Unless another alignment can be found and agreed to in both the ODP3 and ODP4 areas, then this in my opinion would seem to be the most logical and appropriate position for the roads to align to achieve the connectivity sought across Birchs Road in a safe and effective manner. It is likely that a comprehensive change in the overall roading layout in ODP4 area would be needed to alter the position of the main roads that connect to Birchs Road.



Table 7

Denwood Trustees Ltd (L)	S90	D1	Oppose	Oppose all of Plan Change 7 except for the provisions relating to Rolleston and for medium density housing
		F15 - Lincoln Estates Ltd		Oppose
		D2	Support in part	The Trust supports the provision in PC7 for the Lincoln B2 Zone being zoned Business 2, but opposes the Deferred status of the zoning. It seeks that this be removed, and the land be zoned Business 2. It seeks amendments to the B2 Zone rules as they affect the Lincoln B2 Zone as set out in Appendix B and, if ODPs are to be retained as part of PC7, inclusion of the Area 5 ODPs for the proposed B2 and LZ Zones as set out in Appendix C of our submission.
		F28 - Lincoln University		Oppose
		D3	Oppose	The Trust opposes the balance of its land (70ha) being zoned Rural Outer Plains under PC7. In terms of PC7, the Trust seeks that its balance 70ha be either (in order of preference):- * Rezoned Living Z and included as a greenfield development area able to be developed immediately; or * Rezoned partially Living Z and partially Business 2 and included as a greenfield development area able to be developed immediately; or * Rezoned Living 2 (average allotment size 3000m2) and included as a greenfield development area able to be developed immediately; or If ODPs are retained as part of PC7, the Trust seeks that its balance land be included as part of the ODP Area 5.
		F28 - Lincoln University		Oppose
		F31 - New Zealand Transport Agency		Oppose
		D4	Oppose	The Trusts seeks removal from PC7 of the provisions for phasing of development. If phasing is retained in PC7, the Trust seeks that all of its land (80ha) be zoned for immediate development (ie not deferred). If phasing is retained in PC7, then the Trust seeks more flexibility for amending phasing where sustainable management of physical and natural resources will still be achieved, by way of a restricted discretionary resource consent application (or similar).
		F15 - Lincoln Estates Ltd		Support
		D5	Amend	Policy B4.3.7 as follows: "Each Outline Development Plan shall include: "(vi) Set out the staging and coordination of subdivision and development in line with the staging shown on the Planning Maps, except where it can be demonstrated that the rate and location of development can be integrated with the provision of infrastructure and associated funding mechanisms by a different method to that which forms the basis for the applicable development staging provisions in the District Plan and Plan Change 1 to the Canterbury Regional Policy Statement"

		<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>
<b>D6</b>	Amend	Policy B4.3.8 as follows: "Except as provided for in Policy B4.3.9, ensure that the staging of any Greenfield urban growth area shown on the Planning Maps occurs as follows:"	
		<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>
<b>D7</b>	Amend	<p>New Policy B4.3.9 as follows: "Enable development to proceed ahead of the phasing requirements set out in Policy B4.3.8 and as shown on the Planning Maps and appendices in circumstances where it can be demonstrated that the rate and location of development can be integrated with the provision of infrastructure and associated funding mechanisms by a different method to that which forms the basis for the applicable development phasing provisions in the District Plan and Change 1 to the Canterbury Regional Policy Statement.</p> <p>This policy is intended to provide for some flexibility in the staging of development, in accordance with the enabling provisions of the Resource Management Act 1991. It recognises that there may be a number of ways of providing for and funding infrastructure requirements, including developer-funding upgrades (to be subsequently recovered from the COuncil where the upgrades have wider public benefits), and temporary solutions which generate capital contributions to the Council upgrades programmed for a later date. Such flexibility will help ensure a continuous supply of residential sections in accordance with market demand, and avoid the potential for a few landowners allocated to 'early stages' 'monopolising' the development process"</p>	
		<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>
<b>D8</b>	Amend	<p>Explanation and Reasons of Policy 4.3.9 (renumbered 4.3.10) to read as follows: "... It is nonetheless recognised that through the detailed preparation of subdivision consent applications or asset design processes there is the potential for alternative solutions or routes to be developed that still achieve the outcomes sought in the ODPs than the broad land use pattern shown on the ODP. When assessing applications for development that is not in accordance with an ODP, it is anticipated that such applications will only be granted where they are able to demonstrate that the proposed development still achieves the key principles and outcomes sought in the ODP than the layout shown in the ODP.</p>	
		<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>
<b>D9</b>	Amend	Policy B4.3.50 as follows: "Except as provided for in Policy B4.3.9, ensure that new Greenfield urban growth only occurs within the Outline Development Plan areas identified on the Planning Maps and in accordance with the staging set out in Policy B4.3.8	
		<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>

		<b>D10</b>	Amend	Subdivision Rule 12.1.6.5 as follows: Restricted Discretionary Activities - Subdivision - General. The following activity shall be a restricted discretionary activity:- Any subdivision in a Living Z Zone covered by an operative Outline Development Plan within the District Plan that is not in general accordance with the Outline Development Plan and/or the Planning Maps including in relation to phasing. The exercise of discretion shall be restricted to the matters set out below: * With regard to the matters listed in Policy B4.3.7, whether the proposed amendments (eg alternative routes, staging, infrastructure methods) will enable development to proceed without compromising the long term outcomes sought in the ODPs; and/or where it can be shown that the proposed amendments better achieve the overall purpose of the ODPs of achieving integrated high quality urban development based on best practice urban design principles. * Appropriate mechanisms (funding, covenants, consent notices on titles etc) to assist with achieving the above outcomes.
		<i>F15 - Lincoln Estates Ltd</i>		<i>Support</i>
		<b>D11</b>	Oppose	The requirements of Policy B4.3.56 for the form of ODPs for each ODP area are too restrictive and should be deleted or amended.
		<i>F15 - Lincoln Estates Ltd</i>		<i>Oppose</i>
		<b>D12</b>	Amend	ODP Area 5 - B2 Zone: The Trust seeks that the Deferred status be removed from the Lincoln proposed B2 Zone at Springs Road; and that the ODP Area 5 - Lincoln B2 Zone as attached as Appendix C be included as part of PC7; and the amended B2 rules as they apply to the B2 Zone at Lincoln as attached as Appendix B be included as part of PC7. Two alternative ODPs are included in Appendix C, with the preference for Option 1 which does not show the potential Southern Bypass. The amended B2 Zone rules for Lincoln are considered appropriate in terms of the requirements of Part 2 of the Act, in particular to avoid or mitigate any potential environmental effects on adjoining zones. Also attached as Appendix D is a s32 assessment in support of the removal of deferred status, the Area 5 ODP and the amended B2 rules for the Lincoln B2 Zone. This includes a noise report from Marshall Day Acoustics explaining the reasoning for the proposed noise rules
		<b>D13</b>	Amend	ODP Area 5 - LZ Zone: The Trust further seeks that the balance of the Trust land be rezoned LZ; and the ODP Area 5 - Lincoln LZ Zone as attached as Appendix C be included as part of PC7. Two alternative ODPs are included, with the preference for Option 1 which does not shown the potential Southern Bypass. As an alternative to the above, the above Area 5 ODPs could be amended to provide for a larger B2 Zone south of the proposed B2 Zone, as shown on the plan attached as Appendix F. The Trustees seek this alternative in the event that it is preferred by the Council

## **S90 – Deferred Business 2 Land and Proposed 110 lot Living 2 Zone**

- 4.38** From a transportation perspective I see no real impediment to the proposed location or activity associated with the Deferred Business 2 land in the location proposed. Springs Road to the north of the site is proposed to be classified as Collector road and to that purpose would be expected to generally accommodate the traffic generated from the site, however north of the site Springs Road also provides access to the University carparks to the west, and new intersections to the east into the Dairy Block development. This section of Springs Road can become busy in peak periods related to predominately University traffic.
- 4.39** It may eventuate that the collector road classification would extend south to at least to the main entry to the site once more detail about the activity and traffic generation potential of the site is known. At this point it is difficult to assess this which, among other aspects, is a likely reflection of its deferred status pending confirmation of an ODP.
- 4.40** Another aspect that needs consideration is if the site should have lots that have direct access to Springs Road. It would be my opinion that the development should be internally accessed, which reflects consistency in the opinion to that there is no direct access to Springs Road along the other section of Springs Road fronting the Dairy Block as discussed in Section .4.4.
- 4.41** There are also benefits to consider some degree of limited direct access to the proposed Lincoln Southern Bypass in the future so it doesn't rely entirely on Springs Road. This would be useful at least to enable heavy vehicles to access the area without necessarily having to use the more congested urban orientated network to the north.
- 4.42** The submitter has provided two potential ODPs for the area with a stated preference for an option that did not include accommodating the bypass. I do not agree with this as this may preclude Council from being able to implement a bypass in the future as identified by CRETS. As shown in Appendix A the proposed alignment for the bypass is contingent on the utilisation of the ODP5 area (or SL1 area as referred to in PC1) in some manner to provide the connection between the old Weedons Road corridor to the north, and to the proposed route along the southern boundary of the Dairy Block as explained in Section 4.8.
- 4.43** I am not satisfied that the proposed ODP provided by the submitter has sufficiently explored the access options available to the ODP area using either Springs Road or the bypass, or a combination of both. If there are other options for locating the B2 area differently to that currently envisaged, then like the original proposals, they need to more comprehensively consider roading and access opportunities and constraints.

