

## Urban Design Assessment Report

Edwards Road Plan Change

13 June 2025

Rolleston



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# 1 Introduction

## 1.1 Purpose and Scope

Rough Milne Mitchell Landscape Architects (**RMM**) have been engaged to provide an Urban Design Assessment for a proposed Plan Change located at the southwestern edge of Rolleston.

This report has been prepared for TAG Group, who are seeking to rezone a 65.98ha parcel of land on the junction of Edwards Road and Selwyn Road from General Rural Zone (**GRZ**) to a Medium Density Residential Zone (**MDRZ**) under the Partially Operative District Plan (**PODP**) of Selwyn District Council (**SDC**).

The zone change will be accompanied by an Outline Development Plan (**ODP**) and associated narrative. The ODP has been designed with specific reference to the need to integrate with the adjacent Development Area 7 (**DEV-R07**) ODP so that the two development areas ultimately form a single, coherent urban edge to the western side of Rolleston township.

The ODP narrative guides the location of medium density housing typologies and seeks they be designed with road frontage, adjacent to open green spaces, and with good access to amenities. Detailed plans will be provided during the subdivision layout stage. The ODP likewise shows an indicative location for a new Neighbourhood Centre that is anticipated to provide a small block of shops to meet residents' day-to-day convenience needs, along with facilities such as a preschool and/or medical centre. A consistent treatment with DEV-R07 is proposed along the interface with Edwards Road and Selwyn Road which form the perimeter edges to the Site

The ODP is based on a design concept that focuses on movement and connectivity with access to amenities. The proposal seeks to achieve a minimum 15hh/ha development density, and the desired amenity and character outcomes sought by the proposed residential zones. It also achieves good connectivity and integration with surrounding areas.

The PODP anticipates the proposal to be contextually compatible with its residential surroundings and to respond appropriately to the interface with the neighbouring streets and housing. This report, therefore, examines topics for consistency with the urban design framework as considered by the PODP and feasibility of the project to achieve the desired urban design objectives.

This report should be read alongside the Landscape Visual Assessment (**LVA**) and the Graphic Attachment (**GA**), both prepared by RMM and appended to the Plan Change Application.

## 2 Rolleston- Urban Character

Rolleston started as a small, railway junction settlement, located adjacent to SH1 and to the southwest of Christchurch. After slow growth through the 1980s and early 1990s, the town began to grow rapidly, especially after the 2010 and 2011 Canterbury Earthquakes. The growth pattern has been consistent since that time with the population growth average being 10.5% over five years to 2024 as compared to 1.2% in New Zealand. Rolleston accounted for 39.0% of population in Selwyn District in the same period.<sup>1</sup> Rolleston's population growth is driven by its excellent connectivity to Christchurch and affordable housing as compared to Christchurch city, making it a preferred living destination.

Over this period, the development of a town centre, business district and associated residential areas occurred to the south of SH1, with IZone and IPort Business Parks to the north of SH1. This growth has been driven by good connectivity to Christchurch via SH1, affordable housing and attractive lifestyle options. Rapid growth has however created a somewhat lopsided urban form with residential developments having issues with movement and linkages and lack of clear focus towards the centre (Refer GA p01). Typical rural townships have the commercial centre in the middle of the town, surrounded by residential development that is equidistant from the centre, with industrial development on the edges. Rolleston has retained the location of the original town centre adjacent to the rail junction and SH1, whilst residential development has expanded rapidly to the south and west, which means that newer subdivisions are now located some distance from the commercial centre. The proposed Site, featuring a neighbourhood centre, school, and various amenities, will effectively serve the southwest edge of Rolleston. This area, situated beyond the walkable zone of the town centre, will be seamlessly integrated with the development zones outlined in the PODP, ensuring a coordinated and cohesive urban development in accordance with the Rolleston Structure Plan which envisaged good physical integration and service provision for neighbourhoods.<sup>2</sup>

### 2.1 Rolleston Structure Plan

Since 2009, the Rolleston Structure Plan (**RSP**) has provided a clear blueprint for the town's development. This has transformed Rolleston into a key regional centre, with the town centre expanding and reorienting along Tennyson Street and the local domain, along with several small convenience retail centres located within the suburban areas. The Structure Plan also introduced Foster Park, a large, centrally located reserve with various community, educational, and recreational facilities, thereby creating a second activity hub. Consequently, the community focus has extended significantly southwards, beginning to balance the previously irregular and disconnected urban form (Fig1).

