



West Rangiora **STRUCTURE PLAN** *A land, housing, subdivision and development guide*

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The West Rangiora Structure was adopted by the Resource Management and Regulation Committee of the Waimakariri District Council at its August 2009 meeting.

1.0 INTRODUCTION

Rangiora is a popular place to live and work. Its population has increased by approximately 50% over the past twenty years to 12,000 people. The population of Rangiora is projected to reach approximately 17,000 by 2041.

Change in population has led to increased housing demand and new urban development. Significant developments have occurred to the west and east of Rangiora. Further developments are proposed.

The West Rangiora Structure Plan provides the framework to guide and facilitate future urban development. It provides the means in which the community and the Waimakariri District Council can help to shape the urban form of Rangiora.

What is a Structure Plan?	<p>A structure plan is a framework to guide future development, describing and illustrating the key issues to be factored into development planning.</p> <p>A structure plan outlines a preferred approach for how development will occur. It is supported by an overview of the issues that initiated the structure plan, and the objectives and approaches to manage those issues.</p>
Why develop a Structure Plan?	<p>A structure plan provides for co-ordinated development. This means that the community, developers, landowners and the Council share a common understanding as to the future layout of development.</p>
What will the Structure Plan do?	<p>The Greater Christchurch Urban Development Strategy and Proposed Change No 1 to the Regional Policy Statement provide for 2,000 new households in Rangiora over the next thirty five years. The Structure Plan will help to facilitate and manage this growth.</p> <p>The Structure Plan will assist the Council to meet its obligations under Proposed Change No 1 to the Regional Policy Statement and to carry out its functions under the District Plan. The Structure Plan will also allow the community and the Council to plan for growth related expenditure under the Long Term Council Community Plan (LTCCP).</p>

2.0 BACKGROUND

The Structure Plan area reflects the urban limits outlined in Proposed Change 1 to the Regional Policy Statement. Proposed Change 1 was publicly notified by Environment Canterbury (ECan) in July 2007.

The Structure Plan area covers approximately 200 hectares located directly adjacent to the existing Rangiora town boundary. The area extends west to Lehmans Road, the Southbrook Stream to the south and to the Transpower overhead power lines to the north.

The Structure Plan area is predominantly rural by existing land uses and District Plan zoning. The area is characterised by farming activities and rural lifestyle living.

Proposed Change 1 to the Regional Policy Statement provides for 1800 households over the next 35 years within the Structure Plan area as set out below:

	2007-2016	2017-2026	2027-2041	Total
West Rangiora	700	700	400	1800

The Council is required to give effect to Proposed Change 1 and to provide for development within the urban limits. In addition, the Council is required to provide sufficient zoned and serviced land and to provide for this in the District Plan and Long Term Council Community Plan (LTCCP).

3.0 OBJECTIVES

The purpose of the Structure Plan is to outline a preferred pattern of development from the perspective of the Council as a service provider and planning authority. The objectives of the Structure Plan are:

Objectives	<ul style="list-style-type: none">• To facilitate and manage growth and development• To guide and inform development proposals• To address relevant development issues• To determine key infrastructure requirements
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The Structure Plan helps to inform decision-making and ensure that development is appropriate taking into account the relevant constraints and key issues. It represents the Council's preference for the location and servicing of urban growth, following consultation with landowners, stakeholders and members of the community.

4.0 KEY ISSUES

The key issues identified as relevant to West Rangiora and addressed by the Structure Plan are:

Key Issues	Transport Network	<ul style="list-style-type: none"> • Key roads, public transport, walking and cycling linkages
	Surface Water	<ul style="list-style-type: none"> • Key stormwater catchments and infrastructure • Ashley River flooding mitigation
	Constraints	<ul style="list-style-type: none"> • Key geotechnical and drainage issues • Ecological protection, springs
	Open Space	<ul style="list-style-type: none"> • Key reserves and open space provision • Historic buildings and natural features
	Reticulated Services	<ul style="list-style-type: none"> • Key water and wastewater infrastructure
	Community Facilities	<ul style="list-style-type: none"> • Local services, convenience shopping and community facilities
	Overall Layout	<ul style="list-style-type: none"> • Overall amenity, design and layout options • Urban and rural integration

5.0 RELATIONSHIPS

The Structure Plan is designed to provide guidance for urban development by providing a link between preferred growth directions and 'on the ground' development planning.

It will assist the Waimakariri District Council in its role as a regulator and facilitator of development by helping to inform decision making under the Resource Management Act 1991 and the Local Government Act 2002.

The Structure Plan has relevance to the following:

- Promoting the sustainable management of natural and physical resources under the Resource Management Act 1991, with particular application to resource consent recommendations (Section 104) and District Plan change proposals (Section 74);
- Giving effect to the Canterbury Regional Policy Statement, including Proposed Change 1;
- Providing a basis to engage with landowners and developers as a means to convey Council and community preferences;
- Providing a 'one stop shop' addressing Waimakariri District Council's core functions as a service provider and planning authority;
- Allowing for the costs of development to be determined and factored into the Council's 10 year plan prepared under the Local Government Act 2002, including development contributions; and
- Helping to achieve the Council's obligations under the Greater Christchurch Urban Development Strategy.

This document is adopted policy of the Waimakariri District Council under the Local Government Act 2002.

6.0 CONSULTATION

The draft Structure Plan was prepared as a Council preferences document, with the caveat that it represented an initial assessment by Council staff based on their roles in asset management and town planning.

Further development of the Structure Plan occurred between Council staff, the community and relevant stakeholders. Engagement with these parties proved invaluable in refining the plans.

The consultation process occurred as follows:

December 2008	Draft Structure Plan document, including plans, made publicly available.
February 2009	Written feedback received and workshops held with stakeholders and affected landowners.
March 2009	Feedback and workshop report made available for further written feedback.
April 2009	Revised report made available incorporating feedback on initial report and recommending 'key themes' to revisit and take into account. Structure Plans revised to reflect feedback.
August 2009	Adoption by Waimakariri District Council Resource Management and Regulation Committee.

Meetings and discussions with individuals and small groups were also held as requested or necessary to assist with feedback and interpretation of the plans. A meeting was held with land owners to discuss alternatives in respect of land to the north of Oxford Road.

