

Before the Selwyn District Council

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*under:* the Resource Management Act 1991

*in the matter of:* Proposed Private Plan Change 73 to the Operative  
District Plan: Dunns Crossing Road, Rolleston

*and:* **Rolleston West Residential Limited**  
*Applicant*

Summary of Evidence of Jeremy Phillips (Planning)

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Dated: 28 September 2021

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## **SUMMARY OF EVIDENCE OF JEREMY PHILLIPS**

### **INTRODUCTION**

- 1 My full name is Jeremy Goodson Phillips. I am a senior planner and Director practising with Novo Group Limited in Christchurch and my qualifications and experience are set out in full in my statement of evidence.

### **SUMMARY OF EVIDENCE**

- 2 The matters raised in submissions and in the Officer's Report have been addressed in my evidence.
- 3 By way of an overarching summary, I consider there are two key questions to be addressed in determining whether PC73 is appropriate and should be approved:
  - 3.1 Whether the provisions in the NPS-UD, as applied to the proposal, allow for consideration of the proposal which would otherwise effectively be precluded by the directive provisions for urban growth within the CRPS and District Plan.  
  
And if so,
  - 3.2 Whether the merits of the proposal warrant approval of PC73.
- 4 In respect of the first question, I consider the proposal is clearly and strongly consistent with the thrust of the NPS-UD generally, and is clearly within the parameters of policy 8. Specifically:
  - 4.1 The proposal will provide significant development capacity<sup>1</sup>;
  - 4.2 There are significant shortfalls in capacity<sup>2</sup>;
  - 4.3 There are no significant economic costs to approving the plan change, but accounting for the two preceding points there would be if this plan change were refused<sup>3</sup>;
  - 4.4 Whilst the CRPS objectives and policies are unequivocal in their directions to avoid urban growth in areas not specifically identified for that purpose in Map A, these provisions seek to provide sufficient capacity to meet demands and needs for housing<sup>4</sup>. The proposal will provide this capacity and is

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<sup>1</sup> Refer to evidence of Messrs Jones, Copeland, Akehurst and Colegrave

<sup>2</sup> Refer to evidence of Messrs Jones, Copeland, Akehurst and Colegrave

<sup>3</sup> Refer to evidence of Mr Copeland, Akehurst and Colegrave

<sup>4</sup> See Objective 5.2.1 (b) and Anticipated Environmental Results for chapter 6, clauses 6.4 10 and 21.

otherwise consistent with the balance of the relevant provisions in the CRPS and District Plan;

- 4.5 The proposed land use can be integrated with infrastructure planning, funding and delivery; and
  - 4.6 The proposal will contribute to a well functioning urban environment at a local, district and regional scale and is well-connected along transport corridors.
- 5 On the basis of the points above and my resulting conclusion that the proposal engages policy 8 of the NPS-UD and is otherwise strongly supportive of and consistent with the NPS-UD, I consider the directive provisions within the CRPS and OSDP do not preclude the rezoning. I understand that the Officer shares this view.
  - 6 The second question arising concerns the merits of the proposal and in this respect I note that the primary areas of disagreement between the Officer's evidence and mine, which we agree is the crux of whether or not the rezoning is the most appropriate way to achieve the purpose of the RMA, relates to:
    - 6.1 The concerns of Mr Nicholson regarding connectivity and urban form outcomes.
    - 6.2 The potential impact of increased residential development on the continued and optimal operation of the RRP, and to a lesser degree, the potential frustration of consenting of the upgrades to the WWTP.
  - 7 Accounting for my evidence regarding the relevant District Plan objectives and policies concerning township growth and urban form, the amendments made to the ODP, the evidence of Mr Compton-Moen and Ms Lauenstein, and the benefits of the Request, my evidence concluded that the rezoning is appropriate in respect of urban form. This conclusion is reinforced by the urban design joint witness statement which concludes that *'if surrounding areas were rezoned as residential then PC73 does not preclude a compact urban form'*<sup>5</sup> and *'the revised ODPs would provide an appropriate urban form and would allow for future connections to the adjacent land'*<sup>6</sup>. I also note Mr Thomson's evidence<sup>7</sup> signals a clear desire by submitters for residential zoning and development of adjacent land and his support for the design and layout of the PC73 ODP insofar as promoting integration with this land.

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<sup>5</sup> Expert Conferencing Joint Witness Statement for Urban Design, paragraph 7.

<sup>6</sup> Expert Conferencing Joint Witness Statement for Urban Design, paragraph 13.

<sup>7</sup> For A Smith, D Boyd and J Blanchard (Submission 015)

- 8 In respect of the RRP and the WWTP, accounting for the evidence of Ms Nieuwenhuijsen and Mr Van Kekem and the further amendments to the proposal as set out in my evidence, I am of the view that these matters have been resolved.
- 9 I do not consider the proposal otherwise results in any environmental effects or inconsistency with the balance of relevant provisions in the District Plan or CRPS in a way that precludes the rezoning.
- 10 Overall, I consider that the Proposal is the most appropriate way of achieving the objectives of the proposal, the existing Plan objectives and the purpose of the Act. Accordingly, I conclude that the Plan Change should be approved.
- 11 **Attachment 1** to this summary details further changes to the provisions I consider are appropriate, in response to the evidence of submitters and the expert conferencing on urban design matters.
- 12 For ease of reference, **Attachment 2** to this summary provides the full suite of proposed amendments to Plan provisions, incorporating the amendments referred to in my primary evidence and the further changes set out in **Attachment 1**.

#### **THE EVIDENCE OF SUBMITTERS**

- 13 In regards to the key matters raised in the evidence of submitters, I comment as follows:

##### ***Mr Thomson's evidence for Smith and others<sup>8</sup>***

- 14 Mr Thomson's evidence does not raise any issues which preclude the rezoning sought by PC73. Relevantly, that evidence signals a clear desire by submitters for residential zoning and development of adjacent land and indicates support for the design and layout of the PC73 ODP insofar as it promotes integration with this land.

##### ***Mr Thomson's evidence for Gallina and others<sup>9</sup>***

- 15 Aside from the matters canvassed in Mr Thomson's evidence for Smith and others, this evidence addresses the Odour Control Area (OCA) proposed in PC73 for the northern part of the Skellerup block. Whilst I generally agree with Mr Thomson's sentiments that the OCA will be redundant if/when adjacent land is rezoned or redeveloped, I share the officer's view that such matters are best considered at the time of any future rezoning request (or potentially through a

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<sup>8</sup> A Smith, D Boyd and J Blanchard (Submission 015)

<sup>9</sup> Gallina Nominees Limited and Heinz-Wattie Ltd Pension Plan (Submission 047)

resource consent application), where the merits and context at that time can be considered.

- 16 Importantly, the OCA and other attributes of the ODP preserve the opportunity for connectivity with the submitter's adjacent land to the north. On this basis, I do not consider Mr Thomson's amendments to the OCA provisions are necessary or appropriate, albeit I agree that the reasons for the rules in Chapter 4 require amendment to refer to a 150m (rather than 300m) setback distance in this location accounting for the views of Ms Nieuwenhuijsen and Mr Bender. **Attachment 1** to this summary details that amendment.

