

Appendix 2: Recommended amendments

- Recommended insertions are shown underlined>.

Amendments to the PDP Maps

The following spatial amendments are recommended to PDP Planning Maps:

| Map Layer | Description of recommended amendment |
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| Zone Layer | Amend the PDP Planning Maps to rezone the properties from GRUZ to MRZ: <ul style="list-style-type: none"> Lots 1-3 DP 427521, Lot 9 DP 47839, Lot 1 DP 514579, Lots 10 and 14-15 DP 47839²³ Lot 7 DP 47839 and Lot 2 DP 514579²⁴ |
| Rural Density Overlay | Remove the Rural Density Overlay from: <ul style="list-style-type: none"> Lots 1-3 DP 427521, Lot 9 DP 47839, Lot 1 DP 514579, Lots 10 and 14-15 DP 47839²⁵ Lot 7 DP 47839 and Lot 2 DP 514579²⁶ |
| Urban Growth Overlay | Remove the Urban Growth Overlay from: <ul style="list-style-type: none"> Lots 1-3 DP 427521, Lot 9 DP 47839, Lot 1 DP 514579, Lots 10 and 14-15 DP 47839²⁷ Lot 7 DP 47839 and Lot 2 DP 514579²⁸ |
| Development Area Overlay | Insert a new Development Area for <ul style="list-style-type: none"> Lots 1-3 DP 427521, Lot 9 DP 47839, Lot 1 DP 514579, Lots 10 and 14-15 DP 47839²⁹, being DEV-ROA Lot 7 DP 47839 and Lot 2 DP 514579³⁰, being DEV-ROB |