It is important to note that this Structure Plan does not preclude future opportunities for public participation in specific development proposals within the Structure Plan area. This will be available through the Resource Management Act 1991 submission procedure when a request for a District Plan change is notified by the Council.

7.0 THE PLANS

It is anticipated that the urban areas developed within the Structure Plan area will be of high quality. The Structure Plan looks to facilitate this by:

- Co-ordinating the staging of development over time rather than allowing development to occur in a case by case basis;
- Providing integrated management of environmental issues;
- Ensuring coordinated and compatible patterns of development in order to manage the effects of development across parcels of land in different ownerships, and between existing and proposed areas of development and redevelopment;
- Providing a coordinated approach to infrastructure provision and other services across land parcels in different ownerships;
- Assisting in the preparation of detailed Outline Development Plans (ODPs); and

- Providing a higher level of certainty for developers, Council, the public and affected parties regarding the layout, character and costs of development or redevelopment.

Attachment 1 contains the Structure Plans. These have been refined through landowner, community and stakeholder feedback.

It is important to note that the plans and their content are schematic. Further design and refinement through District Plan change and subdivision processes will be required, including the size and shape of stormwater ponds, reserves, aesthetic design details and the exact alignment of collector roads.

Plan A – Existing Context

Plan A shows the current town boundary, key roads, the town centre and other features including large/premier reserves, the railway line, streams and electricity transmission lines. This plan is for comparative purposes only.

Plan B – Urban Growth Areas

Plan B shows the 35 year urban limits outlined by Proposed Change 1 to the Regional Policy Statement.

The majority of the Structure Plan area is suitable for urban development. The exception is the land near Southbrook Stream which is likely to be affected by Ashley River flooding.

For stormwater and sewerage reasons, staging of development from the south to the north is preferable, except where initial development can be serviced through a temporary commitment of existing utility system capacity. Future infrastructure provision will be required at the south end in the form of a new sewer pump station and water head works. It is appropriate that development occurs from the south first to support this infrastructure.

Consultation has shown desire to develop the area north of Oxford Road within the first 10 year period. The Structure Plan allows for such development, where it can be shown that any development is compliant with the overall layout of the Structure Plan and can be serviced from existing infrastructure without compromising the ability to construct new or additional infrastructure required to service the Structure Plan area.

Development within the Structure Plan area is to be contiguous. The Structure Plan does not anticipate physically separated or ad-hoc development.

Plan C – Stormwater and Recreation Reserves

A reserve is proposed along the east side of Lehmans Road, the northern boundary of the Structure Plan area, along Brick Kiln Road, the central stormwater swales and both sides of Oxford Road. These reserves provide urban/rural buffering adjacent to Lehmans Road and amenity/pedestrian/cycleway corridors through the Structure Plan area. The

reserve is shown with a preferred 10m width. The final width will depend upon the number of design elements and details which will be further developed at the time of rezoning and the development of an Outline Development Plan. Although the design of the reserve may be different along its length the width should endeavour to remain uniform to avoid narrowing across certain sites. The intention of the Oxford Road recreation amenity strip is to allow for additional plantings for street enhancement with the key element being a physically separated cycling and walking path from the strategic road. This physically separated cycling and walking path is then intended to link into other cycling and walking paths proposed in the Structure Plan to provide for a safe and attractive cycle and walkway around the structure plan area.

Existing Oak trees on the north side of Oxford Road are retained. New trees could be planted on the south side of Oxford Road to compliment these. The historic brick kiln on Brick Kiln Road is retained.

Stormwater reserves, including swales through the Structure Plan area, will provide attractive open spaces. The swales are generally located adjacent to the recreation reserves. Two stormwater reserves are located immediately to the north of Oxford Road. These both drain to the Northbrook Stream. Drainage from the stormwater reserve nearest Hills Lane to the Northbrook Stream is temporary and will divert to the central swale south of Oxford Road as development in this area occurs.

A third stormwater reserve is located to the north of Johns Road to serve the Johns Road/Oxford Road catchment. Further stormwater reserves are located at the southern end of the Structure Plan area. The streams and springs in the area will be managed by an appropriately designed stormwater treatment system designed with high amenity values. In addition, where possible, amenity planting will be encouraged on the south side of the South Brook to enhance the stream environment.

All the stormwater ponds are subject to design detailing, including location, size and catchments. The Structure Plan provides an indicative size and location based on potential catchments around the key infrastructure. Detailed design at the ODP stage may lead to some additional ponds or locations depending on detailed servicing plans.

Reserve areas are located at the end of Hills Lane and Brick Kiln Road, adjacent to Oxford Road. These reserves need to be created and the accesses closed to Oxford Road when the first development occurs within any of the lots serviced by Hills Lane and Brick Kiln Road respectively.

Existing land owned by Council on the south side of Oxford Road, adjacent to Lehmans Road, is shown as recreation reserve. This reserve would primarily be used for sports facilities.

Plan D – Transport Network and Plan E – Collector Road Cross Sections

Plan D outlines a network of collector roads to provide for development integration, efficient traffic management and public transport corridors. The collector roads are located to ensure that all existing parcels of land, when developed, can be served by the roading network. In addition the plan also shows a key roading link north of Oxford Road between that road and the east/west collector road. Whilst this roading link is considered a key roading component its roading classification/status is subject to design at the time of rezoning and the development of an Outline Development Plan.

A feature of Plan D is a collector road connecting Elm Drive with Lehmans Road. This is important for west/east connectivity. A further feature is the western collector road located to the north of Oxford Road. This plan also sees an extension of Townsend Road to Johns Road. This collector road is seen as a logical future link for consideration for traffic movement around Rangiora on the western side.

It is noted that Brick Kiln Road is on deeds land and this would need to be claimed by any landowner prior to a development proceeding. This claim would not be opposed by the Council. Any ability to utilise existing infrastructure such as Brick Kiln Road would depend upon trial design details and construction requirements.

Plan D should also be read in conjunction with Plan C which provides cycling and walking corridors and Plan E that illustrates a possible design for Lehmans Road and parts of the north-south collector roads.

A future business area is located on Oxford Road due to its central location and its position on a main transport route. This position is also close to the recreation reserve and the walking and cycling corridors. This business area is anticipated to be not more than a neighbourhood centre providing convenience services.

