



# The new standard of living

A SUMMARY GUIDE TO PROPOSED PLAN CHANGE 30

An opportunity for you to contribute

Prestons



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# Welcome to this guide to Proposed Plan Change 30 (PC30)

Proposed Plan Change 30 [PC30] is required for the **Prestons** suburban development proposed for northeast Christchurch to proceed.

A private plan change to the Christchurch City Plan is required to change the present rural zoning to a Living G **Prestons** zoning.

The following pages offer a brief outline of the **Prestons** development and the details of PC30.

## What are your thoughts?

On the back of this booklet is a web address for more detailed information, and a submission form.

## We'd love to hear from you

# A: introduction

## Overall concept

The **Prestons** development proposal is for a new mixed-use residential community for a 205ha site in the northeast of Christchurch. It will feature an 'urban village' containing civic, retail, commercial and community amenities together with provision for an enhanced public transport, pedestrian and cycle network, and easy connection to surrounding recreational facilities.

Located 5.5 kilometres from the Christchurch CBD, it is estimated that on completion **Prestons** would be home to 5000+ residents.

## Who's behind it?

Prestons Road Limited (PRL) is made up of three well-established property companies – Ngai Tahu Property Ltd, CDL Land New Zealand Ltd and Foodstuffs (South Island) Ltd. Together, the company's portfolio covers rural and residential land development (much of it in Canterbury), food sales, large format retail, commercial and industrial property, a portfolio of rural ground leases, and farming operations.

## What change to the City Plan is required?

The approximately 205ha site of the **Prestons** development is currently zoned rural. PRL has co-ordinated a private plan change application to the Christchurch City Council, required under the Resource Management Act, to alter the zoning of the land from rural to the 'Living G' zone. The Living G zone is a relatively new and innovative planning regime designed to flexibly manage large new greenfield sites. While essentially a residential zone, it also allows for mixed commercial, retail, civic, community and recreational uses.

## Location

The 205ha site is bounded by Mairehau Road to the south and Lower Styx Road to the north. Prestons Road bisects the land and is connected to the main north-south road, Marshland Road, and also to the secondary Burwood Road to the east. The site adjoins Burwood and new residential developments

The Limes, Tumara Park and Waitikiri. Two 18-hole golf courses adjoin the northeastern corner of the site with Bottle Lake Forest Park further to the east. Future planned developments, both within and near the site, include an extension to the Waitikiri Springs residential development and the Alpine View retirement village.

## Site description

The land is relatively flat with some undulations formed from the original consolidated coastal sand dunes. It is mainly made up of grazing fields and open landscape areas. Less than 10% of the land is currently used for horticultural purposes. There is also a small concentration of existing buildings and dwellings (both commercial and residential), mainly around and along Prestons Road.

## Why do we need another suburb?

Greater Christchurch has experienced recent rapid growth and this rate shows no signs of slowing. According to Christchurch City Council's own projections, greater Christchurch will grow 30 percent over the next 30 years - 21 percent to 501,300 people by 2026 and a further 9 percent to 548,520 people by 2041. The **Prestons** development seeks to contribute to the city's projected growth by providing a major, integrated land-use development, planned in an exemplary way, in a location that offers numerous benefits from its immediate proximity to Urban Christchurch.

## Specialist input

A comprehensive canvassing of issues and much specialist advice has gone into the **Prestons** proposal. Work has ranged from assessments of the demand for new housing in the northeast of Christchurch to the existing and potential agricultural use of the land. Assessments were also made of the environmental, geotechnical, ecological and heritage features of the site as well as the possible development impacts on the local economy, transport efficiency and safety, and drainage/ wastewater infrastructure.



## Living G (Prestons) zone

The proposed Living G (Prestons) zone provides a framework for a new mixed-density, mixed-use suburban centre which seeks to sensitively integrate with the adjoining communities of Burwood, Marshland, Belfast and Parklands.

The zone's features and strategies reflect best practice sustainable urban design. They have been developed by PRL, with assistance from a number of local, national, and internationally-based expert advisors, to ensure that growth can occur in a responsible and flexible manner whilst managing associated environmental effects during construction and ongoing development.

Consideration has also been given during plan preparation to the Christchurch City Plan, the Greater Christchurch Urban Development Strategy and Action Plan 2007, and the Ministry for the Environment's NZ Urban Design Protocol 2005, among other key documents.

Following is a summary of the key features of the proposed 'Living G (Prestons) Zone'.

## Movement Network

The aim has been to provide for clear, safe, easy and efficient movement to and through the area by a range of means – vehicular, bus, cycle and pedestrian. A key decision was made to establish a new north-south road parallel to Marshland Road as the main movement route in the area. Further, Prestons Road will be redefined as a new secondary road and, between the junctions with Marshland Road and the new main road, as the nexus of the proposed local village centre.

In addition to the new north-south corridor, there will be a hierarchy of main roads and local streets. This will serve to reduce travel distances (and the requirement for car travel), limit traffic in residential areas as much as possible, disperse vehicular traffic congestion when it occurs, and promote walking, cycling and the use of public transport.