²³ V1-0025.001 Yoursection

²⁴ V1-0084.001 Applefields

²⁵ Consequential amendment following V1-0025.001 Yoursection

²⁶ V1-0084.001.003 Applefields

²⁷ Consequential amendment following V1-0025.001 Yoursection

²⁸ V1-0084.004 Applefields

²⁹ Consequential amendment following V1-0025.002 Yoursection

³⁰ Consequential amendment following V1-0084.001 Applefields

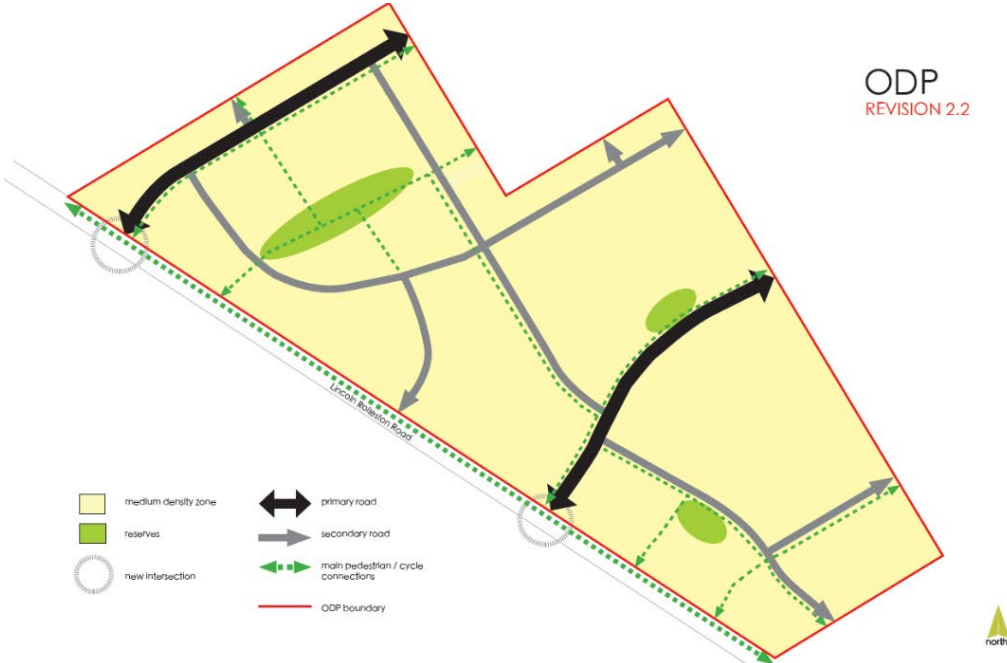
Subdivision

| SUB-REQ13 | Development Areas | |
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| <u>DEV-ROA</u> ³¹ <u>DEV-ROB</u> ³² | <u>11. Subdivision to create any residential site within the development area shall not take place prior to all of the works detailed below being operational:</u> <u>a. the upgrading of the Selwyn Road and Lincoln Rolleston Road intersection to a roundabout;</u> <u>b. the upgrading of the Selwyn Road and Weedons Road intersection to a roundabout, and</u> <u>c. the upgrading of the Lowes Road/Levi Drive/Masefield intersection to traffic signals.</u> | <u>Activity status when compliance not achieved:</u> <u>12. When compliance with any of SUB REQ13.11: RDIS</u> <u>Matters for discretion</u> <u>13. The exercise of discretion in relation to SUB-REQ13.11 is restricted to consideration of:</u> <u>a. the extent to which the identified intersections are to be upgraded prior to the issue of any s224 certificate; and</u> <u>b. any adverse effects, including cumulative effects, on the safety and performance of the surrounding transport network.</u> |

³¹ Consequential amendment following V1-0025.001 to address effects of rezoning on the safe and efficient functioning of the strategic transport network

³² Consequential amendment following V1-0084.001 to address effects of rezoning on the safe and efficient functioning of the strategic transport network

Part 3 – Area Specific Matters

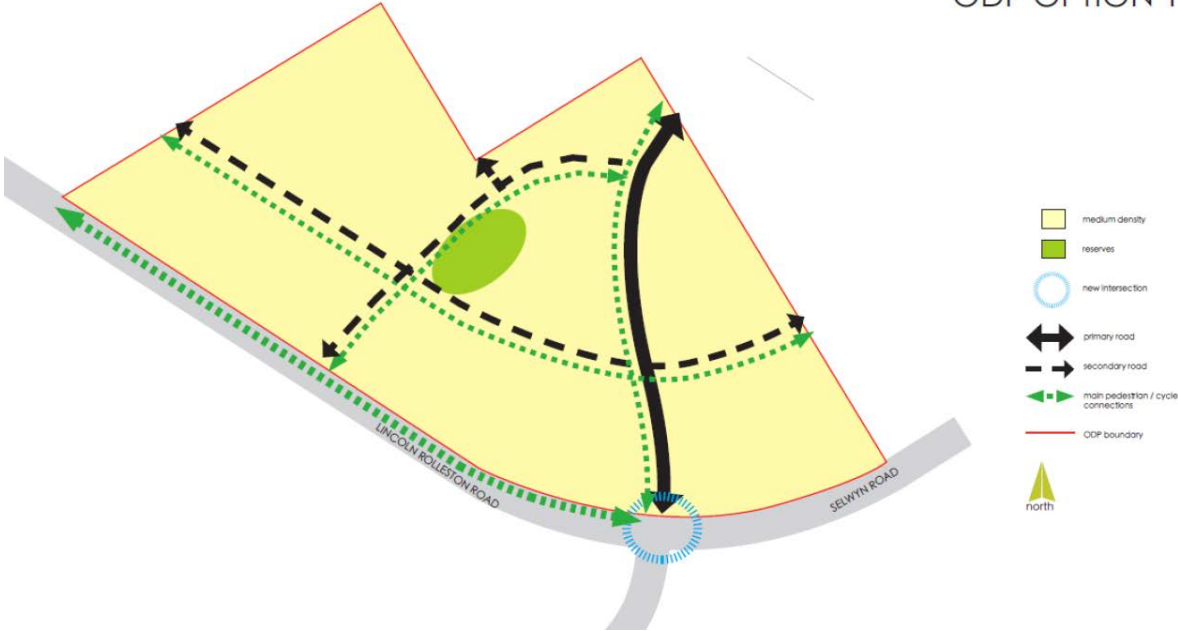
| | Description of recommended amendment |
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| DEV-ROA ³³ | <p>1. Insert a new ODP as follows, with consequential amendments, as outlined below to:</p> <ol style="list-style-type: none"> redraw for consistency with PDP symbology and update legend accordingly indicate that the northern and southern intersections with Lincoln Rolleston Road are to be roundabouts; ensure that the northern east/west road is aligned such that it connects with Ed Hillary Drive and that the southern east/west road is aligned with Lady Isaacs Drive; indicate that a shared use path is required along the full length of the Lincoln Rolleston Road frontage; change the secondary north-south internal spine road to a primary classification, reflecting the wider connectivity function of this road; include a fourth pedestrian/cycle connection along Lincoln Rolleston Road; and Include a pedestrian/cycle connection along the eastern boundary;  <p>ODP REVISION 2.2</p> <p>Legend:</p> <ul style="list-style-type: none"> medium density zone reserves new intersection primary road secondary road main pedestrian / cycle connections ODP boundary |

