

VARIATION TO THE PROPOSED DISTRICT PLAN

Urban Design Assessment

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1. SCOPE

- 1.1. Selwyn District Council is identified as a Tier 1 territorial authority in the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (RMA-EHS), which requires that relevant residential zones within the Selwyn District will be subject to the Medium Density Residential Standards (MDRS). As part of the process to implement the provisions of the RMA-EHS Selwyn District Council is taking the opportunity to incorporate, as new residential zones, that land subject to a Future Urban Development Area (FUDA) classification under the Canterbury Regional Policy Statement (CPRS), that has not been identified for residential use through any other process.
- 1.2. In this regard, six sites, grouped into two areas (A and B) are proposed to be rezoned to Medium Density Residential Zone (MRZ) through the Variation to the Proposed District Plan (PDP).

2. EXECUTIVE SUMMARY

- 2.1. The proposed plan change seeks to rezone 6 identified sites (see Figure 1 and 2 below), currently zoned Rural (Inner Plains) to Medium Density Residential Zone (MRZ), consistent with the intended zoning of the surrounding areas.
- 2.2. The Urban Design assessment has identified that possible effects of the Variation can be managed by implementing two Outline Development Plans (ODPs) and explanatory text to the components of those ODPs (see Appendix 2 and 3).
- 2.3. The effects assessed include urban form and characteristics, visual effects on outlook, amenity, character, possible reverse sensitivity issues with adjoining rural operations and vice versa, access to (community) services & public transport, legibility & accessibility for walking and cycling throughout the site and to adjacent networks.
- 2.4. All six sites are situated in locations where their rezoning to MRZ positively contributes to a more consolidated urban form of the Rolleston Township.
- 2.5. The proposed rezoning of sites 2, 4, 5 and 6 will have visual effects on the outlook for surrounding areas. Visual effects arise largely from the amount, placement and height of future medium density housing developed in accordance with the MDRS. These effects will reduce over time when existing surrounding residential areas get infilled or intensified, in effect assimilating existing development with the new environment. Visual effects will remain for sites 3 and 7 at the interface with adjacent areas that are not subject to further intensification/ residential development and zoned Rural (Inner Plains).
- 2.6. The character of the sites will alter from rural/rural-residential to a highly urbanised environment. Within each environment there are aspects that can affect the amenity of a place and how people perceive it. As significant areas surrounding the sites are already being developed for residential activities, the sites will be absorbed as part of the overall environment and while the change of the sites themselves from rural/rural-residential to

residential development is considered a medium-high change in character, the perceived outcome will be that of an overall residential neighbourhood.

- 2.7. No reverse sensitivity effects are expected, however sites 3 and 7, situated along Selwyn Road are placed at the rural/urban interface and the metropolitan urban limit of Rolleston, with the land adjacent to the South currently operating as a dairy farm, with possible effects, such as noise, dust, and odour. No mitigation measures have been taken previously for other residential development along Selwyn Road and at the rural/residential interface, which suggests that these effects are anticipated or at least accepted in the present environment.
- 2.8. All sites are located on the periphery of Rolleston township and do not provide any commercial component requiring careful consideration on how these sites connect with existing neighbourhoods and the services within. Future residents rely on services provided elsewhere in the township and outside their immediate neighbourhood.
- 2.9. Accessibility for all modes is a key factor that needs to be provided for , as shown on the attached ODPs.
- 2.10. A roading layout and strategically placed pedestrian linkages will ensure pedestrian connectivity within each site and allow linkages with the existing roading network in the surrounding area.
- 2.11. Emphasis has been put on providing separate cycle lanes as a safer alternative to on-road lanes along key routes to community destinations, such as Lemonwood Primary School and Waitaha School, Foster Park and Rolleston College.
- 2.12. Primary and secondary routes will be able to incorporate alternative, public modes of transport, as and when they become available and will be in keeping with best practise principle connectivity (see Appendix 1).
- 2.13. The principle of integration (Principle 2 of CRPS Policy 6.3.2) has been applied to overlay the different landuse elements. Public green spaces have been strategically positioned along primary routes and proposed and distributed where no other public reserves are not already provided within a 500m radius. Area A proposes one reserve area, while Area B seeks to incorporate two reserve areas, one being in proximity to a commercial node on adjacent consented development to the south. Future pedestrian/ cycle links have been indicated with the intent to connect with existing green spaces to form an overarching green network throughout the township.
- 2.14. The form and function of these green spaces is to be in keeping with Council's Reserve policy and will be confirmed at subdivision level. Overall, they will be providing passive recreational space and visual relief to the surrounding built form.
- 2.15. Summarising my findings, I confirm that the proposal to rezone land as part of the Variation is consistent with the urban design related objectives and policies of the proposed District Plan, best practise urban design principles and relevant strategic documents.