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<sup>1</sup> <https://rep.infometrics.co.nz/rolleston-urban-2023/population/growth?compare=new-zealand>

<sup>2</sup> Rolleston Structure Plan Sept 2009- Future proof structure plan for further expansion of the town: P.19



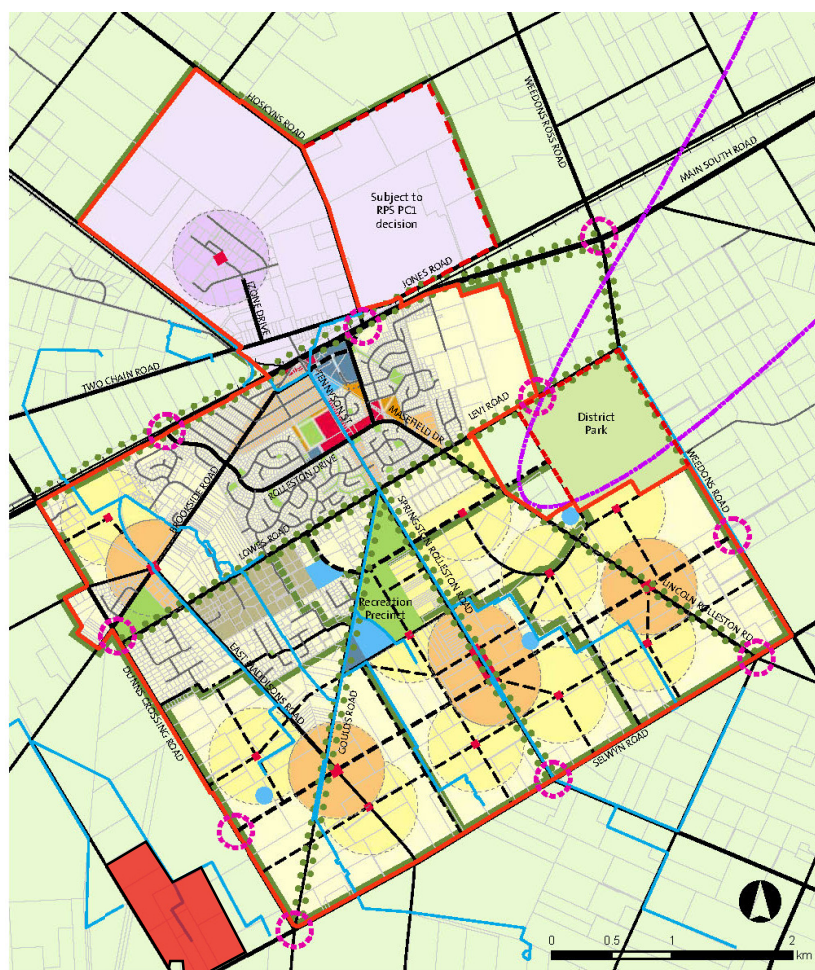
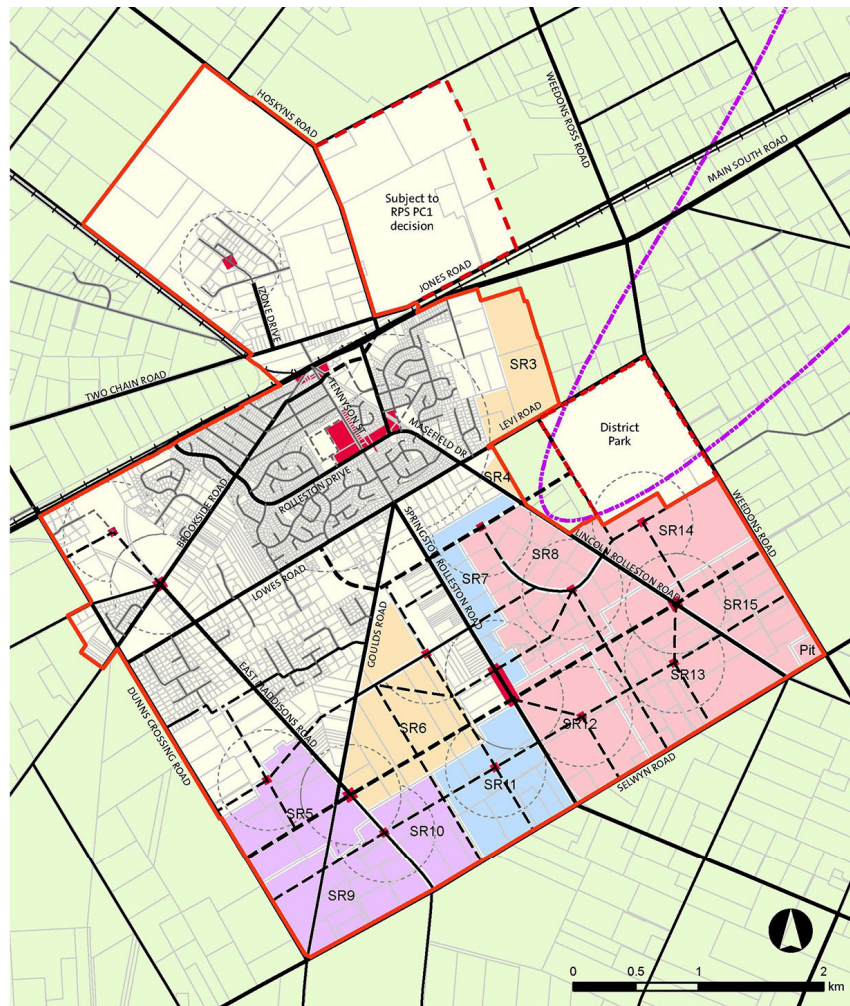