- 4.44** The submitter suggests that a bypass alignment utilising Collins Road East would be an option. This is not viable as it is too far removed south of Lincoln to be a faster and more efficient alternative than travelling through the centre of Lincoln. (Refer to Appendix A). It also presupposes that Springs Road would become part of the bypass which again is contrary to the principles of the bypass for the reasons explained in Section 4.6.
- 4.45** The submitter also seeks by some means re zoning an estimated 110 lot rural residential Living 2 type subdivision to the south east of the proposed B2 zone. This would have main access to Springs Road. While such a proposal is likely to be outside the scope of PC7 the following points are made at this time. This would introduce another development with access to Springs Road of a different type and likely trip generation characteristics. Generating an estimated 700 vehicle movements per day, this would then combine with those from the B2 Zone, the Dairy Block, and the University carparks to the north along Springs Road. I would have increasing concerns about how the sections of Springs Road immediately south of Gerald Street, and the roundabout of Springs, Gerald and Ellesmere Junction Road may perform in the future under this level of demand.
- 4.46** At this stage only one main access from Springs Road into the L2 area is proposed. However there maybe the ability to supplement this access via a 800m long unformed section of public road from the northeast corner of the site that intersects with Ellesmere Road approximately 450m west of the Weedons Road intersection. While this would hold advantages for a further roading connection it could also be used for a walking and cycling connection into the immediate area and further east into the southern development areas of Lincoln as the Dairy Block and beyond to the RailTrail. Council has been aware of the local communities desire to provide such linkages between Lincoln and Springston.
- 4.47** In addition to this it could also be used as an alternative to the old Weedons Road alignment for part of a Lincoln southern bypass road as there is a good opportunity to combine this future intention with the development of the proposed L2 area. This would align well with the proposed corridor along the southern boundary of the Dairy Block for the bypass as discussed in Section 4.8. Whilst not as desirable as the bypass alignment shown as Appendix A, due to its lack of direct juncture with the Weedons Road arterial, it could provide a viable alternative as at least 800m of the bypass would utilise existing public road reserve.

Table 8

McIntosh, Jung and Lee (L)	S89	D1	Oppose	We oppose Plan Change 7 provisions except for those relating to medium density housing and Rolleston.
		<i>F103 - Hopkins</i>		<i>Oppose</i>
		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F100 - Pringle</i>		<i>Support</i>
		D2	Amend	We consider that our land and the rural residential blocks to the north legally described as Lot1-6 DP371976 should be included within the PC7 Living Z Zone and, if staging is retained (which we oppose), staged for immediate development
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F98 - Belcher</i>		<i>Oppose</i>
		<i>F99 - A Belcher</i>		<i>Oppose</i>
		<i>F103 - Hopkins</i>		<i>Oppose</i>
		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F101 - Jacques</i>		<i>Oppose</i>
		<i>F100 - Pringle</i>		<i>Support</i>
		D3	Oppose	We seek deletion of all of the phasing provisions in PC7. If phasing is retained in PC7, then we seek more flexibility for amending phasing where sustainable management of physical and natural resources will still be achieved, by way of a restricted discretionary resource consent application (or similar)
		<i>F85 - LLD</i>		<i>Support</i>
		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F100 - Pringle</i>		<i>Support</i>
		<i>F15 - Lincoln Estates Ltd</i>		<i>Support</i>
		D4	Amend	Policy B4.3.7 as follows: "Each Outline Development Plan shall include: "(vi) Set out the phasing and coordination of subdivision and development in line with the staging shown on the Planning Maps and Appendices, except where it can be demonstrated that the rate and location of development can be integrated with the provision of infrastructure and associated funding mechanisms by a different method to that which forms the basis for the applicable development staging provisions in the District Plan and Change 1 to the Canterbury Regional Policy Statement"

		<i>F99 - A Belcher</i>		<i>Oppose</i>
		<i>F85 - LLD</i>		<i>Support</i>
		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F100 - Pringle</i>		<i>Support</i>
		<i>F15 - Lincoln Estates Ltd</i>		<i>Oppose</i>
		D5	Amend	Policy B4.3.8 as follows: "Except as provided for in Policy B4.3.9, the phasing of any living Z shown on the Planning Maps and Appendices occurs as follows:"
		<i>F99 - A Belcher</i>		<i>Oppose</i>
		<i>F85 - LLD</i>		<i>Support</i>
		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F100 - Pringle</i>		<i>Support</i>
		<i>F15 - Lincoln Estates Ltd</i>		<i>Support</i>
		D6	Amend	<p>New Policy B4.3.9 as follows: "Enable development to proceed ahead of the phasing requirements set out in Policy B4.3.8 and as shown on the Planning Maps and appendices in circumstances where it can be demonstrated that the rate and location of development can be integrated with the provision of infrastructure and associated funding mechanisms by a different method to that which forms the basis for the applicable development staging provisions in the District Plan and Change 1 to the Canterbury Regional Policy Statement.</p> <p>This policy is intended to provide for some flexibility in the phasing of development, in accordance with the enabling provisions of the Resource Management Act 1991. It recognises that there may be a number of ways of providing for and funding infrastructure requirements, including developer-funding upgrades (to be subsequently recovered from the Council where the upgrades have wider public benefits), and temporary solutions which generate capital contributions to the Council upgrades programmed for a later date. Such flexibility will help ensure a continuous supply of residential sections in accordance with market demand, and avoid the potential for a few landowners allocated to 'early stages' 'monopolising' the development process"</p>
		<i>F99 - A Belcher</i>		<i>Oppose</i>
		<i>F85 - LLD</i>		<i>Support</i>
		<i>F102 - McKeich</i>		<i>Support</i>

		<i>F100 - Pringle</i>	<i>Support</i>
		<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>
D7	Amend	<p>Explanation and Reasons of Policy 4.3.9 (renumbered 4.3.10) to read as follows: "... It is nonetheless recognised that through the detailed preparation of subdivision consent applications or asset design processes there is the potential for alternative solutions or routes to be developed that still achieve the outcomes sought in the ODPs than the broad land use pattern shown on the ODP. When assessing applications for development that is not in accordance with an ODP, it is anticipated that such applications will only be granted where they are able to demonstrate that the proposed development still achieves the key principles and outcomes sought in the ODP than the layout shown in the ODP.</p>	
		<i>F85 - LLD</i>	<i>Support</i>
		<i>F102 - McKeich</i>	<i>Support</i>
		<i>F100 - Pringle</i>	<i>Support</i>
		<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>
D8	Amend	<p>Policy B4.3.50 as follows: "Except as provided for in Policy B4.3.9, ensure that new Greenfield urban growth only occurs within the Outline Development Plan areas identified on the Planning Maps and Appendices and in accordance with the phasing set out in Policy B4.3.8 once adequate infrastructure and servicing is available</p>	
		<i>F85 - LLD</i>	<i>Support</i>
		<i>F102 - McKeich</i>	<i>Support</i>
		<i>F100 - Pringle</i>	<i>Support</i>
		<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>
D9	Amend	<p>Subdivision Rule 12.1.6.5 as follows: Restricted Discretionary Activities - Subdivision - General. "The following activity shall be a restricted discretionary activity:- Any subdivision in a Living Z Zone covered by an operative Outline Development Plan within the District Plan that is not in general accordance with the Outline Development Plan and/or the Planning Maps and Appendices including in relation to phasing</p>	



