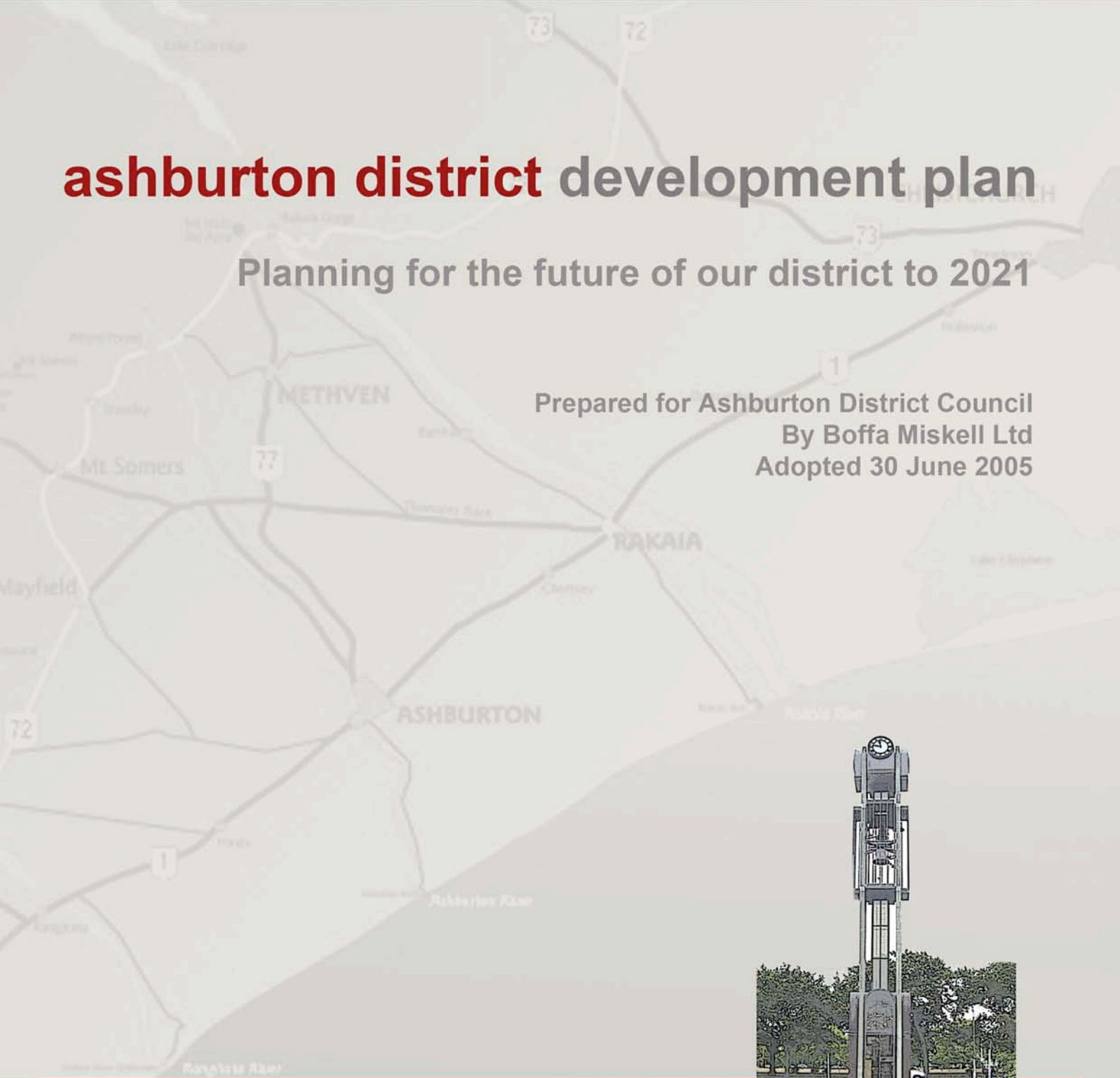




ashburton district development plan

Planning for the future of our district to 2021

Prepared for Ashburton District Council
By Boffa Miskell Ltd
Adopted 30 June 2005



Ashburton
District Council

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EXECUTIVE SUMMARY

The purpose of the Ashburton Development Plan is to present an over-arching basis for the future development of the District for the next 20 years. The plan has been prepared by Ashburton District Council in consultation with the people of the District. The plan is both specific in its directions through action plans and flexible in its ability to adapt and change over time depending on growth or changes in issues over time, guided by a set of principles and vision for development.

What is in the Plan

The Development Plan comprises:

- A State of the Play section that describes the influences and priority issues for the District over the next 20 years and beyond. This includes growth projections, demographic changes, household size changes, and a stock take on urban quality, infrastructure capacity, and other district wide issues.
- A principles and vision section which describe the values sought from development of the District under headings of urban, movement, open space, infrastructure, and identity and character.
- A consultation section which describes how the consultation was undertaken, the information that was consulted on, the outcomes and responses to this.
- An evaluation section which reviews the preliminary development options used for consultation and a set of revised development plans as the basis for future development.
- An implementation plan which describes in some detail the priorities and way in which the development plans are to be implemented through District Plan zonings and provisions, further detailed studies on infrastructure traffic, town centres, smaller villages, and other items.

The Issues and Reasons for the Plan's Preparation

The Ashburton development planning process has identified that key influences and issues for the District over its planning period will be:

- The changes brought about by increasing population in the District – projections are for up to an additional 6,000 people by 2021 based on recent growth trends. This will require consideration as to the location of housing for these people.
- The changing nature of the future population in terms of its age profile and the size of houses required to suit a proportionally older population and smaller families or single person households. This will require facilitation of the provision of alternative housing types and places where there is contact with the community and its facilities.
- The changes being experienced in the labour market and the ability to attract and retain people of employment age to provide staff for the developing industry of the district and the affordability of the housing options available. This will require consideration of the quality and opportunities offered locally for existing younger people and of business areas to attract and retain skilled workers and innovative business people.

- The continuing pressure on productive land and the need for maintenance and protection of the productive capacity of the land from its demand for urban uses, but also on water and soil resources. This will require care as to the limit of the towns and the consideration of the natural resource allocation effects.
- The changing nature of business and industry growth given the way in which the towns are providing processing and servicing bases for the land based production. This will require consideration of appropriate locations from a transport, effects and accessibility perspective. The need to make these areas attractive to workers will need consideration given the desire to attract skilled business and workers to the District.
- The quality of the urban environments as places to live in order to retain existing people and to attract new residents to provide skills and add to the community capacity to grow in new ways for the future viability of the District.
- The changing roles of the District's dispersed villages as they become recognised (more) as anchors to the surrounding area and as attractive places to live for people with additional recreational time and for new business ventures related to the natural environment.

The Actions Proposed by the Plan

To address these issues the Ashburton development Plan proposes a series of actions which include:

Potential New Land Zonings

Providing new land within the settlements of Rakaia, Ashburton and Methven primarily for the growth of residential, business and recreational uses. A range of residential options are provided to address potential for smaller households sizes and a more open residential landscape in association with a greenbelt at the town edges.

- At Rakaia, industrial business and residential land is the primary growth area to recognise the location on the highway and close to Christchurch.
- At Ashburton, residential growth provides a combination of densities and industrial growth to the northeast with potential for service business near the river end of town and provision for large format retail.
- At Methven, residential growth provides a combination of densities to recognise the seasonal variations in use and the attractions of the local and wider environment.
- At Mt Somers, some additional land area is made available to accommodate growth for residential and business, but will require further consultation with the community to refine. Further consultation is required with the Hinds community to clarify community aspirations and needs before any further land is considered for residential or business activities.
- At smaller villages, there is an opportunity to assist their viability through targeted village plans which may identify potential for growth and the provision of the appropriate infrastructure, depending on community aspirations and taking into account costs.

For all of the above actions, more detailed planning is required (structure planning) to ensure that the process of release is timed, that key infrastructure can be provided, and the spatial design and layout of elements including open space reserves, greenbelts at the town edges,

greenways for stormwater management and main streets. Any changes to zoning will require statutory processes to follow and this Development Plan does not change the zoning.

Town Centre Plans

Town centre plans are proposed to address the variable nature of their performance as the hearts of the communities they serve both as business places and as social places. Each town or village centre has some excellent qualities, elements and potential and a specific design for each needs to recognise the good things and improve the issue areas:

- At Ashburton a town concept plan is proposed with the aim of investigating Baring Square as the town square focal point, to provide a more pedestrian friendly walking environment on East Street with improved parking access and accessibility from State Highway 1. This will need to coordinate with a traffic study (see below).
- At Methven a town centre concept plan is proposed to develop a local centre space around McMillan Street and the mall to provide for meeting, sitting and local social activities and business opportunities on its edges.
- At Rakaia a town centre concept plan is proposed to recognise the heritage values of buildings and the need to provide a place for local social activities like a town square, but which addresses the large scale of streets and ties back to the new venture on the State Highway 1.
- At smaller villages, including Mt Somers and Hinds, village plans are proposed to provide direction on the centres for these places to function as business and social places within the respective communities.

Traffic Management

The towns that straddle the State Highway 1 are challenged in respect of their accessibility from side to side, but also have an opportunity for future growth based on this being the main road and rail transport corridor. Ashburton town particularly is affected and a traffic study is proposed to address the issues of heavy traffic through the town centre, encouraging passers-by to use the local shops, railway train movements, and crossings from East to West. At both Rakaia and Hinds it is suggested that growth occurs on the side where the most facilities are in the future to limit additional need to cross the highway by residents. At Hinds there is an issue with the school being on the opposite side of the highway from much of the residential land uses and recreation facilities such as at the domain. Consideration of the most appropriate growth direction for Hinds will need to take these land use and highway relationships into account.

Character and Identity

The District's character is strong and the legacy of buildings, places, streets and trees is important to its future as a distinctive, memorable place and as a place for local people to retain their sense of place. It is proposed that street tree, passive/outdoor recreation and heritage strategies are prepared to address these key aspects of the character and identity of the District from its avenues to its wide ranging rural and urban cultural landscapes. Also proposed is a set of design requirements for items such as public signs.

Infrastructure Planning

Although it is anticipated from the early capacity studies that the bulk infrastructure has capacity to accommodate the projected growth in population and business, the local reticulation, pumping and programming details will need to be addressed by an infrastructure study (or series of studies)

for each town) that ensure the infrastructure is appropriate and that the costs of its provision is appropriately met by the developers through financial contributions.