A possible future primary school site is shown to the north of Johns Road based on discussions with the Ministry of Education (MoE). The location is indicative depending on MoE site selection processes.

Plan F – Water and Sewer Service

Plan F outlines a network of new water and sewer mains. Key features include a new sewer pump station and water supply headworks located to the south.

Plan G – Soil Drainage

Less perfectly drained and poorly draining soils are found to the south. The poorly drained soil is suitable for building platforms, however some areas could be subject to foundation constraints. This could include higher design and construction costs for building foundations and services infrastructure.

Plan H – Ashley River Flood Hazard

Based on recent ECan Ashley flood modelling, a strip along the south boundary is excluded from development. This is indicated on the Plan as a no build area and is also shown on Plans B and G.

There are overland flowpaths in the area between Oxford Road and Johns Road. These overland flowpaths should be maintained. It is possible the effects of flood waters could be mitigated by rerouting the flowpath along the proposed swale, roads and reserves.

There are a couple of small areas shown on Plan H that represent high hazard areas. These areas are not within the main flowpath of the Ashley River breakout and represent

depressions in the ground profile. These isolated pockets could be filled as part of urban development.

8.0 IMPLEMENTATION

The Structure Plan does not prescribe that change must occur. Instead it indicates how Council sees land being developed, should change occur.

The West Rangiora Structure Plan has a lifespan of 35 years, although it is expected that it will be reviewed as necessary to take account of any relevant policy initiatives, community aspirations and changes to infrastructure provision.

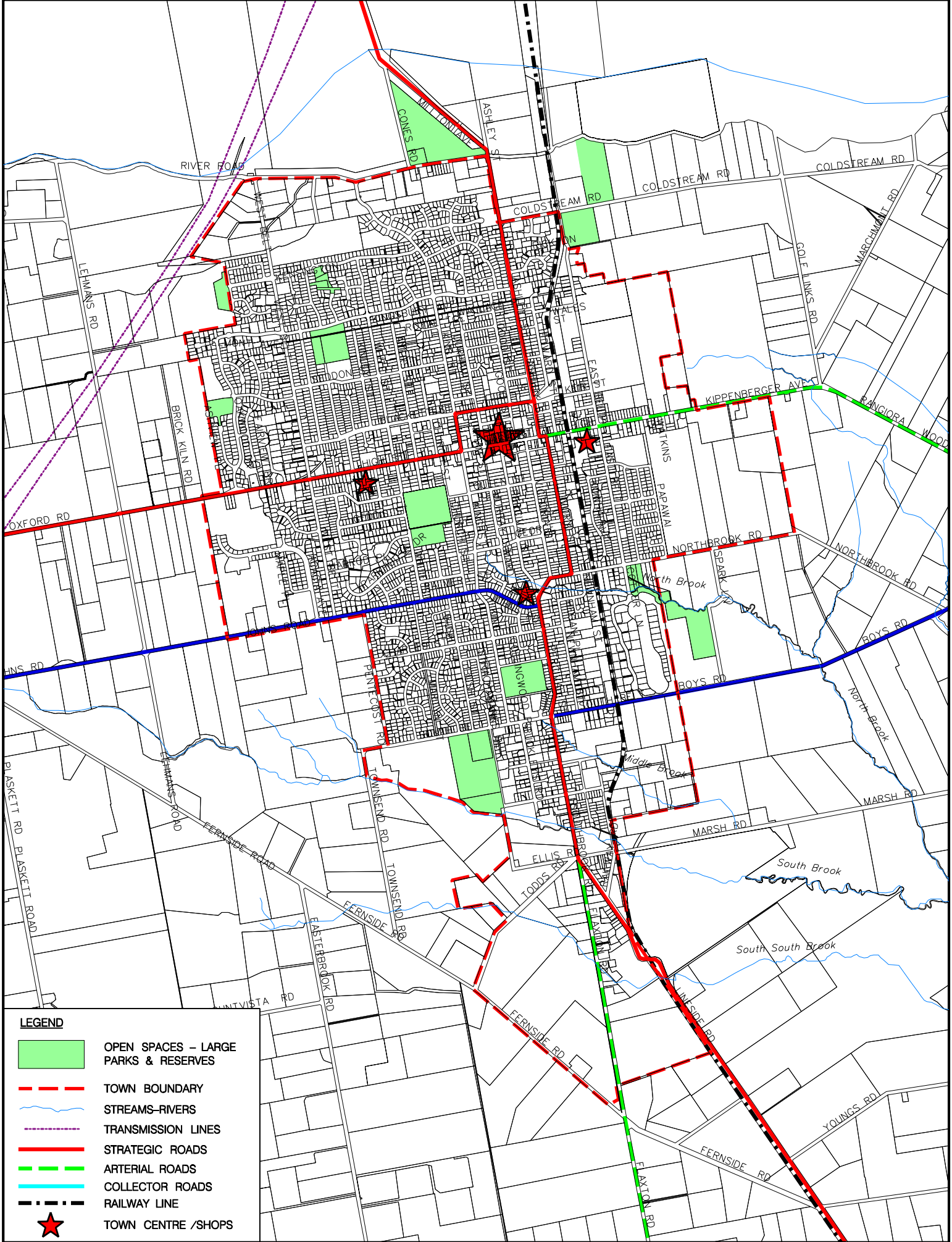
The primary mechanism to implement the Structure Plan is private plan change requests to the District Plan to rezone land from Rural to Residential. Any rezoning plan change request is required to include an ODP showing an additional level of detail. It is at this time that any change or divergence from the Structure Plan would be considered. Once the new zoning and ODP are in place in the District Plan, subdivision can then occur.

Other implementation processes could include:










- Designation processes for new works or facilities depending on the parties involved and the timing. New designation requirements may come from a range of requiring authorities and could be incorporated into a plan change or provision made within a plan change;
- Integrated catchment consents (for example, stormwater discharge) obtained from ECan to provide for development to appropriate standards;
- The production of design guidelines or design codes necessary to achieve the desired quality of the development; and
- Resource consents, although these usually follow for subdivision once land is rezoned.

The Structure Plan is not intended to be a blueprint for development. The Structure Plan retains flexibility. The Waimakariri District Council acknowledges that in the course of time and specific design studies, differing and improved alternatives are likely to become available that may result development proposals that differ from the adopted Structure Plan.