Figure 5.2: Rolleston Structure Plan



Figure 1: Rolleston Structure Plan in context with the proposed site.

At the time, the RSP set an urban limit and designated specific ODP areas for development within a 40-year timeline till 2075 (Fig 2). The areas initially designated as ODPs in the Rolleston Structure Plan, now referred to as Future Urban Development Areas, are being developed at a rapid pace. These zones are either fully built, under construction, or undergoing plan changes. Only a few isolated infill areas to the north of Selwyn Road remain before the Structure Plan's vision is realised. Interestingly, nearly all the areas identified in the 2009 Structure Plan have been developed or are in the process of development and at a much faster pace than originally anticipated.



Staging of Greenfield Residential Development



Figure 2: Rolleston Structure Staging

## 2.2

### Future Urban Development Areas Context (Refer GA p03)

The development focus of Rolleston has been different in terms of commercial and community focus. While the commercial centre grew along the north in close proximity to SH1, Foster Park was developed as a new community hub towards the centre of the Rolleston, away from the town centre. This has created a disconnect between the older and newer residential areas and hence a lack in consolidation of the urban form.

Future urban expansion is restricted to the north by the SH1 and rail corridors and by the Pines Wastewater Treatment Plant to the northwest. Expansion to the northeast is hampered by the

Christchurch Airport Noise Contour Restriction, while the charitable trust status of Gammack Estate prevents the sale and/ or subdivision of land to the south. This land is required to be retained for agricultural purposes. Rural farmland to the east and south of the FUDAs is identified as Land Use Class 1-3 soils and therefore further urban expansion in these directions is subject to the tests set out in the National Policy Statement – Highly Productive Land (NPS\_HPL). Even if the definition of HPL is amended to exclude LUC3 land (as proposed by the current Government), much of the land to the south and east is LUC 2 and as such the policy constraints will remain. The site is the only large landholding adjacent to Rolleston (or indeed any of the Inner Plains townships) that is not LUC 1-3.

As a result of these constraints to Rolleston’s urban expansion, it is logical that the next sequence of development would be to the east, across Lincoln- Rolleston Road and to the southwest, across Dunns Crossing Road. These areas are earmarked for future development in the PODP. These development zones include DEV-R01, R012, R-015, R-016, R017 across Lincoln Rolleston Road and DEV-R07 across Dunns Crossing Road in the southwest (Refer GA p03).

The Rolleston Structure Plan originally saw the western edge of Rolleston stopping at Dunns Crossing Road<sup>3</sup>. The rapid build-out of the area covered by the structure plan has however seen the western edge of the township now extend beyond Dunns Crossing Road in the form of DEV-R07. This development area is separated into a northern and southern portion, with the southern portion bounded by Dunns Crossing Rd to the west, Brookside Road to the north, Selwyn Road to the south, and a portion of Edwards Road to the west. The southwestern extent of DEV-R07 also includes an internal boundary with the block that is the subject of this plan change application. The current zoned urban edge of Rolleston in the southwest is therefore somewhat ill-defined with no natural feature or road boundary forming the zoned edge. The zone boundary is therefore arbitrary and does not provide a logical long-term edge to the township in this location.

This application seeks to complete the superblock and provide a clear, defensible, urban edge that is bounded by Edwards and Selwyn Roads.