				<p>The exercise of discretion shall be restricted to the matters set out below:-</p> <ul style="list-style-type: none"> <li>* With regard to the matters listed in Policy B4.3.7, whether the proposed amendments (eg alternative routes, phasing, infrastructure methods) will enable development to proceed without compromising the long term outcomes sought in the ODPs; and/or where it can be shown that the proposed amendments better achieve the overall purpose of the ODPs of achieving integrated high quality urban development based on best practice urban design principles.</li> <li>* Appropriate mechanisms (funding, covenants, consent notices on titles etc) to assist with achieving the above outcomes"</li> </ul>
			<i>F99 - A Belcher</i>	<i>Oppose</i>
			<i>F102 - McKeich</i>	<i>Support</i>
			<i>F100 - Pringle</i>	<i>Support</i>
			<i>F15 - Lincoln Estates Ltd</i>	<i>Support</i>
		D10	Oppose	The requirements of Policy B4.3.56 for the form of ODPs for each ODP area are too restrictive and should be deleted or amended.
			<i>F99 - A Belcher</i>	<i>Oppose</i>
			<i>F102 - McKeich</i>	<i>Support</i>
			<i>F100 - Pringle</i>	<i>Support</i>
		D11	Support in part	We seek that if ODP requirements in Policy B4.3.56 are to be retained, the following amendments are made to the ODP Area 1 matters:
			<i>F102 - McKeich</i>	<i>Support</i>
			<i>F100 - Pringle</i>	<i>Support</i>
		D12	Amend	Delete the notation 'potential stormwater management area' over our land and amend the area of ODP 1 to include our land.
			<i>F99 - A Belcher</i>	<i>Oppose</i>
			<i>F85 - LLD</i>	<i>Support</i>
			<i>F102 - McKeich</i>	<i>Support</i>
			<i>F100 - Pringle</i>	<i>Support</i>
		D13	Amend	Delete 'Maintenance of the buffer zone (150m) around the perimeter of the sewerage treatment plant'. This is to be decommissioned so is unnecessary and should be removed
			<i>F99 - A Belcher</i>	<i>Oppose</i>

		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F100 - Pringle</i>		<i>Support</i>
		D14	Amend	Amend bullet point 5 to read "Provision of a comprehensive stormwater/wetland system, including stormwater wetland areas where required to accommodate necessary flows, in accordance with approved stormwater discharge consents, and based on mitigation of stormwater effects within the ODP 1 Area".
		<i>F85 - LLD</i>		<i>Support</i>
		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F100 - Pringle</i>		<i>Support</i>
		D15	Amend	Amend ODP 1 to show a roading link to the boundary of our land, or as a less preferred alternative, to the boundary of the existing rural lifestyle blocks to the north of our land (as per amended ODP Area 1 attached as Appendix D)
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F98 - Belcher</i>		<i>Oppose</i>
		<i>F99 - A Belcher</i>		<i>Oppose</i>
		<i>F103 - Hopkins</i>		<i>Oppose</i>
		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F101 - Jacques</i>		<i>Oppose</i>
		<i>F100 - Pringle</i>		<i>Support</i>
		D16	Amend	We seek that if the provisions for ODPs in PC7 is retained, an additional ODP Area 7 is included, as attached as Appendix E of our submission. ODP Area 7 covers our land and Lots 1-6 DP371976 sited immediately to the north. We seek that all the land within ODP Area 7 be zoned Living Z.
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F98 - Belcher</i>		<i>Oppose</i>
		<i>F99 - A Belcher</i>		<i>Oppose</i>
		<i>F103 - Hopkins</i>		<i>Oppose</i>
		<i>F102 - McKeich</i>		<i>Support</i>
		<i>F101 - Jacques</i>		<i>Oppose</i>
		<i>F100 - Pringle</i>		<i>Support</i>

		D17	Amend	We seek that if the provisions for ODPs in PC7 is retained the following is added to the Policy B4.3.56: "Outline Development Plan Area 7 *ODP Area 7 align with ODP Area 1. * Provision for changing the status of the existing right of way at the end of Allendale Lane, in the adjoining Ryelands subdivision, to local road, with a minimum legal width of 10m and minimum formed width of 6m; * Provision for a possible road linkage to the adjoining ODP Area 1; * Provision for a stormwater management system; *Provision for wells and water pumping facilities to provide sufficient capacity for all future growth in this area; * Provision for a reticulated wastewater system and pumping stations with capacity to accommodate necessary flows; *Provision for a 10m esplanade reserve along the western side of the Liffey (L1) waterway, consistent with the width of the existing esplanade reserve on the west side of the Liffey through the adjoining Ryelands subdivision; * Provision for pedestrian and cycle links along the western side of the Liffey (L1) waterway; * Provision of a minimum net density of 10 households per hectare averaged over the ODP area.
		F93 - Jens Christensen		<i>Oppose</i>
		F98 - Belcher		<i>Oppose</i>
		F103 - Hopkins		<i>Oppose</i>
		F102 - McKeich		<i>Support</i>
		F101 - Jacques		<i>Oppose</i>
		F100 - Pringle		<i>Support</i>

### **S89 - Allendale Lane Access**

**4.48** Currently eight lots have access to the private Right of Way (ROW) off Allendale Lane. This comprises of six life style blocks to the north and the submitters two 4ha blocks to the south. The ROW connects to the local roading network via Allendale Lane through a 10m wide corridor. Under current District Plan rules (Table E13.4, Township Volume) a maximum of 10 lots are permitted to use a shared private vehicle accessway such as ROW. If this is exceeded then a public road must be created to provide property access. On this basis only another two lots could then be created before the ROW had to be upgraded to a public road standard and vested in Council.

**4.49** However PC12 (as notified) has reduced the maximum number of lots that use a shared private vehicle accessway, such as a ROW, from ten to six. This is detailed and explained on Pages 57 to 59 in "Proposed Plan Change 12 – Section 32 Assessment". In addition it

also details in Table E13.4 the minimum width requirements for a ROW. Under current District Plan Rules for 7-10 lots the accessway needs to have a carriageway width of 5m and legal width of 6m. Under PC12 for 4-6 lots for an accessway over 50m long this would change to 4.5m and 6.5m respectively.

- 4.50** The current formed ROW for the existing six lots complies with District Plan requirements with a 4m wide carriageway. Should further lots access it then even as a ROW it would need to be upgraded and extended by the submitter to comply with the limits and standards in Table E13.4 as they applied at the time when any subdivision consent was applied for.
- 4.51** The submitter requests that the existing ROW becomes legal road. Clearly its current standard is not in accordance with District Plan requirements if 10 lots are exceeded without substantial upgrading. For a public road under current standards this would necessitate a 7-8m wide carriageway and 15-20m wide legal width to be provided in accordance with Table E13.9 of the Township volume.
- 4.52** Works would also need to include kerb and channel, a footpath and street lighting to the required standard. This would be at the submitters cost and not Councils. In addition I would presume the agreement of the existing ROW users would be required by the submitter for them to relinquish their rights to the accessway to enable it to be vested as public road.
- 4.53** However some scope to reduce the upgrade requirements is likely through the proposed changes to roading standards in PC12. A revised table E13.9 introduces sub categories of local roads. Under this I would consider that an upgraded ROW to service additional lots would fall somewhere between a Local Minor and Local Intermediate Road classification. These classifications are referred to in Section 5.2 of Councils Subdivision Guideline as “Residents” and “Neighbourhood” Streets respectively.
- 4.54** While the 150m maximum length requirement would be exceeded for a Residents Street the remainder seems to be more in keeping with this outcome than that required for a Neighbourhood Street. Under a Local Minor Classification for it to become a legal public road it would need to be upgraded to a 6m wide carriageway and a legal width of 10-12m and the other required infrastructure such as a turning head. This would be on the proviso that this would be at the cost of that party wishing to utilise the ROW beyond the number of lots it is able to service.