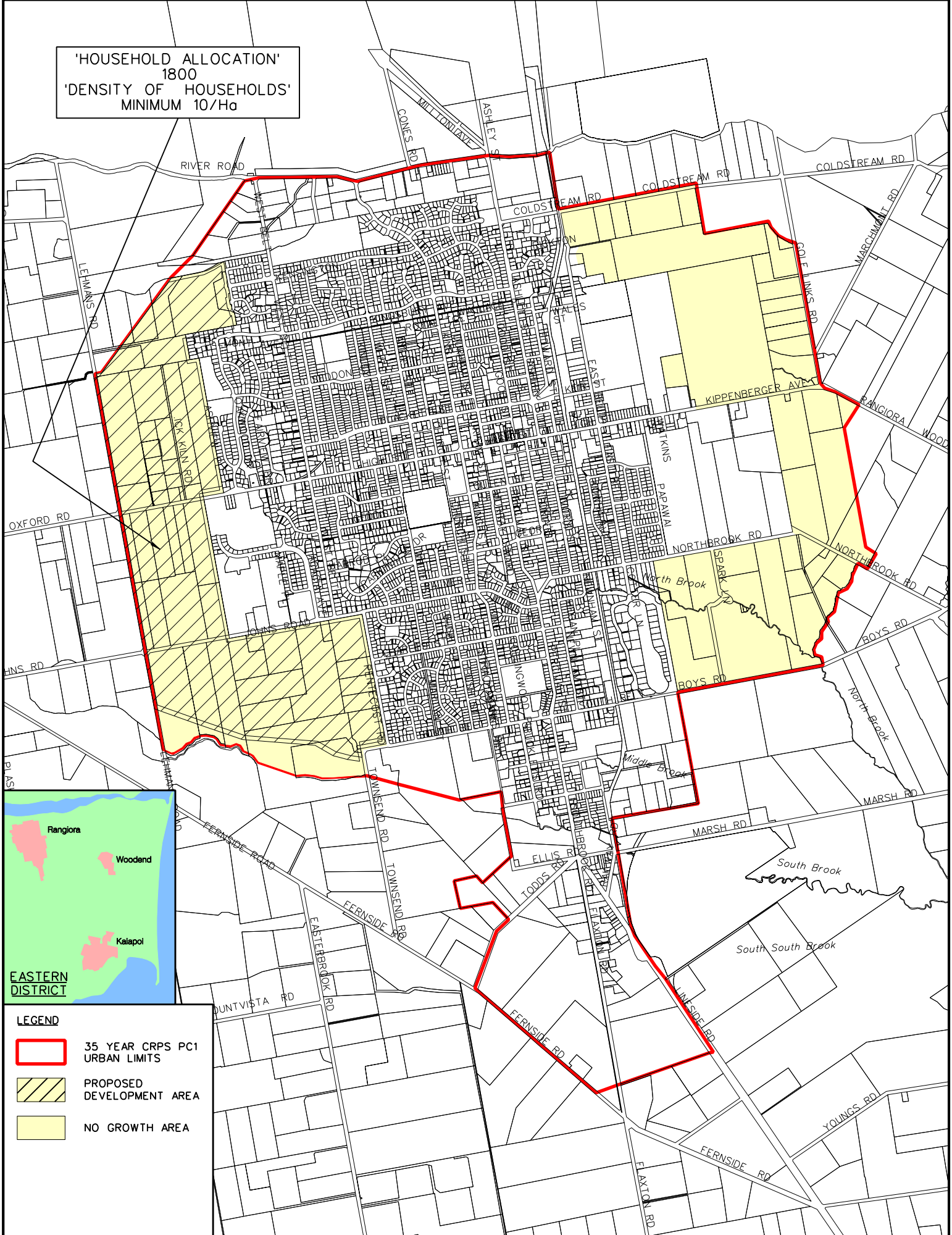
Attachment 1: Structure Plans






LEGEND

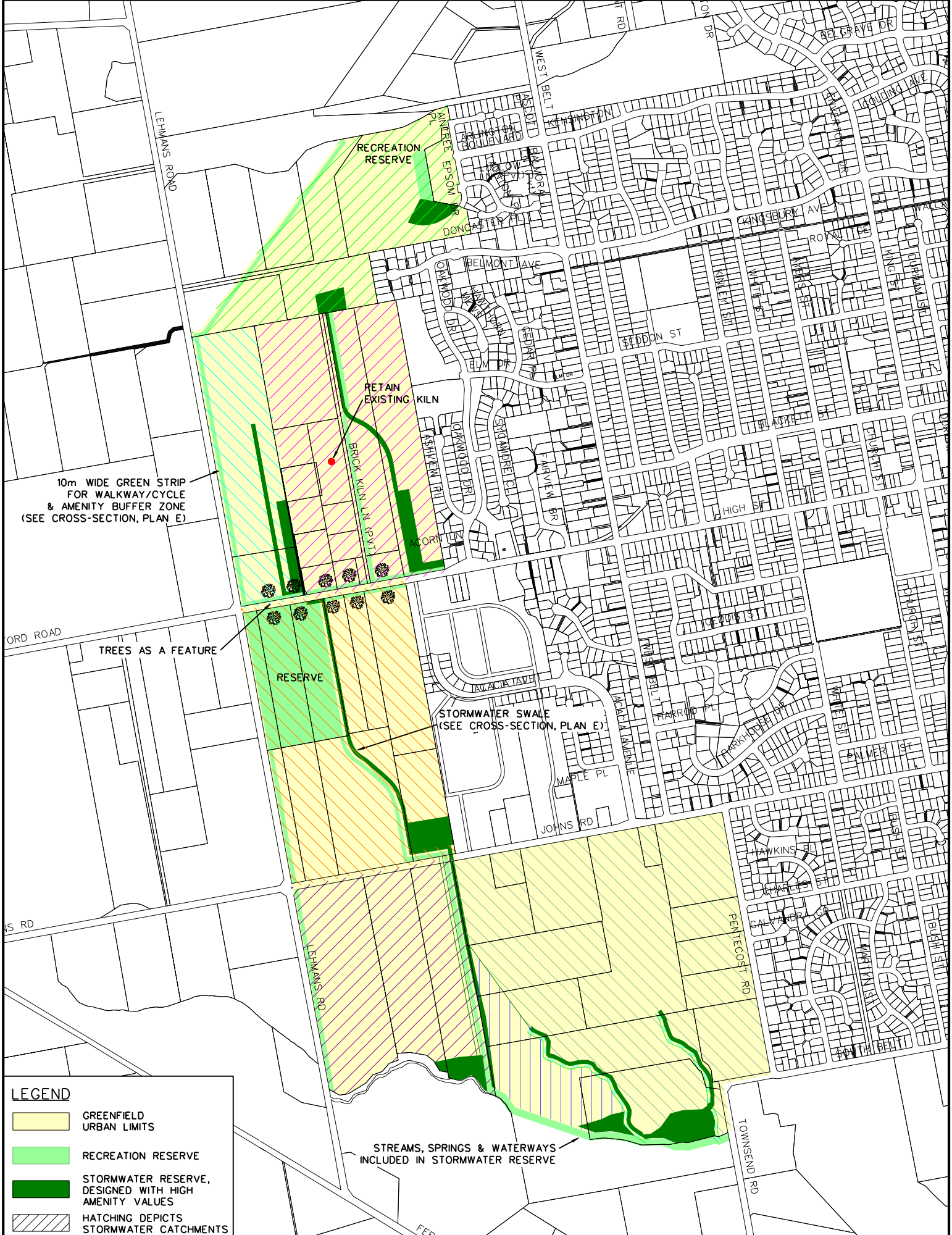
-  OPEN SPACES – LARGE PARKS & RESERVES
-  TOWN BOUNDARY
-  STREAMS–RIVERS
-  TRANSMISSION LINES
-  STRATEGIC ROADS
-  ARTERIAL ROADS
-  COLLECTOR ROADS
-  RAILWAY LINE
-  TOWN CENTRE /SHOPS