## 3 Site Description

### 3.1 Location and the Immediate Context

The 65.89ha Site is located to the southwest of Rolleston, at the 6-way junction of Edwards Road, Selwyn Road, Ellesmere Junction Road <sup>4</sup>.and Swamp Road. (Refer GA p06 and Site photos p14)

The surrounding road margins have a rural outlook, lack formed edges, kerbs and pavement with a part of Edwards Road being unsealed. A Council-held lot is located between the site and this junction and is anticipated to contain a new wastewater pump station.

The Site is flat, and irregular in shape, being a conglomerate of several parcels of land that all differ in size and shape. The open land is cultivated lots and some paddocks bisected by mature shelter belts delineating the different land parcels. Owing to its flat profile, the Site generally lacks any

<sup>3</sup> Noting that two rural-residential blocks were subsequently rezoned via private plan changes to the west of Dunns Crossing Road

<sup>4</sup> classified as access road and secondary collector road respectively for the region by NZTA.



distinctive features, although there is a dried-up water race that passes through the centre of the Site in a north- south direction.

There are three existing dwellings on the site, of which one has been acquired by TAG group and that will eventually be removed to make way for future development. The other two residential lots are included in this plan change application. These residential dwellings are generously set-back from the road frontage, and with the exception of accessways, fences and mature trees/ hedgerows line the Site boundaries. (Refer GA p06)

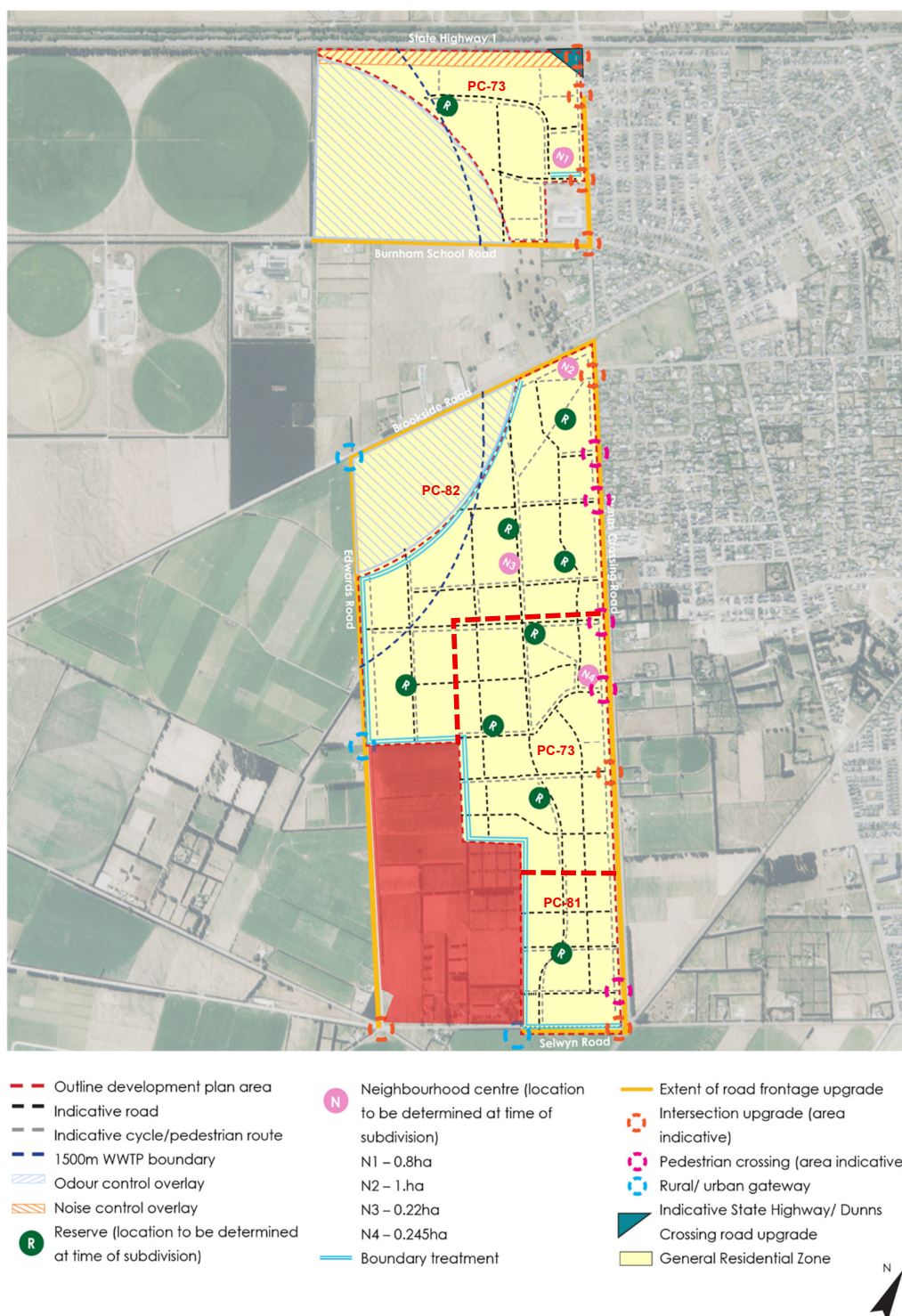
Selwyn Road runs along the southern edge of the Site and leads east towards the southwestern edge of the Faringdon development. The western edge of the Site has Edwards Road running along its entire length and connects north to Brookside Road leading further east into Rolleston town centre and SH1, which is 5km to the north from the Site.