### ***Ms White's evidence for Waka Kotahi***

- 17 Ms White's evidence notes that the proposal is generally satisfactory in respect of the matters raised in Waka Kotahi's submission, but seeks further consideration of *'the arrangement and timing of development of the Skellerup Block in relation to the upgrade of SH1/Dunns Crossing Road intersection'*.
- 18 As noted in paragraph 37 of my evidence, the proposal *'seeks to transfer' their entitlement for early development of 97 dwellings on the Holmes Block to the Skellerup Block'*. More specifically, the operative zoning provides for principal buildings (including dwellings) on the Holmes and Skellerup Blocks to be established as a permitted land use activity under Rule 4.2.2. For subdivision, subject to a maximum of 97 and 51 allotments on the Holmes and Skellerup Blocks respectively<sup>10</sup>, consent would be required for a controlled activity<sup>11</sup>, however the corresponding matters of control would not provide any discretion in respect of traffic generation or road network effects pertaining to this intersection<sup>12</sup>. On this basis, the enabling 148 households to be occupied on the Skellerup Block will not alter (and accounting for distance, may improve) the status quo in respect of *potential* effects on the SH1/ Dunns Crossing intersection.
- 19 Accepting that the Holmes and Skellerup Blocks are presently undeveloped and may remain that way, Mr Fuller's summary of evidence otherwise addresses the likely duration, volume and distribution of traffic from 148 homes on the Skellerup Block. He concludes that vehicles would generally avoid the SH1 intersection, resulting in a low volume of peak hour movements through it, for only that period of time between the occupation of homes and the

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<sup>10</sup> Rule 12.1.3.50

<sup>11</sup> Noting compliance with rule 12.1.3.49-51.

<sup>12</sup> Noting the scope of discretion afforded under rule 12.1.4 and rules 12.1.4.1 (access) , 12.1.4.14-24 (roads) 12.1.4.76 (Living 3, Appendix 39 and 40) especially.

completion of the intersection upgrade. On this basis, any *actual* effects will be of a limited magnitude and duration, and with reference to the operative zoning, I therefore consider the proposed enablement of a limited quantity of housing on the Skellerup Block is appropriate.

***Mr Tallentire for Christchurch City Council/Environment Canterbury***

*Significant Development Capacity*

- 20 Mr Tallentire's evidence concludes that PC73 would not add significant development capacity, because among other things, the scale of the development able to be delivered at pace is not significant. A dictionary definition of 'capacity' refers to a quantity or the ability to do something<sup>13</sup>, and in that sense, I consider the proposal will clearly be significant in terms of the development quantity or opportunity it will provide at a local, District or Regional scale.
- 21 In any event, I consider the development can be delivered at pace and the SH1 intersection upgrade is not an impediment to this. Firstly, the intersection upgrade is only a pre-requisite to the occupation of houses, not physical construction of the subdivision and associated infrastructure which can commence in anticipation of the upgrade. Secondly, the intersection upgrade is a constraint for all new zoning and development proposals in the vicinity that will generate traffic through this intersection, meaning the PC73 capacity will be delivered at, or ahead of, the pace of other development. Lastly, given the lag between zoning and development the construction and occupancy of houses (for PC73 or on any other land that is yet to be zoned) is unlikely to occur prior to 2024 when the intersection upgrade is scheduled to be commenced<sup>14</sup>.
- 22 To the extent that Mr Tallentire otherwise considers PC73 would not add significant development capacity because the 2021 Housing Capacity Assessment demonstrates sufficient capacity already exists, I do not consider that to be the case, for the reasons expressed in my evidence and by Messrs Jones, Copeland, Akehurst

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<sup>13</sup> See:

<https://www.oxfordlearnersdictionaries.com/definition/english/capacity?q=capacity>

<sup>14</sup>In the event that the plan change is approved and not appealed, the zoning would likely be in place in early 2022 (allowing for the decision, appeal period and notification of the decision/change). The preparation and processing of a subdivision consent would likely occupy the first half of 2022, enabling construction works for the first stage of development from late 2022 through early-mid 2023. Section 223 and 224 certification and titling would likely occur in late 2023/early 2024. House construction and occupancy would occur thereafter.

and Colegrave. The proposal otherwise achieves the minimum density required by the CRPS, identifies the preferred location for medium density development in the ODP text, and provides for different housing typologies and tenures.

- 23 My evidence has also addressed how the proposal contributes to a well functioning urban environment and is well connected along transport corridors.

*The CRPS Framework & Outcomes*

- 24 Paragraphs 35-40 of Mr Tallentire's evidence provides an overview of the CRPS policy framework and describes key features of Chapters 5 and 6 and the purpose of Map A. Whilst I generally agree with this summary, I consider it important to draw attention to the following provisions within that framework:

***Objective 5.2.1 Location, Design and Function of Development (Entire Region)***

*Development is located and designed so that it functions in a way that: . ... (b) provides sufficient housing choice to meet the region's housing needs;*

***6.4 ANTICIPATED ENVIRONMENTAL RESULTS***

*10. Greenfield development is provided for at a rate that meets demand and enables the efficient provision and use of infrastructure.*

*21. Sufficient opportunities for development are provided to meet the housing and business needs of people and communities – both current and future.*

- 25 Importantly, the provisions above underpin and explain the rationale for the framework described by Mr Tallentire, including those provisions that are directive of urban growth. My evidence concludes that the housing needs and demands referred to above are not adequately met and therefore whilst the growth proposed by PC73 is not expressly provided for by the CRPS (and related District Plan provisions) it is not necessarily inconsistent with the outcomes sought by those same provisions. Ultimately, I do not consider this determinative in any event due to policy 8 of the NPS-UD.

*Strategic Planning vs. ad hoc development*

- 26 At paragraphs 52-53, Mr Tallentire raises concerns that approving any private plan change request outside the PIB ahead of strategic planning *could* result in ad hoc development, set a precedent for future decisions and lead to cumulative effects.

- 27 In my view, policy 8 of the NPS-UD expressly provides for the consideration of applications in those circumstances, but with qualifers as to a proposal's significance, its connectivity along transport corridors, and its contribution to a well functioning urban environment. Other provisions within the NPS-UD also require a broader consideration of proposals, including their integration with infrastructure planning and funding decisions, and strategic consequences over the medium term and long term<sup>15</sup>. Such matters require decision makers to determine the merits of proposals individually and to an extent, strategically<sup>16</sup>.
- 28 Noting this (and that such matters have been considered for PC73 and may be quite different for other private plan change requests), I do not share Mr Tallentire's concerns that approving this plan change will necessarily compromise strategic outcomes or establish a (negative) precedent. In any event, I consider that objective 6 and policy 8 of the NPS-UD clearly accepts that responsive decision making warrants a merits-assessment of proposals that are unanticipated or out-of-sequence.