- 4.55** The scenario discussed here for upgrading is contingent on the number of additional lots that may eventuate. A high density development would not be supported that generated many more additional lots. If it was a land use of similar type and density to that already using the existing ROW, then this would be acceptable from a traffic generation perspective for the standard of road envisaged above. Consent notes or other applicable legal mechanism would then need to be applied to all lots preventing further subdivision unless the road was upgraded further – if practically possible.
- 4.56** I do however have some concern with allowing significantly more traffic to use Allendale Lane and issues of reverse sensitivity. The expectation by local residents was that only a maximum of 10 lots would use Allendale Lane to access the existing ROW. Based on the discussion above, if the ROW was upgraded to a road then, based on an estimated total of fourteen lots having access to it, 140 vehicle movements could result that would use Allendale Lane. On this basis I would support the idea of achieving a roading connection from the Dairy Block (ODP1 area) to consolidate main access to the upgraded ROW/road instead of from Allendale Road.
- 4.57** The submitter requests provision for pedestrian and cycling links alongside the Liffey Stream. This is the intent as detailed in the Lincoln Structure Plan, and PC7, as part of the development of a comprehensive local walking and cycling network through any available opportunities. This includes future pathways on both sides of the Liffey Stream and along the L2 for both local users and the RailTrail.
- 4.58** To capitalize on the mutual objective to enhance local connectivity, should the existing ROW be upgraded to a public road, then a walking a cycling connection from this to the western side of the Liffey Stream is sought as an outcome of any further development of the submitters land. A logical place to locate a 10m wide walking and cycling corridor would be along the northern boundary of their site that connected to the esplanade reserve from the ROW/road.
- 4.59** Based on more detailed planning at the time, a formed pathway is also an expectation along the ROW/road and to the Liffey Stream. This is considered to be part of the infrastructural requirements for the development of the submitters site and upgrading of the area to accommodate public access.

## Rolleston Submissions

Table 9

Selwyn Central Community Board	<b>S22</b>	<b>D1</b>	Support	Subject to the following amendments
		<b>D4</b>	Amend	Rolleston ODP Area 2 to allow a vehicle access via a secondary road from Norman Kirk Drive and that a pedestrian and cycle link be provided to/from ODP Area 2 to Markham Way
		<b>D5</b>	Amend	Rolleston ODP Area 3 to make sure that provision for pedestrian/cycle linkages to the east of Rolleston ODP Area 3 be large enough to provide secondary road access to/from ODP Area 3 should (future) residential to occur in the area to the east of ODP Area 3

Table 10

Rolleston Park Residents Group (R)	<b>S34</b>	<b>D1</b>	Oppose in part	Unless the following amendments are made
		<b>D2</b>	Amend	Vehicle access be via a secondary road connection to Norman Kirk Drive with no direct vehicle access to Markham Way or Rolleston Drive.
		<b>D3</b>	Amend	A pedestrian and cycle link should be provided from ODP Area 2 to Markham Way/Rolleston Primary/Norman Kirk/Rolleston Drive

Table 11

Selwyn District Council (R)	<b>S43</b>	<b>D1</b>	Support in part	Subject to the following amendments
		<b>D2</b>	Amend	Amend PC 7 to include an Outline Development Plan for Area 2 in Rolleston within Appendix 36. As an ODP has been submitted for this area, Council seeks that the zoning for this area be changed from Living Z deferred to Living Z.
		<i>F22 - SCCB</i>		<i>Oppose</i>

Table 12

Rolleston Residents Assn (R)	<b>S79</b>	<b>D1</b>	Support in part	Subject to the following amendments
		<b>D4</b>	Amend	That vehicle access to Rolleston ODP Area 2 be via a secondary road from Norman Kirk Drive and that a pedestrian and cycle link be provided to/from ODP Area 2 to Markham Way.
		<b>D5</b>	Amend	That the provision for pedestrian/cycle linkages to the east of Rolleston ODP Area 3 be large enough to provide secondary road access to/from ODP Area 3 should (future) residential development occur in the area to the east of ODP Area 3.

## **S22 and S34 - Access to ODP2, Markham Way**

- 4.60** In my opinion no “secondary road” access from Norman Kirk Drive is warranted to service the ODP2 area beyond what can be reasonably accommodated by the existing local road Markham Way under the ‘Comprehensive’ and ‘Medium’ Density development being proposed by Council. Markham Way has a 8m wide carriageway and the associated urban transport related infrastructure such a footpath, kerbing and street lighting. A routine traffic count undertaken in March 2010 shows that Markham Way has only 370 vehicles per day using it, which is well within its traffic carrying potential.
- 4.61** Table E10.3 “Minimum Distances of Any Vehicle Crossing from Road Intersections” in the District Plan states that the minimum distance a new road intersection can be located from the likes of Rolleston Drive is 60m. Positioning a road any further west along Norman Kirk Drive is constrained by a recently constructed public car park. I have safety related concerns about creating another intersection off Norman Kirk Drive so close to Rolleston Drive based on the relatively congested nature of Norman Kirk Drive at peak times in this area from associated traffic and parking. In addition the suggested secondary road and its corresponding intersection would bisect a footpath along Norman Kirk Drive used for public access to the nearby primary school.
- 4.62** By the time the width of a legal road reserve corridor is accommodated within the site for a secondary road, plus a 30m diameter turning head, this is clearly out of scale to the size of the OPD2 site. This is more so when the site also has to accommodate the completion of Markham Way with a turning head and the intended pathways for walking and cycling as well.
- 4.63** While it is understood the views previously expressed by Markham Way residents on limiting any further traffic using Markham Way, there needs to be some recognition that the road has obviously existed unfinished pending confirmation on the land use on the ODP2 site.
- 4.64** I consider that the transport and planning concessions already agreed (as represented in the Rolleston Structure Plan) that Markham Way was not to have any direct roading connection to Rolleston Drive (to avoid it being used as a through by vehicles to Tennyson Street) was sufficient to address the major risk of a large increase in use by vehicles. The current unfinished end of Markham Way needs to be completed properly by providing turning facilities based on how this will interact with the land use proposed on the site.

**4.65** ODP2 as submitted by Council (S43), shows that there will be no direct roading connection between Rolleston Drive and Markham Way. It shows the walking and cycling linkages advocated by the submitters to Rolleston Drive and also beyond to Norman Kirk Drive and the primary school via existing pathways. No secondary road is warranted to service the site as there is already sufficient roading access, and together with the existing and planned walking and cycling facilities, this will provide a good level of access and transport connectivity.

**S43 - Outline Development Plan 2**

**4.66** I support the transport provisions contained within the ODP as submitted based on the land use proposed.

**S79 - Linkages from ODP3**

**4.67** The submitter requests that the walking and cycling linkages depicted east from the ODP3 area are sized sufficiently to enable them to be used as roads in the future. It is agreed that this would be appropriate based on the proposed positioning of additional rural residential land to the east of ODP being considered under PC17.

**4.68** When detailed subdivision plans are received by Council for approval, opportunities to coordinate and achieve such connections are more fully assessed based on the roading, lot and reserve layouts detailed at that time.



Table 13

New Zealand Transport Agency (NZTA) (R)	<b>S31</b>	<b>D1</b>	Support in part	Plan Change 7 should be approved subject to the following amendments
		<b>S2</b>	Amend	Delete Rule 4.9.25 or amend the rule to include the following text "Permitted Activities - ODP Area 3 in Rolleston - Dwelling Setback - No dwelling shall be located closer than 40m (measured from the nearest painted edge of the carriageway) from State Highway 1. Noise Design Standards - For any dwelling constructed between 40m and 100m (measured from the nearest painted edge of the carriageway) from State Highway 1: - appropriate noise control must be designed, constructed and maintained to ensure noise levels within the dwelling meet the internal design levels in AS/NZS2107:2000 (or its successor) - 'recommended design and sound levels and reverberation times for building interiors' and prior to the construction of any dwelling an acoustic design certificate from a suitably qualified and experienced consultant is to be provided to Council to ensure that the above internal sound levels can be achieved.
		<i>S44 - Coles</i>		<i>Support</i>
		<b>D3</b>	Amend	A rule in either the Living Zone - Roading and /or Subdivision sections which states "That there be no access to ODP Area 3 from State Highway 1"

### **S31 – State Highway Setback and Access**

**4.69** I agree with that requested by the submitter as it is in accordance with Appendix 5D – Reverse Sensitivity, Transit (aka NZTA) Planning Policy Manual Version 1 relating to noise performance standards along state highways.

