

# Edwards Road Plan Change – Selwyn District Plan Amendments

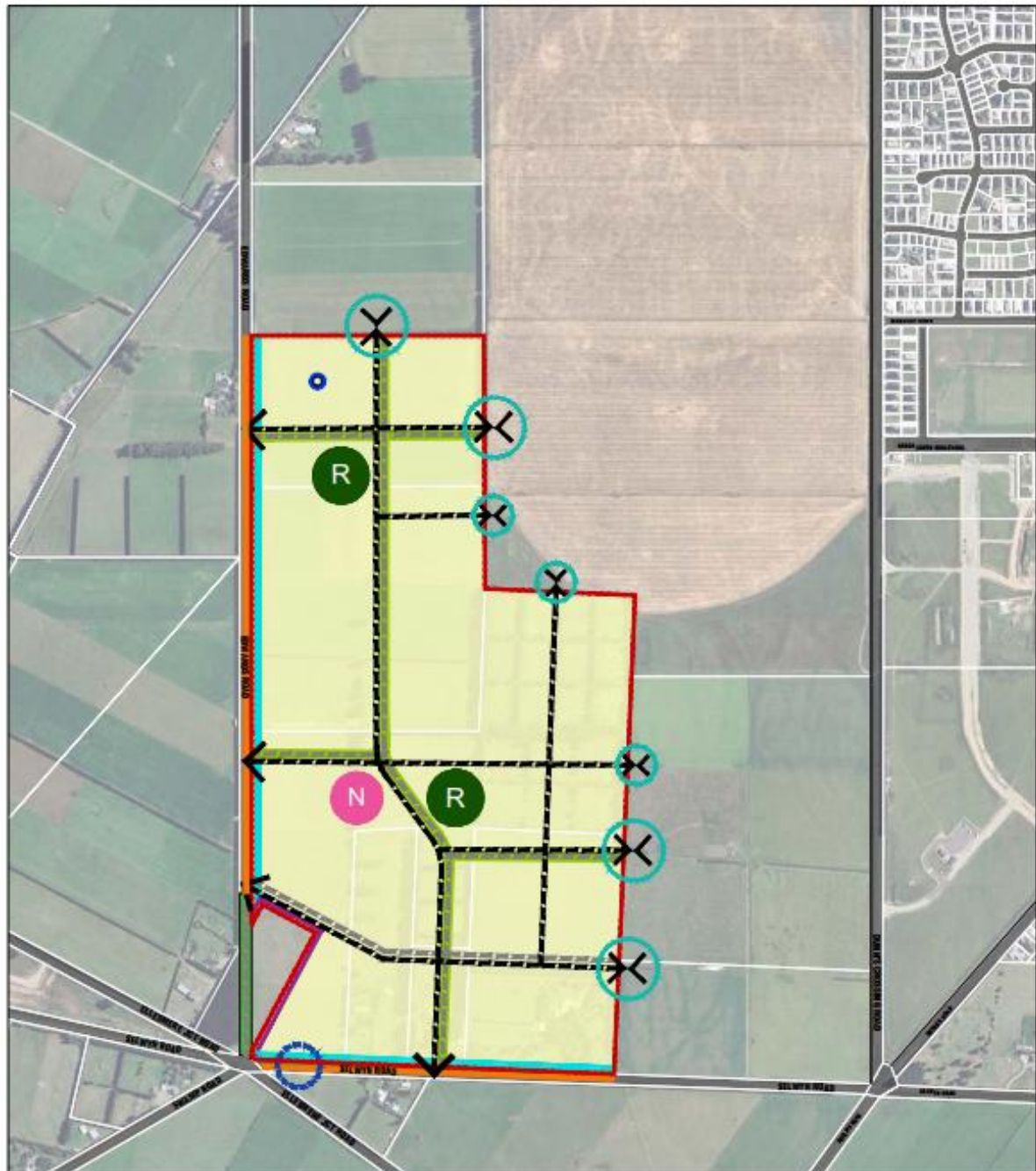
## **Overview of proposed text changes**