### **3.2 North and East- Neighbour with Development Zone-R07**

The Site is located at the southwestern rural edge of Rolleston which has undergone rapid urbanisation with more anticipated. The areas east of Dunn's Crossing Road are identified as Future Development Areas in the Rolleston Structure Plan (2009) as well as in the Canterbury Regional Policy Statement 2013. These areas are either existing thriving neighbourhoods (Faringdon) or emerging neighbourhoods that are expected to be completed within the next 2-3 years (Arbor Green). Both neighbourhoods contain existing or proposed preschools, primary schools, a large Woolworths supermarket, several small blocks of convenience shops, and local parks and playgrounds. These areas are characterised by single storey houses, spacious road reserves and associated open public spaces which accommodate a variety of vegetation alongside pavements and cycleways.

As set out above, DEV-R07m, which is an amalgamation of PC-82, PC-73 and PC-81, is immediately to the east and north of the Site. (Fig 3)

The Site currently has no existing legal access from DEV-R07, the DEV-R07 OPD shows a number of road links extending to the boundary of the Site to provide for the future development of 3500 dwellings with a minimum net density of 15 hh/ha. These linkages provide the opportunity to connect the Site with future development in DEV-R07 and to ultimately form a single, cohesive urban area.



**Figure 3:** Rolleston DEV-R07 in context with the proposed site & PC-73,81& 82.<sup>5</sup>

<sup>5</sup>Source of DEV-R07 base plan- <https://eplan.selwyn.govt.nz/review/rules/0/463/0/0/0/218>

### 3.3 West – Edwards Road

Edwards Road abuts the western edge of the site, running north-south for approximately 994m. An existing shelterbelt screens views into the Site from Edwards Road with several gaps that provide vehicle access enabling discrete views into the Site through post and wire fences and metal gates.

There is an irregular land of about 1.33ha<sup>6</sup> which is earmarked for utility services by SDC and lies at the junction of Selwyn and Edwards Road. This area is outside of the proposed Plan Change. This property has post and wire fencing with an open edge and therefore provides for open views to the proposed Site which lies behind it. Immediately opposite this at the corner of Ellesmere Junction and Edward Road is a triangular shaped land which currently has a dense cluster of trees dominating the landscape at the corner of the junction. (Refer GA p12- Viewpoint location 12)

There are two privately owned rural residential properties adjacent to the western side of Edwards Road, namely property no 862 and 113. Barring their entry gates, most of their boundaries are also visually screened by shelter belts and tall trees. So, effectively Edward Road has a well sheltered look with tall trees on either sides and grassed verges without kerbs, pavements or any defined entry points as is expected in a rural area. (Refer GA p10- Viewpoint 5 and 6)

Only a portion of the Edwards Road is sealed towards its junction with Selwyn and Brookside Road. Overall Edwards Road is currently a sparingly used road with few access gates as explained above in its current rural setting. This road will undergo a substantial change with the future development DEV-R07 committed to upgrade the road. (Refer GA p09- Viewpoint 1 and 2).

### 3.4 South- Selwyn Road

The southern edge of the Site along Selwyn Road has a total frontage of 605.0m with partially open land. There are three existing residential properties, currently zones GRZ under the PODP. A 151.0m frontage of the Site is open towards the junction of Edwards and Selwyn Road with post and wire fencing and open views.

Moving eastward, the first residential properties appear, transitioning from rural surroundings to the west. These properties line the road with post and rail fences, mature trees, entry gates, and letterboxes, blending urban elements with the rural ambiance. Overall, the character is predominantly rural in nature.