#### *Substantive issues*

- 29 Mr Tallentire raises a number of substantive matters of concern. These have been addressed in the Officer's report, in my evidence and in the evidence I rely upon, however I note the following points in particular:
- 29.1 CRPS policy 6.3.5 referred to by Mr Tallentire in paragraphs 90-92 ultimately seeks the coordination of development and infrastructure. I note that policy 6.3.5(2) specifically seeks that the '*nature, timing and sequencing of new development*' is '*coordinated with the development, funding implementation and operation of ...infrastructure*' and clause (2)(e) of the policy seeks that 'appropriate infrastructure' is in place at the time new development occurs. In my view, the wording of these provisions acknowledges the need for practical coordination of development and infrastructure provision and based on the evidence of Mr England and Mr McLeod, I consider that will be the case. On this basis, I disagree with Mr Tallentire's assessment of CRPS policy 6.3.5 or his concern that the proposal will not achieve appropriate integration of land use development with infrastrucutre.
- 29.2 Accounting for the evidence of Mr Fuller and Mr Collins, I consider the site is well connected to transport corridors via a range of transport modes, has access to existing public transport services that can be readily adapted to the site,

<sup>15</sup> For example, NPS-UD Objective 6

<sup>16</sup> For example, providing for connectivity and integration with adjacent land.



localised network effects can be effectively managed, and the proposal is *'unlikely to result in significant wider transport network effects beyond what are already anticipated by strategic growth plans and policies (such as Our Space and the CRPS)'*<sup>17</sup>. On this basis, I disagree with Mr Tallentire's assessment in paragraphs 100-117 of CRPS policies 6.3.4 and 6.3.5 and SDP policy B2.1.13.

- 29.3 The 12hh/ha density proposed achieves that required in CRPS policy 6.3.7 and in Chapter B4 of the Plan and does not preclude a greater density being provided. Housing typologies and tenures are not prescribed, but variety in this regard is not precluded. Accounting for this, I consider the proposal will *'enable a variety of homes that meet the needs... of different households'* as sought by NPS-UD policy 1 (and CRPS objective 5.2.1 and SDP objective B3.4.4) and I do not agree with Mr Tallentire that more is required in this respect for the proposal to qualify as 'significant' under Policy 8.
- 29.4 Mr Tallentire considers reliance on private vehicles 'prevents' PC73 from supporting reductions in greenhouse gas emissions. Paragraph 66.1 of my evidence has addressed the language used in the NPS-UD and concludes that an absolute reduction in greenhouse gas emissions is not required. Indeed, that is unlikely to be achievable in any greenfield location where private vehicle use will predominate. Accounting for the accessibility and connectivity proposed, and the evidence of Mr Farrelly, I consider the proposal will support reductions in greenhouse gas emissions in the manner sought by Objective 8 and Policy (1)(e).

#### *Ministry of Education*

- 30 The letter tabled by the Ministry generally supported the amendments set out in Attachment 1 of my evidence. To the extent that the Ministry has also requested additional wording to Policy B4.3.77 of the OSDP to reinforce the potential provision for educational facilities in both blocks, I do not consider this is necessary or appropriate, on the basis that:
- 30.1 Policy B4.3.77 provides direction for the ODPs required for those areas specifically referred to in the policy. In contrast, PC73 proposes a specific/detailed ODP addressing all relevant matters (including requirements for educational facilities) and is not otherwise within an area covered by policy B4.3.77.
- 30.2 The provisions within section B2.3 of the Plan appropriately address community facilities at length, including their:

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<sup>17</sup> Mr Collins' Transportation Hearing Report, page 29.

accessibility (Objective B2.3.1), coordination with new residential development (policy B2.3.1) and design/location (policies B2.3.2, B2.3.3 and B2.3.6).

- 31 I am happy to answer any questions concerning my evidence or the proposed amendments to Plan provisions.

Dated: 28 September 2021

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Jeremy Phillips

## ATTACHMENT 1: FURTHER AMENDMENTS TO PLAN PROVISIONS

*Relative to the provisions included in Attachments 2-4 of the statement of evidence of Jeremy Phillips, dated 13 September 2021 the following further amendments are proposed:*

1. Amend Township Volume, Chapter C4, Section 4 as follows:

### 4 LIVING ZONE RULES – BUILDINGS

#### Reasons for Rules

##### Building Position

...In regard to the Poultry Farm identified on Lot 3 DP 20007 at Rolleston a ~~300m~~ **150m** setback has been imposed in relation to the northern boundary of the Skellerup Block (as shown on the Outline Development Plan in Appendix 40). Building within this area is a non-complying activity as reverse sensitivity issues may arise if this setback area is not applied.

2. Amend Holmes Block ODP 39, per that attached to the Expert conferencing joint witness statement on urban design (noting this provides an additional cycle/pedestrian connection to Dunns Crossing Road in the northeast corner of the block).

OUTLINE DEVELOPMENT PLAN 39 - HOLMES BLOCK



**ATTACHMENT 2: FULL SET OF AMENDMENTS TO PLAN  
PROVISIONS**

The Proposed Plan Change undertakes the following changes to the Selwyn District Plan:

1. To amend the Selwyn District Plan Planning Maps, by rezoning the site to Living Z and Business 1 (Local Centre).
2. To amend Township Volume, Appendix 39 Outline Development Plan- Holmes Block, Rolleston by inserting the ODP attached in **Attachment 4**.
3. To amend Township Volume, Appendix 40 Outline Development Plan- Skellerup Block, Rolleston by inserting the ODP attached in **Attachment 5**.
4. To amend the District Plan provisions as below (changes underlined or ~~struck through~~, changes of note made in response to the section 42a report are emphasised in **red text**, changes of note made in response to submitter evidence and expert conferencing are emphasised in **blue text**).
5. Any other consequential amendments including but not limited to renumbering of clauses.

#### **C4 LZ Buildings**

~~4.2.1 Except for the Living 3 Zone at Rolleston identified in the Outline Development Plan in Appendix 39 and 40, any~~ Any principal building shall be a permitted activity if the area between the road boundary and the principal building is landscaped with shrubs and...

- *Planted in lawn, and/or*
- *Paved or sealed, and/or*
- *Dressed with bark chips or similar material.*

~~For the Living 3 Zone at Rolleston and~~ Prebbleton identified on the Outline Development Plan in Appendix 19, ~~Appendix 39 and Appendix 40~~ the following shall apply:

4.2.2 Any principal building shall be a permitted activity if: ...

*Note: Rule 4.2.2 shall not apply to allotments of 4ha or greater in the Living 3 Zone identified on the Outline Development Plan in Appendix 39 and Appendix 40.*

~~4.9.3 Except for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and Appendix 40, and~~ ODP Area 3 and ODP Area 8 in Rolleston, and the Living 2A Zone in Darfield, as identified in the Outline Development Plan in Appendix 47, any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes shall be located no closer than 40m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater.

~~4.9.4 Except for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and Appendix 40, and~~ ODP Area 3 and ODP Area 8 in Rolleston, and the Living

2A Zone in Darfield, as identified in the Outline Development Plan in Appendix 47, any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes within 100m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater shall have internal noise levels from road traffic that do not exceed the limits set out below with all windows and doors closed.

	24 hours
Within Bedrooms	35 dBA (Leq 24 hour)
Within Living Area Rooms	40 dBA (Leq 24 hour)

**Note:** Living Area rooms means any room in a dwelling other than a room used principally as a bedroom, laundry, bathroom, or toilet.