3. PROPOSAL

- 3.1. The proposed Variation to the Proposed District Plan proposes the rezoning of six sites identified as FUDA within the CRPS, being approximately 47.3 hectares of Rural (Inner Plains) to MRZ.

ODP AREA- A

SITE	LOCATION	AREA (HA)	TOTAL AREA (HA)
2	545 East Maddisons Road, Rolleston	4	8
3	890 Selwyn Road, Rolleston	4	



Figure 1: Location of FUDA sites 2 and 3

ODP AREA- B

SITE	LOCATION	AREA(HA)	TOTAL AREA(HA)
4	Springston Rolleston Road, Lot 2 DP 61162, Rolleston	16	38.3
5	435 Springston Rolleston Road, Rolleston	11.6	
6	Springston Rolleston Road, Lot 1 DP 82966, Rolleston	10.7	

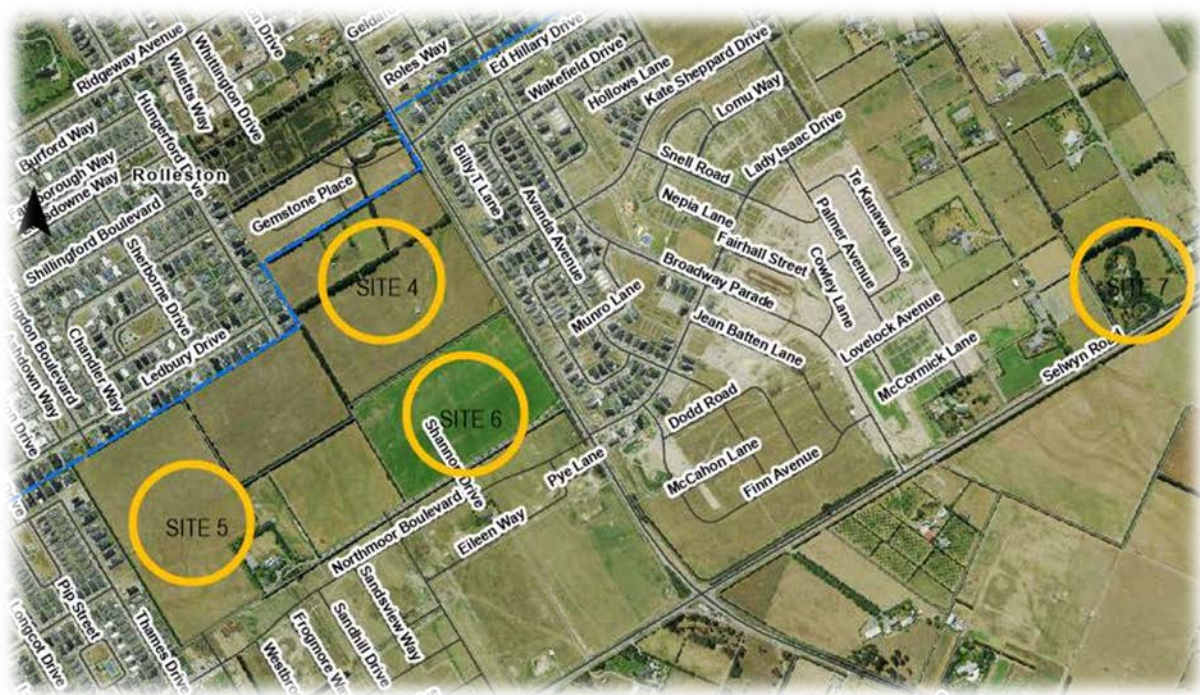


Figure 2: Location of FUDA sites 4,5, 6 and 7

- 3.2. A further site, Site 7 (as shown above) is also proposed to be rezoned. This is 606 Selwyn Road, being 1ha in size, and located to the south and east of Acland Park (developed for residential through consent granted under the Housing Accord and Special Housing Act (HASHA)) and to the west of Private Plan Change 78.
- 3.3. This report seeks to demonstrate the appropriateness of rezoning the identified FUDA sites to MRZ, while ensuring that the proposed zoning is consistent with the intended zoning for surrounding land.
- 3.4. Two Outline Development Plans (ODP) for the identified areas, supported by explanatory text, has been developed to provide a framework for future subdivisions.
- 3.5. ODP for **Area A** includes sites identified as 2 and 3 and is attached in Appendix 3.
- 3.6. ODP for **Area B** includes sites identified as 4, 5 and 6 and is attached in Appendix 4.