The properties at no 1002, 986 and 966 lie north of Selwyn Road and are 4.13ha, 1.955ha and 10.208ha respectively and have a road frontage of 453.65m (Refer GA p13- Viewpoint 13). To the south edge of the road is a singular residential lot (no 997) with a dwelling and some ancillary buildings providing glimpses to the road and the Site. Moving eastward along Selwyn Road the road edge has open rural land on either side which is in agricultural use with shelterbelts on the southern edge. (Refer GA p12-Viewpoint 11)

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<sup>6</sup> [www.gripmap.co.nz](http://www.gripmap.co.nz)

## Selwyn District Plan Design Principles for Urban Area

The Selwyn District Council Residential Development Design Guide, Dec 2024 (**RDG**) provides a list of comprehensive design principles for development of urban areas and sets out some key objectives and site development principles.

In context of Selwyn District, the following RDG principles are considered as best practices irrespective of the type and context of development. The document defines these qualities and characteristics as indicators of a “*successful thriving urban environment*”<sup>7</sup>:

### **Well- Researched**

- Identify cultural values in order to understand its character, feel and sense of place to create urban environments where open spaces and visual amenities are equally respected

### **Well- Integrated**

- New developments which integrate and establish communities which are responsive to climate, vegetation, local topography and the natural environment.

### **Well- Connected, Accessible and Inclusive**

- Developments which have a clear road network with hierarchy which support all forms of transport and had direct links between destinations.
- and provide a safe and legible pedestrian and cycling network.

### **Well- Serviced**

- Development had access to identified trunk services where reticulated services are available or can be upgraded economically from existing services.
- Access is provided to key telecommunication services including fibre.

### **Well- Balanced**

- The site layout provides a variety of land uses, housing types, and building designs, promoting diverse built forms and addressing demand and needs

### **Well- Designed**

- At the subdivision design level, there is variety of housing typology design which offers modulation, articulation for an attractive environment for appropriate communities.

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<sup>7</sup> Selwyn District Council, Residential Development Design Guide, p.8



### Well- Collaborated

- A resources effective and efficient design which can promote shared accessways, amalgamation of lots and services as a collaborative approach.  
The document further defines six themes of Urban Design<sup>8</sup> with key aspects which focus on the following:

- Historic and Cultural design values,
- Natural Environment,
- Blue and Green Network,
- Built form and Character,
- Movement, Access, Mobility,
- Infrastructure and Servicing.

At the broad neighbourhood scale and in the context of the proposed plan change for the Site, considering these principles together with the underlying principles of the New Zealand Urban Design Protocol 2005 (NZUDP), the key considerations that form the basis for this assessment are:

- **Land Use and Density** (Context, Choice and Character)
- **Movement and Connectivity** (Connections and Choice)
- **Existing and Future Interfaces.** (Context, Collaboration, Creativity and Connections)

## 5 Proposed Outline Development Plan (Refer GA p07)

### 5.1 Land use and Density

Whilst the plan change seeks the entire site be rezoned to MDRZ, in keeping with the consistent approach taken to the balance of the township<sup>9</sup>, the ODP narrative anticipates that the actual built outcomes will vary with lower density development around the site margins and higher density typologies located in close proximity to public open space and amenities. The ODP is designed to achieve a minimum net density of 15 HH/ha with a yield of over 980 dwellings<sup>10</sup>. The mix of densities will create a variety of housing lots and will be able to cater to wider range of lifestyle and family needs.

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<sup>8</sup> Selwyn District Council, Residential Development Design Guide, p.10

<sup>9</sup> It is noted that DEV-R07 has a General Residential zoning which is understood to be a function of the timing of submissions and appeals. Under current legislative settings, it is understood that all new residential areas must be zoned MDRZ, unless there is a qualifying matter in play that would preclude such zoning.

<sup>10</sup> It is noted that the Plan Change proponent is anticipating that part of the Site may be developed as a retirement village, and depending on demand and feedback from the Ministry of Education may also include a primary school. Both uses are broadly anticipated within the MDRZ policy and rule framework. If they eventuate then dwelling yield will reduce with a commensurate increase in retirement village and education offerings.

It is anticipated that the MDRZ higher density units would be designed adjacent to open green spaces, green corridors and with access to main road frontage to maximize access to these amenities. This will also provide an opportunity to provide modern, energy efficient spaces which will appeal to different age and earning segment of the society creating diverse community with easy access to amenities and services.