**4.70** I also agree that there should be no direct vehicular access from ODP3 to State Highway 1, and this reflects the fact that this section of state highway is a Limited Access Road (LAR). Access would be unnecessary and unsafe as this section of the highway accommodates passing lanes, effectively making it a four lane motorway. Furthermore this section of state highway, together with that north towards Christchurch, is planned to be upgraded as part of the Main South Road Four Lanning Project being planned by NZTA as explained in Section 3.85.

Table 14

Foster Holdings Limited (R)	S91	<b>D1</b>	Supports in part	ODP Area 5 subject to the following amendments
		<b>D2</b>	Amend	If a satisfactory agreement is reached between the submitter and the Council for the transfer of the submitter's land, the submitter seeks: that ODP Area 5 be extended to include all the land shown on Appendix A of the submission; and that all of the land identified in Appendix A of the submission be rezoned Living Z (deferred) with appropriate criteria in Policy B4.3.68 to enable development of this land for a recreational precinct a suitable ODP is approved
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<b>D3</b>	Amend	In the alternative, if a satisfactory agreement is not reached between the submitter and the Council for the transfer of the submitter's land, the submitter seeks: that ODP Area 5 be extended to include all of the land shown within the ODP at Appendix B of the submission; that the ODP and accompanying report at Appendix B of the submission be included as an appendix to the District Plan, subject to any modifications as necessary and appropriate; that all of the land shown on Appendix B is immediately rezoned Living Z to enable residential development in general accordance with the ODP; that the criteria for ODP Area 5 be amended to reflect that the land will be used for residential development; and that all references to the recreational precinct in the Plan Change and supporting documentation be deleted.
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<b>D4</b>	Amend	All consequential, additional or other amendments to the provisions of the Plan Change necessary to give effect to the intent of this submission and/or support the decision sought.
		<b>D5</b>	Supports in part	ODP Area 6 subject to the following amendments
		<b>D6</b>	Amend	That the ODP and accompanying report at Appendix C of the submission be included within an Appendix to the District Plan, subject to any modifications as necessary and appropriate.
		<i>F82 - Rolleston Square Ltd</i>		<i>Oppose</i>
		<i>F83 - Rolleston Retail Ltd</i>		<i>Oppose</i>
		<i>F84 - RollTen Investments Ltd</i>		<i>Oppose</i>
		<b>D7</b>	Amend	That all of the land shown on Appedix C of the submission is immediately rezoned Living Z to enable residential development in accordance with the ODP.
		<b>D8</b>	Amend	All consequential, additional or other amendments to the provisions of the Plan Change necessary to give effect to the intent of this submission and/or support the decision sought.

## **S91 – Foster ODP5**

- 4.71** As the submitters land has been transferred to Council for use as a recreational precinct then any submitter related transport issues as they could relate to the alternative ODP5 submitted for residential development are now not relevant and do not need to be discussed.

## **S92 - Foster ODP6**

- 4.72** The submitter has provided an ODP for a large area of land to the south of Dynes Road and the proposed recreational precinct. This covers 80ha of greenfield development area that will produce over 1000 households of varying densities.
- 4.73** One of the main transport issues that was identified related to the “CRETS Road”. The CRETS road forms part of a planned collector ring road route between Dunns Crossing Road and Weedons Road as explained in Section 3.71. The general alignment of the whole section of road from Dunns Crossing to Weedons Road will be significantly influenced from what is schematically represented in the ODP based on actual development patterns. Localised positioning will be important relating to how it will connect with the existing road network such as at East Maddisons Road and Goulds Road in conjunction with the future local and neighbourhood centres on Goulds Road and Springston Rolleston Road.
- 4.74** On this aspect alone the ODP at that time provided no confidence that these matters have been considered sufficiently to support the positioning of the CRETS Road as shown. The same applied to the rest of the roading network within the ODP area, such as how the main and secondary networks interact to support the differing residential densities planned. There was also insufficient information provided on walking and cycling linkages and the cross boundary transport connections and/or alignments to other adjoining greenfield sites. Usually the amount and range of ODP information necessary to be shown dictates the use of a number of “layers” to communicate this clearly, for example as utilised for the ODPs for Lincoln. Clearly for the size and complexity of the development proposed this would have to be a necessity.
- 4.75** At further Pre hearing meeting on the 3<sup>rd</sup> February an amended ODP (Revision 3) was discussed that had been provided by the submitter. In this version the CRETS Road had been shifted significantly south from the original positioning shown in the Rolleston Structure Plan. The rationale for this was questioned and it became apparent that there was confusion about the role of the road. The submitter had presumed it was to function more of a local bypass at higher speeds and reduced connectivity, and consequently positioned it to clear of situations that may compromise this.

**4.76** However CRETS had envisaged that in these types of situations it was an urban collector road that in the first instance would provide access and connectivity within the development area, and in time would create the ring road route as it linked with adjoining development areas. On this basis it had a role to provide a link between the proposed local and neighbourhood centres on East Maddisons and Springston Rolleston Road. Consequently this would also enable it to be more efficiently aligned with the existing East Maddisons and Goulds Road intersection to create a six leg roundabout or similar.

**4.77** Based on this and other aspects the submitter has provided a revised ODP (Revision 4). This ODP has addressed my transport related concerns as discussed above, and has included a separate layer for the movement transport related function that clearly shows the planned roading and walking and cycling networks. This is consistent with my expectations for a large greenfields development area such as this. From a transportation basis I accept the inclusion of Revision 4 of ODP6 into PC7 finally provided by the submitter, if this is acceptable in the wider planning context relating to the introduction of an ODP by means of a submission.

Table 15

Marilyn Mc Clure & Graeme Hubbard (R)	<b>S17</b>	<b>D1</b>	Support	Subject to the following amendments
		<b>D2</b>	Amend	We ask that our land zoning - Living 2A be returned to that of all our surrounding neighbours - Living 1B
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F107 - Kevin Williams (Late)</i>		<i>Support</i>
Phillip Russell (R)	<b>S18</b>	<b>D1</b>	Support	Subject to the following amendments
		<b>D2</b>	Amend	We ask that our land zoning - Living 2A be returned to that of our neighbours - Living 1B which was the zoning we shared with them prior to the airport sound contour zoning being imposed on us by Plan Change 60.
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F22 - SCCB</i>		<i>Support</i>
		<i>F107 - Kevin Williams (Late)</i>		<i>Support</i>
		<b>D3</b>	Amend	Alternatively we ask that our land zoning be joined with the new Living Z area
Annmaree & Hendrickus Hofmeester (R)	<b>S19</b>	<b>D1</b>	Support	Subject to the following amendments
		<b>D2</b>	Amend	We ask that our land zoning (Living 2A) be returned to that of other residents in the Sheralea Estate subdivision (Living 1B) which was the zoning shared with them prior to the airport sound contour zoning being imposed by Plan Change 60.
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F22 - SCCB</i>		<i>Support</i>
		<i>F107 - Kevin Williams (Late)</i>		<i>Support</i>
		<b>D3</b>	Amend	Alternatively we ask that our land zoning be joined with the new Living Z area
Margit Muller & David Watson (R)	<b>S77</b>	<b>D1</b>	Support in part	Subject to the following amendments
		<b>D2</b>	Amend	We would like the SDC to rezone our land (Living 2A) to the same as our neighbours (Living 1B). We were zoned the same as our neighbours prior to the airport noise contour being imposed on us by PC60.
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F22 - SCCB</i>		<i>Support</i>
		<i>F107 - Kevin Williams (Late)</i>		<i>Support</i>

## **S17, S18, S19 and S77 - Rezoning of Part Sheralea, Oaktree Lane**

There are no transport related issues that would preclude that requested by the submitters.