- 3.7. Given the small size of site 7, it is not considered necessary that an ODP be included for this area.
- 3.8. My evidence focuses on demonstrating that the proposed rezoning is practical and appropriate within an Urban Design/Town planning context.
- 3.9. For an integrated approach on matters of transport and public green space I have consulted with Council and external experts and where considered appropriate have incorporated their recommendation as part of my assessment.

4. CONTEXT

- 4.1. To be able to comment on the proposed rezoning and its implications on the individual site and the wider community it is imperative to address both in context. This is where the principle of *Tūrangawaewae* – the sense of place and belonging needs to be referenced (Appendix 1).
- 4.2. Context is required to establish:

(a) if the request integrates with the surrounding development; and

(b) whether there are any amenity aspects, sites of cultural interest or potentially adverse reverse sensitivity effects that could compromise the efficient operation of established activities operating on adjacent properties that need to be considered (reverse sensitivity), and if so if they can be adequately addressed within the proposed planning framework/at subdivision level.

- 4.3. I conclude that the sites, assessed within their context, do not trigger any apparent conflict with surrounding areas and their activities. Vice versa I do not consider that there will be any negative aspects from existing activities in the immediate surrounds on the residential amenity of the sites.
- 4.4. I consider the proposed sites will integrate well with the surrounding environment and will be visually perceived as an extension to existing and proposed residential development in the immediate vicinity to the sites. The sites are either fully enclosed by residential development (sites 2, 4, 5 and 6) or enclosed on three sides (sites 3 and 7) with residential development.
- 4.5. Due to the location on the periphery of Rolleston and at higher density enabled by MDRS, compared to the current form of residential development, the application of the urban design principle 3 (connectivity) is particularly important, to cater for future public transport and enable non-motorised mobility.
- 4.6. The residential nature of the proposed zoning on the identified sites will blend in well with surrounding areas and the wider neighbourhood and will meet the urban design principle 4- providing choice and diversity in layout and built form adapting to the changing housing needs of the community.

5. URBAN DESIGN MATTERS

- 5.1. The following assessment identifies urban design matters that apply to the proposed variation and the Outline Development Plans provided for the individual sites. Where appropriate comments from other Council staff have been included.

Urban Form

- 5.2. Urban form is the physical characteristics that make up built-up areas, including the shape, size, density, and configuration of settlements. In the present proposal, it has been considered at the neighbourhood and block scale.

- 5.3. Reviewing the location of the sites, it becomes apparent that all sites are located on the periphery of Rolleston Township, which could result in high-density residential neighbourhoods without the immediate proximity to commercial services. Surrounding neighbourhoods have densities of about 10-12 hh/ha and are dominated by stand-alone, single-storey housing typologies. This current environment could incrementally change in time when and if intensification and infill of existing areas occurs as permitted by MDRS. Initially the proposal will lead to built form that is visually different to what is currently present. In the case of sites 3 and 7 a possible visual outcome could be large areas of multi-storey housing opposite rural land.
- 5.4. The MDRS applies to relevant residential zones (including existing residential areas) and will eventually trigger change in the form of infill or intensification in areas where housing stock has reached the end of its lifespan. However, this change is expected to be incremental, rather than achieved in a relatively short period of time over a large area, as possible within the proposed six greenfield sites.
- 5.5. Should development occur to the permitted full 3-storey height there would be a much stronger distinction between urban township and adjacent rural land (sites 3 and 7). This approach is different to previous design approach where interface treatments along rural/urban boundaries was often responded to with soft transitioning measures, e.g., larger sites, using lower density sites at the perimeter to mitigate some of the effects of higher-density proposal on the receiving environment.
- 5.6. I consider that the proposed rezoning, along with the incorporation of an ODP for each area, to coordinate development between existing/developed areas and future development areas, will provide for growth in keeping with the RMA-EHS in the south-western end of the Rolleston Township in a planned and coherent manner.
- 5.7. Developing sites 2,3,4,5,6 and 7 in accordance with the MDRS to a residential use is in keeping with the natural expansion of the township. An outcome where these sites remain rural would not only go against achieving a compact and consolidated urban form but may also create reverse-sensitivity conflicts should rural based on-site activities continue.
- 5.8. I consider that developing the proposed sites to a residential density that reflects the MDRS will be in keeping with the Greater Christchurch's settlement pattern and achieve a consolidated expansion of the existing urban areas within Rolleston Township.