The ODP also earmarks locations for a neighbourhood centre for small scale commercial activities placed alongside key road connections. This would create a central hub for the community and would include everyday convenience shops which could make good use of the spatial relationship with the proposed reserves. There is also a location earmarked for a school which is to be along the northern edge with PC-82 and will have direct frontage to Edwards Roads, pending feedback from the Ministry of Education. This will also serve the future population in this southwest part of Rolleston, near Brookside Road and Dunns Crossing Road, where there are currently no schools planned in the DEV-R07 area

Additionally, to respect the rural edge, the ODP needs to balance the current interface along Edwards Road to ensure a suitable transition zone from rural to urban. It is recommended that the ODP narrative provides for the placement of larger lots along the road frontage with suitable boundary treatment which could include building setbacks, landscaping and fencing treatments implemented via consent notices on the titles as part of the subdivision process. A 10-meter setback for the built form from the road reserve is recommended, along with a 5m wide landscape strip to facilitate the transition from the urban to rural edge while maintaining an attractive outlook. The effects of these measures are detailed in the Landscape Assessment report, which is included with the plan change application. This would be a more appropriate density zoning to best integrate the new development into the surrounding future residential environment. This would achieve a cohesive built environment which will respond satisfactory to the NZUDP's core values of context, choice and character while addressing and defining the virtues of the RDG.

## **5.2 Movement and Connectivity**

### **5.2.1 Key External Connections**

Originally established as a satellite town to Christchurch, Rolleston has evolved into a prominent commercial and industrial hub, accommodating a rapidly growing population. Despite this growth, a significant portion of the population continues to commute to Christchurch for work and leisure. Considering the proposed plan change, Selwyn Road becomes a crucial connection for accessing the park-and-ride facility at Foster Park via Dunns Crossing Road and Goulds Road. Edwards Road serves as a vital link to the western access of State Highway, facilitating swift connectivity. The proposed upgrade to the road network around DEV-R07 includes enhancements to Edwards Road, Brookside Road, and Dunns Crossing Road, leading to SH1, thereby supporting the proposed site.

For the proposed ODP area, Selwyn Road will serve as a direct connection to Rolleston Town Centre, located 5km away, which is within a 20-minute cycling distance and a 6-minute driving distance. Currently, there are no eastern connections towards Dunns Crossing Road, as the land remains rural and is slated for development in accordance with the DEV-R07 ODP. Once developed, this area will provide an east-west connection to the centre of Rolleston. The connections will also have access to a commercial centre within the proposed DEV-R07 which would be 800 meters walking distance and open green spaces within 400 meters of the development, accessible within 4-8 minutes' walk from the nearest edge to approximately 12 minutes' walk from the farthest point of the site. Additionally, this connection will facilitate more eastward movement into the already developed neighbourhoods of Rolleston.

## 5.2.2 Site Access and Connections

There will be two main access points along Edwards Road and one road access along Selwyn Road which will serve as the primary access to the proposed Site. While Selwyn Road serves as the main south access to the development, the Edwards Road connections reinforce the movement strategy with neighbouring plan change areas. The movement strategy defines the north south connection as a main spine, to which the east west corridors are connected at well-spaced intervals.

The location of the access along Selwyn Road is central to the frontage of the Site to enable flexibility of the layout at the subdivision level. This also enables the entry to be at a safe distance from the 6-way junction at the southwest corner of the proposed Site.

The ODP seeks to simplify the 6-way junction by realigning the southern section of Edwards Road so that it bends into the site before connecting to Selwyn Road to the east of the existing junction. The road network will redirect the southbound traffic on Edwards Road into the proposed Site's east west movement structure to connect to Dunns Crossing Road via PC-81 or south with Selwyn Road. The ODP movement structure supports this and will naturally guide the road layout into the east west movement structure aligned with the neighbouring development plan.

As part of the realignment, it is proposed that the redundant southern portion of the Edwards Road, closest to the junction, be converted to pedestrian and cycleway access only and to allow only minimal access for maintenance vehicles and to the existing property along the western edge of Edwards Road. Ultimately, as Council held road reserve, the treatment of this southern portion will be up to Council to determine and will in particular need to integrate with the development of the utility lot for pump station activities.

The connections across the eastern and northern edges of the Site are a logical extension of the neighbouring ODP's and will carry through the connection to smoothy direct traffic while supporting and extending active connection for walkability and neighbourhood access.

The key pedestrian and cycleway access into the Site from the east are aligned to the proposed movement corridors of DEV-R07 which provides very good opportunity for direct connectivity. These networks can be supported by a fine grain of road network which would create further direct linkages with the Site. The ODP defines these main connections will be supported by green linkages to provide active modes of access to reserve areas and amenities within the Site and the surrounding areas within walkable distance of 400m.

Hence the following are adequately met in the proposed ODP:

- Integration with the surrounding context;
- Connection to the future links for continuity and cohesion;
- Internal connectivity supports access to amenities proposed within the ODP as well as those within the future neighbouring communities.