4.9.37 Any bedroom in the Living Z Zone at Rolleston (as shown on the Outline Development Plan in Appendix 39) shall:

(i) be set back at least 15m from the sealed carriageway of Burnham School Road or Dunns Crossing Road; or

(ii) have an external to internal noise reduction of 30 dB Dtr,2m,nT,w + Ctr, as assessed by a suitably qualified and experienced acoustic engineer. The noise reduction must be achieved in conjunction with NZBC Clause G4 compliant ventilation in operation which, as windows would typically need to be closed to achieve the noise reduction, alternative compliant means of ventilation shall be installed such as mechanical ventilation. A ventilation system shall generate noise no greater than 30 dB LAeq(10sec) measured at 1.5 m from the diffuser, at 1.5 m above floor level, and at least 1 m from any wall, with the system providing a design airflow compliant with NZBC Clause G4/AS1.

~~Any building in the Living 3 Zone at Rolleston (as shown on the Outline Development Plan in Appendix 39 and Appendix 40) shall be set back at least:~~

~~i) 15 metres from any road boundary except that on corner lots a minimum setback of 10m applies to one road boundary;~~

~~ii) 5 metres from any other boundary~~

~~4.9.38 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes, and any internal areas associated with noise sensitive activities in the Living 3 Zone at Rolleston (as shown on the Outline Development in Appendix 39) shall be setback at least 80m from State Highway 1.~~

~~For the purposes of this rule, noise sensitive activities means any residential activity, travellers accommodation, educational facility, medical facility or hospital, or other land use activity, where the occupants or persons using such facilities may be likely to be susceptible to adverse environmental effects or annoyances as a result of traffic noise from State Highway 1 over its location.~~

4.9.39 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes in the Living 3Z Zone at Rolleston (as shown on the Outline Development

Plan in Appendix 39 (Holmes Block) or Appendix 40 (Skellerup Block) shall be located outside the 'Odour Constrained Area' ~~as shown in Appendix 40 (Skellerup Block)~~.

~~4.9.49.4 In the Living 3 Zone at Rolleston as shown in Appendix 39, whether the building development meets the internal sound levels in the table listed below:~~

<del>Type of Occupancy/activity</del>	<del>Recommended Internal Design Sound Level (dBA Leq (24hr))</del>
<del>Dwelling/Family Flat/accessory buildings — bedroom</del>  <del>Within Bedrooms</del>	<del>35</del>
<del>all other habitable spaces</del>	<del>40</del>
<del>Noise Sensitive activities</del>	<del>35</del>

4.9.58 Erecting any new dwelling in the ~~Countryside Area~~ or the 'Odour Constrained Area' identified on the Outline Development Plan in Appendix 39 and Appendix 40.

#### **Reasons for Rules...**

#### **Building Position...**

Controls on side and front yard spaces apply to sites in the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix ~~39, 40 or 46~~ in order to retain views between residences and to assist in retaining elements of rural character and provide visual integration and visual attractiveness.

~~Building within the Countryside Area identified on the Outline Development Plan in Appendix 39 and Appendix 40 is a non-complying activity. The purpose of the Countryside Areas is to provide open space and a visual link to the surrounding rural landscape. These corridors bisect the residential activity and are to be managed in productive rural use.~~

#### **4 LIVING ZONE RULES — BUILDINGS**

#### **Reasons for Rules**

#### **Building Position**

...In regard to the Poultry Farm identified on Lot 3 DP 20007 at Rolleston a ~~300m~~ 150m setback has been imposed in relation to the northern boundary of the Skellerup Block (as

shown on the Outline Development Plan in Appendix 40). Building within this area is a non-complying activity as reverse sensitivity issues may arise if this setback area is not applied.

### **C5 LZ Roading**

5.1.1.6 For the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix ~~39-40 or~~ 46, the road shall include the relevant cross sectional treatment as shown in Appendix ~~39-40 or~~ 46.

5.2.1.6 The vehicle accessway is formed to the relevant standards in Appendix E13.2.1 ~~and in addition for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and 40, private vehicular accessways serving less than three sites shall have a maximum formed width of 3.5m at the road boundary and within 10m of the road boundary; and~~

### **Reasons for Rules...**

~~A maximum width applies to accessways within the front 10m of sites in the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and 40 in order to avoid dominance of landscaped front yard areas by wide paved accessway surfaces, which could compromise the rural character the zone is expected to create.~~

### **C10 LZ Activities**

10.3.2 The keeping of animals other than domestic pets except as provided under Rules 10.3.3 to Rules 10.3.5 shall be a discretionary activity, ~~except~~

~~(a) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 provided that such activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35; and~~

~~(b) within the Living 3 Zone Lower Density Area identified on Outline Development Plan at Appendix 39 and 40 provided that this shall not include intensive livestock production or the keeping of roosters, peacocks, pigs or donkeys.~~

### **~~10.14 COUNTRYSIDE AREAS—LIVING 3 ZONE, ROLLESTON~~**

#### **~~Permitted Activities—Countryside Areas—Living 3 Zone, Rolleston~~**

~~10.14.1 Rural activities (excluding forestry, intensive livestock production and dwellings) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 shall be a permitted activity provided that such rural activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.~~

#### **~~Restricted Discretionary Activities—Countryside Areas—Living 3 Zone, Rolleston~~**

~~10.14.2 Rural activities (excluding forestry, intensive livestock production and dwellings) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 shall be a restricted discretionary activity except where such rural~~



~~activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.~~

~~10.14.3 Under Rule 10.14.2, the Council shall restrict the exercise of its discretion to:~~

~~10.14.3.1 the degree to which the proposed rural activities maintain open space and/or rural character and rural amenity of the Countryside Area(s);~~

~~10.14.3.2 the extent to which potential adverse nuisance effects on occupiers of adjacent rural residential allotments will be internalised within the Countryside Area(s).~~

#### **Reasons for Rules...**

##### **Keeping of Animals**

~~...Resource consent for a discretionary activity is required for: commercial rearing of animals for sale of progeny, meat, skins, wool or other products; the keeping of animals other than domestic pets (except within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40). Those activities may be granted resource consent, depending on whether adverse effects can be adequately mitigated, and if there is consistency with the relevant objectives and policies of the plan. The exception provided for the Living 3 Zone Countryside Areas regarding keeping of animals recognises that rural activities (subject to some specific exceptions) are anticipated and intended to occur within the designated Countryside Areas, and also within the large lot Lower Density Areas. The potential adverse effects associated with the keeping of animals other than domestic pets (e.g. horse grazing) within the Countryside Areas is managed through the requirement for a management plan to be in place prior to such activities occurring, and as such, are deemed appropriate for the Zone. A further exception is provided to enable limited grazing of the Lower Density Areas within the Living 3 Zone.~~

##### **~~...Countryside Areas – Living 3 Zone~~**

~~Rule 10.14 provides for rural activities (subject to some specific exceptions) to occur within the designated Countryside Areas within the Living 3 Zone identified on the Outline Development Plans at Appendices 39 and 40 as a means of achieving and maintaining rural character within the Living 3 Zone. While such activities have the potential to create adverse environmental effects, the requirement for those activities to be identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35 will ensure that any adverse effects are appropriately managed over time~~