Amenity, Character and Outlook

- 5.9. Amenity values is defined in the Act (section 2) as including: "Those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes."
- 5.10. I consider the status quo of the individual sites, as well as proposed and consented development in their immediate vicinity as the receiving environment.
- 5.11. All sites can be characterised as having a rural-residential character. Built form is larger in scale than on residential sites and often accompanied by utilitarian structures resulting in clusters of built development situated within large open fields used for pastoral grazing.
- 5.12. The sites are generally bordered by tall shelterbelt plantings within the road frontage and internal to the site along boundaries (such as mature gum trees in the case of site 2). The existing natural characteristics of adjoining surrounding sites include a flat topography, large open grass fields with clusters of vegetation and intermittent views to the Alps and the Port Hills. Land opposite sites 3 and 7 is rural in nature and used for

dairy farming. The rural-residential characteristics of some surrounding sites are currently altered by being developed with residential housing.

- 5.13. The proposal will alter the sites to be aligned with the residential sub-urban character that is currently occurring on adjoining sides. Dunns Crossing and Selwyn Roads provide a physical barrier to adjoining rural landuses characterised by open, irrigated pasture used for intensive (dairy) farming purposes.
- 5.14. Due to the higher density possible within individual sites, open space becomes particularly important to provide visual relief. I support the retention of some existing dwellings with their larger established garden plantings to retain some open character and to balance proposed smaller medium density sites, if possible.
- 5.15. The identity of a place connected with the receiving environment is an important quality that contributes to the amenity of the place. Part of the on-site environment and contributing to its overall amenity is the existing vegetation. These natural features provide a point of difference to the sites.
- 5.16. While I consider that the sites don't contain any strong natural or physical features, I support an approach where measures are put in place to investigate the appropriateness of retaining existing mature trees, which could assist to create a residential character with a high -level amenity.
- 5.17. Established trees, if suited to the residential character can provide amenity (privacy and shade) and have value in providing some vertical aspect to the otherwise flat topography. Site 3 contains a grove of mature trees in the corner of Goulds and Selwyn Roads. Opportunities such as integrating these trees in reserves and road frontages could be explored at time of subdivision.

6. OUTLINE DEVELOPMENT PLANS (ODPS)

- 6.1. A single Overall ODP for each area is accompanied by supporting text that references the Context, Land Use, Access and Transport, Open Space, Recreation and Community Facilities and Servicing relevant to each area.

7. OUTLINE DEVELOPMENT PLAN R09-A (ODP Area A) and R10-B (ODP Area B)

- 7.1. Proposed Outline Development Plan Area R09- A (ODP Area A) comprises the FUDA sites 2 and 3 and is bound by East Maddisons, Selwyn and Dunns Crossing Roads. The extent of the ODP incorporates land adjoining the FUDA areas, including an area developed through the COVID -19 Recovery (Fast-track Consenting) Act 2020. A wider ODP area is considered appropriate to show how roading, cycling and pedestrian networks link between neighbourhoods and where community nodes and destinations are located.
- 7.2. Proposed Outline Development Plan Area R010- B (ODP Area B) comprises the FUDA sites 4, 5 and 6 and is situated off Springston Rolleston Road. The extent of the ODP incorporates an area developed through the COVID -19 Recovery (Fast-track Consenting) Act 2020. A wider ODP area is considered appropriate to show how roading, cycling and pedestrian networks link between neighbourhoods and where community nodes and destinations are located.
- 7.3. As addressed above, site 7 does not require an ODP.

Land use

- 7.4. Land within the ODP is proposed to be zoned MRZ, allowing a residential landuse that follows the standards set out in Schedule 3A of the RMA-EHS. The MDRS enables a variety of densities and creates the opportunity for an efficient use of the physical land resource to support more intensive, affordable developments.

- 7.5. The MDRS enables residential development comprising of up to 3 units per site. Although this density is not limited to a spatial extent due to the extent of the proposed MRZ, the rationale of applying design principles, such as proximity to services, public green space, and public transport as relevant criteria, when testing the suitability of a site at subdivision level for increased density is considered a best practise approach.
- 7.6. Two areas of commercial zoning are proposed outside, but within the vicinity of these sites, capable of providing for the daily needs of the surrounding community.
- 7.7. Part of the design considerations is to ensure integration of transport, green space and landuses. The proposed ODPs ensure that they overlap to create a well-integrated, well-considered outcome that meets best practise urban design principles.

