

NWD - North Woodend Development Area

Introduction

The North Woodend Development Area covers the Ravenswood development at Woodend. The development provides for a General Industrial Zone activities, Town Centre Zone and Medium Density Residential Zone development located near the centre, with lower residential densities outside of this. The area includes a central spine road along Bob Robertson Drive, connecting State Highway 1 in the east with Rangiora-Woodend Road in the west.

DEV-NWD-APP1 applies to the entire North Woodend Development Area¹. The key features of DEV-NWD-APP1 include:

- proposed the re-alignment of Taranaki Stream;
- greenspace along the length of Bob Robertson Drive and around Taranaki Stream;
- identification of a number of local reserves / green space; and
- stormwater management areas; and
- roading and block pattern.²

DEV-NWD-APP2 provides further detail to guide development of the Key Activity Centre within the North Woodend Development Area. The key features of DEV-NWD-APP2 include:

- a principal shopping street;
- a town square / reserve;
- internal vehicular and pedestrian linkages; and
- green space riparian corridor and community linkage along Taranaki Stream.³

⁴Policies

<u>DEV-NWD-P1</u>	<u>Development within the North Woodend Town Centre Zone is enabled at scale that avoids significant retail distribution effects on the existing town centres at Rangiora and Kaiapoi, and ensures that the role and functions of Rangiora and Kaiapoi are maintained.</u>
<u>DEV-NWD-P2</u>	<u>Provide for development within the emerging Key Activity Centre at North Woodend that:</u> <ol style="list-style-type: none"> 1. <u>provides a focal point for a wide range of retail, commercial, service and community activities, as well as employment opportunities;</u> 2. <u>ensures an attractive, compact and cohesive town centre with a unique sense of identity and a high quality of design, that is integrated with surrounding land uses and adjoining residential areas and public open space;</u> 3. <u>enables larger floorplates and accessible car parking that is integrated with surrounding land use, including off-street parking areas for sites with frontage to the principal shopping</u>

¹ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

² Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

³ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

⁴ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

	<p><u>street, to achieve efficient utilisation of town centre land, recognising the role and function of North Woodend as an emerging Key Activity Centre, whilst creating and maintaining a high level of amenity in the centre;</u></p> <p>4. <u>is planned, integrated and co-ordinated in accordance with the Outline Development Plan in DEV-NWD-APP2 and its associated text to provide:</u></p> <ul style="list-style-type: none"> a. <u>a principal shopping street and town square/reserve as key elements of the character and amenity, a focal point for activity within a pedestrian focussed environment, and for the provision of reserve space for the wider development;</u> b. <u>high quality, attractive and engaging streetscapes that reinforce the function of streets, enhance amenity and accessibility of the town centre, and maximise integration with building frontages;</u> c. <u>public open spaces which enhance connectivity;</u> d. <u>a legible and highly connected network of well-designed roads, internal vehicular and pedestrian linkages and the principal shopping street, public open spaces, and crossing points that provide high levels of access, are responsive to surrounding activities, and include at least one north-south connection between Bob Robertson Drive and the Taranaki Stream corridor;</u> e. <u>supports safe connection between the site and Bob Robertson Drive, Garlick Street and Aitkin Street the future function of those roads;</u> f. <u>provision of a connected network of walkways and cycleways that promotes walking and cycling as a means of travel:</u> <ul style="list-style-type: none"> i. <u>within the Town Centre zone;</u> ii. <u>between developments along Bob Robertson Drive;</u> iii. <u>linking the Town Centre zone land to the Taranaki Stream;</u> iv. <u>linking the residential neighbourhoods of Ravenswood and Woodend to the town centre;</u> v. <u>linking with pedestrian desire lines through car parking areas.</u> g. <u>identifies opportunities for Environment Canterbury/Metro to provide public transport services and infrastructure in the locations identified on the Outline Development Plan as passenger demand grows.</u>
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Activity Rules

DEV-NWD-R1 North Woodend Development Area Outline Development Plan	
<p>Activity status: PER Where:</p> <p>1. development shall be in accordance with DEV-NWD-APP1.</p>	<p>Activity status when compliance not achieved: DIS</p>