## **C12 LZ Subdivision**

### **Rolleston**

~~12.1.3.49 Any subdivision of land within the area shown in Appendix 39 and 40 (Living 3 Zone at Rolleston) complies with:~~

~~(a) the Countryside Area layout of the Outline Development Plan at Appendix 39 and 40;~~

~~(b) the location of the Lower Density Area as shown on the Outline Development Plan at Appendix 39 and 40;~~

~~(c) the establishment of shelterbelt planting comprising three rows of Leyland Cypress along the common boundary with Lot 3 DP 20007 in accordance with the Outline Development Plan at Appendix 40~~

~~(d) the roading layout of the Outline Development Plan at Appendix 39 and 40;~~

~~(e) where any conflict occurs with Rule E13.3.1 the cross sections in Appendix 39 and 40 shall take precedence; and~~

~~(f) full public access is maintained to internal roads so that the area shown on the Outline Development Plan in Appendix 39 and 40 does not become a gated community.~~

12.1.3.50 (a) In respect of the land identified at Appendix 39 (Holmes Block);

A. no more than ~~97 rural~~ 1150 residential allotments may be created and a consent notice or similar mechanism shall be registered on the title of those lots ensuring there are no occupied dwellings within the Holmes Block prior to

- i. the completion of the upgrade to the SH1 / Dunns Crossing Road intersection; and
- ii. the completion of signals upgrades to the Burnham School Road / Dunns Crossing Road intersection; and
- iii. upgrade to the Newman Road / Dunns Crossing Road intersection; and
- iv. signals upgrade to the Granite Drive / Dunns Crossing Road intersection.

B. no residential allotments may be created within 1500m of the Pines Wastewater Treatment Plant buildings (as depicted by the line shown on Figure 1 in Appendix 39) prior to: Certification by Council's Asset manager that the resource management approvals required to enable the Pines Wastewater Treatment Plant to provide treatment capacity for 120,000 person equivalents of incoming flow have been obtained; or 31 December 2025, whichever is the sooner.

(b) In respect of the land identified at Appendix 40 (Skellerup Block), no more than ~~51 rural~~ 950 residential allotments may be created and a consent notice or similar mechanism shall be registered on the title of those lots ensuring there are no more than 148 occupied dwellings within the Skellerup Block prior to:

- i. the completion of the upgrade to the SH1 / Dunns Crossing Road intersection; and
- ii. the completion of signals upgrades to the Burnham School Road / Dunns Crossing Road intersection.

~~no subdivision shall take place to densities less than what are provided for under the Rural (Outer Plains) Zone until:~~

~~(i) a publicly owned sewerage reticulation system has been extended to the site.~~

~~12.1.3.51 Any subdivision application within the Living 3 Zone west of Dunns Crossing Road that includes any part of the Countryside Areas as identified on the Outline Development~~

~~Plan included at Appendix 39 and 40 shall be accompanied by a Countryside Area Management Plan which addresses the following matters:~~

- ~~(a) The ownership and management structure for the Countryside Area(s);~~
- ~~(b) Mechanisms to ensure that the management plan applies to and binds future owners;~~
- ~~(c) The objectives of the proposed rural use of the Countryside Area(s);~~
- ~~(d) Identification of the rural activity or activities proposed for the Countryside Area(s), which meet the above objectives~~
- ~~(e) Measures to maintain and manage open space and/or rural character;~~
- ~~(f) Measures to manage plant pests and risk of fire hazard;~~
- ~~(g) Measures to internalise adverse effects including measures to avoid nuisance effects on occupiers of adjacent rural residential allotments;~~
- ~~(h) Measures to provide for public access within the Countryside Area(s) along Dunns Crossing Road; and~~
- ~~(i) Whether there is sufficient irrigation water available to provide surety of crop within the Countryside Area(s).~~

**Table C12.1 –Allotment Sizes**

Township	Zone	Average Allotment Size Not Less Than
...  Rolleston	Living 3 (Appendix 39 & 40)	<p><del>At least 20ha of the land within the area defined by the Outline Development Plan at Appendix 39 and 40 shall be developed as a Lower Density Area in the location shown on the Outline Development Plan with a minimum and an average allotment size of no less than 4ha.</del></p> <p><del>The balance of the land on the Outline Development Plans at Appendix 39 and 40 outside the above area shall be developed with an average allotment size of no less than 5000m<sup>2</sup> with a minimum allotment size of 4000m<sup>2</sup>.</del></p> <p><del>The maximum number of allotments within the area defined by the Outline Development Plan at Appendix 39 shall be 97.</del></p> <p><del>The maximum number of allotments within the area defined by the Outline Development Plan at Appendix 40 shall be 51.</del></p>

12.1.4.76 In relation to the Living ~~3~~ Z Zone (Holmes and Skellerup) at Rolleston as shown in Appendix 39 and 40:

(a) Whether the pattern of development and subdivision is consistent with the Outline Development Plan in Appendix 39 and 40;

(b) Whether the pattern and staging of development: (i) In relation to the Living Z zone shown in Appendix 39 only, takes into account the upgrade of the Dunns Crossing Road / Main South Road (SH1) / Walkers Road intersection by Council and NZTA, including any land requirements; and (ii) commences adjacent to Dunns Crossing Road to maximise connectivity and the efficient provision of infrastructure.

(c) Within the area defined by Outline Development Plan in Appendix 39, the appropriateness of any measures proposed to avoid or mitigate potential adverse effects at the interface with West Rolleston Primary School.

(d) The appropriateness of any mechanism proposed to address specific setback or boundary treatment requirements identified within the Outline Development Plan in Appendix 39 and 40.

(e) How land within the Odour Constrained Area identified within the Outline Development Plan in Appendix 39 and 40 is to be managed and integrated into the development, while ensuring activities sensitive to odour are avoided within these areas.

(f) Whether, following consultation with the Ministry for Education, any land is required to be provided for education purposes within the Outline Development Plans in Appendix 39 or 40.

(g) For any allotment having land partly or fully within the Odour Constrained Area as shown in Appendix 39, whether a no complaints covenant in favour of the Council is proposed in relation to the operations at the Pines Wastewater Treatment Plant and Resource Recovery Park.