'HOUSEHOLD ALLOCATION'
1800
'DENSITY OF HOUSEHOLDS'
MINIMUM 10/Ha



LEGEND

	35 YEAR CRPS PC1 URBAN LIMITS
	PROPOSED DEVELOPMENT AREA
	NO GROWTH AREA



10m WIDE GREEN STRIP FOR WALKWAY/CYCLE & AMENITY BUFFER ZONE (SEE CROSS-SECTION, PLAN E)

TREES AS A FEATURE

RESERVE

RETAIN EXISTING KILN

BRICK KILN LN (PIT)

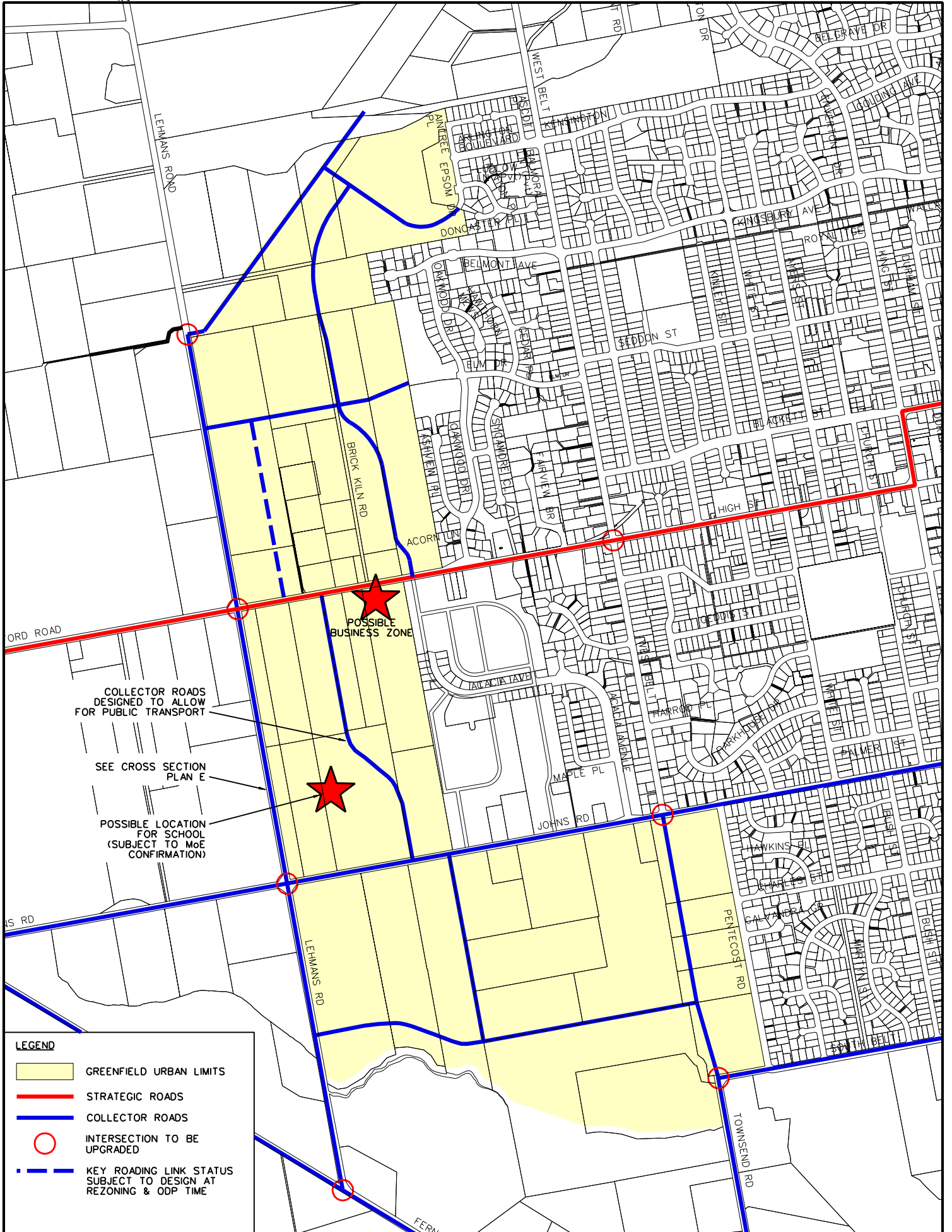
STORMWATER SWALE (SEE CROSS-SECTION, PLAN E)