Given the recent zone changes associated with DEV-R07, it is considered that the neighbouring land to the north and east of the Site will no longer be rural, with the development of the Site naturally infilling the southwestern corner of Rolleston with a clear rural-urban edge formed by Edwards Road and Selwyn Road.

In its essence, the ODP builds upon the urban structure proposed within the DEV-R07 ODP design and integrates successfully with the adjacent Development Area. The proposal completes the urban fabric for a superblock that is poised for imminent changes.

### 5.3 Existing and Future Interfaces- Rural to Urban

The plan change will impact the current interfaces of the Site with the proposed future DEV-R07 edges to the north and east. The external road edges on the west and south sides will undergo significant changes. Their perception from an urban transition standpoint will be a crucial aspect of the design, necessitating a thoughtful approach during the subdivision design phase. The proposed boundary treatment as detailed in the LVA will consist of a 5m wide native planting strip, post and rail fence and a 10m setback of the dwellings from the road boundary will aid in softening the built forms in addition to creating an attractive edge to the development.

It is anticipated that the ODP will expand the block layout, street structure, and green edge to align with and respond to the boundary conditions. Growth along these edges is expected to be a natural progression of similar urban structures, aiming to integrate seamlessly and provide a cohesive urban environment.

#### Interface with other Plan Change areas

There is no specific measure required to integrate the proposed ODP with DEV-R07 zone apart from alignment of street connection for good connectivity of the two developments. Any form of entry markers, gateway or signature elements should be avoided to provide overall cohesion within the neighbourhood. The ODP define three connections with cycle and pedestrian walkway which will be detailed at the subdivision design stage.

#### Selwyn Road

The Selwyn Road interface will serve as the primary entry point for the development and will be the initial introduction to Rolleston's urban landscape for travellers coming from the predominantly rural western direction. This interface is expected to be designed to facilitate the rural to urban transition and is expected to feature urban markers to signify this gateway. The road frontage will include boundary edge landscape treatments, incorporating setbacks, fencing and greening in accordance with the SDC framework, creating a transition zone to the rural edge.

#### Edwards Road

Edwards Road will upgrade from a rural to urban road with the development of DEV-R07. This will result in frontage being upgraded to an urban standard and dwellings might address the road with front doors, gardens, active movement corridors which would be easy for the proposed development to plugin and amalgamate to.

As set out above, as the long-term urban/ rural edge of Rolleston it is recommended that there be slightly larger lots along this rural interface with an appropriate setback and landscape treatment to address this rural-urban transition. Fencing should either be minimised or should reflect rural vernacular styles such as post and rail in order to maintain a wider greener outlook without visible boundaries.

The southern segment of the road will be realigned away from the junction to both alleviate congestion at the junction and to establish a clearer movement structure in alignment with the ODP framework of both the proposed and DEV-R07 zones. The final use of the redundant southern extent of Edwards Road is subject to Council resolution as road controlling authority. The ODP is based on this section remaining as legal road, with access limited to pedestrians and cyclists, along with providing limited vehicle access for the rural dwelling to the west and the proposed pump station.

This approach will also soften the interface with the rural edges and also incorporate landscape treatments along the northern boundary of the service lot. The boundary edge treatment will focus on



landscaping, while vehicular movement will be redirected into the ODP. This will create an active movement corridor anticipated to integrate with green connections.

## 6 Conclusion

An Urban Design Assessment of the proposed plan change undertaken to address good urban design practices, site specific matters and respond relevantly to the way that development of the area will unfold overtime.

In summary the ODP has the following characteristics:

- **Unification of Development:** Integrates the last isolated rural segment of this superblock into the overall urban development structure of Rolleston.
- **Future Connectivity:** Establishes logical connections to adjacent future developments.
- **Social Interaction and Cohesion:** Enhances social interaction and neighbourhood cohesion through the provision of green reserves and local connections.
- **Community Focus:** Allocates land for a school and a small neighbourhood centre to serve as a community focal point, with green linkages providing opportunity for interactions.
- **Green Links and Movement Structure:** Builds upon and extends the green links and movement structure from the neighbouring plan change ODP to complete the urban framework which creating an attractive outlook.

In this sense, the ODP will provide a mix of housing, amenities and open green areas that will achieve a good level of consistency and integration between the proposed Plan Change and the Development Areas to the north and east, as identified within the PODP. The proposal meets site-specific requirements and seamlessly extends future development, completing the urban growth on Rolleston's southwest edge.