~~(b) Whether local roading, and trees and planting on roads and lots, are proposed in general accordance with the Outline Development Plan, road cross section(s) and associated planting schedules and requirements shown in Appendix 39 and 40;~~

~~(c) Whether the roading and lot pattern follow a rectilinear pattern with orientations generally established by the surrounding road network, consistent with the typical subdivision patterns of the Rolleston rural area;~~

~~(d) Whether the roading pattern and proposed hard and soft landscape treatments in the road reserve will create a rural character to the development and distinguish it from conventional suburban development;~~

~~(e) Whether suburban road patterns and details such as cul-de-sac, arbitrary curves, and kerb and channels are avoided;~~

~~(f) The extent to which the maximum of 97 lots (Holmes) and 51 lots (Skellerup) within the area defined by the Outline Development Plan in Appendices 39 and 40, respectively, is met;~~

~~(g) Whether the creation of open space in rural production areas is consistent with the Countryside Areas identified on the Outline Development Plan in Appendix 39 and 40;~~

~~(h) Whether the provision of public walkways is consistent with the public walkways identified on the Outline Development Plan in Appendix 39;~~

~~(i) Whether there is a need for the western public walkway taking into account the ability to connect to future public walkways to the west (Holmes Block, Appendix 39);~~

~~(j) Whether at least 20ha of land is developed as a Lower Density Area with larger allotments (4ha or more) in general accordance with the location identified on the Outline Development Plan in Appendices 39 (Holmes) and 40 (Skellerup);~~

~~(k) In the event that it is developed first, whether the development of a Lower Density Area in advance of other development avoids frustrating the intentions of the Outline Development Plan or the ability to achieve integrated development over the Outline Development Plan area;~~

~~(l) Whether shelterbelt planting will achieve screening of activities occurring on Lot 3 DP 20007 (Skellerup Block, Appendix 40).~~

~~12.1.4.77 In relation to the Countryside Area Management Plan required for the Living 3 Zone west of Dunns Crossing Road, Rolleston as shown in Appendix 39 and 40:~~

~~(a) The adequacy of the management plan to achieve open space and/or rural character across the Countryside Area(s) in a manner that is compatible with the surrounding rural residential environment;~~

~~(b) The adequacy of proposed mechanisms to maintain and manage the Countryside Area(s) long term in a consistent manner;~~

~~(c) Whether rural landscape, visual and amenity value characteristics of the Countryside Area(s) are able to be maintained;~~

~~(d) The extent to which potential adverse nuisance effects on occupiers of adjacent rural residential allotments will be internalised within the Countryside Area(s);~~

~~(e) The extent to which adverse effects of plant pests and fire hazard risks will be avoided or remedied; and~~

~~(f) The suitability of proposed access within the Countryside Area(s) along Dunns Crossing Road.~~

# OUTLINE DEVELOPMENT PLAN 39 (HOLMES BLOCK)

This area comprises approximately 87.5 hectares and is situated on the southwest corner of Main South Road (State Highway 1) and Dunns Crossing Road.

## Land Use

The development area shall achieve a minimum net density of 12 household per hectare, averaged over the area of the block, excluding the area identified as an 'Odour Constrained Area' where dwellings are not permitted. The zoning framework supports a variety of site sizes to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum net density of 12 household per hectare for the overall area can be achieved, will be required.

Medium density areas within the development area are able to be supported by adjacent amenities that include key open spaces and green corridors, a small commercial centre and the West Rolleston Primary School.

The small local commercial centre is proposed adjacent to the intersection of Dunns Crossing Road, the proposed Primary Road and West Rolleston Primary School to provide good accessibility and to meet some of the convenience needs of residents in the immediate area. The interface between the local centre and adjoining school should be managed to minimise potential conflict.

No more than 1150 sites shall be provided across the whole of the development area. However, no ~~more than 97 occupied~~ dwellings shall be established-occupied across the area prior to the completion of:

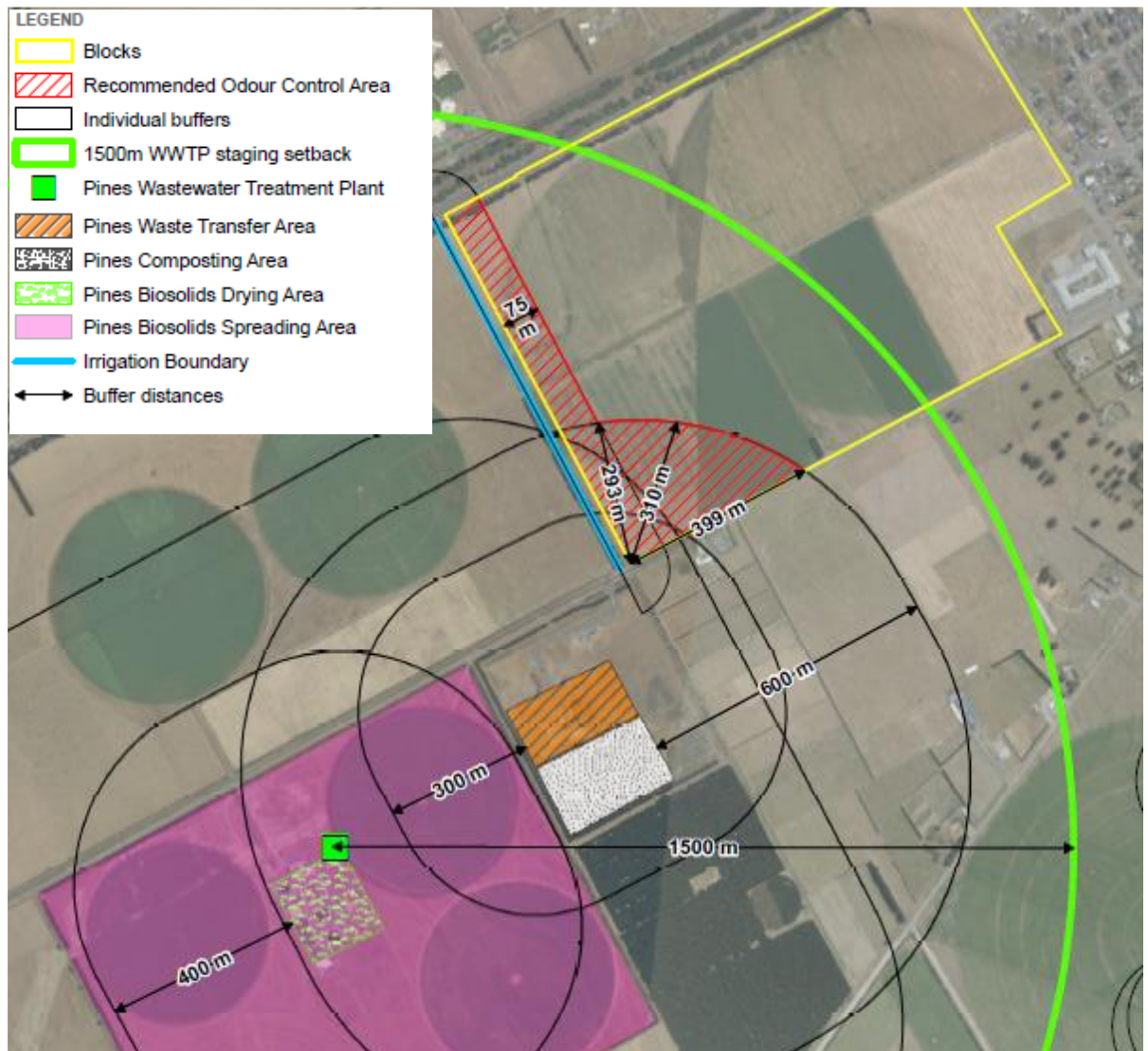
- the upgrade to the SH1 / Dunns Crossing Road intersection; and
- signals upgrade to the Burnham School Road / Dunns Crossing Road intersection; and
- the upgrade to the Newman Road / Dunns Crossing Road intersection; and
- signals upgrade to the Granite Drive / Dunns Crossing Road intersection.