The Process from Here

The Ashburton District Council provides this draft Development Plan to the community for further comment. With the receipt of that comment adjustments will be made as appropriate then the plan will be adopted by Council. It will then program the action plans relative to its resources and these action plans will result in:

- Proposed District Plan changes preceded by structure plans (these will be consulted upon and publicly notified, so public participation can be provided for)
- Town centre concepts and village plans which will also follow a public participation process
- Other studies which will be both external/technical in nature and community focused
- On-going review of the Development Plan to ensure that the document responds to new information, (census data) and the evolving patterns of growth in the district.

1.0 BACKGROUND

The Ashburton District Council (ADC) has commissioned Boffa Miskell Limited to assist with the 'Development Planning for the Future of Ashburton' Project. This project will:

- Identify and address a suite of growth pressure issues for the next 20 years with the full range of issues being identified for the District;
- Prioritise the growth pressure issues and recognise that only the high priority issues will be addressed in this project;
- Recognise lower priority growth pressure issues that are best dealt with later and outside of this project; and
- Deal with the high priority growth pressures properly in the first instance rather than dealing with only a few smaller issues that may not contribute markedly to the District as a whole.

The first phase of this project was to determine the state of the District with respect to past and present growth pressures; types of residential, rural, commercial and industrial activities in the District, infrastructure capabilities; community and population growth and make up; estimated growth projections and the principles and policy currently affecting these patterns. That phase of the project culminated in the compilation of the "State of Play" report which serves as a base from which to progress the project into the next phases. The findings of that report are summarised in section 2.0 of this document.

The second phase of this project was to develop development options for the high priority areas within the District and to undertake a consultation program leading to a draft and then a final development plan for the District. These steps are described further in this document.

The final Development Plan will form the basis for planning and design of roading, water / sewer services and many policy directions that will feed into the Long Term Council Community Plan and any zone changes in the District Plan, and provide greater certainty for all in the District and improved efficiency of cost and operation for the Council.

1.1 Ashburton District Council Mandate

ADC has a statutory requirement under the Resource Management Act 1991 to undertake resource management and planning to enable its "people and communities to provide for their social, economic and cultural well being". Under the Local Government Act 2002, it must "promote the social, economic, environmental and cultural well being of its communities in the present and for the future". Consequently, the Council has an interest in the planning of the future of the Ashburton District and has taken the lead in providing the basis for the way in which the growth shapes that future.

However, it is not the sole responsibility of the Council to implement the directions to achieve that future – this will require a partnership between all sectors of the community, public, business, and local government. Getting support and buy-in to the early steps of the wider community decision-making process on directions is the start.

1.2 Development Plan Drivers

The Ashburton District Council is undertaking proactive planning to enable the Council to plan for and react to development. The main driver that has urged the Council to undertake this plan now is the growth it is experiencing across the District – there is a high demand for land, particularly industrial/commercial land. The growth is resulting in agricultural change and development, commercial and industrial development, changing demographics and population

increase, and is having an impact on infrastructure. This growth is now driving demand for land to satisfy expansion in these areas.

Without a clear plan for how to address this relatively rapid change, the growth will likely:

- occur in an ad hoc way
- generate conflicts between land uses that unfairly limits one or the other's amenity or function
- create shortages in appropriate locations to accommodate new land uses causing them to locate out of the District
- result in applications for resource consents for new activities for which there is little guidance to determine appropriateness
- develop a town and/or townships which function unsuitably due to inappropriate location of new activities
- place sustainability pressures on natural resources to provide for growth.

1.3 Process

The process of this study has been:

- Identify the key development issues and priorities for the District through internal Council workshop and 'key informant' interest group meetings.
- Prepare the State of Play Report to provide background information to the study.
- Develop options to address growth directions for high priority areas within the District.
- Develop implementation methods for realising the study outcomes.
- Undertake consultation periodically through the process including internal Council meetings, interest group meetings, open days, community representative meetings, and written feedback.
- Undertake the appropriate changes to the study options as appropriate and determine the directions considered in the best interest of the District and progress to action the proposals through the implementation methods.
- Finalisation of the Development Plan.

From the adoption of the Development Plan it is intended that appropriate provision will need to be made by Council, and through its advocacy to other individual and organisations, to undertake the action plans.

2.0 THE STATE OF PLAY REPORT

The State of Play report formed the first phase of the development plan project and was prepared following initial consultation with Councillors, Council staff and key stakeholders. It has acted as a background document to developing the growth options. Copies of the State of Play report are available from the Ashburton District Council. The findings of the State of Play report are summarised below.

The report summarises the existing situation in Ashburton town and seeks to identify future influences and issues for the District.

2.1 Landscape and Ecology

There has been significant growth in production from the District's land and water resources to date. This will potentially be affected by future efficiencies of water use and storage to extend the area of irrigable land. Related to this is river and stream health which is an important ecological and economic issue that is currently being addressed through the Proposed Natural Resources Regional Plan involving individuals and groups in the wider community. In the high country, land use intensification and changes may affect ecological and landscape values.

2.2 Land Use capability

Because of the productive soils located within the District there is significant potential in the land use capabilities of the District. However, these will be limited to a degree by the availability of water resources regulated by Environment Canterbury and where uses might be located in terms of flood risk. Growth in this area will be largely dependent on these two factors and will vary over the District. It is noted that the Development Plan should take into account the protection of soils with high land use capability.

2.3 Transport

Although it is expected that road transport will continue into the future as the primary means of movement within, to and from the District, some consideration in the Development Plan will be given to improving the options for walking, cycling and non-motorised transport in the main urban areas. There are issues associated with the State Highway 1 road transport corridor running through some towns and strategies to minimise the adverse effects of the road (and maximise the opportunities for increased patronage of town commercial services for example) are important for consideration. It is appropriate that over a longer planning period that the potential for a rail passenger service to and from Christchurch and Ashburton be advocated for and the opportunity retained in any short to medium term planning decisions.

There appear to be no highly significant capacity issues within the roading network for increased growth within the District and the main towns. The longer-term strategy of the Council is for more upgrading and improvements of the existing infrastructure in order to deal with some existing issues relating to congestion and manoeuvring in Ashburton town and upgrading other roads, for example unsealed roads, throughout the District.

2.4 Water Supply

There are water supply grading improvements underway for the reticulated systems which by 2008 are expected to provide an acceptable water supply to the District. The larger urban areas are upgraded in respect of treatment quality and water quality provides no constraint to growth capacity. However, no water demand planning has been undertaken by Council and the water take and reticulation required to service growth directions will have implications for funding any extensions.

2.5 Wastewater

There are upgrades underway for Ashburton's sewerage treatment and this will provide sufficient capacity for projected flows for the 35 year term of the consent. The new system will be running by 2006. Rakaia and Methven have recently also had upgrades which provide for their continued and further use. All wastewater facilities have capacity to cope with future growth.

2.6 Stormwater

The stormwater capacity issues revolve around flood risk and the potential for new land uses in flood prone areas. For the townships of Ashburton, Tinwald and Hinds this has consequences that the Development Plan will take account of. There are opportunities to improve the environmental outcomes for stormwater management in association with new growth and development through the use of alternative forms of stormwater treatment and disposal.

2.7 Irrigation

Irrigation development throughout the District has led to increased production. It is likely that further development of irrigation operations and/or schemes will also have a considerable impact on growth. The environmental planning implications of water use are recognised and Council will consider these matters in its interface with the key regulatory body ECAN.

2.8 Solid waste

The solid waste recycling and recovery programmes in the District are well regarded. Although it is the objective to minimise the waste stream, the current systems have the capacity to accommodate growth in waste generation from the anticipated increase in population.

2.9 Electricity

There is a longer-term plan for power supply in the District which needs to be considered. Only significant increases in power demand are likely to affect the long term plan and in respect of urban growth this is not expected to be significant. Ashburton's power provider has requested to be involved and will be in infrastructure planning. The broader District industrial and rural power users are expected to have the greatest potential influence on power planning.

2.10 Economy

There is a higher than average level of employment in Ashburton and an issue for the District's growth is retention and attraction of workers of all types, both to service existing industry, but also to diversify into higher value added areas of production and professional services.

Agriculture is the mainstay of the economy with 26% of the District's population employed in the agriculture, forestry, fishing, and mining sectors. However, it is an industry prone to fluctuations and would be sensitive to market fluctuations or the cost of externals such as transport. Water supply sustainability is likely to become an issue. Tourism is largely related to the Mount Hutt ski area. However tourism revolving around other natural features within the District is becoming an emerging feature and showing itself in terms of interest at villages such as Mt Somers.

The retail market in the District is buoyant and there have been recent developments which involve large scale retail activities. Further interest from large scale retailers is understood to be occurring.

2.11 Community

The demographic profile of the Ashburton community shows a particular set of characteristics for the District as a whole, but some variation from rural to urban environments and variation within the main urban areas. For example the needs of the large number of smaller and older households in places such as Tinwald and Ashburton central, the lack of diversity in house size overall, relatively low unemployment which may limit business expansion, and the relatively low personal income which may make home ownership difficult for many in the future.

2.12 Population projections and growth

The population and community growth census data available is dated as it relates to the 2001 Census. The Statistics New Zealand projections for the District's growth are not high. The overall population under these projections is for an additional 1300 people between 2001 and 2021 (population from 26,000 to 27,300).

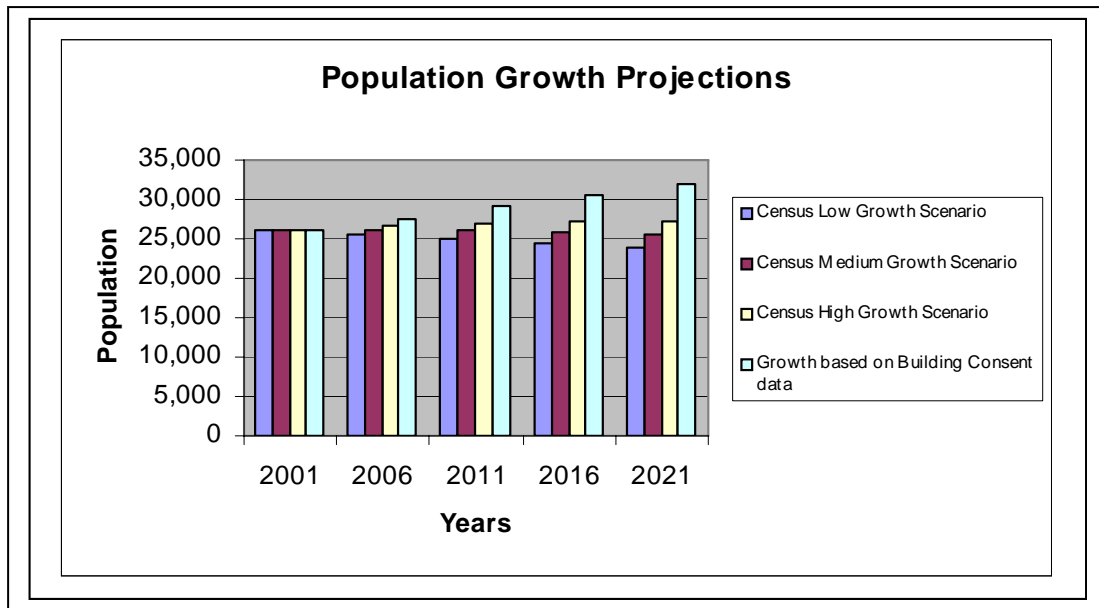
This projection is based on historical trends of growth and more recent data suggest that the projections are understated given they do not take account of more recent rapid growth that has occurred since 2001.