Table 16

Clive Horn (R)	S21	D1	Support	Subject to the following amendments
		D2	Amend	To sub-divide in First Stage (within 10 years) - 620 East Maddisons Road
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F107 - Kevin Williams (Late)</i>		<i>Support</i>
Angelene Holton (R)	S25	D1	Oppose	Unless the following amendments are made
		<i>F46 - Environment Canterbury</i>		<i>Oppose</i>
		D2	Amend	That the section of East Maddisons Road currently zoned as Inner plains be rezoned as Living Z deferred
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		D3	Amend	That an allocation of 200-300 houses proposed in Plan Change 7 for ODP6 be reallocated along East Maddisons Road
		<i>F91 - Foster Holdings Limited</i>		<i>Oppose</i>
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		D4	Amend	That the Council includes the inner section of East Maddisons Road (both sides) in Living Z zoning for ODP6, providing landowners in that area with an opportunity to subdivide or provide land for recreational and community development purposes
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		D6	Amend	That the Council reconsiders Plan Change 7 in light of the principles of the District Plan, and reconsiders the development of large areas proposed for rezoning in Outline Development Plan Area 5 and Outline Development Plan Area 6 along Goulds Road
		<i>F91 - Foster Holdings Limited</i>		<i>Oppose</i>

		<i>F31 - New Zealand Transport Agency</i>	<i>Oppose</i>
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### **S21 and S25 - East Maddisons and Goulds Road Rezoning**

- 4.78** I oppose these requests to rezone the submitter's individual properties to a higher density that are then out of sync with the intended staging of development in the surrounding area. This because it would be contrary to the intention of trying to achieve coordinated development and transport infrastructure extending in a progressive manner from existing urban areas as explained in Section 3.33. These properties are approximately 450m southeast along East Maddisons Road from the edge of the existing urban development around Ellington Place. The 0.8ha Horn property is on the east side of the road and the 4ha Holton Property is on the west side.
- 4.79** Using East Maddisons Road as an example, only upgrading the road to residential standards along the submitters property frontages (as generally only required for individual subdivisions) would result in a 450m section of narrower rural road separating the existing and new urban areas. This section of road would have no connecting footpath, street lighting, and other residential type street and transport related urban amenity. In my experience new residents in these more isolated or "pocket" urban development's have a high expectation that Council will then complete the remainder of the network upgrades before further "infill" development occurs. This is neither practical nor really affordable, especially if this type of scenario plays out over a wider township or plan change area.
- 4.80** The current fragmented land ownership characteristics in the area show that the only way that any reliance could be placed on achieving a successful development pattern and integrated transport network is if all properties were part of an overall ODP for the surrounding area. Fragmented development relating to these particular properties would create an isolated pocket of urban development with no strong transport connections to the existing urban network.
- 4.81** Therefore I believe through the establishment of an appropriate ODP there is some benefit in coordinating the development of the general triangular block bounded by East Maddisons Road, and Goulds Road with that proposed for The Foster ODP6 block. From a transport infrastructure perspective this then could allow Goulds Road to be upgraded on both sides to residential standards with the associated widening, kerb and channel, footpaths and street lighting in a coordinated manner. This would also include the East Maddisons/Goulds Road

intersection however there are wider issues that need to consideration such as the positioning of the CRETS Road and local neighbourhood centre as discussed in Section 3.7.

**4.82** While submitters have raised concerns with the existing East Maddisons/Goulds Road intersection, and the 1.5km long unsealed section of East Maddisons Road, it must be appreciated that the roles of these will change dramatically with the proposed land use expected under PC7. For example from rural roads that currently can accommodate roadside horse riding to that needed for residential property access and pedestrians and cyclists.

**4.83** As such these will need to be assessed and upgraded accordingly by developers to meet the traffic demands and District Plan standards for type of land use zoned. The correct transition and interface between rural roads and urban roads also becomes important, and is a matter of detail that only generally becomes apparent when resource consents are applied for specific developments. Equally the assessment and application of Development Contributions to fund transport upgrades is very important to maintain the correct equity between more localised improvements that developers provide, and those improvements Council need to address to ensure the wider network can function accordingly from the pressures of development. From this alone it is evident how important ODPs and the benefits of coordinated development become.



Table 17

Klaus Detlef Prusas (R)	<b>S33</b>	<b>D2</b>	Not stated	Rezone Living Zone 2 (Rolleston) To average allotment sizes to not less than 2000m2 with deferral to a minimum lot area 1000m2 at a later date.
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F106 - Michael Wilson</i>		<i>Support</i>
		<i>F105 - Dene Christensen</i>		<i>Support</i>
		<i>F104 - Shona Christensen</i>		<i>Support</i>
William McGill (R)	<b>S64</b>	<b>D1</b>	Oppose	Unless the following amendments are made
		<b>D2</b>	Amend	To rezone the land known as Helpet Park that is the area of land between Lowes Road, Lincoln Rolleston Road, Springston Rolleston Road and the Helpet Sewerage Plant Living 1.
		<i>F31 - New Zealand Transport Agency</i>		<i>Oppose</i>
		<i>F22 - SCCB</i>		<i>Oppose (would support rezoning to Living Z)</i>
		<i>F108 - David and Donna Butts</i>		<i>Support</i>
		<i>F105 - Dene Christensen</i>		<i>Support</i>
		<i>F104 - Shona Christensen</i>		<i>Support</i>
		<b>D3</b>	Amend	As an alternative remove the Living 2A zoning for replacement to a Living 2 zone

### **S33 - Rezoning of Rolleston Living 2 Zone and deferral**

**4.84** I oppose this suggestion as both the initial rezoning to 2000m2 minimum lot size, and the further unspecified deferral to create a 1000m2 minimum lot size will promote subdivision and urban development to occur in a haphazard and uncoordinated way with no certainty on how transport network can effectively integrated with the changing land use over time.

**4.85** Councils Subdivision Guidelines contains information relating to how good development should provide good transport outcomes both in context, connectivity and design. In my experience situations where land has been progressively rezoned to allow higher densities over time can prevent good design outcomes from being achieved. For instance interim rezoning may allow properties to be subdivided that utilise private rights of way to provide property access. Further rezoning and densification then makes these unsustainable, while the transitional land use patterns can prevent the ability to provide the necessary roads and pathways to be provided in a integrated and efficient way to serve the final land use.

- 4.86** Another example is road upgrading requirements. Under lower development densities these may not be so stringent, however as densities increase and the land use is more urban orientated the requirement to widen roads, install kerb and channel, footpaths and street lighting increases. The ability to successfully coordinate and achieve this relies on knowing that land will change to the final use only once - and is best achieved through the likes of using ODPs to plan for this, and development contributions to assist in the funding of supporting infrastructure.
- 4.87** A current example is the problems faced by Council to provide a successful transition between Living 2 and Living 1 type zoning in the “Living 1B Deferred Zone” in Rolleston. Under PC 60 a significant area was deferred from being zoned L1 until 2010 to appease a number of concerns raised by land owners during the PC60 process about the rate of change of the rezoning being applied in this area.
- 4.88** Council is now faced with trying to manage areas of varying degrees of development in a coordinated manner that both meets individual land owners development expectations (ranging from none to intensive) with the necessary infrastructure to service this. The piece meal development in the area that has occurred over the years has reduced Councils ability to plan and integrate the necessary transport systems to suit the final land use anticipated in an efficient and cost effective manner.

#### **S64 - Helpet Park Rezoning**

- 4.89** I don't have any particular transport related concerns if the land is rezoned as requested. There will be additional traffic demands on the existing roundabouts at Tennyson Street and Mansfield Drive, but while localised, this is not out of context in relation to the overall growth of Rolleston.
- 4.90** It is noted that a section of collector road is required to be accommodated in any new development of the area requested. The Rolleston Structure Plan shows this running along the southern boundary of the Helpet Plant between Springston Rolleston Road and Lincoln Rolleston Road, together with a small local centre. This section of road will not only provide localised main access to any new developments to the north and south, but is part of the overall collector road route started by Broadlands Drive, east through the proposed recreational precinct and beyond to the proposed District Park.