A consent notice or similar mechanism shall be imposed at the time of any subdivision consent to ensure this these outcomes and to accommodate the land requirements and reverse sensitivity measures required in response to this intersection upgrade.

Any sensitive activities in the development area adjoining the State Highway 1 boundary or, western boundary (with the adjacent rural zoned land) and southwest corner of the area, within the 'Odour Constrained Area', or within 1500m of the Pines Wastewater Treatment Plant buildings or Burnham School Road boundary are subject to specific setback or boundary treatment requirements, supported by an appropriate, enduring legal mechanism (such as a covenant, consent notice, etc) imposed at the time of subdivision, as follows:

- For the full length of the State Highway 1 boundary a 3m high acoustic bund and/or fence and 40m building setback shall be provided. This acoustic treatment and setback shall be adapted in the vicinity of the SH1 / Dunns Crossing Road intersection to achieve equivalent acoustic protection accounting for upgrades to that intersection and associated land requirements.
- ~~Except for gaps required for roads or cycle/pedestrian/green links, for the Burnham School Road boundary a 2m high acoustic bund and/or fence shall be provided within a 5m wide landscape strip.~~
- A building setback shall apply within the 'Odour Constrained Area' that area defined in Figure 1 the figure below.

- No residential allotments may be created within 1500m of the Pines Wastewater Treatment Plant buildings (as depicted by the line shown in Figure 1 below) prior to: Certification by Council's Asset manager that the resource management approvals required to enable the Pines Wastewater Treatment Plant to provide treatment capacity for 120,000 person equivalents of incoming flow have been obtained; or 31 December 2025, whichever is the sooner.



**Figure 1: Odour Constrained Area and WWTP Setbacks**

### **Access and Transport**

The ODP employs a roading hierarchy that delivers a range of integrated transport options, including active transport connections at the boundary of the development area to adjacent neighbourhoods that facilitate the use of existing and future public transport routes. Roading connections shall be designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The ODP features a primary route that provides an east-to-west route through that part of the ODP area to the west of Dunns Crossing Road and provides a connection to Burnham School Road to the south. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development and can cater for extensions to existing public transport routes and/or new routes.

The intersection of State Highway 1, Dunns Crossing Road and Walkers Road is planned to be upgraded with a roundabout by Waka Kotahi NZTA. To accommodate this upgrade, any development within the 'future intersection upgrade' area needs to take into account any additional land requirements for this upgrade, as well as ensuring the subdivision pattern appropriately integrates with the location of the intersection. In addition, the Dunns Crossing Road / Burnham School Road intersection will require the installation of traffic signals to accommodate predicted traffic volumes. These works will require completion prior to the ~~establishment~~ occupation of more than 97 any homes on the ODP block. Upgrades to the Dunns Crossing Road and Burnham School Road frontages are also identified on the ODP and this may include a shared cycle and pedestrian path along Dunns Crossing Road established in collaboration with Council and Waka Kotahi NZTA.

An integrated network of roads will facilitate the safe and efficient distribution of internal traffic, provide access to properties, assist in connecting the open space reserves network both within and beyond the site and provide links to adjoining neighbourhoods. ~~Property access directly to Burnham School Road is precluded, noting the arterial status of this road and the cycle and pedestrian path extending along this length of the development area.~~

The transport network for the area shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be contained within the road reserve and incorporated into the roading design of the overall road network where applicable. Adequate space must be provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements. Dedicated cycle and pedestrian routes are identified on the ODP, and include connections to Dunns Crossing Road and the wider network. These connections are also provided in the vicinity of West Rolleston Primary School and the proposed commercial centre, in addition to a potential public transport stop that can also support alternative transport modes for these activities.

#### **Open Space, Recreation, and Community and Educational Facilities**

A recreation reserve and pocket park are to be established within the area. The location of these reserves has been determined based on the number of reserves established in the wider area and to ensure people living within the development block have access to open space reserve is within a 500m walking radius of their homes. These neighbourhood parks will provide passive recreation opportunities, with nearby Foster Park providing access to active recreation opportunities.

There is an opportunity to integrate the collection, treatment, and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths are required to integrate into the green network to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

An existing water race runs through the area. Whilst this may need to be realigned, it will remain open and fish and kākahi salvage works will be conducted in accordance with ~~ECAN~~ Environment Canterbury fish salvage guidelines prior to any works occurring within the water races.

As noted above in regards to land use, buffer areas are to be provided along the north, west and southern boundaries of the area. This will ensure reverse sensitivity effects arising from conflicting land uses are avoided. Unless otherwise specified by Council, buffers will remain in private ownership and methods to protect these treatments in the long term such as private covenants, consent notices or LIM notes, shall be established. Treatments could include appropriate bunding, fencing, landscaping, and/or building setbacks. Similar interface treatment of the commercial centre shall also be provided where it faces West Rolleston Primary School to minimise potential conflict.

West Rolleston Primary School is readily accessible within the block. However, roll growth requirements may necessitate its expansion to the north or west, with consequential amendments to the ODP in a way that retains



transport connectivity for this part of the site. Other educational facilities may otherwise be required within the balance of the block, albeit subject to a needs assessment.

### **Servicing**

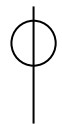
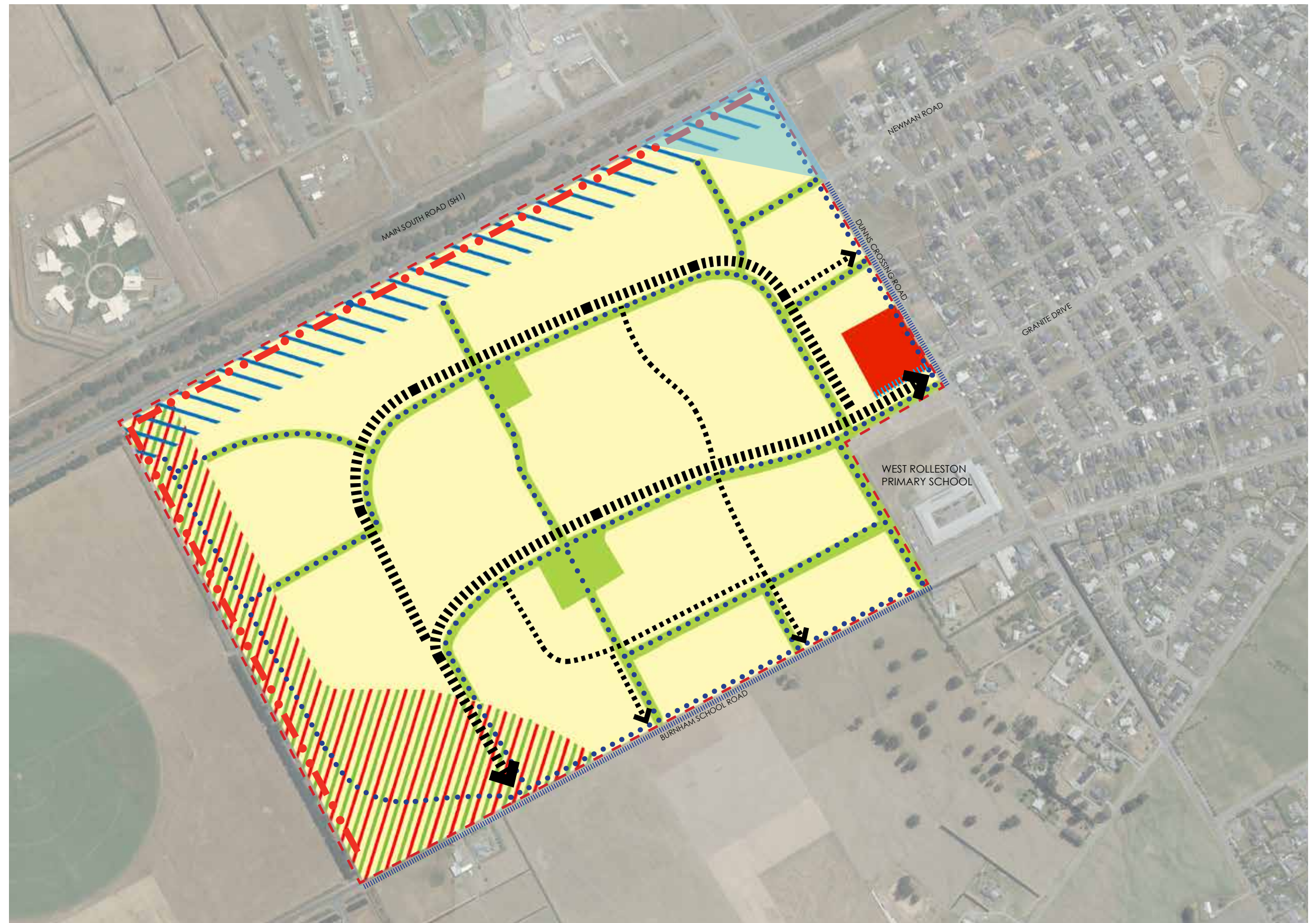
The underlying soils are relatively free-draining and generally support the discharge of stormwater disposal via infiltration to ground. There are a range of options available for the collection, treatment, and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable.