Building consent activity and other data suggest that there is growth at rates not represented in the census data. Some of that growth is from population increases and this is known to be at least partly through migration into the District. It is evident that growth is also occurring from capitalization on a buoyant house market by infill subdivision. It is suspected also that there has been a catch-up from years past when lesser amounts of subdivision were occurring and there were fewer options for the purchase of a new residential property. With employment being now as full as at has ever been, the population aging and downsizing, the interest in a new property is now there for more people and this has triggered higher levels of residential subdivision activity.

It is considered appropriate that Ashburton District adopt the approach to growth based on the last five years growth activity, rather than the dated 2001 Statistics New Zealand projections.

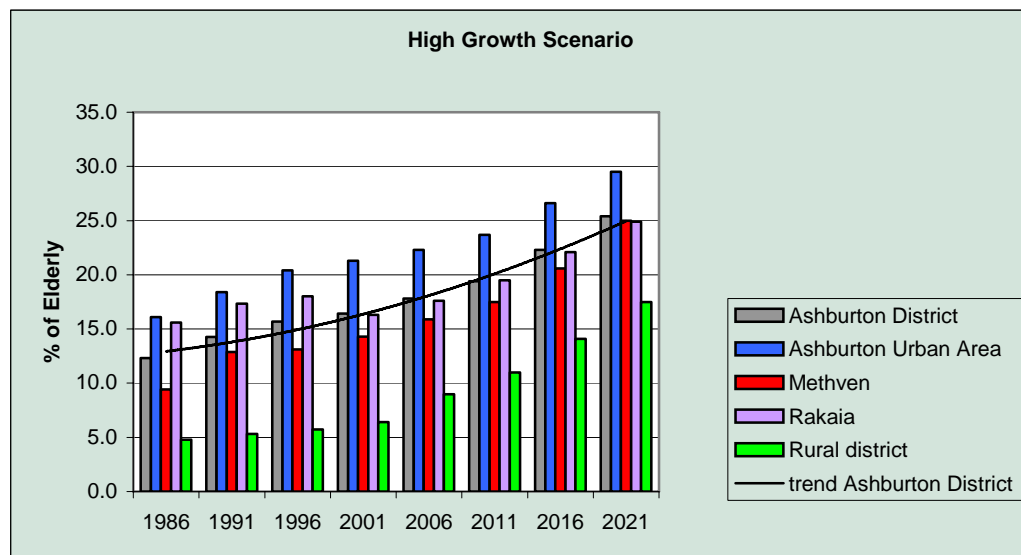
On this basis, building consent, subdivision consent, school roll and real estate data was investigated to gain a more contemporary view of growth activity. On the basis of continued growth at the rate of the last 5 years' residential building consents, a future population can be estimated of around 32,000 people in the District by 2021.

The graph below shows both the Census based projections together with those based on the building consent data for the district. As noted above, the higher growth scenario based on building consent growth has been used for the Development Study.



The average household size (2.4 persons per household in 2001) is expected to decrease to between 2.1 and 2.2 persons per household by 2021. One-person households are projected to rise and to represent an increasing proportion of all households.

Over the next 15 years or so, under the high growth scenario the median age of residents of the District is expected to increase from 39.4 years (in 2001) to 48.3 years in 2021, as shown below:



2.13 Projected land demand

Growth pressures on services and land availability for residential, industrial and commercial uses are more apparent from the data available in Ashburton Town, Methven and Rakaia townships because these are where the main services, urban areas and commercial activity are located. However, there are signals of demand in villages such as Mt Somers where the recreational opportunities and community itself is attractive to new enterprises and residents.

Residential

The present supply of undeveloped residential land in Ashburton town is limited. A review of land zoned residential, but as yet not subdivided shows some 87 hectares of land available. With a gross¹ lot size of 850m² there is capacity for some 1000 new dwellings in Ashburton on as yet unutilised residentially zoned land. Some 88% of the residential population lives in Ashburton Town (relative to Methven/Rakaia or other settlements). If the projected demand is for 2760 dwellings by 2021 then on the same ratio 2428 of these will be provided for in Ashburton town. On this basis the 1000 dwellings that could be provided for within existing zoned land (which will last for another 7 years on current rates of utilisation) another 1400 dwellings worth of land will need to be provided for in Ashburton. At the gross lot size of 850m² that equates to an additional 120 hectares of land.

Within Methven and Rakaia respectively there is capacity of 7 and 8.8 hectares of unutilised residentially zoned land. At the projected growth rates Methven is projected to have another 136 dwellings. At 850m² gross lot size there will be a need for 11.6 hectares of additional residential land in Methven. At Rakaia the same projections are for an additional 86 dwellings which equates to a need for another 7.3 hectares of land.

On this basis for future residential land:

- Ashburton will be short by some 120 hectares
- Methven will be short by some 4.6 hectares
- Rakaia has a surplus of some 1.5 hectares

These land requirements need to be tempered with the consideration of the land availability constraint factor, and the need to retain a sufficient surplus to keep prices at a reasonable level.

Some of this demand could be met in different ways. There is strong interest in urban fringe/rural edge properties and there is (with changing demographics) expected to be a need for smaller houses, close to amenities such as shops, civic functions and recreational facilities. There are some defined rural residential areas at the fringes of all Ashburton, Rakaia and Methven. However, the degree to which these are utilised is difficult to estimate from the planning tools available. It is also apparent that the size of rural residential lots may be larger than is desired by many.²

Variations in density can substantially change land needs. Variation in density also recognises the range of residential living aspirations of the residents of any area. For example providing a greater pool of one and two person dwellings would assume a higher density and reduce the draw on the land available for development, or delay the development of new 'greenfield' areas. The location of this higher density can also be planned to occur in the most suitable locations - for example in places where green space is able to be shared (such as new parks) to compensate for the reduced open space on site.

The interest in larger lots to provide for the substantial homes and gardens at the periphery of the urban areas will demand the use of rural land, but generates some opportunities to create new 'town belts' integrated into these zones which can define the extent of the town.

All the settlements have opportunities for infill through adding new small units by re-subdivision of individual lots, or through redevelopment of larger lots on a multi-unit basis. Although the configuration of development on the lot will determine the practicability of subdivision there are many lots with an area sufficient for further development (even given the minimum lot sizes currently allowed for). A significant issue with infill is the effect of the amenities and quality of the sites that are filled and the neighbourhoods where the infill occurs. In allowing

¹ Includes road/reserves

² From consultation with key stakeholders and comments from the public open days

redevelopment of existing urban areas care for values such as heritage, character and amenity values must be given.

No account in growth capacity calculations has been made for incremental infill which will occur on a relatively random basis as it is difficult to predict. It is also the case that in trying to provide a range of living conditions to meet the needs of the whole community, the retention of some larger lots will satisfy those people seeking a large lot. Retaining some larger lots rather than encouraging wholesale infill will be desirable in this respect. However, comprehensive and targeted infill and intensification around the central area of Ashburton has been identified as an option and is described in the Residential Growth Options section of this report.

Industrial

In respect of industrial activities a distinction needs to be made between the small to medium scale service industries (suppliers, panel beaters typically at 1000-10,000m² lots) and the larger scale processing industries or manufacturers (typically large sites of several hectares).

For the smaller scale industries provision needs to be made at each town of any size (Ashburton, Rakaia, Methven) for a proportional amount of industrial land.

From the point-of-view of market demand for the larger industries the District as a whole and even a regional influence in locational decisions will be at play. It is difficult to anticipate these larger industries in terms of demand, frequency and scale.

Based on the projected urban area and population growth, proportionally Ashburton Town is estimated to require an additional 17ha (@14% of total urban area which it is currently) of industrial land. However, given the production based economy and growth in the servicing, innovation and valued added processing that is occurring this can be expected to be significantly higher than the earlier ratios.

The type of industrial development likely to occur in the vicinity of Ashburton can be identified by looking at the activities that have located there in recent years. There remain some of the more traditional industry types in the District. However, newer operations are also locating in the District that provide potential to develop in more of a business park environment with a high level of amenity for the town, but also for workers. The quality of the work environment is a factor that can influence employment choice and in locations such as Ashburton where workers are in high demand is an important consideration for the development plan.

Commercial activities – retailing and commercial services such as banks – are centred at Ashburton town. Other villages have smaller commercial centres ranging from a few streets to one store. In Ashburton town there is a split town centre. The older and more attractive shopping area is based on the east side of the main road. There is some newer larger footprint commercial activity at the periphery of the centre and particularly on the west side of the highway. There is some demand (expressed through consultation and local knowledge) for additional land to be made available for larger footprint commercial activities. As with industrial land, this is difficult to estimate. It is also an activity that can adversely affect the amenity of the town centre if it is unplanned. The approach for the growth options for commercial activity will be to identify locations where the new commercial development can be contiguous and contribute to the town centre's cohesiveness and attractiveness.

Smaller Villages

There are several small villages within the District where there is an identifiable residential land use and some local facilities e.g., Mt Somers, Mayfield, Hinds and Chertsey. These places are important community focal points often providing a school and other amenities.

Aerial photography and cadastral patterns show reasonably large amount of capacity within these villages for residential development. It is expected that the take up of this land has not occurred due to combination of lack of demand and a land availability constraint factor. The infrastructure constraints in these villages have also been a limiting factor. Projections are that these villages are not expected to grow significantly.

However, the attraction of Mt Somers for its proximity to recreational activities, or the addition of industrial activity at Hinds for example could change the situation in these small villages. A small increment of growth could accordingly be planned for in each of these places where some prospect of growth appears likely. Some upgrading of the water supply particularly will need to be considered as part of the further development at these villages.³

³ The Ashburton District Council has a strategy (April 2003) for upgrading the District water schemes to meet legislative requirements by 30 June 2008.

3.0 PRINCIPLES AND VISION FOR DEVELOPMENT

It is important that the Development Plan considers the future environment of Ashburton District (what sort of place do we want it to be?) and provides some guidance towards the achievement of that environment.