³³ V1-0025.002 Yoursection

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| | <p>2. Insert a new ODP narrative, as follows:</p> <p>Context This area comprises 24ha and is bound by Lincoln Rolleston Road to the west.</p> <p>Land Use The development area shall achieve a minimum of 15 households per hectare, averaged over the area, unless there are demonstrated constraints in which case a minimum net density of no less than 12 households per hectare shall be achieved. 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 15 households per hectare for the overall area can be achieved, will be required. The site can support some higher density housing in proximity to the identified reserves. The criteria below should apply to consideration of any higher density areas:</p> <ul style="list-style-type: none"> • Ability to access future public transport provisions, such as bus routes; • Access to community and neighbourhood facilities; • Proximity to public green spaces; • North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred; • Distribution within blocks to achieve a mix of section sizes and housing typologies; and • To meet the minimum 15hh/ha density requirement and development yield. <p>Access and Transport The ODP provides for an integrated transport network incorporating:</p> <ul style="list-style-type: none"> • A primary road following an east-west alignment to form part of the Collector Road route specified in the 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS), and linking at Lincoln Rolleston Road to the primary road specified on the ODP for DEV-RO10, being Ed Hillary Drive, as a roundabout; • A second primary road towards the southern end of the ODP area, linking to the main connector route identified on the ODP for DEV-RO11, being Lady Isaac Drive, formed as a roundabout; • An internal network with provision for connections to adjoining land • Pedestrian and cycle connections to adjoining land to encourage viable alternative modes of transport to private motor vehicles. <p>Road connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The proposed road hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development.</p> <p>The completion of the Primary Road/Collector Road, identified as part of the CRETS is proposed in the northern portion of the development area and further supports the integration of the site with the wider transport network. The Collector Road spans across several neighbourhoods and</p> |

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| | <p>development areas on the southern boundary of the township. It is significant in supporting an east-west network function and it is part of an expanded ring road system for Rolleston.</p> <p>Although the CRETS Collector Road is envisaged to cater for a large proportion of vehicle movements going through the area, it is not a high-speed corridor and is intended foremost to provide direct access to adjoining sites. To this end, it is envisaged that the CRETS Collector Road will interact with the adjacent neighbourhoods, rather than creating severance between them. Its streetscape and speed environment is expected to be similar to that of Lowes Road, which serves an important transport function for the northern portion of Rolleston. The southern primary road is to be treated similarly.</p> <p>Frontage upgrades are to be provided along Lincoln Rolleston Road to encourage properties to front this road. The Lincoln Rolleston Road frontage is to be upgraded to an urban standard in accordance with the Engineering Code of Practice. A shared path for pedestrians and cyclists is required along the full length of the Lincoln Rolleston Road frontage.</p> <p>The transport network for the area shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. This includes connection to an existing separated dedicated shared cycle and pedestrian path on the western side of Lincoln Rolleston Road. Secondary roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Adequate space must be provided within the tertiary road network for cyclists and to facilitate safe and convenient pedestrian movements.</p> <p>The remaining road layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term interconnectivity is achieved once the area is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access.</p> <p>Elaborate “gateways” and signature entries at the thresholds of the ODP area are to be avoided, to strengthen cohesion with adjacent areas.</p> <p>Open Space, Recreation and Community Facilities</p> <p>The ODP reflects and adds to the green network anticipated in the Rolleston Structure Plan. Three reserves are proposed across the development area. The largest will be located towards the northern extent of the development area and will form part of a linear east-west green corridor linking the area with the proposed neighbourhood centre notated on the DEV-RO10. Cycle and walk ways will be routed through this green space to activate the space and provide a high level of passive surveillance.</p> <p>Higher density housing is to be located adjacent the reserves to promote a high level of amenity for that housing and compensate for any reduced private open space available to individual allotments.</p> |

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| | <p>Servicing</p> <p>The underlying soils are relatively free-draining and infiltration to ground is generally the most appropriate means of stormwater disposal. 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.</p> <p>A gravity sewer connection will be required which will ultimately connect flow to a new off-site pump station that is to be constructed by Selwyn District Council. The exact location for connections, and any requirement for a temporary pump station to be established will be determined as part of the detailed development design.</p> <p>The water reticulation will be an extension of the existing Rolleston water supply on Lincoln Rolleston Road.</p> |