## 5. Conclusions

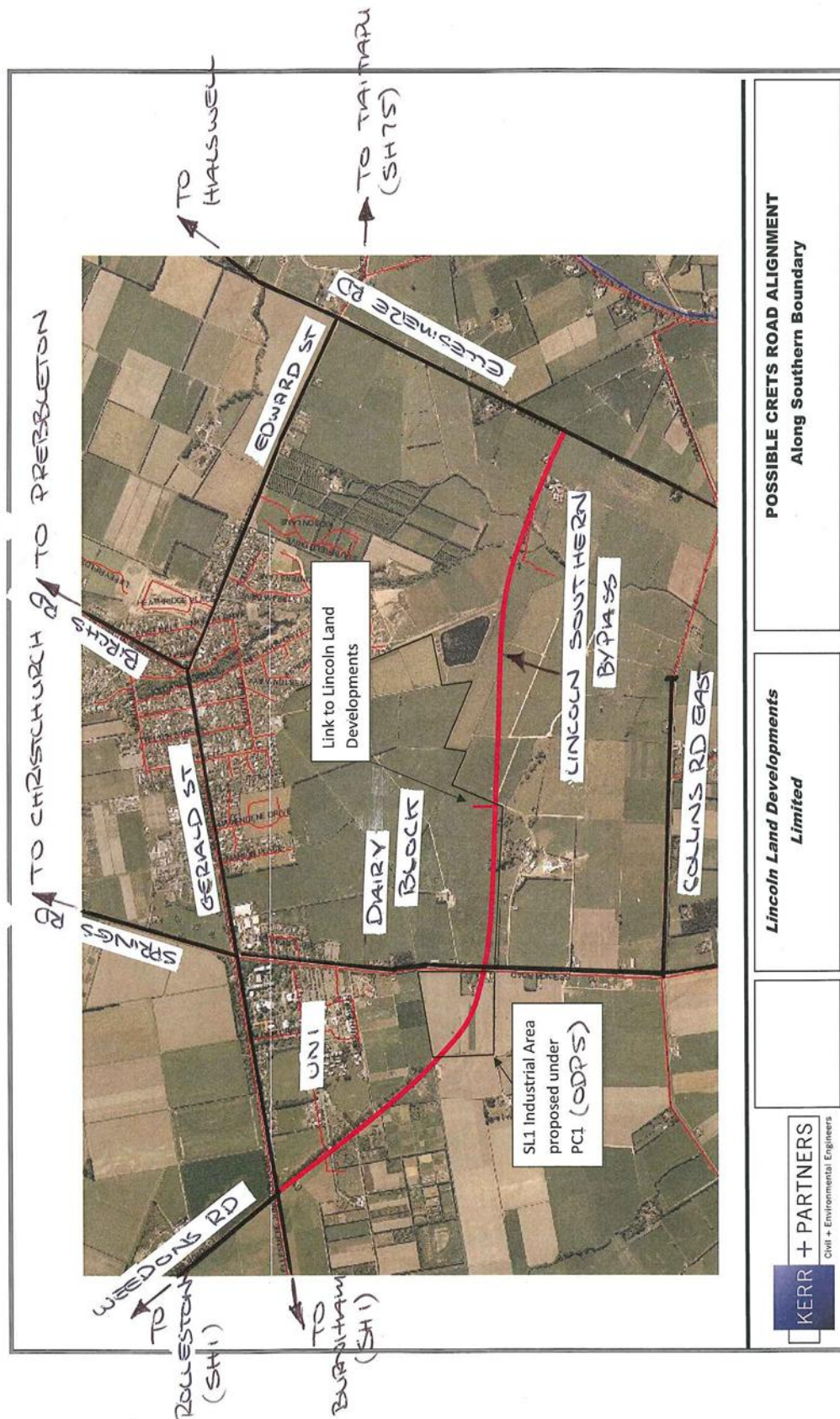
- 5.1** A multitude of supporting land transport planning strategies, as adopted by Council, are in place to guide and support the growth and land use proposed under Plan Change 7. This ranges from strategic transportation studies like the Christchurch Rolleston and Environs Transportation Study (CRETS) that covers the greater Christchurch area of Selwyn District, to the more detailed Outline Development Plans for individual greenfield areas around Lincoln and Rolleston. More specific strategies and plans also exist that cover all supporting transport modes such as walking and cycling, and public transport.
- 5.2** The transport provisions related to PC7 also conform on a wider scale to that sought to be achieved through the Greater Christchurch Urban Development Strategy, which from a transport perspective at least, is focused on achieving sustainable development patterns through the integration of effective, efficient and safe transport systems at the earliest opportunity into land use planning.
- 5.3** Furthermore state highway improvement projects advanced through the Roads of National Significance (RoNs) initiatives will provide the strategic networks that can cater for the increase in traffic generated by urban growth, such as that being proposed by PC7. In particular those projects associated with the planned Christchurch Southern Motorway Extension, together with Council plans to upgrade key district arterial routes to link to these, will cater for the residential and business growth expected.
- 5.4** Comprehensive Township Structure Plans have developed and adopted by Council that cover Prebbleton, Rolleston and Lincoln. Catering for growth to 2041 and beyond, they spatially show and also describe how transport networks and systems will evolve over time based on the land use patterns proposed. This includes main roading and walking and cycling linkages to ensure that these can be successfully implemented and coordinated over the multiple development areas of PC7.
- 5.5** Draft Plan Change 12, Integrated Transport Management, also provides the necessary planning framework to encourage a more sustainable approach to providing transport systems and networks within the urban areas created by PC7 to cater for future transport demands. For example this would include improving walking and cycling opportunities and infrastructure, rationalising parking requirements, and more flexible street configurations to complement the different types of land use densities promoted by PC7.
- 5.6** I therefore conclude that subject to the amendments recommended above all necessary transport related provisions are in place, both supporting and those embedded in the

proposed plan change, to comprehensively cater for all necessary transport related aspects associated with Plan Change 7.

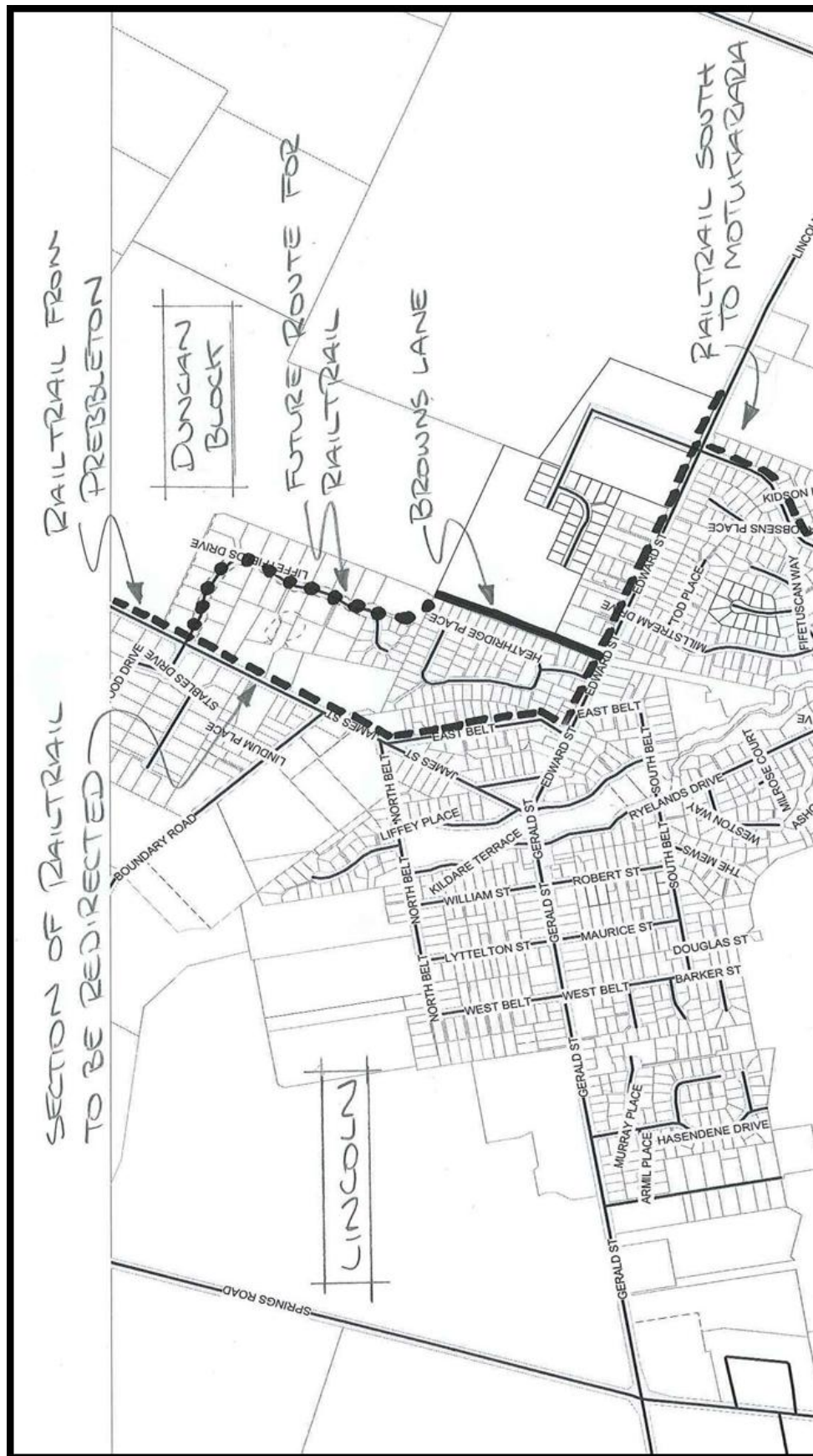
A handwritten signature in black ink, appearing to read 'Andrew Mazey'.