STREAMS, SPRINGS & WATERWAYS INCLUDED IN STORMWATER RESERVE

LEGEND

- GREENFIELD URBAN LIMITS
- RECREATION RESERVE
- STORMWATER RESERVE, DESIGNED WITH HIGH AMENITY VALUES
- HATCHING DEPICTS STORMWATER CATCHMENTS

ISSUE	AMENDMENT
A	FIRST ISSUE
B	
C	
D	
E	



LEGEND

- GREENFIELD URBAN LIMITS
- STRATEGIC ROADS
- COLLECTOR ROADS
- INTERSECTION TO BE UPGRADED
- KEY ROADING LINK STATUS SUBJECT TO DESIGN AT REZONING & ODP TIME

ISSUE	AMENDMENT
A	FIRST ISSUE
B	
C	
D	
E	

SCALE 1:10,000 (A3)

SHEET TITLE

PLAN D TRANSPORT NETWORK

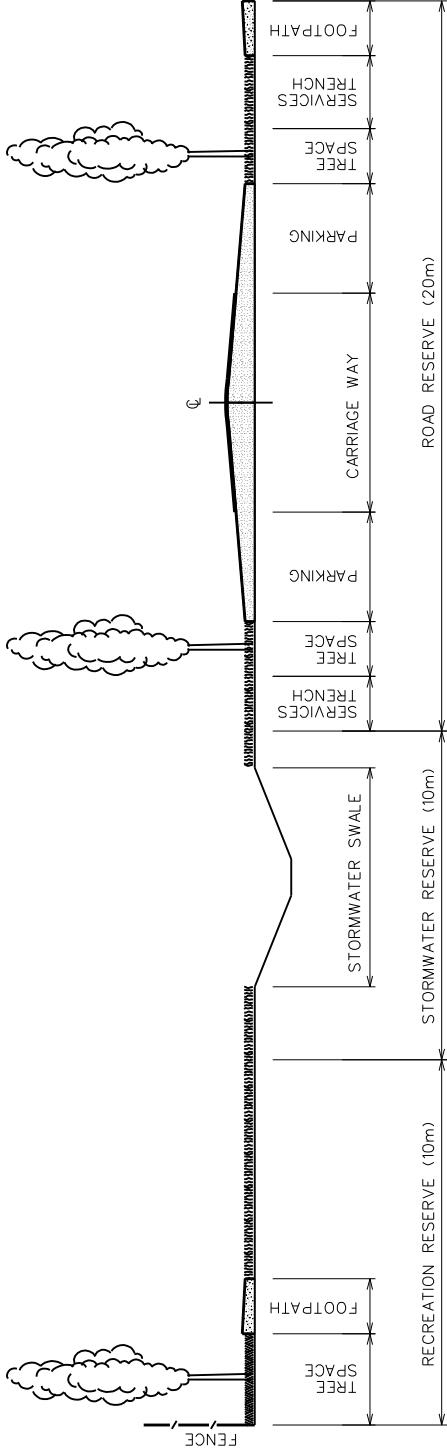
PROJECT TITLE

RANGIORA STRUCTURE PLAN

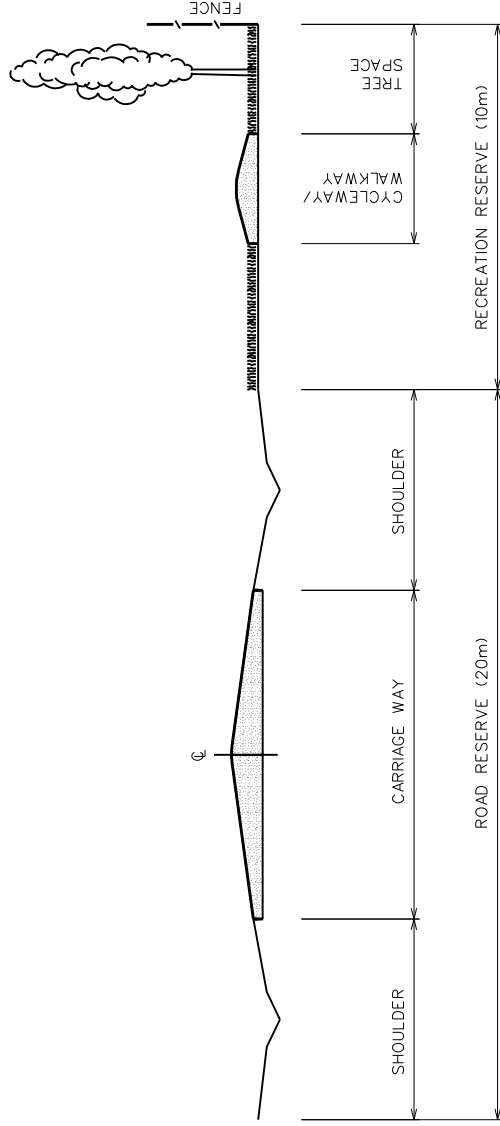
PLAN No.