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| DEV-ROB ³⁴ | <p>1. Insert a new ODP as follows, with consequential amendments, as outlined below to:</p> <ol style="list-style-type: none"> redraw for consistency with PDP symbology and update legend accordingly indicate that land may be required to be vested to Council for the purpose of upgrading the Lincoln Rolleston Road/Selwyn Road intersection; indicate that the full frontage of Lincoln Rolleston Road and Selwyn Road is to be upgraded to urban standards, including footpaths and cycling facilities; remove the secondary east/west road, towards Reids Pit, but retaining the walking cycling link in this location; and amend the alignment of the primary north south road to achieve a better north-south connection with adjoining areas; <p style="text-align: right;">ODP OPTION 1</p>  |

³⁴ V1-0084.002 Applefields

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| | <p>2. Insert a new ODP narrative, as follows:</p> <p>Context This area comprises 24ha and is bound by Lincoln Rolleston Road to the west.</p> <p>Context This area comprises 6.2 hectares, located at the corner of Lincoln Rolleston Road and Selwyn Road. The area forms part of a larger triangular Future Development Area that is bounded by Lincoln Rolleston Road, Weedons Road and Nobeline Drive. Across Lincoln Rolleston Road, land is zoned for residential purposes, including a proposed neighbourhood centre.</p> <p>Land Use The development area shall achieve a minimum net density of 15 households per hectare, averaged over the area, unless there are demonstrated constraints in which case a minimum net density of no less than 12 households per hectare shall be achieved. The medium density 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 15 households per hectare for the overall area can be achieved, will be required.</p> <p>Areas with the highest density are to be co-located with the central green space to maximise the use of the open space and provide a high amenity for residents. The MRZ allows for the inclusion of local community based or educational activities to be included if required.</p> <p>Site layout shall ensure that no sensitivity activities are established within 300m of the existing intensive primary production activity to the south, to minimise reverse sensitivity issues with rural neighbours.</p> <p>Assess and Transport An important aspect of the ODP is to ensure the development is well connected to, and integrates with, the rest of the future development area. This will enable future residents to safely access community facilities and open space through a range of transport options. Other destinations including schools, sport facilities, and community facilities are located either within the town centre or around Foster Park, which can be reached via a very direct route using Lincoln Rolleston Road. Several vehicular links as well as additional cycle and pedestrian connections to the future development areas to the north and east are indicated on the ODP to ensure connectivity with the wider development areas.</p> <p>The Lincoln Rolleston Road/Selwyn Road intersection is to be formed as a roundabout, with a fourth leg onto this providing access to the development area. Land within the development area may be required to be vested to Council for the purpose of upgrading this intersection</p> <p>The ODP has a clear road hierarchy. The primary road traversing the ODP will have a greater road reserve width than other roads with a greater sense of spaciousness and will to allow for larger tree planting and the inclusion of a separate shared cycle and walkway, and also recognise that any</p> |

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| | <p>development in the wider area may find this an attractive route (meaning that traffic volumes may be greater). This road should also be designed to a standard to facilitate public transport routes (bus). Secondary roads will have a lesser road reserve width but still allow tree planting to both sides of the road. Local roads will provide a further finer grain distribution to the layout but are not shown on the ODP to retain a level of flexibility. Pedestrian and cycle paths, providing an interconnected network, with adjoining neighbourhoods, complete the hierarchy.</p> <p>The Lincoln Rolleston Road and Selwyn Road frontages are to be upgraded to an urban standard in accordance with the Engineering Code of Practice. A shared path for pedestrians and cyclists is required along the full length of these frontages, providing a connection between the township and Reids Pit.</p> <p>Open Space, Recreation, and Community Facilities</p> <p>The ODP shows a local reserve of approximately 3000m² which is anticipated to provide play equipment, space for ball games and passive recreation. Details of the final area, design and location will be determined at the subdivision consenting stage.</p> <p>Additional smaller pocket parks and green spaces will be introduced as required. Size and location of these smaller open spaces will be determined at detailed design stage to ensure they are co-located with comprehensively designed medium density environments.</p> <p>There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths will also be required to integrate into the open space reserves and green links 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 will be adhered to during subdivision design.</p> <p>Servicing</p> <p>The underlying soils are relatively free-draining and infiltration to ground is generally the most appropriate means of stormwater disposal. 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.</p> <p>A gravity sewer connection will be required which will ultimately connect flow to a new off-site pump station that is to be constructed by Selwyn District Council. The exact location for connections, and any requirement for a temporary pump station to be established will be determined as part of the detailed development design.</p> <p>The water reticulation will be an extension of the existing Rolleston water supply on Lincoln Rolleston Road.</p> |