There are some policies in place at a local level (District Plan and Community Plan) that provide some guidance at a broad level. The Development Plan provides planning principles are derived from New Zealand growth planning experience, national level government policy⁴ and international best practice. These principles provide a basis for the next phase of the Development Plan process to assist to evaluate options that are identified.

3.1 Planning Principles

The principles relate to liveability (eg what makes it a good place to live), and sustainability (eg that there is a good economic base, employment, supportive urban form etc that meets the needs of the present community but allows for the needs of the future), and good planning practice (eg recognizing long term objectives). In achieving the principles it is important to note that Council will not be the only player – the principles will require other agency involvement (eg Transit NZ), landowner buy in, development industry input, and community support.

Settlement Principles

- Plan for main growth around settlements on transport corridors
- Provide housing choice – range of lot sizes/densities. Higher densities around centres.
- Ensure neighbourhoods have a focal point or 'heart' which is a people friendly place
- Maintain the 'village' scale of smaller settlements of the district
- Encourage employment and day to day services in smaller settlements
- Distinguish urban from rural and prevent urban sprawl – use a mix of low density residential and greenbelts to form the settlement edge.



Allenton local centre – provides focal point for the neighbourhood

Identity and Character Principles

- Recognise historic landscapes, buildings, spaces and places
- Protect and enhance valued cultural landscapes
- Provide opportunities for distinctive features to be recognized and added
- Create locally appropriate and inspiring architecture, spaces and places



Considered architecture in industrial area building on Riverside Drive

⁴ Policy includes the (draft) NZ Urban Design Protocol (2004), NZ Land Transport Strategy (2002), NZ Housing Strategy (2004), Sustainable development of New Zealand (2003)

Street and Movement Principles

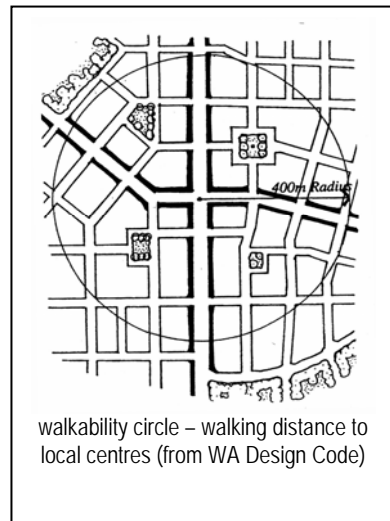
- Provide safe and comfortable streets for walkers, cyclists, cars and other transport
- Provide for 'walkability' and cycling as healthy, sustainable and accessible ways of moving around
- Ensure streets are interconnected to assist with efficient movements, walkability and way finding
- Maintain and enhance the use of street trees to continue the precedent of tree use for scale, shade, visual amenity and definition of street hierarchy
- Establish clear hierarchies in street design to direct through traffic to arterial roads, distributor roads, local traffic to collector roads and residential traffic to neighbourhood streets
- Encourage the transport system to provide adequately for the community's long-term public transport needs



efficient use of land and smaller houses near centres

Open Space Principles

- Provide a linked network of open space for alternative movement network for walkers, recreational use, and ecological corridors
- Provide for natural values and biodiversity on land and in waterways
- Ensure that open space is safe and comfortable for public use
- Provide for the formal and informal recreational needs of people of Ashburton District – sports and casual use
- Provide for definition to the neighbourhoods by local parks and linkages, such as along waterways
- Maintain open landscape around towns to define the urban/rural boundary and protect the productive values of the rural land



walkability circle – walking distance to local centres (from WA Design Code)

Infrastructure Principles

- Provide water, sewer, stormwater to an adequate standard throughout the urban areas
- Minimise stormwater and over flow management by environmental design and use of greenways
- Provide a safe and effective movement network for cars, cyclists, freight, walkers and public transport



greenways enable recreational and stormwater management opportunities.

3.2 Preliminary Development Options

In considering the influences and issues from the State of the Play section, the initial consultation with key stakeholders, and the principles and vision outlined above, a range of preliminary development options were determined for the areas where the growth projections anticipate the most change.

Ashburton

Roading / traffic / access issues

- Undertake a study on heavy traffic issues around the outskirts of the town.
- Identify entrance points to town - encourage through traffic to west side of town.
- Encourage traffic decision making - stop and shop, or pass through.
- Improve walking connections between east and west sides of the town centre.

Residential options

- Encourage compact residential adjacent to town centre and domain/hospital areas - smaller houses, walking distance to facilities.
- Consider option of greenbelt residential - "houses in a park" with recreational pathways through - provides town greenbelt edge.
- Provide new areas for standard suburban residential development.

Industrial / commercial options

- Provide new areas for extensive industrial development on the outskirts of the town.
- Manage the transport links and potential effects of new industrial activity on existing uses in the area.
- Industrial development in park setting to provide quality work environment and attract new business.
- Investigate the commercial 'strip' of Tinwald with a view to determining the merits of its continued extension, traffic management opportunities, and with reference to the planning principles.
- Encourage mixed uses in town centre - commercial activities with residential above.

Good urban design and visual amenity

- Create a town square as heart of the town – focused public place.
- Consolidate town centre on east side of the rail line and shift focus north - people friendly.
- Reinforce historic avenues - tree lined streets within which there is more intensive use.
- Introduce strong/continuous street trees on approaches to town and Tinwald.
- Provide waterway linkages - recreational and for stormwater management.

Rakaia

Residential options

- Develop residential uses facing onto Rakaia Domain to create outlook and 'eyes on' the area.
- Introduce greenbelt residential - "houses in a park" with recreational pathways through - provides town edge.

Industrial / commercial options

- Consolidate town centre – encourage village scale development opportunities and commercial infill to develop street edge.
- Encourage new uses for and protect BNZ building, Pub, Library/Community Centre, and Post Office - Look to revitalise these buildings and extend space outside in association with new uses.
- Provide for industrial growth to recognise main rail / road and proximity to Christchurch.

Good urban design

- Develop the existing round-about as a town square - add trees for scale and structure.

- Encourage growth on the west side of the state highway (school and shops are there) to limit connection issues across the road.
- Establish Townbelt around township – Burrows Rd - to form Eastern Townbelt to define town edge and make recreational linkage around town.

Methven

Residential options

- Encourage Compact Residential uses to cater for smaller households and winter ski residents.
- Introduce greenbelt residential - "houses in a park" with recreational pathways through - provides town edge. Linked to golf course land.
- Provide additional areas of land for residential development.

Commercial options

- Consolidate town centre and allow for retail with residential on top, co-ordinate with owners of land about filling in gaps in frontages.
- Redevelop linkages between The Mall and McMillan Street.
- Create town square focus in The Mall and McMillan street which allows for smaller scale (than outside medical rooms) community meeting point, market days, local events, etc

Good urban design

- Recognise prominence of key views / buildings on axis (Snow Centre and Church) by vegetation management.
- Reinforce sense of place and identity in the village centre through guidelines on material types, signage, architectural styles, and scale of buildings.
- Define the town edge with greenbelt.
- Open up presence of town hall through vegetation management

4.0 CONSULTATION PROCESS

The development of the strategy has involved consultation with a range of persons and groups at various stages in the project, including:

- Discussions with Council technical staff.
- Interviews with people identified as being key stakeholders in the Ashburton District Community.
- Meeting with a focus group.
- Input from Ashburton District Councillors and the Methven Community Board.
- Publicity for the draft growth options.
- Public Open Days and feedback on the draft growth options.
- Public comment on the draft development plan.

4.1 Council staff

From the very beginning of the study discussions have been undertaken with technical Council staff to ensure the correct information has been used in the study. This has particularly involved staff in the provision of infrastructure services providing information on the present capacity of services and the potential for growth within the facilities.

Council staff have also provided feedback on the perceptions of growth and the enquires of the Council in relation to demand for growth and the availability of land. Council staff have also reviewed the proposed growth options and provided feedback on the reactions of the public to proposals.

4.2 Key stakeholders

This consultation consisted primarily of interviews staged over two consecutive days with people identified as being key stakeholders in the Ashburton District Community. The aim of the interviews was to gather information that would assist in identifying the issues associated with growth in the District and gain an initial feel for how people considered growth could be best facilitated throughout the District over the next 20 years.

The key stakeholders interviewed over the two days were:

- Graham Parker – Canterbury Meat Packers Canterbury Limited
- Chris Meares – Wrightsons
- June Burton – Aged Concern
- Tony Henderson – Safer Community Council
- Rob Davidson – Ministers Association
- Brian Donaldson – Lake Hood Recreation
- John Rooney – Stadium Working Party and also Ashburton District Council
- Neil Salter – Surveyor
- David Smith – Surveyor
- May Greenslade – Rural Women
- Roger Bradford – Bradfords Ashburton
- Colin McCauley – Telecom
- Peter Lindsay – Electricity Ashburton
- Digby Prosser – Ashburton College
- Janine Sunburg – Aoraki Polytech
- Gerard Murphy – Pyne Gould Guinness
- Tim Fitzgerald – Enterprise Ashburton
- Sue Hopkins – Day Care Facilities
- Geke Clucas – Canterbury District Health Board

The stakeholders interviewed raised a variety of issues and discussed many matters relating to the future growth of the District. The information included issues related to Housing Provision and Residential Development, Employment, Infrastructure, Transport, Rural Issues, Social Well Being and Aged Care, Recreation and Tourism, Education, and Commercial and Industrial Development.

4.3 Focus group

A focus group meeting was held prior to presenting the draft growth options to the wider public. This focus group included representatives of key communities or groups in the wider district including:

- David Smith – Surveyor
- Tim Fitzgerald – Enterprise Ashburton
- Geke Clucas – Canterbury District Health Board
- Michelle Healey – Ashburton Tourism Board
- David Wilson – Mt Hutt
- Beverley Anderson - Methven Community Board Representative
- Robert Wright - Hinds Ratepayers Group Representative
- Michael McCormick - Mayfield Citizens Committee Representative
- David Hughes - Mt Somers Citizens Association Representative
- Ken Cutford - Rakaia Community Association Representative

The purpose of this meeting was to test some specific growth options and to gain site specific understanding of the needs/desires of specific communities.

4.4 Ashburton District Councillors and Methven Community Board

Feedback was sought from Councillors and Community board members prior to presenting the draft growth options to the wider public. Again this was to seek feedback on the options proposed. These briefing sessions also sought to ensure full understanding from elected members of the progression of the project.

4.5 Publicity for draft growth options

Publicity for the draft growth options was carried out in a range of ways:

- Council wrote to a range of people and groups thought to be interested in growth issues for the District, and invited them to attend the public open days.
- Council wrote to all the owners of land identified in the growth options, and invited them to attend the public open days.
- Council established a page on the internet giving details of the project and advertising the public open days.
- A media release was prepared by Council to advertise the public open days and inform the public of the project, and this was followed by a range of articles in the district papers.