2911

ISSUE A	SHEET 21
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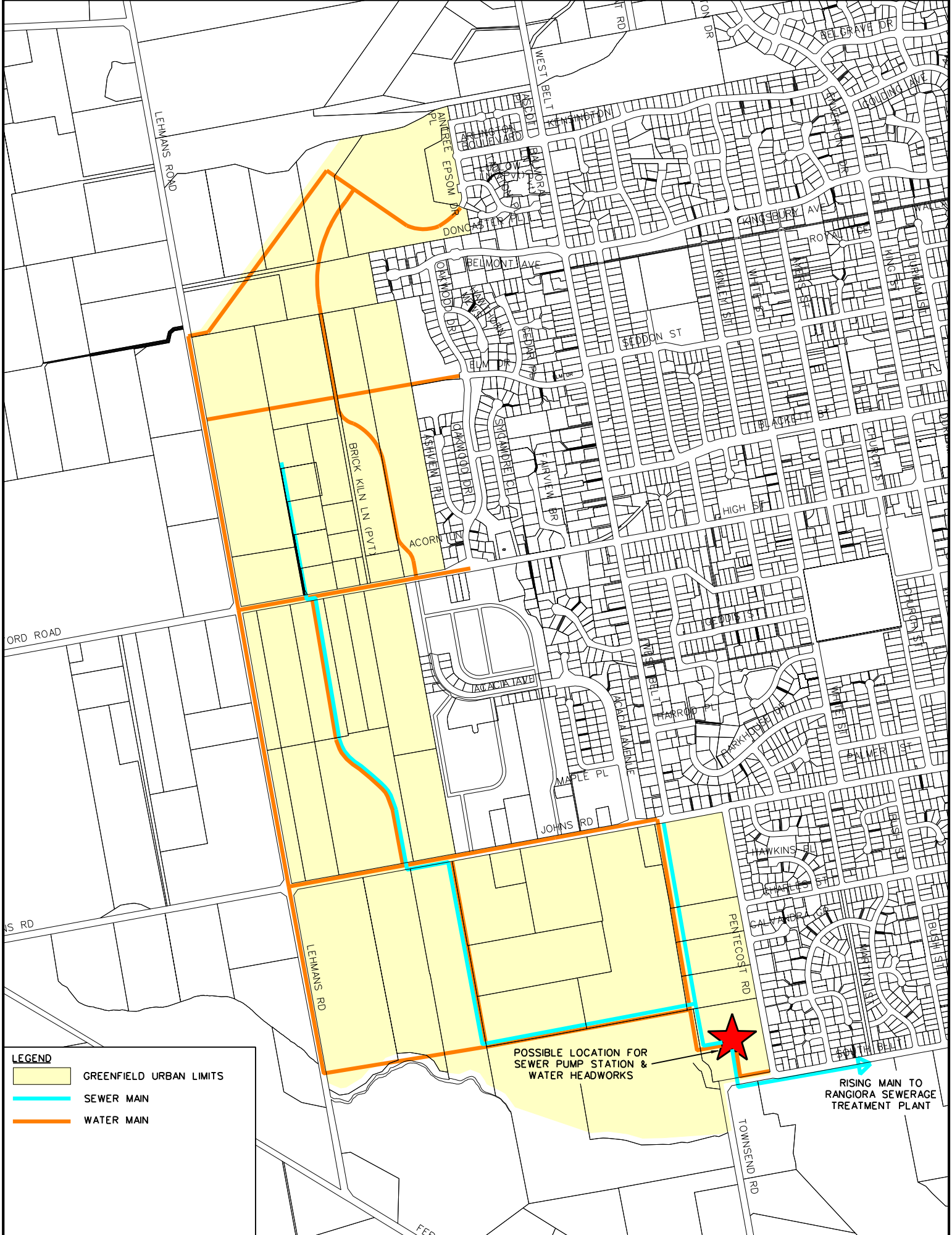
TYPICAL CROSS-SECTION OF
NORTH - SOUTH CENTRAL COLLECTOR ROAD & AMENITY STRIP






TYPICAL CROSS-SECTION OF UPGRADED LEHMANS ROAD

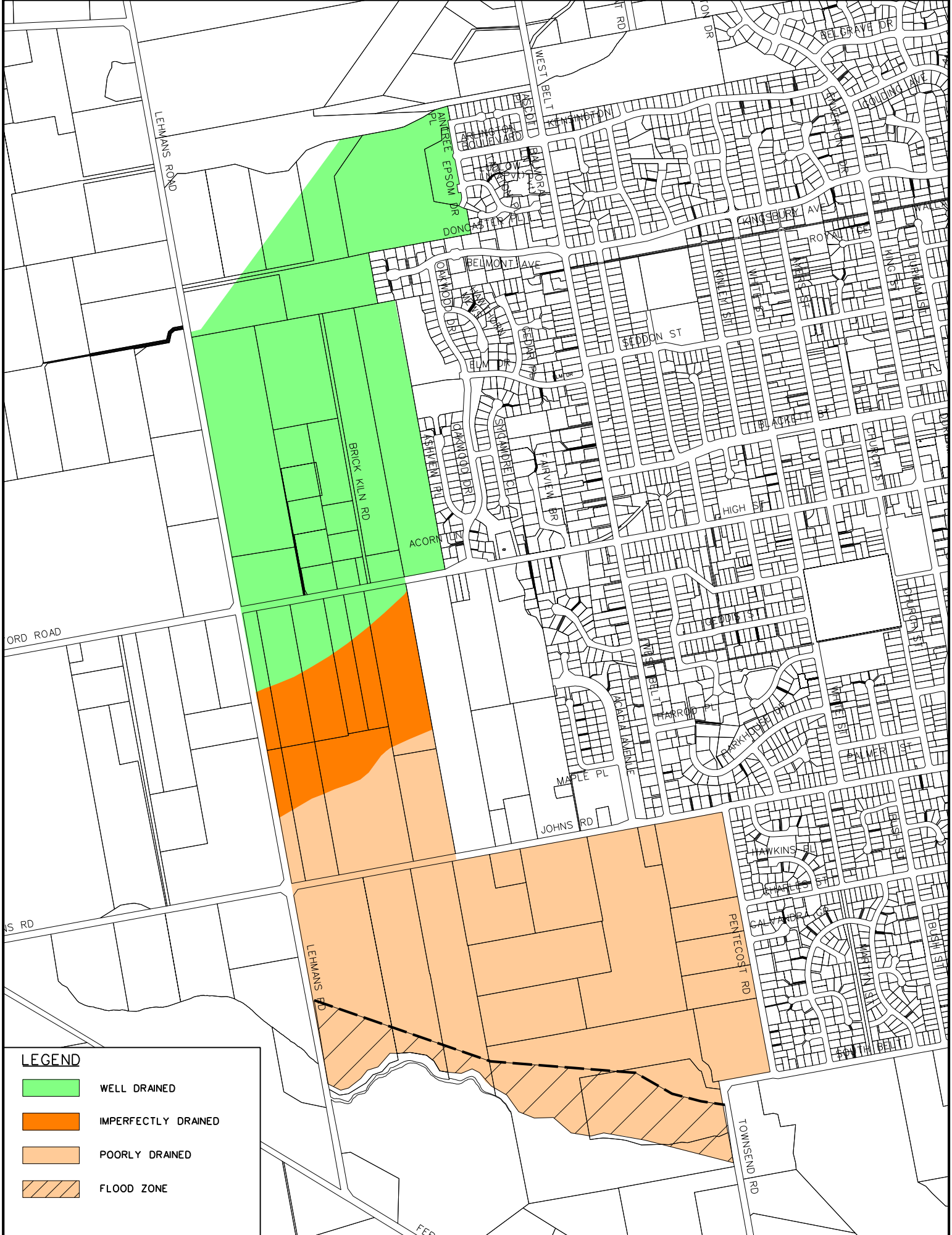
ISSUE	AMENDMENT	APPR.	DATE	SURVEYED	NAME	DATE	ORIGIN OF LEVELS	SCALES	PROJECT TITLE
A	FIRST ISSUE	KS	24.9.08	DESIGNED	KS	24.9.08	ORIGIN OF COORDINATES	PLAN	PLAN E CROSS SECTION
				DRAWN	MB	24.9.08	ORIGIN OF COORDINATES	DETAILS	TYPICAL CROSS SECTION
				CHECKED	KS	-	ORIGIN OF COORDINATES	LONG SECT 1:100	DETAILS
				RECOMMENDED	GC	-	ORIGIN OF COORDINATES	LONG SECT vert. 1:150	DETAILS