Access and Transport

- 7.8. The design of the roading network needs to be appropriate to cater for alternative and future public transport modes.
- 7.9. A clear roading hierarchy enables the function of individual roads to be determined within the wider network.
- 7.10. The proposed primary and secondary routes are a continuation of the existing and proposed roading network of adjacent sites. Primary north-south and east-west connections within Area A are supported by a secondary roading network, resulting in legible block sizes and an overall accessible, well integrated network. Area B integrates with its surrounds via secondary roads. Tertiary roading with access only function is expected to be determined at subdivision design level.
- 7.11. All sites have been addressed for their legibility and connectivity within the wider neighbourhood. Area B will be in walking distance to a proposed Local Centre within the area between East Maddisons and Selwyn Roads (Faringdon Far West).
- 7.12. Area B is placed on the other side of Acland Park, which contains a local centre along Kate Shepard Drive, located conveniently and within walking distance. Area B is also adjacent to a local centre to the South, proposed to provide some local services to future residents.
- 7.13. A site earmarked by the Ministry of Education for a second High School situated on the corner of Selwyn and Lincoln/Rolleston Roads would be in convenient distance for Area B. Lemonwood Primary School and Waitaha School are situated west of Area B, within walking and cycling distance.
- 7.14. Given the location of the FUDAs on the periphery of Rolleston it is anticipated that some residents will use motor vehicles to move around. Smaller sites and in particular narrower road frontages affect the ability to park on-site, as well as within the road corridor. The lack of legislation for parking requirements forces the issue to be solved within the public space or by developers in dedicated parking areas on-site. Either way parking for non-motorised and motorised vehicles needs to be an integral part of the overall design.
- 7.15. A combination of on and off-road cycling routes are proposed to link to key destinations within reserves and outside the ODP areas. Future links to reserves have been indicated to highlight their importance within the overall green network.
- 7.16. Primary and secondary roading will contain footpaths and/or shared paths for pedestrians and cyclists, provide well sufficient carriageway widths to facilitate legible and safe walking and cycling routes, as well as allowing to access public transport in the future. Combined this will support connectivity and provide multi modal options.

- 7.17. In the context of the proposed higher density landuse the environment needs to be adaptive to an urban context, including footpath provisions either side of the road corridor.
- 7.18. Housing fronting these roads is important to establish an urban environment, which allows accessibility and mobility including a continuation of the footpath from previous developments and will lead in time to lowering the speed limit.
- 7.19. I consider that direct access off East Maddisons Road, Goulds and Selwyn Roads and Springston Rolleston Road will achieve an active public private interface between the development and public road space.
- 7.20. In addition, there is provision for connections to neighbouring developments. These include Faringdon Southwest and Faringdon Far West, which have roads extending to the shared boundaries, these roads will be extended with a consistent cross section. For Area B a roading connection to Goulds Road will be provided, on an alignment that provides a safe and logical intersection acknowledging that Goulds Road will be realigned to intersect with Dunns Crossing Road.
- 7.21. Portions of the existing road frontages of Dunns Crossing, Goulds, Selwyn and East Maddisons Roads will be upgraded to an urban standard in accordance with Council's Engineering Code of Practice. Reference to this effect is made on the individual ODP (Appendix 3 and 4).

Open Space, Recreation and Community Facilities and Servicing

- 7.22. The proposed green network is to provide for passive recreational space in strategic locations to cater for the needs of the surrounding community.
- 7.23. Reserves in their role as public space add amenity and character to a place. Depending on size and function they can positively contribute to the streetscene and provide visual relief to the built environment.
- 7.24. Green spaces will be designed in accordance with the Council policy for recreational reserves and with the needs of the future residents in mind, considering existing green spaces in the vicinity.
- 7.25. A combination of on and off-road cycling routes, as well as footpaths allow to access reserves as identified key destinations within the individual site. Future links to reserves have been indicated to highlight their importance within the overall green network.
- 7.26. Locations for green space are indicative only and form part of the wider green network on adjoining sites and the wider neighbourhoods. The size and function of these reserves will be determined at subdivision level.



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(21/062022)

APPENDIX 1

BEST PRACTISE URBAN DESIGN PRINCIPLES (CRPS 2013 Policy 6.3.2)

Principle 1-Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers, and local stories.