4.6 Public open days

Open days were held on the 4th and 5th of March 2005 with two sessions in Ashburton and one in Methven. The purpose of these days was to gather community reaction to issues identified that will confront the wider community as a result of growth (as set out in the State of Play report) and to present a range of growth options and patterns for key areas in the District.

The presentation of material included a range of large scale maps of key areas of the district showing possible growth options, a PowerPoint Display with a verbal presentation of the material,

handouts showing the options and provision of feedback forms. Consultants, Staff and Elected Members were available for discussion with members of the public.

The growth options presented a range of possible options including:

- Additional Residential Areas with a range of densities.
- Additional Commercial / Industrial Land.
- Recreational Green belts and areas.
- Possible heavy traffic routes
- Town Centre concepts

The options being set out in the displays, were simply options to encourage discussion and reaction from the wider community. These options were based on sound advice, but did not commit the Council or Community to any particular course of action.

The open days proved to gain a significant level of community interest with over 300 members of the public attending. There was a strong level of awareness of the issues and concern expressed over growth issues, leading to good discussion and feedback on the days.

Subsequent to the open days, comments have been received from the public including over 250 formal comments in writing. A summary of this feedback is attached as an Appendix. All of this feedback has been used in the evaluation of options for the development plan.

4.7 Public comment on the draft development plan

The draft development plan has been prepared following all the above consultation and provides recommendations of where the growth should occur across the district, when and how. This draft development plan will be available to the public to comment on, prior to the formulation of a final development plan.

5.0 DEVELOPMENT OPTIONS EVALUATION

The preliminary development plans presented at the open days to the community of the Ashburton District (refer to consultation section) identified a range of options for accommodating growth. These are set out on the plan attached as Figure 1. Particular focus was directed to those places in the District where the available information showed that there were trends towards growth, where changes were occurring that were generating issues, and to places where some support or encouragement for improvements could be directed.

In response to the comments from consultation and an evaluation relative to the vision and principles a preferred set of options for the future development of Ashburton have been proposed.

The focus is on towns and villages where the potential for change and the opportunities for growth to benefit the District are most evident. This tends towards Ashburton town, Rakaia and Methven as these are the areas experiencing the greatest growth pressures and highest projections for future growth. They are also places where the greatest numbers of people live in concentration, where the urban issues are most complex, and where the qualities of those urban environments influences the greatest number of people in the District.

However, some of the District's smaller villages are experiencing growth, their residents may be seeking changes to the environment, or they are places which play an important role in the District supporting a community. Although the growth may not be quantitatively large the potential for changes that can benefit the village viability and quality of life for residents has suggested some development recommendations as part of this plan.

5.1 Ashburton

The following are the proposed components for the Ashburton development plan (refer to Figure 2):

Residential Land Use

As noted from the State of the Play report, the projected growth in the population and the changes to the demographic profile require consideration to be given to expanding residential land development areas and expanding the type of residential environment that is available to meet existing and future residential needs. Ashburton may also be able to attract new residents to the town by offering a range of residential environments. Accordingly it is proposed to:

- Increase the opportunities for residential land development in the northwest part of the town and Trevors Road area by proceeding with a combination of residential. An area of approximately 146ha standard residential is provided for (the State of Play report identified the need for 120 hectares) and this would be tagged as to its release to reflect infrastructure provision and costs and demand. The 146ha is sufficient for approximately 1750 new houses at a yield of 12 lots per hectare (which includes roads and open space). Although densities of development in the past have been lower (than 12 dwellings per hectare) in Ashburton, a medium density should be considered as a more efficient use of the land resource.
- The release of "new" residential land will be required to be planned in advance to recognise market indications, infrastructure planning and community/landowner aspirations. It is proposed that Council in consultation with landowners will prepare an overall structure plan for the three main areas in advance of rezoning to establish the spatial arrangement of key streets, open spaces and linkages, densities, infrastructure and enable financial contributions

to be determined such that the costs of development are appropriately equated between developers and existing ratepayers.

- Proceed with limited residential expansion in Tinwald (some 36 ha). The primary residential growth is favoured to occur close to Ashburton town and areas of existing facilities (such as shops and schools). At Tinwald an extension to the urban edge is proposed to provide a range of housing choice. Some greenbelt residential land is proposed at interfaces with key open spaces.
- Add a new compact form of residential development in locations that are central to the town and adjacent to the large open space of the Ashburton Domain. A density of 25-50 dwellings per hectare would be provided for and enabled through a new zone type. A set of design guides would be used to maintain a quality of design. Comprehensive redevelopment would be encouraged to achieve the most efficient use of the land and opportunities for good urban design outcomes.
- A new greenbelt residential form of residential development is an option at the town edges. The aim of this new form of development is to both encourage a larger lot housing opportunity (between 3000m² and 5000m²) where larger gardens and green open spaces can be provided for (houses in a park), and enable (by subdivision financial or reserve contributions) a public greenbelt link around the town. Some 500ha of land has been provided for on the Ashburton and Tinwald town edge which yields some 1000 additional houses in the greenbelt residential area. Given the need to coordinate with the infrastructure planning (the lots would be serviced) it is suggested the areas be prioritised as to their release.
- The greenbelt residential zone would be enabled by a new zone and a series of structure plans for the three areas (Tinwald, north and south Ashburton) as a precursor to ensure that servicing infrastructure, and open space linkages were planned in advance. There has been support for the greenbelt residential concept from comments through consultation and the extension of this concept in some places as a result. The lot sizes permitted for this new land use type are also reduced following consultation comments to between 3000m² and 5000m² to reflect the desire for the properties to be 'gardened' or park like, rather than standard rural residential lots of 2 ha or more. The exact edges of the greenbelt residential zone will need to be aligned with cadastral boundaries in further work with the affected landowners.

Green belt

The establishment of a greenbelt residential zone will enable (through subdivision reserve contributions and financial contributions) for a green belt to be established around the town's periphery that links up with other existing reserves and open spaces such as the racecourse, domain, and Ashburton River.

The aim is that the greenbelt ultimately forms a complete circuit around the town and will serve the purpose of:

- Limiting the continued expansion into rural land by urban development to recognise the importance of rural land for the production of crops and other produce that are vital to the district's economy. Although the greenbelt will use existing rural land to achieve this it provides a town limit to prevent urban "creep" in the future.
- Providing a doorstep passive recreational resource for the town residents and visitors for use for walking, and cycling and other non-motorised vehicle use.

- Providing a clear distinction between urban and rural landscapes and enhancing the character of the district's identity. It is noted that there is a history of town belts within the District as evidenced by the remnants of these in Chalmers, Walnut and Oak Avenues.
- Provide a context for open space parks within the greenbelt in addition to the links that will provide for passive recreational use.

Industrial Land Use

There is evidence from the State of the Play report that there is demand for 'industrial' land use in Ashburton and insufficient industrial zoned land currently available to provide for it. Two principal options were presented as part of consultation for consideration (refer to Figure 1). The Development Study prefers Option 2 which is known as is the north east option. The consultation comments were strongly in favour of this option with only a few comments in opposition. This northeast option is preferred because:

- A large area of land is available (some 123.8ha) that will serve the town's needs for the projected 20 years period (and possibly beyond)
- It is well connected potentially to SH1 whereas the Riverside option (Option 1 on Figure 1) alternative is constrained by the road system
- It is not adjacent to a densely populated area as the Riverside area is and thus the effects of this form of land use are more easily addressed
- It is able to coordinate with the potential relocation of rail shunting activity moving out of town centre, although this needs to be carefully located to ensure adverse effects on residential activities are minimised.
- It is sufficiently close to the town to enable workers to travel a short distance to arrive there
- It is away from areas where there are natural values such as the Ashburton River

The release for rezoning of this northeast industrial land will need to be preceded by a structure plan and new District Plan rules which establish, prior to any new land uses there:

- a buffer zone to adjacent properties and SH1 including substantial vegetation and open space
- a set of emission standards that require zero emissions at the boundary - odour, noise, dust, and smoke – which will be combination of ADC and ECAN responsibilities.
- a road access plan for joining to SH1 and into the local road network for worker traffic including cycleway and recognising effects on local residents
- a vegetation and open space amenity plan that divides the area into parts that ensures there is an open space network with substantial trees to provide amenity for workers, quality landscape to attract business and technology enterprises and other 'clean' activities, and to mitigate the visual effects of building scale.
- A central point meeting place with opportunities for service commercial facilities to provide for day to day needs of workers on site (food, café, shop).

The area of the Riverside industrial option (Option 1 in Figure 1) is potentially a service activity type location (rather than industrial activity) provided the heavy traffic access matters can be addressed and which will be linked to the ability to provide an alternative to Riverside Drive access from State Highway 1. This area will need careful and comprehensive consideration as to the scale and type of activity to limit the use for purposes which will not impact adversely on the adjacent residential areas. A separation buffer area should be provided between the land and adjacent residential properties - this buffer will provide open space and for stormwater/flood management opportunities. Some type of deferred activity zoning could be an option to enable the appropriate traffic and other effects management to be put in place prior to release for use.

Mixed Use and Big Box Retail Land Use

There is a demand for smaller scale mixed use activities which provide a day to day service function for the town. It is proposed that land in the areas either side of SH1 and adjacent to the riverside be utilised for this purpose. The land is currently in a large industrial zoning (generally B5) and it is suggested the zone be changed to B3A to reflect the local servicing needs that could be accommodated there (as opportunities for some of the existing business to relocate to the northeast for example).

A precursor to the land on the north side of SH1 being utilised for mixed use is to enable a new road link directly to the highway to reduce the potential for traffic cutting through the northern suburb of Allenton and to alleviate the traffic issues on Kermode Street and the SH1 intersection. This will need to link into a traffic study (refer below).

New large footprint retail activities within the town have the potential to detract from the viability of the town centre if located away from the centre on East Street. The preferred options for large format retail activities is adjacent to the south end of the town centre around the Mona Square area, and at the north end of the town centre around where the supermarket is located and in the blocks between Wills and Cox Streets. These two options provide alternative locations for development, will support some 4-6 new large format retail activities (depending on scale), enable some sharing of car parking, provide 'anchors' at either end of the main street which may encourage shoppers to walk the main street between the two ends, and will assist to provide some balance of activity at the north end of East Street which will support the heart at Baring Square. There are some larger land holdings in this area that could be acquired to enable larger footprint development to occur here. No change is proposed to the land currently zoned for large format retail activities.

Tinwald

It is not proposed in this Development Study to significantly extend the development potential at Tinwald. However, some further residential (standard and greenbelt) development is proposed to provide choice in living environment there. Some further investigation of the commercial area is proposed to address the lack of focal meeting space for the area, the strip nature of commercial development which is occurring there, and issue of traffic management to State Highway 1.