## Open space network

A network of open spaces, which doubles as a low-engineered drainage system (see 'Blue network' below), will be a central and structuring element of **Prestons**. It will comprise 47 hectares of open space, or approximately 23 percent of the total site area.

Central to the open space network will be a linear park running north to south. This major landscape feature will be a significant recreational asset, and act as the main axis for pedestrian and cycle movement. In addition, green links, running east to west, will connect the linear park with residential and commercial areas on either side. They will serve to provide access to the park itself as well as to other adjoining active and passive reserve spaces, and ensure that residents live in close proximity to areas of public open space.

In addition, the provisions propose specific controls which limit the amount of reserve land to be vested in Council ownership.

## Blue network

The open space network will also serve a functional purpose as the means for collecting, treating and discharging storm water. An integrated network of vegetated swales, retention basins and wetlands used to treat storm water will enhance the local ecology while providing habitat for native fauna. This innovative system of storm water treatment and peak discharge attenuation reflects both sound engineering and environmental sensitivity.

## Urban village and adjacent retail precinct

The local village centre is planned for the middle of the site, along Prestons Road, between the junctions of Marshland Road and the new main road. An expected 10,000<sup>m</sup><sup>2</sup> of additional retail space and 4000<sup>m</sup><sup>2</sup> of mixed commercial/community/civic space will be provided for. Residential living can occur in this area as well, subject to specific consideration of design and external appearance of proposed buildings.

# B: key features

A dedicated new retail precinct, featuring a supermarket, will have its entrance off Marshland Road. The urban village will be a more general shopping and commercial environment located adjacent to the retail precinct. It is anticipated that this area will provide local shoppers with essential neighbourhood services.

It will be further strengthened by being a key public transport hub, and by its proximity to the potential new medium-density housing adjacent to it (see 'Density' below) as well as the community, educational and civic facilities planned nearby. Provision can be made within the development for a secondary school if required.

## Built form

To ensure the suburb has a diverse, attractive and interesting built form, multiple housing densities are provided for (see 'Density' below). The proposal encourages several different house and section (or plot) types as well. Permitted buildings will range from single houses to row houses; this will allow a mix of building types within the entire area. The types of sections allowed will impact on the depth, setback and overall character of residential streets.

It is anticipated that certain percentages of different types of house and sections will result. Where some parts of the suburb will see the emergence of a greater proportion of single homes on larger sections, other parts will develop higher density, terrace houses.

## Density

In accordance with the Council's policy of encouraging higher residential density in greater Christchurch, **Prestons** will provide for a range of housing densities. There will be low, medium and two high-density zones.

Higher density housing is earmarked for around the village centre, putting more residents close to the shops, services and potential public transport services, and contributing to a busy, vibrant village atmosphere.

Low-density housing will be located along the western edge of the suburb to create a smooth transition between the built environment and the surrounding farmland. The low-rise, spacious character of the neighbouring rural areas will thus be supported and reverse sensitivity effects will be minimised.

## Additional Development Controls

The plan change requires upgrades to key infrastructure components at specific intervals to ensure that development does not precede the establishment of necessary services.

The development will not be able to proceed until certain intersections in the vicinity of the **Prestons** site are upgraded to account for increased traffic flows. Additionally, new wastewater infrastructure will be established at the applicant's cost in advance of residential and commercial development.

Plan Change 30 includes detailed landscape provisions. These have been established to ensure that the amenity levels of neighbouring land is not compromised.



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# expected outcomes

In summary, the Living G (Prestons) zone seeks the following outcomes:

1. The establishment of an overall concept plan that provides a defined basis for integrated development of the **Prestons** area
2. An urban form that creates a 'sense of place' for the future community
3. A safe, comfortable and healthy living environment
4. Integration of the hierarchy of new roads and streets with existing state highway and arterial roads and public transport routes
5. A network of open spaces integrated with cycle and pedestrian facilities
6. Opportunities for a wide range of residential development forms of low, medium and high densities
7. Medium-density development including elderly persons housing located close to community facilities and public transport services
8. High-density buildings that relate well to each other and to adjoining public and private open space
9. A development that meets City Plan objectives to achieve an increase in residential density, urban consolidation and a compact urban form
10. Provisions for neighbourhood retail, community and medical facilities to be located within walking distance (400-800 metres) of any part of the zone, or be within walking distance of a potential bus stop within the zone
11. Provision of neighbourhood shopping and business facilities
12. A sustainable stormwater disposal system integrated with open space reserves



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## Your chance to have your say

What do you think about the development outlined in this **Prestons** summary guide?  
Do you agree or disagree with the proposal and the required private plan change?

As part of the Plan Change process, we, and the City Council, need to hear your opinions.  
Please go to [[www.prestons.co.nz](http://www.prestons.co.nz)] for more detailed information and a submission form  
(as a pdf), and to [[www.ccc.govt.nz](http://www.ccc.govt.nz)] for the full text of PC 30.

Should you require further information,  
please contact Rebecca Parish, Prestons Road Ltd, ph 021 713 273

The closing date for you to make a submission is 5pm, April 27 2010.

**We welcome your feedback.**

**NGĀI TAHU Property**