Principle 2-Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.

Principle 3-Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport.

Principle 4-Safety – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks, and spaces to ensure safe, comfortable, and attractive places.

Principle 5-Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.

Principle 6-Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.

Principle 7-Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.

APPENDIX 2

PROPOSED OUTLINE DEVELOPMENT PLAN AREA A

Context

A is bound by East Maddisons Road, Goulds Road and Selwyn Road. The extent of the ODP incorporates land to be developed through the COVID -19 Recovery (Fast-track Consenting) Act 2020. A wider ODP area is considered appropriate to show how roading, cycling and pedestrian networks link between neighbourhoods and where community nodes and destinations are located.

Landuse

The Medium Density Residential Zone (MRZ) applies across the area. Envisaged typologies include stand-alone, duplex, terrace housing and apartment buildings. The ODP includes a commercial area, providing commercial services to residents.

Access and Transport

The proposed secondary roading connects the sites with the wider roading network. Existing adjoining roading design is to continue within the area.

Key roads shall be designed to provide for (future) multi- modal functions including footpaths on either side of the carriageway, on and off-road cycleways and public transport provisions.

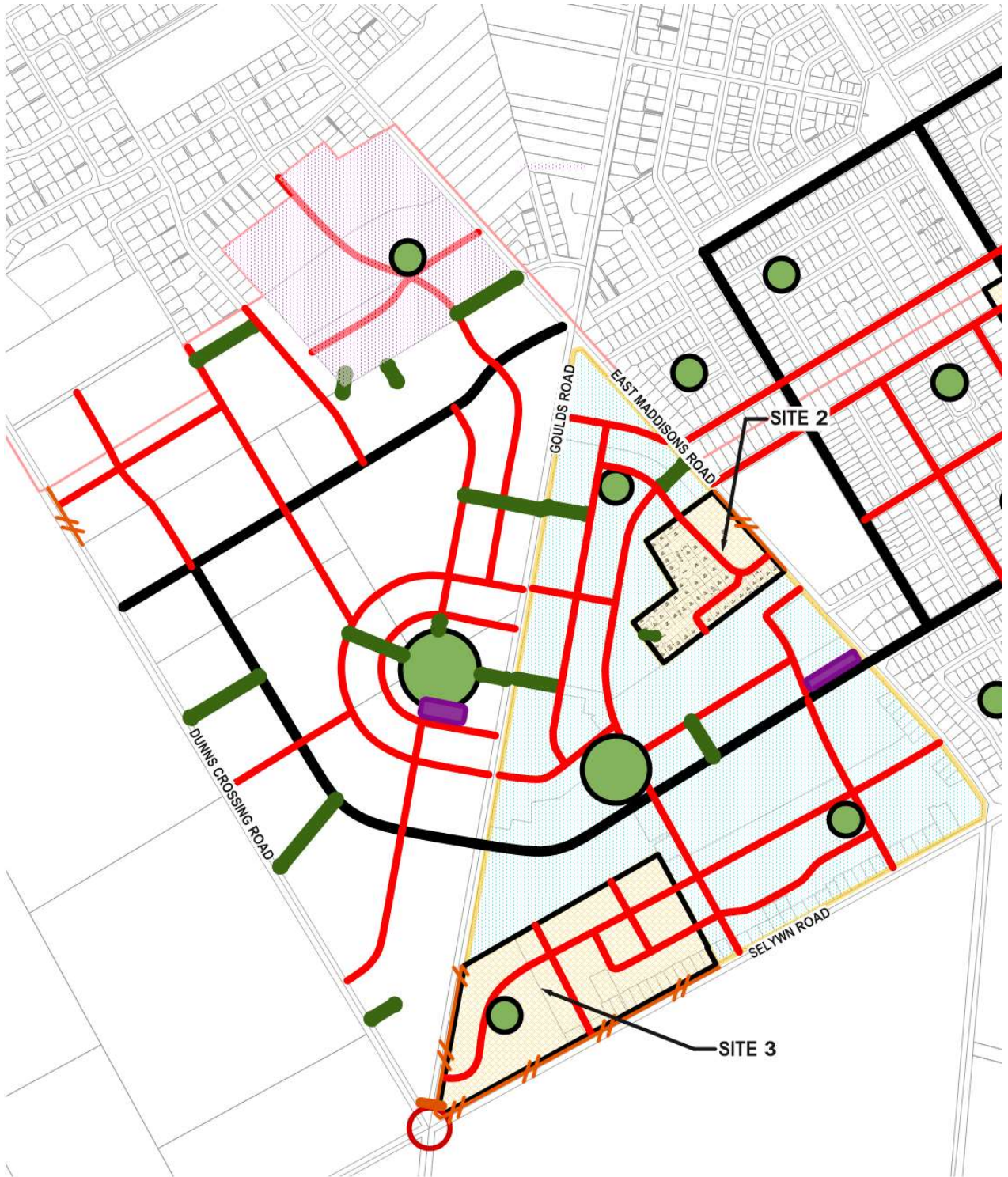
Accesses to the area is provided for from the existing frontage roads to contribute to an urban frontage at the public private interface.