Town Centre

The Ashburton town centre has a strong sense of place in its East Street area which is represented by its older buildings, the consistent street edge with non-chain retail operators large trees, and Baring Square. However, it has issues in respect of its comfort for pedestrians, accessibility to passing traffic, walking connections to the civic facilities on the west side, and lack of a town social focal point or "town square". To address the specific issues of the town centre a plan needs to be prepared that can address these matters in association with consideration of traffic management issues for SH1 and connections to cross streets.

The consultation comments recognised and supported the concept of Baring Square as a town square and that it be redeveloped to enable greater use. This could be facilitated by a closer connection to the art gallery and museum, post office and clock tower as key civic markers and activity generators for the space. In addition, it is proposed to supplement activity at this north end of the town with additional large format retail activities. The comments from consultation confirmed issues with traffic movement and intersections within the town centre.

It is also proposed to increase the opportunities for compact residential activity in the town centre. This proposal is consistent with the longer term residential needs of the district including

the need for smaller household sizes and for houses closer to the centre that can reduce daily reliance on motor vehicles for transport.

Infrastructure

Overall infrastructure planning will need to be undertaken as an action from the Development Study. The State of the Play report identified the bulk infrastructure to be sufficient for the future population growth. However, stormwater management and the reticulation for new growth areas will need to be considered in light of the proposals in the Development Study. This infrastructure planning will inform the staging of land release and the financial contributions sought from the land developers.

Traffic

As noted above, there are some issues for Ashburton in respect of traffic. SH1 traffic and the width of the corridor including the railway line and East Street create a barrier to the passage of people across from the west to the east sides of the town. However, SH1 and the railway line also present opportunities. The passing traffic brings additional customers to the town centre and the railway line provides opportunities for freight movement and supports business. In the longer term it may be possible that the rail line provides for commuter movements by train.

The Development Study proposes that work be undertaken to address the entry to the town and to encourage passing traffic to stop and use the town centre shops and facilities. It is also proposed that the cross street traffic and walking connections need to be revisited.

The railway shunting area can potentially be relocated northeast to reduce the effects of rail shunting on the town centre and traffic movement. It will also integrate well with the option for industrial growth in the north east part of the town. Care will need to be taken to ensure that its location will not generate significant adverse effects for rural residential properties in the area. A separation distance of at least 300metres is proposed as well as a substantial planted open space between.

A traffic study in conjunction with Transit New Zealand and railways is considered an appropriate way to enable these town-wide traffic matters to be addressed fully.

5.2 Rakaia

The following are the proposed components for the Rakaia development plan (refer to Figure 4):

Residential and Greenbelt Residential Land Uses

There is evidence of growth in Rakaia over the past 10 years and the town now supports some 1000 people. The available contemporary quantitative information is limited in respect of the projected rate of continued growth. Although there are a currently range of residential lots and areas available for residential development (ie undeveloped residentially zoned land) it is evident from consultation comments that opportunities for alternative forms and locations of residential activities are sought.

Accordingly it is proposed that new standard residential zoned land of 15.8ha be made available adjacent to the domain which were shown as residential options 1 and 2 on Figure 1, and greenbelt residential areas of 42.1ha (3,000m² to 5000m² lots) which were shown as greenbelt residential options 2 and 3 on Figure 1. The reasons for proceeding as proposed are that:

- The adjacency to the domain and river area presents opportunities for higher value properties and excellent outlook

- Residential activities adjacent to the domain, with the appropriate subdivision design, provide an opportunity for passive surveillance of the public space
- There is (from consultation) considered to be an interest in properties in Rakaia by Christchurch residents looking for larger lot sections in recreation-rich locations.
- The town centre side of SH1 is favoured as the growth direction - increasing the town on the down stream side of SH1 will serve to exacerbate the issues of highway crossing safety and accessibility to school and facilities.

Industrial Land Use

Rakaia is well situated to provide for industrial activities. The location on SH1 and the railway line, the proximity to Christchurch, and connections to the Ashburton rural area favour the town for expanding the capacity for business. It is proposed to enable an expansion of industrial land in the area between SH1 and the railway to take advantage of both road and rail transport options, as well as an area on the eastern side of SH1. The appropriate locations for road connections to SH1 will need consideration, as will a buffer between the industrial areas and the roadway to prevent adverse visual effects of any large scale buildings. It is suggested these aspects be addressed through any new zone changes to the subject land.

Town Centre

The Rakaia town centre has a distinctive character from the heritage buildings and the street layout. New investment in some of the town's character buildings has occurred recently. It is proposed the future development of the town centre be considered through a town centre concept plan for the reasons that:

- The heritage values of the buildings such as the town hall, BNZ, and post office need to be encouraged to be retained and economic reuses identified
- The wide streets create an opportunity for re-design or for incorporation of activities which encourage people to spend more time in the centre
- There are opportunities to create a central focal point which is a people place that will be a social hub for residents and visitors.
- There are opportunities to link with proposals for a new visitor attraction on land on SH1 to provide a visitor experience that includes the new complex and a walk to the older area of town and appreciation of its buildings in context.

5.3 Methven

The following are proposed components of the development plan for Methven (refer to Figure 3):

Standard Residential Land Use

There is proposed to be some adjustment to the residential areas proposed in preliminary development planning (refer to Figure 1) following consultation comments and consideration of the principles and State of the Play projection.

With the combination of the four standard residential area options put forward in the preliminary plan, some 48 ha of land would be tagged for residential use. At medium density of 12 houses per hectare an additional 300 houses would be provided for. This significantly exceeds the projected demand for medium density residential land uses identified from the State of the Play

report (some 4.6 hectares was projected based on past growth rates). However, it is considered that Methven has the potential to grow and attract new residents provided the land options are made available. The release and the timing of the areas proposed for residential use will require careful consideration.

Compact Residential

In addition to the standard residential options consultation confirmed an interest in smaller household sizes in close proximity to the town centre. Compact housing would suit smaller household sizes, people seeking a visitor accommodation, or provide for holiday use.

One of the options identified in Figure 1 (Option 2 compact residential) was the A&P showgrounds land. The potential for this land to be redeveloped at some future time requires discussion with the A & P Association.

Greenbelt Residential

The greenbelt residential options at Methven remain reasonably extensive. However, the overall areas have been contracted to recognise in part at least projected population. It is considered that at the town's periphery there are opportunities for the larger properties, which will appeal to people wanting a rural level of open space, larger gardens, and a place at a growing recreational village. It is the intention to provide a public recreation asset in the form of a continuous walkway in greenbelt around the town edge through the application of the greenbelt residential zoning.

Industrial Land Use

There is a wedge of industrial zoned land in the area to the south east of the town centre at Methven. Approximately half is allocated to industrial land uses currently. It is considered the remainder of this land will be sufficient for the projected period of this Development Study. If additional land is required in the future (past the planning period of the Development Plan), it is suggested this current land be added to into the next block on the Methven/Chertsey Road.

Town Centre

The Methven town centre is located at a crossroads. ADC have invested in the public open space at the intersection of those roads and created a large public open space. This space is well utilised for larger public events (such as Big air) and at busy times. The town is developing a more 'intimate' scale of public space in the area between McMillan Street and SH 77. A café and smaller shops have used the scale of this space and the mall size of the shops to begin to generate a public amenity which is better suited to smaller more regular uses. This space is better suited to the day to day use of local people, than the larger open space at the main road intersection which is better suited to larger groups.

There are several buildings and some land in the town centre block between the mall and Forest Drive which are under utilised. It is proposed that a targeted village plan be prepared which looks to address the opportunities of creating a smaller scale public space. This would be in the area of McMillan Street and the mall, have a pedestrian priority (with some traffic at walking speed), and seek connections through the block to the north to join with Forest Road. This work should be undertaken in conjunction with landowners.

The reliance of Methven on visitors for economic variability warrants additional care and attention to the quality of the town centre environment and a design guide is proposed for the town centre's development.

5.4 Mt Somers

The following are proposed components for Mt Somers (refer to Figure 5):

The village of Mt Somers shows evidence of new investment and the preliminary input from the community to the consultation process shows an interest in the future of the village. The location of Mt Somers relative to recreational opportunities, the camp ground, and reserve all serve to make this place attractive to new residents and visitors. There are opportunities at Mt Somers to work with the existing town structure to make improvements and provide additional opportunities for growth. These directions are proposed to include:

- Residential land areas added around the town centre including greenbelt residential
- Consideration of infrastructure needs and the cost to the residents and any new development in terms of financial contributions
- Improvements to the gateway areas to enhance the experience of arrival and to trigger passing traffic to visit
- Development of the village green concept
- Concentration and encouragement for additional commercial activities in the village centre.

It is proposed to undertake the preparation of a village development plan in conjunction with the community to address the proposed directions above.

5.5 Hinds

The town of Hinds straddles SH1 and is well located to provide an employment centre for the district. There is limited evidence of growth, but an opportunity to grow given the location advantages of SH1 and railway line. Some preliminary consultation has suggested issues that need to be worked through further and more consultation is proposed to be undertaken with the community before a village development plan is formulated. Currently the options include:

- Small new areas of residential land be added to the town edge.
- A new industrial area of land be made available which is accessible to SH1 to enable new enterprise to be established and to utilise the railway link.
- The consideration of the use of a small area of the domain on SH1 frontage for a well laid out small commercial centre that will have a role as a community focus and to provide local services. Consultation has been that this is not favoured by the domain board, but the issue needs to be explored as to an appropriate location for such a focal point.

5.6 Other Small Villages

Several of the other small villages (Chertsey and Mayfield) were specifically considered in the preparation of the preliminary development plan options shown in Figure 1. Little feedback has been received about these from the consultation process to date. Other small villages such as Staveley, Barrhill, and Lyndhurst have been specifically mentioned in consultation feedback, but were not specifically addressed in the preliminary development plan options.

Very little information was available to provide some direction as to the future projected growth of these small villages. However, each contributes to the support of the District's rural based

community, such as through schools, commercial services where they exist, socially and residentially providing housing for people working the rural areas.

Many of the smaller villages have a legacy of public open space (eg Mayfield Domain), a school, in some cases a shop or two, a pub (eg Chertsey), main street and other facilities. Although not expected to grow substantially based on the current known information, the continued viability of these villages could be supported by various organisations (eg service providers, education, employers) and the community itself.

Ashburton District Council can assist the future viability of these smaller villages through undertaking some facilitation of planning for the future of these places to address (for example):

- community aspirations
- provision of information on changes and growth in the District
- a set of standards for service provision and to address cost collectively with the community
- opportunities to assist growth through rezoning
- opportunities for village improvements such as tree planting
- identifying employment generating activity locally

These matters can be conveyed into an action plan, prioritised, responsibilities assigned, and commitments made based on an agreed 'vision' and objectives.