Andrew. McD. Mazey

**ASSET MANAGER TRANSPORTATION**

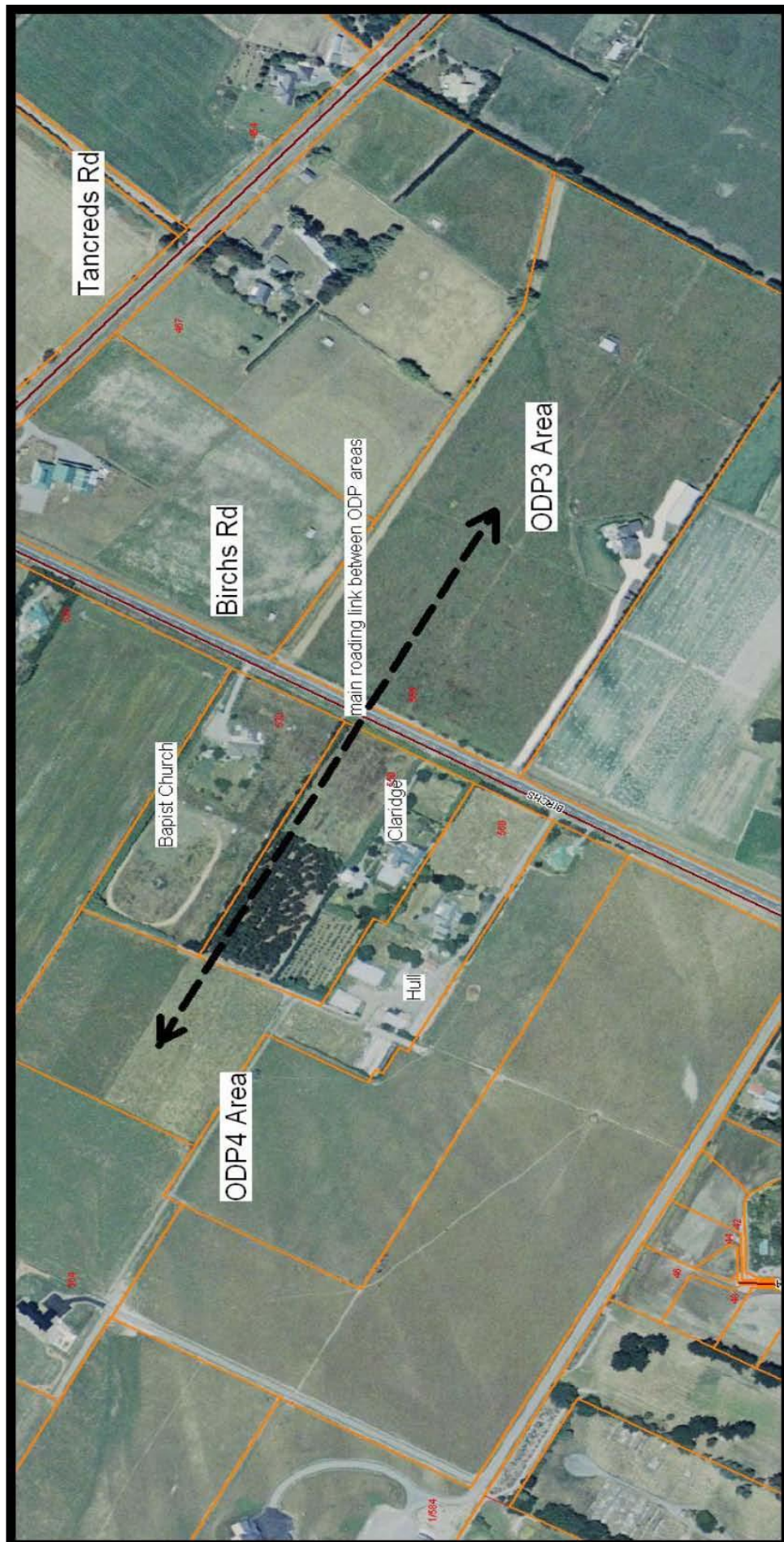


## Appendix A

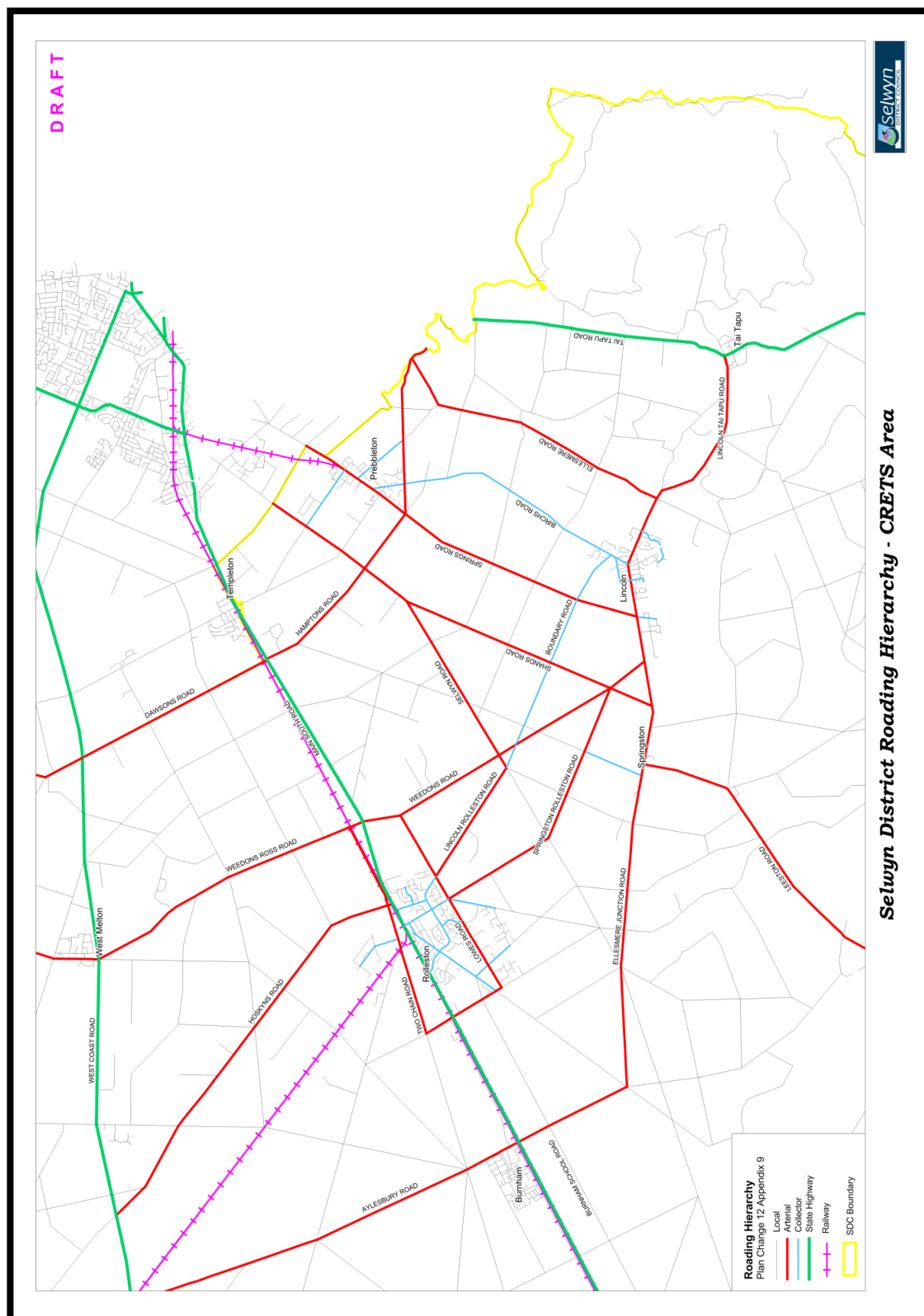


## Appendix B





## Appendix C



**Appendix D**