Existing road frontages will be upgraded to an urban standard in accordance with Council's Engineering Code of Practice.

The ODP shows where provisions for connections to neighbouring developments are to be made. These include Faringdon Southwest and Faringdon Far West, which have roads extending to the shared boundaries. These roads will be extended with a consistent cross section. A roading connection to Goulds Road will be provided, on an alignment that provides a safe and logical intersection acknowledging that Goulds Road will be realigned to intersect with Dunns Crossing Road.

Open Space, Recreation and Community Facilities

The area will contribute to the overall green network with a passive recreation reserve along the main link through the area. The proposed reserves link with the surrounding green network; walking and cycling links overlap to connect to key destinations (e.g., Foster Park).



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|--|----------------------------------------|--|------------------------------|
| | Extent of PC 76 area | | Extent of FUDA area |
| | Extent of PC 70 area | | Extent of FAST-TRACK area |
| | Roading upgrade required | | Road closure |
| | Primary Route | | Future Pedestrian/Cycle link |
| | Secondary Route | | Public Reserve |
| | Cycle Route | | Proposed Commercial Node |
| | Intersection upgrade/future roundabout | | |

OUTLINE DEVELOPMENT PLAN R0-9-A

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APPENDIX 3

PROPOSED OUTLINE DEVELOPMENT PLAN AREA B

Context

Area B is bound by Springston Rolleston Road to the west, Northmoor Boulevard to the south, Thames Drive to the west and Ledbury Drive to the north. The extent of the ODP incorporates an area developed through the COVID-19 Recovery (Fast-track Consenting) Act 2020. A wider ODP area is considered appropriate to show how roading, cycling and pedestrian networks link between neighbourhoods and where community nodes and destinations are located.

Landuse

The Medium Density Residential Zone (MRZ) applies across the area. Envisaged typologies include stand-alone, duplex, terrace, and apartment buildings. The ODP includes two commercial areas outside but adjacent to identified sites, providing commercial services to future residents.

Access and Transport

The roading network consists of primary and secondary roading connections reflecting the different functions within the overall roading network. Two north/south Primary Roads are proposed, being the extension of Hungerford Drive and Faringdon Boulevard. One east/west Primary Road is proposed, being the extension of Kate Sheppard Drive. Two north/south Secondary Road are proposed, being the extension of Shannon Drive and Adamite Drive.

Access to the area is provided for from the existing frontage with Springston Rolleston Road. In addition, there is provision for connections to neighbouring developments. These include Faringdon SouthEast and Faringdon, which have roads extending to the shared boundaries, these roads will be extended with a consistent cross section.

One east/west Primary Road is proposed, being the extension of Kate Sheppard Drive. One east/west Secondary Road is proposed, being the extension of Phillipa Drive.

At the intersection of Springston Rolleston Road and the extension of Lemonwood Drive (the primary road), subdivision and lot layout are to make allowance for land to be vested as road that will facilitate a future roundabout to be constructed to Council engineering standards, centred on Springston Rolleston Road.

Walking and cycling routes will generally be provided as part of the roading infrastructure. In addition, separate routes are provided to connect with already planned routes in Faringdon SouthEast and Faringdon, including Hungerford Drive, Faringdon Boulevard, Shannon Drive, and Kate Sheppard Drive. A pedestrian cycle route will connect from the internal road network to Gemstone Place.