5.7 Vision and Principles

It is noted that the consultation process has confirmed the vision and the principles that guide the Development Study. This is notable as the principles are the basis on which options have been evaluated and they enable consideration of any new options that may come into play for consideration in the future.

6.0 IMPLEMENTATION PLAN

As has been identified above, there are a range of actions proposed to implement the Ashburton Development Plan.

Some of those actions can be more immediate and others will require further more in-depth work before decisions can be made on how to proceed. The table below identifies the range of actions proposed with responsibilities for action and relative priorities accorded (PY column). Council will need to resolve the timing for the priorities with reference to its resources, but it is intended that the higher priority actions (1) will be undertaken first and the lower priority (3) will be undertaken later, but by 2008.

The priorities are based on the level of issue identified at the outset of the Development Plan process as documented in the State of Play section. As time progresses these priorities may change in response to, for example, opportunities to link with other projects or committed actions, changes in market demand, or landowner aspirations. The order of the actions (ref column) are not indicative of priority.

REF	ACTION REQUIRED	RESPONSIBILITY	PY
	ASHBURTON (Refer to Figure 2)		
A	<p>Prepare a concept plan for Ashburton Town Centre to address:</p> <ul style="list-style-type: none"> ▪ connections across the main roads and SH1 ▪ the focus of an active 'town square' at Baring Square ▪ the opportunities for the buildings (Art Gallery/Museum, Post Office) to open out and generate some activity on the square edge ▪ a walking priority town centre area with vehicles moving at a pedestrian speed ▪ shelter ▪ car parking which is accessible, but does not detract or dominate the pedestrian quality of the town centre <p>It is anticipated that this action will need to coordinate with any traffic management studies for the SH1 corridor.</p>	ADC (traffic/roading and planning) in consultation with land/buildings owners, business and Transit NZ, and rail.	1
B	<p>Prepare Residential Area Structure Plans and new District Plan zone provisions for the additional standard residential areas for Tinwald, Trevors Road and to the north west of Ashburton to address:</p> <ul style="list-style-type: none"> ▪ Staging and which areas can be best serviced initially ▪ Street connections to recognise the need for accessibility and linkage, not cul-de-sac dead ends ▪ Public open space networks that create corridors of greenspace that may also be useable for stormwater management ▪ Open space location can assist to mitigate effect on outlook from existing or adjacent residential areas, such as on Trevors Road. ▪ Stormwater management in respect of flood hazard mitigation, use of open space, and in respect of road and paved surfaces 	ADC planning with all departments in consultation with landowners and network services providers.	2

	<ul style="list-style-type: none"> ▪ Heart or focus point that will be the neighbourhood social hub or meeting place and be accessible to commercial services such as shops ▪ Network infrastructure in respect of reticulated services required ▪ Density variations in respect of providing some mix of house types to suit the long term needs of the district's residents ▪ Financial contributions in respect of the costs that will be met by Council versus costs for developers. 		
C	<p>Undertake a Traffic Study for Ashburton to identify:</p> <ul style="list-style-type: none"> ▪ Solutions to the effects of heavy traffic movement in the town centre ▪ Entry points to the town centre and how to attract passing car traffic without affecting the pedestrian environment in East Street ▪ The connections from the east to west across SH1 and railway line and facilitating pedestrian amenity ▪ Car parking in East Street and the balance with the amenity of the town centre ▪ Potential to limit traffic speed and increase the walkability of East Street ▪ Access to the northeast industrial areas and the mixed use areas <p>This study would preferably be undertaken in conjunction with the town centre concept plan.</p>	ADC with Transit	1
D	<p>Develop a new Compact Residential Zone in the District Plan which seeks to provide for compact forms of residential development including:</p> <ul style="list-style-type: none"> ▪ The areas around the town centre and the hospital and domain ▪ Consultation with landowners in these areas to identify aspirations ▪ Quality urban design criteria that any development is required to satisfy including: connections to the town centre, design standards as to the form of buildings, private open space, relationships between buildings and open spaces, privacy, traffic management ▪ New rules which for instance allow buildings to be joined (eg zero lot lines), minimum private open space (eg 20m²), no minimum lot size, 1 car park per house, minimum lot width of 10 metres, 2.5 storeys ▪ Opportunities for commercial on the ground floor and residential above <p>Consider implementation as ADC joint venture with landowners to develop first examples to ensure quality and provide leading example. Consider also the use of design assistance to ADC officers initially as training.</p>	ADC with landowners	2

E	<p>Develop a new Greenbelt Residential Zone in the District Plan including a requirement for Structure Plan(s) which seek to provide for open residential development including:</p> <ul style="list-style-type: none"> ▪ Priorities for development based on infrastructure provisions and landowner aspirations ▪ Lot densities which range between a minimum of 3,000m² and 5000m² ▪ Provision of a greenbelt and recreational connections within the area and linkages to existing open spaces ▪ Relationship of building outlooks to public open space areas ▪ Traffic access and connections to the existing road network ▪ Existing large tree retention and incorporation into public open spaces ▪ Stormwater management in respect of flood hazard mitigation, use of greenways, and in respect of road and paved surfaces ▪ Network infrastructure in respect of reticulated services required ▪ Financial contributions ▪ Design guidelines for subdivision and development which requires informal street standards (no kerb and channel), connected street pattern, use of open space and swales for stormwater management, placement of buildings to address open spaces, framework tree planting. 	ADC with landowners	2
F	<p>Develop a North East Industrial Structure Plan and new District Plan zone provisions for the new industrial area in the north east area of Ashburton to address:</p> <ul style="list-style-type: none"> ▪ Wide buffer areas, including trees and open spaces of an appropriate size to separate industry from residential and rural residential activities ▪ Traffic access from SH1 via a new intersection and in relation to existing local roads ▪ Railway access for freight movement and associated shunting yards with at least 300m separation from rural-residential properties and heavily buffered with tree planting. ▪ Internal development arrangement to provide high standards of worker amenities in areas where there is common use for recreation and lunch times ▪ Workers car parking and facilitating cycling and bus use ▪ Emissions controls – noise, odour, dust and smoke considering ECan requirements also ▪ Stormwater on site management through ponds and wetland and rain gardens as well as groundwater protection management ▪ Building design requirements and height controls ▪ On-site storage and screening ▪ Staging land release and development ▪ Infrastructure and energy efficiencies ▪ Other design requirements, including on-site landscaping to provide a quality work environment that will attract business and technology enterprise in addition to manufacturing and processing activities 	ADC with Transit and railways	1

G	<p>Consider the future for the proposed Riverside area land for service activities (B3A or like) with clear direction first as to type and implications of provisions that address:</p> <ul style="list-style-type: none"> ▪ Alternative vehicle access to SH1 that prevents associated traffic filtering through the adjacent residential areas ▪ Buffer areas to the rear of properties on Alford Forest Road and to the recreational corridor of the river edge ▪ Emissions controls – noise, odour, dust and smoke considering ECan requirements also ▪ Design controls, outdoor storage controlled, on-site landscaping ▪ Alternative activities (including non-business related) that may provide other opportunities to benefit the town ▪ Stormwater management in respect of flood hazard mitigation, use of greenways, and in respect of road and paved surfaces <p>The above points will need to be addressed with reference to the traffic study.</p>	ADC with Transit NZ	2
H	<p>Prepare Mixed Use (B3A or the like) zone provisions for riverside areas of Ashburton to address:</p> <ul style="list-style-type: none"> ▪ Need for smaller scale servicing activities close to the town centre, but separated to reduce conflicts in amenity ▪ Need for improved road connections from the northern area of Kermode Street to SH1 ▪ Protection of the river edge amenities and water quality with buffer areas associated with any development ▪ Provision of buffer area of green space and for stormwater management between mixed uses and residential activities 	ADC with landowners	2
I	<p>Prepare Large Format Retail (B3C or the like) zone provisions for the area around Mona Square and at the north end of East Street between Wills and Cox Street to address:</p> <ul style="list-style-type: none"> ▪ Opportunities to co-locate large format retail with the town centre to encourage a combination of retail experiences and people's ability to access both on foot ▪ Opportunities to centre development around Mona Square as a element of public green open space that can form the focal point to larger footprint structures and mitigate the scale relative to adjacent residential areas, as well as provide public amenity ▪ Opportunities to provide added activity at the north end of the town centre where the town heart is proposed at Baring Square. ▪ Provide two alternative locations for development of large format retail to break down the potential large scale massing of large areas of these type of land uses. ▪ Need to limit the development of new large format retail activities away from the town centre. ▪ Potential for some of the existing uses to relocate to new industrial land area or the mixed uses zone. 	ADC with landowners	3

	<ul style="list-style-type: none"> ▪ Develop appropriate policies and rules to protect and maintain amenity for residences close to areas of Large Format retail. 		
J	<p>Investigate the extension of the Tinwald business zone area to address:</p> <ul style="list-style-type: none"> ▪ The potential for improved management of vehicle traffic connections to SH1 ▪ The visual effects of the SH1 entry and exit to Ashburton from strip commercial area ▪ Residential amenity impacts ▪ The appropriate mix of permitted activities ▪ The effects on Ashburton commercial and business area ▪ The Development Plan planning principles 	ADC with landowners and Transit NZ	2

	METHVEN (refer to Figure 3)		
Methven A	<p>Prepare a concept plan for the Methven town centre focusing on the area around McMillan Street and the Mall and the connections to the surrounding streets to address:</p> <ul style="list-style-type: none"> ▪ The need for a smaller scale area than the open space outside the medical centre, that suits smaller social meeting needs ▪ The potential for owners of land to contribute to the vitality and function of the space ▪ The desire for a more active edged space that can function at night and during the day as a meeting place. ▪ The potential for a commercial with residential above mix. ▪ The potential for a walking priority area that limits vehicle speeds and arranges surface area parking to provides space for walking and sitting 	ADC (traffic/roading and planning) in consultation with land/building owners including racecourse and business.	2
Methven B	<p>Investigate a new Compact Residential Zone in the District Plan which seeks to provide for compact forms of residential development including:</p> <ul style="list-style-type: none"> ▪ Investigate with the A & P Association the potential for a comprehensive development plan for the A&P showgrounds land. ▪ Quality urban design criteria that any development is required to satisfy including: connections to the town centre, design standards as to the form of town centre buildings, private open space, relationships between buildings and open spaces, privacy, traffic management. ▪ Financial contributions for infrastructure provision ▪ New rules which for instance allow for buildings to be joined (eg zero lot lines), minimum private open space (eg 20m²), no minimum lot size, 1 car park per house, minimum lot width of 10 metres, 2.5 storeys. 	ADC with A&P group and other landowners.	3
Methven C	<p>Prepare a Residential Area Structure Plan and new District Plan zone provisions (including rezoning) for additional standard residential areas to address:</p>	ADC with landowners	2