*The proposed amendments to the District Plan seek to introduce a new Development Area to Rolleston – DEV-RO18. The text changes include a new ODP and associated narrative, along with several bespoke rules in the subdivision chapter to address staging matters. The Planning Maps are also amended to show the change in zone from GRUZ to MRZ. The ODP narrative has been designed to follow the same format and level of detail as other DEV ODPs.*

*For completeness, no amendments are proposed to the Operative MRZ zone policies or rules. The operative MRZ provisions are considered to provide a robust and effective framework for managing development outcomes for the Edwards Road site.*

## Part 3 – Area Specific Matters – Development Areas, Rolleston

### Rolleston 18 Outline Development Plan



Outline development plan area

Medium density residential zone

Indicative road

Indicative cycle/pedestrian route

Green links

Boundary treatment

Neighbourhood centre(location to be determined at time of subdivision)

Reserve(location to be determined at time of subdivision)

Potential school

Existing SDC utility lot boundary treatment

Extent of road frontage upgrade

Rural urban gateway

Connection with future neighbourhood subdivision developments

Proposed part Edwards Road to be pedestrian and cycleway access only with limited vehicular access to existing property and utility areas

NOTE:

Medium density housing would be designed with road frontage, integration with open green spaces, and easy access to amenities. These will be detailed at the sub-division design stage.



## **Context**

This area comprises approximately 66 hectares and is bordered by Edwards Road to the west, Selwyn Road to the south, and DEV-RO7 to the north and east.

## **Land Use**

The ODP area provides for at least 1,000 residential households and one commercial centre. It may also contain a primary school and/or retirement village.

The ODP area shall achieve a minimum net density of 15 households per hectare, averaged over the area.

Areas with the highest density are to be located in close proximity to open space, reserves, the commercial centre, or in smaller pockets around high amenity low traffic residential streets. Larger lots are to be located along the external edges of the area with frontage to Edwards Road and Selwyn Road where opposite to the General Rural Zone.

A single neighbourhood centre of up to 1ha in land area is to provide sufficient space to accommodate a limited extent of commercial activity and community activities, along with space to provide their functional requirements, within a high quality environment. Development within the centre shall not exceed 3,000m<sup>2</sup> gross floor area, with it anticipated that this limit will be implemented via a consent notice on the title.

## **Access and Transport**

The ODP is located immediately adjacent to DEV-RO7. The ODP has been designed to integrate with the DEV-RO7 road network to ensure a well-connected neighbourhood is delivered. 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 to Edwards Road and Selwyn Road and maintaining appropriate intersection spacing. The ODP features primary routes that provide east-to-west routes connecting to DEV-RO7 and Dunns Crossing Road and north-to-south routes through the ODP area. The 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 southern end of Edwards Road is to be relocated through the site to help simplify the complex Edwards Road/ Ellesmere Junction Road intersection. The portion of Edwards Road adjacent to the ODP area and opposite the GRUZ zone is to be sealed with kerb and channel and footpath installed on the eastern side. The portion of Selwyn Road adjacent to the ODP area is to be upgraded with kerb and channel and footpath installed on the northern side.

No more than 150 residential units are to access Selwyn Road until such time as the Dunns Crossing Road/ Selwyn Road/ Goulds Road intersection has been upgraded.

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. Dedicated cycle and pedestrian routes are identified on the ODP, and include connections to equivalent routes shown on the DEV-RO7 ODP.

The Rural/urban gateway shown on the ODP on Selwyn Road is to be provided with signage, road markings or other design treatments, in accordance with the requirements of Road Traffic Standard 15, to demarcate a change in speed environment and the urbanising of the area.

In addition, other transport network upgrades are also required in order to accommodate growth and traffic from the ODP area. The nature of these works, timing requirements and anticipated funding responsibility is set out in DEV-RO18-TABLE1 Transport Network Upgrades below and a consent notice or similar mechanism shall be imposed at the time of any subdivision consent to ensure these outcomes.