The provision of infrastructure to service the area shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.

## OUTLINE DEVELOPMENT PLAN 39 - HOLMES BLOCK

## LEGEND

- |   |   |
|---|---|
|    | Outline Development Plan Area   |
|    | Living Z Zone   |
|    | Business 1 Zone   |
|    | Indicative Primary Road   |
|    | Indicative Secondary Road   |
|    | Indicative Cycle/Pedestrian Route                                     |
|    | Reserve Location (size to be determined at time of subdivision)       |
|    | Odor Constrained Area / Green Boundary                                |
|    | Boundary Treatment  |
|  | Noise Control Boundary  |
|  | Intersection Upgrade (area shown is indicative)                       |
|  | Business 1 Zone Interface Treatment / Potential Public Transport Stop |
|  | Extent of Burnham School Road / Dunns Crossing Road to be Upgraded    |



# OUTLINE DEVELOPMENT PLAN 40 (SKELLERUP BLOCK)

This area comprises approximately 72.7 hectares and is situated on the west side of Dunns Crossing Road, approximately midway between Selwyn Road and Brookside Road.

## Land Use

The development area shall achieve a minimum net density of 12 household per hectare, averaged over the area of the block, excluding the area identified as an Odour Constrained Area where dwellings are not permitted.

The zoning framework supports a variety of site sizes to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum net density of 12 household per hectare for the overall area can be achieved, will be required.

Medium density areas within the development area are able to be supported by adjacent amenities that include key open spaces and green corridors and a small commercial centre.

The small local commercial centre is proposed adjacent to the intersection of Dunns Crossing Road and the proposed central Primary Road to provide good accessibility and to meet some of the convenience needs of residents in the immediate area.

No more than 950 sites shall be provided across the whole of the development area. However, no more than 148 dwellings shall be occupied across the area prior to the completion of the upgrade to the SH1 / Dunns Crossing Road intersection and signals upgrade to the Burnham School Road / Dunns Crossing Road intersection. A consent notice or similar mechanism shall be imposed at the time of any subdivision consent to ensure this outcome.

~~Any~~ No sensitive activities are provided for in the ~~development area~~ 'Odour Constrained Area' adjoining the area's northern boundary (with the adjacent rural zoned land). This Area provides ~~are subject to~~ a 150m setback from the poultry sheds existing as at 1 January 2021 located on the property at 243 Dunns Crossing Road (which is legally described as Lots 3-4 DP 20007 BLKS III VII LEESTON SD). The restrictions in this area shall be, supported by an appropriate, enduring legal mechanism (such as a covenant, consent notice, etc) imposed at the time of subdivision.

## Access and Transport

The ODP employs a roading hierarchy that delivers a range of integrated transport options, including active transport connections at the boundary of the development area to adjacent neighbourhoods that facilitate the use of existing and future public transport routes. Roading connections shall be designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The ODP features a primary route that provides three connection points to Dunns Crossing Road and land further to the east and primary roads shall otherwise extend to the north, south and west boundaries of the ODP. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development and can cater for extensions to existing public transport routes and/or new routes.

An integrated network of roads will facilitate the safe and efficient distribution of internal traffic, provide access to properties, assist in connecting the open space reserves network both within and beyond the site and provide links to adjoining neighbourhoods.

The transport network for the area shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be contained within the road reserve and incorporated into the roading design of the overall road network where applicable. Adequate space must be



provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements. Two pedestrian crossings are identified on Dunns Crossing Road adjacent to the northern and central primary roads.

The requirement for upgrades to Dunns Crossing Road are also identified on the ODP.

### **Open Space, Recreation, and Community and Educational Facilities**

Two recreation reserves and a pocket park are to be established within the area. The location of these reserves has been determined based on the number of reserves established in the wider area and to ensure people living within the development block have access to open space reserve is within a 500m walking radius of their homes. These neighbourhood parks will provide passive recreation opportunities, with nearby Foster Park providing access to active recreation opportunities.

There is an opportunity to integrate the collection, treatment, and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths are required to integrate into the green network to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

As noted above in regards to land use, buffer areas are to be provided along the north boundary of the area. This will ensure reverse sensitivity effects arising from conflicting land uses are avoided. Unless otherwise specified by Council, buffers will remain in private ownership and methods to protect these treatments in the long term such as private covenants, consent notices or LIM notes, shall be established.

The provision of new educational facilities can be provided within the block or in the wider area albeit subject to a needs assessment.

### **Servicing**

The underlying soils are relatively free-draining and generally support the discharge of stormwater disposal via infiltration to ground. There are a range of options available for the collection, treatment, and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable.

The provision of infrastructure to service the area shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.

# OUTLINE DEVELOPMENT PLAN 40 - SKELLERUP BLOCK

## LEGEND

- Outline Development Plan Area
- Living Zone Z
- Business 1 zone
- Indicative Primary Road
- Indicative Secondary Road
- Indicative Cycle/Pedestrian Route
- Reserve Location (size to be determined at time of subdivision)
- Odor Constrained Area / Green Boundary
- Proposed Pedestrian Crossing
- Proposed Roundabout
- Potential Public Transport Stop
- Extent of Dunns Crossing Road to be Upgraded