	<ul style="list-style-type: none"> ▪ Staging to recognise the large area available and to identify which areas can be best serviced initially. ▪ Street connections to recognise the need for accessibility and linkage, not cul-de-sac dead ends ▪ Public Open space networks that create corridors of green space that may also be useable for stormwater management ▪ Stormwater management in respect of flood hazard mitigation, use of greenways, and in respect of road and paved surfaces ▪ Network infrastructure in respect of reticulated services required ▪ Density variations in respect of providing some mix of house types to suit long term needs of the district residents ▪ Financial contributions in respect of the costs that will be met by Council versus costs as financial contributions for developers 		
Methven D	<p>Develop a new Greenbelt Residential Zone in the District Plan including Structure Plan(s) which seek to provide for open residential development including:</p> <ul style="list-style-type: none"> ▪ Priorities for development based on infrastructure provisions and landowner aspirations ▪ Lot densities which range between a minimum of 3,000m² and 5000m² ▪ Provision of a greenbelt and recreational connections within the area and linkages to existing open spaces ▪ Relationship of building outlooks to public open space areas ▪ Traffic access and connections to the existing road network ▪ Existing large tree retention and incorporation into public open spaces ▪ Stormwater management in respect of flood hazard mitigation, use of greenways, and in respect of road and paved surfaces ▪ Design guidelines for subdivision and development which require informal street standards (no kerb and channel), connected street pattern, use of open space and swales for stormwater management, placement of buildings to address open spaces, framework tree planting ▪ Financial contribution requirements 	ADC with landowners	3

	RAKAIA (refer to Figure 4)		
Rakaia A	<p>Prepare a concept plan for the Rakaia town centre focusing on the area around Elizabeth Avenue and the connections to the surrounding streets to address:</p> <ul style="list-style-type: none"> ▪ The need for a smaller scale area than the wide open street currently, that suits smaller social meeting needs ▪ The potential for owners of land to contribute to the vitality and function of the space ▪ The desire for a more active edged space that can function at night and during the day as a meeting place. ▪ The retention and economic use of heritage buildings ▪ Connections to any new visitor facility on SH1 	ADC with landowners and community	3

Rakaia B	<p>Prepare a Residential Area Structure Plan and new District Plan zone provisions (including rezoning) for the new standard residential areas to address:</p> <ul style="list-style-type: none"> ▪ The most appropriate service provision recognising connections to existing infrastructure ▪ Street connections to recognise the need for connected streets, not cul de sac dead ends ▪ Public open space networks that create corridors of greenspace, that may also be useable for stormwater management, that link to the river bank ▪ Stormwater management in respect of flood hazard mitigation, use of greenways, and in respect of road and paved surfaces ▪ Network infrastructure in respect of reticulated services required ▪ Density variations in respect of providing some mix of house types to suit long term needs of the district residents ▪ Financial contributions in respect of the costs that will be met by Council versus costs as financial contributions for developers 	ADC with landowners	2
Rakaia C	<p>Develop a new Greenbelt Residential Zone in the District Plan including a Structure Plan which seeks to provide for open residential development including:</p> <ul style="list-style-type: none"> ▪ Priorities for development based on infrastructure provision and landowner aspirations ▪ Densities of 5,000m² lots ▪ Provision of a greenbelt and recreational connections within the area and linkages to existing open spaces including the river bank and domain ▪ Relationship of building outlook to public open space areas ▪ Traffic access and connections to the existing road network ▪ Existing large tree retention and incorporation into public open spaces ▪ Network infrastructure in respect of reticulated services required ▪ Stormwater management in respect of flood hazard mitigation, use of greenways, and in respect of road and paved surfaces ▪ Design guidelines for subdivision and development which require informal street standards (no kerb and channel), connected street pattern, use of open space and swales for stormwater management, placement of buildings to address open spaces, and framework tree planting. 	ADC with landowners	3
Rakaia D	<p>Develop an Industrial Structure Plan and new District Plan zone provisions for the new industrial areas in the southern area of Rakaia to address:</p> <ul style="list-style-type: none"> ▪ Buffer areas including trees and open spaces of an appropriate size to SH1 ▪ Traffic access from SH1 ▪ Railway access for freight movement ▪ Internal development arrangement to provide high standards of worker 	ADC with landowners and Transit NZ	3

	<p>amenities in areas where there is common use for recreation and lunch times</p> <ul style="list-style-type: none"> ▪ Workers car parking and facilitating cycling and bus use ▪ Emissions controls – noise, odour, dust and smoke including ECAN requirements as appropriate ▪ Stormwater on site management through ponds and wetland and rain gardens ▪ Building design requirements ▪ Staging land release and development ▪ Infrastructure and energy efficiencies ▪ Other design requirements to provide a quality work environment that will attract business and technology enterprise in addition to manufacturing and processing activities. 		
	<p>MT SOMERS (refer to Figure 5)</p>		
	<p>In consultation with the local community prepare a Village Development Plan to address:</p> <ul style="list-style-type: none"> ▪ Residential land areas at the town centre and greenbelt residential at the edge behind the school as shown on Figure 5 in respect of the zone changes required ▪ Consideration of infrastructure needs and the cost to the residents and to any new development in respect of financial contributions ▪ Improvements to the gateway areas to enhance the experience of arrival and to trigger passing traffic to visit ▪ Development of the village green concept ▪ Consider location for new mixed use/business area ▪ Concentration and encouragement for additional commercial activities in the village centre. 	<p>ADC in consultation with community</p>	<p>1</p>
	<p>HINDS</p>		
	<p>In consultation with the local community prepare a Village Development Plan to address:</p> <ul style="list-style-type: none"> ▪ Most appropriate location for additional residential land – currently suggested at domain edge with visual relationship between. ▪ Consideration of infrastructure needs and the cost to the residents and to any new development in respect of financial contributions ▪ Improvements to the gateway areas to enhance the experience of arrival and to trigger passing traffic to visit ▪ Development of the village centre concept at the domain – recognise issues from domain board to be worked through ▪ Concentration and encouragement for additional commercial activities in the village centre ▪ New industrial land opportunities on the north side of SH1 	<p>ADC and community</p>	<p>1</p>

	SMALL VILLAGES		
	<p>In consultation with local community prepare Village Development Plans (eg Chertsey, Mayfield, Lyndhurst, Lauriston, Barrhill) that address:</p> <ul style="list-style-type: none"> ▪ community aspirations ▪ have regard to information provided on changes and growth in the District ▪ a set of standards for service provision and to address cost collectively with the community ▪ opportunities to assist growth through rezoning ▪ opportunities for village improvements such as tree planting ▪ identifying employment generating activity locally 	ADC with each village	3

	DISTRICT WIDE		
District A	<p>Preparation of a District Passive / Outdoor Recreation Strategy that addresses:</p> <ul style="list-style-type: none"> ▪ The opportunities presented by the rezoning of land for greenbelt residential and residential activities to acquire land for public use through reserve contributions and for access through ROW or access strips for each town and village. ▪ Need for linked walkways in combination of open spaces, greenways, and streets that recognise destinations and a range of different length return loops ▪ The opportunities for a District wide cycling route that is a visitor attraction and uses a combination of on-road and off-road corridors. ▪ The personal safety and comfort for people of all ages using the walkways and cycling routes ▪ The potential to combine corridors for activities including cycling, running ▪ The attraction value of the greenbelt recreational asset to visitors and new residents. ▪ Integration with adjacent land uses where possible to limit conflicts and to encourage residential activities to contribute to safety through passive surveillance. ▪ Opportunities to draw on recreational accessibility as an attraction to land development investment and business interests. ▪ Opportunities to improve the degraded natural values and recreational opportunities of waterways within the district as part of a network of open space linkages. 	ADC	3
District B	<p>Prepare a District wide Heritage Strategy which builds on the work already undertaken by ADC and addresses:</p> <ul style="list-style-type: none"> ▪ The high value of the cultural landscape to the character of Ashburton as an attraction to visitors and for the identity of residents ▪ The range of heritage values including historic, social, scientific, and 	ADC with NZ Historic Places Trust, NZ Archaeological Society, local historical society,	3

	<p>architectural values (heritage tends to focus on the built architectural merit and often overlooks aspects such as the social heritage value of a place).</p> <ul style="list-style-type: none"> ▪ The need for clear and well researched information about the place, item, or building to justify its inclusion ▪ Themes in the district development that underlay the heritage of the district. ▪ The level of protection that should be accorded the heritage place, building or item identified. 	interest groups, owners of places	
District C	<p>Prepare a District wide set of Design Requirements for public signs, paving, street furniture to address:</p> <ul style="list-style-type: none"> ▪ The high value in Ashburton District being recognised visually as a united collection of rural areas and villages and towns ▪ The cost efficiencies of a set of standards, which is variable within a palette of materials, and a suite of items that can be used throughout the district. ▪ The opportunities to further engage the community in the process of determining key identity materials – the Rakaia sign on the Thompsons Track is a good example. 	ADC	2
District D	<p>Prepare a District wide infrastructure plan that recognises the potential growth as presented in the Development Study and evaluates the suitability of areas identified for development, including:</p> <ul style="list-style-type: none"> ▪ Confirmation of the adequacy of existing bulk infrastructure (eg plant such as sewerage treatment systems, water supply bores and treatment) ▪ Reticulation and connections infrastructure required to service new areas ▪ Financial contributions required to satisfy additional connections as required and to set rates for development 	ADC engineers and planning	1
District E	<p>Prepare a District wide Street Tree Plan that addresses:</p> <ul style="list-style-type: none"> ▪ The strong precedent of major street tree framework and a co-ordinated vision for the future ▪ The value of street trees to the character of the District's villages and towns. ▪ The health and risks to the existing large street trees within the District's towns and villages ▪ The types of trees and management that should be invested in for the future ▪ To ensure that any town/village/business centre concept or development plan(s) created under other Actions in this document incorporates tree planting in consultation with the community. 	ADC, Transit NZ and the community	2

District F	Confirm the vision and principles of the development study and ensure integration with existing and future ADC policy documents and future decision making on development matters.	ADC	1
District G	Review the 2006 Census results to confirm or recalibrate the development plan priorities for making land available for urbanisation or increasing intensification areas to address: <ul style="list-style-type: none">▪ The level of accuracy of the development plan projections and to seek an evolution of planning to address changes in growth patterns over time.▪ Changing demographic profile and needs of the population over time▪ Opportunities to adjust planning policies to enable growth to be in the best interests of the district in accordance with the vision and principles of the development plan.	ADC	2