**DEV-RO18 – Table 1 Transport Network**

<b>Upgrade Required</b>	<b>Timing</b>	<b>Anticipated Funding Mechanism</b>
Selwyn Road Frontage Upgrade for the section of road adjacent to DEV-RO18.	Prior to establishment of any vehicle crossing, access or road connection to Selwyn Road from the ODP area.	Developer Funded.
Edwards Road Frontage Upgrade and realignment as shown on the ODP.	Prior to establishment of any vehicle crossing, access or road connection to Edwards Road from the ODP area	Developer Funded.

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

Two recreation reserves are provided within the ODP area in addition to green links adjacent to the key north-south and east-west road links to provide open space and facilitate attractive pedestrian and cycle connections. 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 an open space reserve that is within a 400m walking radius of their homes.

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. This race enters the site from DEV-RO7. The retention or stopping of the water race forms part of the DEV-RO7 ODP and therefore the treatment of the water race in the ODP is dependent on the decision made on the race upstream of the ODP area. In the event that the race remains open through DEV-RO7, then fish and kākahi salvage works will be conducted in accordance with Environment Canterbury fish

salvage guidelines prior to any works occurring within the water race. A field based ecological assessment of the water race and any other water bodies on the site shall occur prior to subdivision, in order to determine whether it will be decommissioned, retained, or otherwise managed as part of the subdivision works.

Boundary treatments are to be provided along the frontage of Edwards Road and Selwyn Road where shown as ‘frontage treatment’ on the ODP. These boundary treatments are to include a minimum 5m deep planting strip, 10m building setback, and post and rail or open fencing that is no more than 1.2m in height along the road frontages. It is anticipated that these requirements will be implemented via consent notices on the titles as part of a subdivision consent process.

A primary school may be located within the area, subject to role demand and Ministry of Education processes.

### **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 wastewater 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.

No subdivision of land shall take place until such time as a potable water supply is provided which is capable of serving the proposed number of sites within the subdivision stage and Regional Council water consents to take and use groundwater within the ODP area are transferred and vested in Council. The ODP area currently holds sufficient water take consents to enable up to 120 lots subject to connection to Council reticulated networks.

## **Subdivision Chapter**

<b>SUB-REQ13 Condition Precedent</b>		
DEV-RO18	<p>20. No subdivision of land (other than a subdivision subject only to any of SUB-R12 Boundary Adjustment in All Zones or SUB-R13 Subdivision to Create Access, Reserve, or Infrastructure Sites in All Zones) shall provide for more than 150 residential sites until the Dunns Crossing Road/ Selwyn Road/ Goulds Road intersection has been upgraded to realign Goulds Road approximately 150m north-west of Selwyn Road and to form a roundabout at the Dunns Crossing Road/ Selwyn Road intersection.</p> <p>21. No subdivision of land (other than a subdivision subject only to any of SUB-R12 Boundary Adjustment in All Zones or SUB-R13 Subdivision to Create Access, Reserve, or Infrastructure Sites in All Zones) shall provide for a residential site with access to Edwards Road until the southern end of Edwards Road has been realigned in general accordance with the ODP.</p>	<p><b>Activity status when compliance not achieved:</b></p> <p>23. When compliance with any of SUB-REQ22 is not achieved: RDIS</p> <p>24. When compliance with any of SUB-REQ23 is not achieved: RDIS</p> <p>25. When compliance with SUB-REQ24 is not achieved: NC</p> <p><b>Matters for discretion:</b></p> <p>26. The exercise of discretion in relation to SUB-REQ3.23 is restricted to the following matters:</p> <p>a. TRAN-MAT1 Effects on the wider network.</p>

	<p>22. No subdivision of land within DEV-RO18 shall take place until a potable water supply is available which is capable of servicing the sites proposed within the subdivision.</p>	<p>27. The exercise of discretion in relation to SUB-REQ3.24 is restricted to the following matters:</p> <p>a. TRAN-MAT1 Effects on the wider network.</p>
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Amend planning maps to show change in zoning, along with a DEV overlay