PROJECT No.	FILE No.	SHEET No.	PLAN No.	ISSUE
TS11452		18 of	2911	A



LEGEND

	GREENFIELD URBAN LIMITS
	SEWER MAIN
	WATER MAIN



- LEGEND**
- WELL DRAINED
 - IMPERFECTLY DRAINED
 - POORLY DRAINED
 - FLOOD ZONE

ISSUE	AMENDMENT
A	FIRST ISSUE

SCALE 1:10,000 (A3)



SHEET TITLE

PLAN G
SOIL DRAINAGE

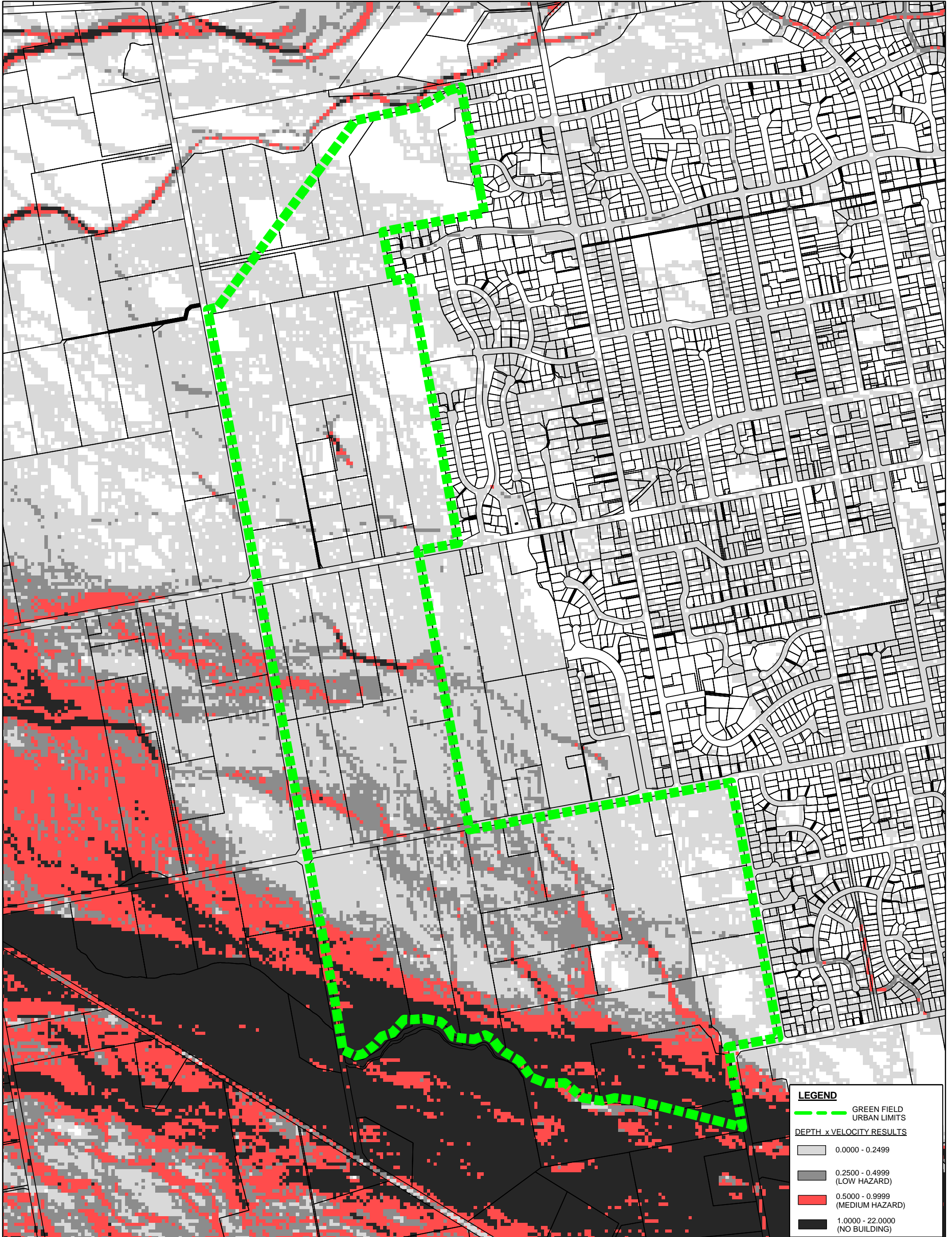
PROJECT TITLE

RANGIORA
STRUCTURE PLAN

PLAN No.

2911

ISSUE	SHEET
A	16



LEGEND

- - - GREEN FIELD URBAN LIMITS

DEPTH x VELOCITY RESULTS

- 0.0000 - 0.2499
- 0.2500 - 0.4999 (LOW HAZARD)
- 0.5000 - 0.9999 (MEDIUM HAZARD)
- 1.0000 - 22.0000 (NO BUILDING)

WAIMAKARIRI
DISTRICT COUNCIL
technical services

ISSUE	AMENDMENT
A	FIRST ISSUE

SCALE 1:10,000 (A3)

SHEET TITLE
**PLAN H
ECAN FLOOD HAZARD
ANALYSIS DATA
AEP 0.2%**

PROJECT TITLE
**RANGIORA STRUCTURE
PLAN**

PLAN No.	2911
FILE 500yr FLOOD DATA ODA.GWS	
ISSUE	SHEET
A	22