Advisory Note <ul style="list-style-type: none"> For the avoidance of doubt, where an Activity or Built Form Standard is in conflict with this ODP, the ODP shall substitute the provision. 	
<u>DEV-NWD-R2 Retail activity in the North Woodend TCZ⁵</u>	
<u>Activity status: PER</u> <u>Where:</u> <u>1. Retail activity does not exceed 25,500m² GFA within the North Woodend TCZ.</u> <u>For the purposes of this rule, retail activity excludes trade suppliers.</u> <u>Advice note: Waimakariri District Council will maintain a record of retail activity as consented under rule DEV-NWD-R4</u>	<u>Activity status when compliance not achieved: RDIS</u> <u>Matters of discretion are restricted to: DEV-NWD-MD1 – Retail activity in the North Woodend TCZ</u>
<u>DEV-NWD-R3 Trade Supplier in the North Woodend TCZ⁶</u>	
<u>Activity status: PER</u>	<u>Activity status when compliance not achieved: N/A</u>
<u>DEV-NWD-R4 Development in the North Woodend TCZ⁷</u>	
<u>Within the North Woodend TCZ:</u> <u>1. New buildings;</u> <u>2. Additions to individual buildings greater than 20% of consented GFA;</u> <u>3. The town square/reserve;</u> <u>4. Internal vehicular and pedestrian linkages, and the principal shopping street (as indicated in DEV-NWD-APP2); and</u> <u>5. Parking areas.</u> <u>Activity status: RDIS</u> <u>Matters of discretion are restricted to: DEV-NWD-MD2 – Development in the North Woodend Key Activity Centre</u>	<u>Activity status when compliance not achieved – N/A</u> <u>Notification</u> <u>An application for a restricted discretionary activity under this rule, which incorporates (where applicable) the indicative elements shown on the Outline Development Plan in DEV-NWD-APP2, is precluded from being publicly or limited notified.</u>
<u>DEV-NWD-R5 Development within North Woodend Lot 203 prior to construction of the town square / reserve⁸</u>	
<u>Activity status: PER</u> <u>Where:</u> <u>1. Development occurs prior to the completion of the principal shopping street; and</u> <u>2. The total area within Lot 203 covered by buildings, hardstand, roads or vehicle accessways, parking or landscape planting (but excluding areas in grass or gravel pending further development) does not exceed 5.4 hectares</u>	<u>Activity status where compliance not achieved – RDIS</u> <u>Matters of discretion where compliance is not achieved:</u> <u>DEV-NW-MD3 – Development prior to construction of the town square / reserve</u>

⁹Matters of Discretion for the North Woodend Key Activity Centre

⁵ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

⁶ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

⁷ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

⁸ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

⁹ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

<u>DEV-NWD-MD1</u>	<p><u>Retail activity in the North Woodend TCZ</u></p> <p><u>The extent to which the proposed retail activity:</u></p> <ol style="list-style-type: none"> 1. <u>Adversely affects the role and function of Rangiora and Kaiapoi to provide for primarily commercial and community activities and avoids significant retail distribution effects on those centres.</u> 2. <u>Generates adverse traffic and access effects on the safe and efficient functioning of the access and road network.</u> 3. <u>Adversely affects amenity values and streetscape of the area.</u> 4. <u>Enables the community to meet unmet demand for retail activity within the District.</u> 5. <u>Supports the intended role of the North Woodend emerging Key Activity Centre.</u> 6. <u>Contributes to the vitality of the centre, particularly along Bob Robertson Drive or the principal shopping street.</u> 7. <u>Promotes the efficient use of land within the centre to achieve a compact urban form.</u>
<u>DEV-NWD-MD2</u>	<p><u>Development within the North Woodend Key Activity Centre</u></p> <ol style="list-style-type: none"> 1. <u>the extent to which the proposal demonstrates integration with existing and future development of Town Centre Zone land, including provision of public open space(s), and will enable the outcomes set out in DEV-NWD-P2 to be achieved;</u> 2. <u>the design and appearance of the development including contribution to architectural quality and amenity values of roads, internal vehicular and pedestrian linkages, principal shopping street or public spaces (including town square/reserve). In particular as to:</u> <ol style="list-style-type: none"> a. <u>the contribution that buildings make to the attractiveness, legibility, pleasantness, and enclosure of roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;</u> b. <u>the maintenance of consistent building lines and legibility of entrances by minimising building setbacks from roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;</u> c. <u>in the principal shopping street, locating buildings immediately adjacent to the street;</u> d. <u>orientation of buildings towards roads, internal vehicular and pedestrian linkages or public spaces;</u> e. <u>architectural details and cladding materials;</u> f. <u>the minimisation of blank walls with modulation, articulation, and glazing;</u> g. <u>activation and engagement with roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;</u> h. <u>the height and bulk of corner buildings taking into account the scale of adjoining intersections.</u> 3. <u>the application of the following CPTED principles to the design and layout of the development and public spaces;</u> <ol style="list-style-type: none"> a. <u>passive surveillance of public areas through glazing of building faces, particularly for hospitality and retail activities;</u> b. <u>safe, coordinated, and legible pedestrian and cycle routes</u>