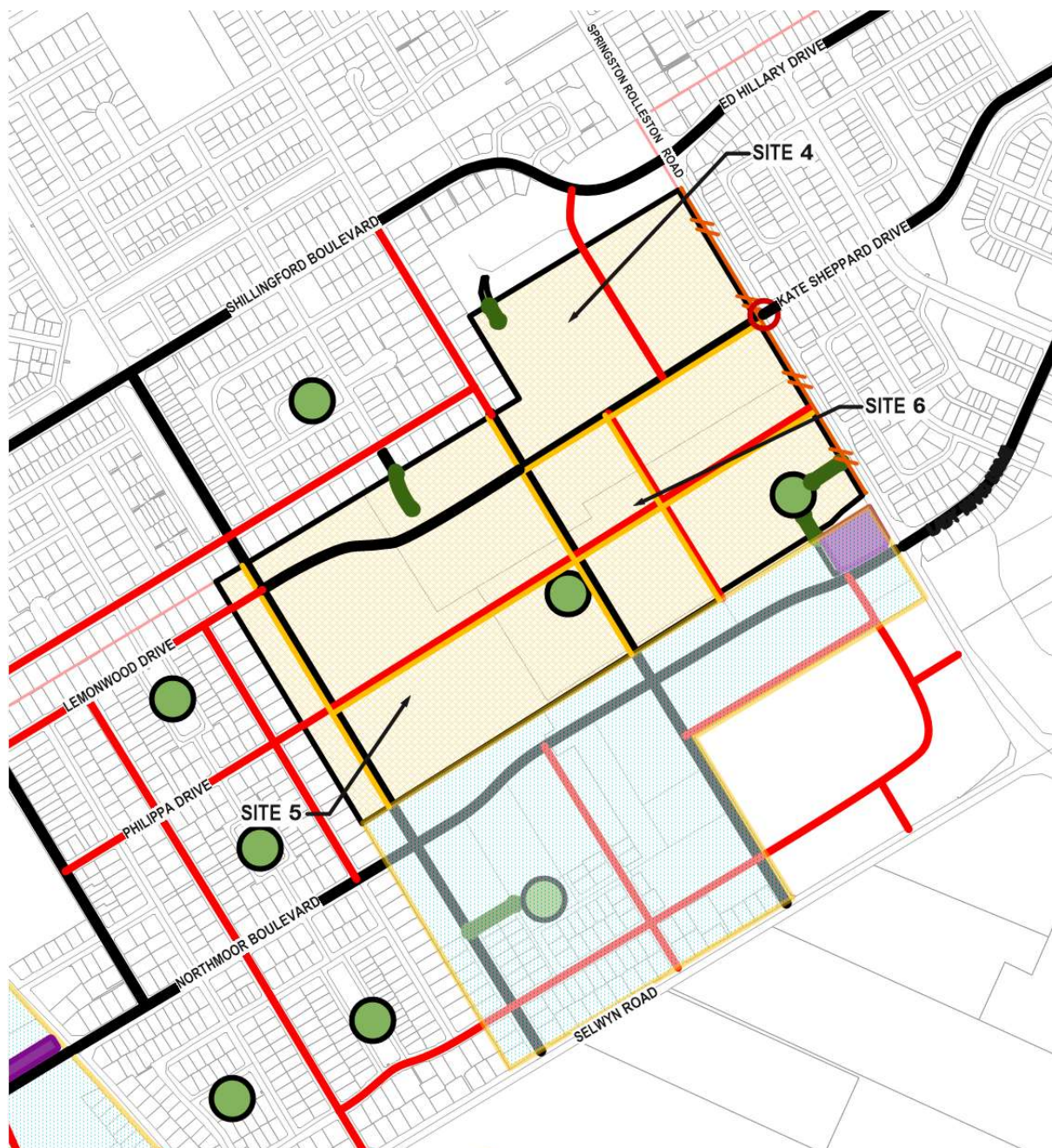
Open Space, Recreation and Community Facilities

Two reserves are proposed within the area to complement the provisions of the existing network of passive and active recreational space in the neighbourhood. The reserves will provide space for recreational purposes but will also provide visual relief to the surrounding residential sites by visually opening up the wider street scenes.

Reserves need to meet Council's Reserve Policy in terms of size, location, and function.

To ensure an accessible and well-integrated development with surrounding sites two future links from the north into the area are proposed.

Two additional green links are also proposed to link the proposed reserve with a proposed local commercial centre on the opposite side of Springston Rolleston Road. These green links are indicative in terms of location signalling the need for a connection to the wider network.



- Extent of FUDA area
- Extent of FAST-TRACK area
- Roading upgrade required
- Primary Route
- Secondary Route
- Cycle Route
- Intersection upgrade/future roundabout

- Future Pedestrian/Cycle link
- Public Reserve
- Proposed Commercial Node

OUTLINE DEVELOPMENT PLAN R0-10-B

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