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| | <p><u>designed to an appropriate dimension, with good visibility and appropriate lighting;</u></p> <p><u>c. avoid fencing in favour of visually permeable soft delineation features;</u></p> <p>4. <u>the provision of verandahs to provide weather protection in areas used, or likely to be used, by pedestrians;</u></p> <p>5. <u>provision of:</u></p> <p style="padding-left: 20px;">a. <u>landscaping on sites adjoining public spaces to contribute to the amenity of public spaces; and</u></p> <p style="padding-left: 20px;">b. <u>street trees on internal vehicular linkages at an average spacing of not less than 20 m (note that this does not require that trees be at uniform 20 m spacing).</u></p> <p>6. <u>the provision of car parking and vehicle accesses that achieve efficient utilisation of town centre land in a functional and safe manner, including:</u></p> <p style="padding-left: 20px;">a. <u>car parking that is commensurate with parking demand of the proposed land use;</u></p> <p style="padding-left: 20px;">b. <u>through the appropriate consolidation and sharing of parking areas and/or locating car parking to the side or rear of the main entrance façade;</u></p> <p style="padding-left: 20px;">c. <u>inclusion of safe and convenient pedestrian connections between parking areas and buildings;</u></p> <p style="padding-left: 20px;">d. <u>limited vehicular access and egress to parking areas located off the principal shopping street to avoid conflict with pedestrians and support continuous street frontages;</u></p> <p>7. <u>the provision of safe walking, cycling and vehicle access to the road network and to the internal vehicular and pedestrian linkages and principal shopping street, that reflects the context of the surrounding environment (land use and road classification);</u></p> <p>8. <u>the provision of connections for cyclists to the formed or planned cycle infrastructure on Bob Robertson Drive and Garlick Street;</u></p> <p>9. <u>the extent to which the form of the internal vehicular and pedestrian linkages and principal shopping street adhere to the Design Standards for local roads contained in TRAN-S1, except that the requirements for parking lane width and number of parking lanes shall not apply;</u></p> <p>10. <u>the principal shopping street and activities adjacent to it (where applicable to the application for resource consent) provide a retailing and pedestrian focus, where parking and loading do not visually or physically dominate the area;</u></p> <p>11. <u>a town square/reserve (where applicable to the application for resource consent), which is physically and visually connected to the principal shopping street, and of sufficient size and form to enable a range of community activities and interaction;</u></p> <p>12. <u>the integration of the principal shopping street and town square / reserve;</u></p> <p>13. <u>any cumulative effects of the proposed activity on the urban form matters identified;</u></p> <p>14. <u>integration of future public transport service with the emerging Key Activity Centre and the surrounding environment;</u></p> <p>15. <u>the extent to which practical design considerations apply.</u></p> |
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DEV-NWD-MD3	<p>Development prior to construction of the town square / reserve</p> <ol style="list-style-type: none"> 1. <u>the effects of the delay in constructing the town square/reserve on the recreational provision and amenity within the North Woodend Development Area;</u> 2. <u>the provision of open space that has otherwise been made within the emerging Key Activity Centre of North Woodend as identified in DEV-NWD-APP2, including:</u> <ol style="list-style-type: none"> a. <u>any partial provision of the town square/reserve;</u> b. <u>any alternative provision of public open spaces that is not identified on the Outline Development Plan in DEV-NWD-APP2;</u> c. <u>any temporary provision of public open spaces elsewhere within the North Woodend Development Area;</u> 3. <u>any conditions or other mechanism that will confirm the timing of construction of the town square/reserve; and</u> 4. <u>any practical or operational reasons why the town square/reserve is not to be constructed in compliance with this rule.</u>
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Built Form Standards

DEV-NWD-BFS1: Height in relation to boundary <u>in the Medium Density Residential Zone¹⁰</u>	
<ol style="list-style-type: none"> 1. For the purpose of MRZ-BFS7, structures shall not project beyond a building envelope defined by recession planes measured 5.7m from ground level above any internal boundary (other than boundaries with accessways), or in relation to any garage structure 4.6m from ground level, and inclined inwards to the site at an angle of 45° from the horizontal except for the following: <ol style="list-style-type: none"> a. flagpoles; b. lightning rods, chimneys, ventilation shafts, solar heating devices, roof water tanks, lift and stair shafts; c. decorative features such as steeples, towers and finials; d. for buildings on adjoining sites which share a common wall, the height in relation to boundary requirement shall not apply along that part of the internal boundary covered by such a wall; and e. where the land immediately beyond the site boundary forms part of any rail corridor, drainage reserve, or accessway (whether serving the site or not), the boundary of the rail corridor, drainage reserve, or accessway furthest from the site boundary may be deemed 	<p>Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: RES-MD2 - Residential design principles RES-MD5 - Impact on neighbouring property</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>

¹⁰ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

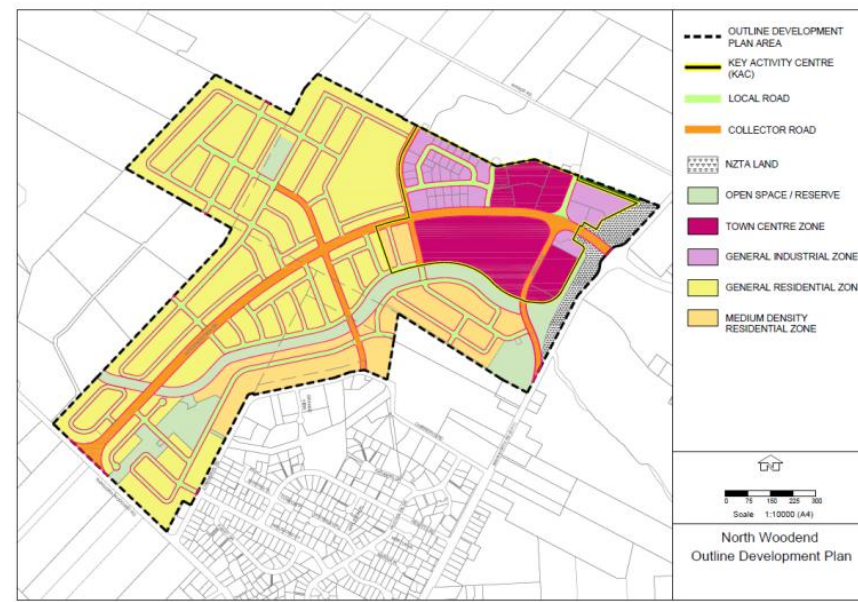
<p>to be the site boundary for the purpose of defining the origin of the recession plane, provided this deemed site boundary is no further than 6m from the site boundary;</p> <ol style="list-style-type: none"> 2. Provided that none of the structures listed in (1) (c) to (e) has a horizontal dimension of over 3m along the line formed where the structure meets the recession plane as measured parallel to the relevant boundary. 3. Where the site is within the Urban Flood Assessment Overlay or Kaiapoi Fixed Minimum Finished Floor Level Overlay, the height of the Finished Floor Level specified in a Flood Assessment Certificate can be used as the origin of the recession plane instead of ground level, but only up to an additional 1m above original ground level. 	
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Appendix

DEV-NWD-APP1 - North Woodend ODP

[insert ODP158, colours and zone names updated for consistency with the PWDP]

DEV-NWD-APP1 – North Woodend Outline Development Plan



11DEV-NWD-APP2 – North Woodend Key Activity Centre Outline Development Plan

The Outline Development Plan for the North Woodend Key Activity Centre gives effect to the Canterbury Regional Policy Statement, which directs enablement of a Key Activity Centre in the general

¹¹ Ravenswood Developments Limited [347.1] and [347.94] Commercial and Industrial rezonings s42A report.

Location of Woodend/Pegasus.

The emerging Key Activity Centre sits within the wider Ravenswood residential development, the form of which is directed by the Outline Development Plan in DEV-NWD-APP1.

Much of the emerging Key Activity Centre's structure and urban form is determined by the existing roading and subdivision patterns and land use consents. Bob Robertson Drive is an existing Collector Road through the Key Activity Centre providing an important transport route between State Highway 1 and Rangiora Woodend Road, and forms the most direct route between Ravenswood, Pegasus, and Rangiora. Garlick Street will provide an important and direct route between Ravenswood, Pegasus and Woodend.

Land to the north of Bob Robertson Drive is consented for core retail and other commercial activities on land zoned TCZ and GIZ, as shown on Outline Development Plan in DEV-NWD-APP2. Land to the east of Garlick Street is also committed for development in accordance with the identified zoning pattern.

The balance of the emerging Key Activity Centre comprises principally Lot 203, which is a greenfield site and the proposed "centre piece" of the new town centre. Lot 203 is bounded by Bob Robertson Drive, Garlick Street, Aitkin Street and the Taranaki Stream riparian corridor. It is zoned TCZ.

Future development of Lot 203 is guided by the Outline Development Plan which shows the indicative location of various "structuring elements". The location of those elements is flexible, with further guidance as to location provided in the text below. The purpose of these structuring elements is to integrate the core retail and other commercial activities within Lot 203 with similar development to the north and east, as well as the MRZ land to the west and the Taranaki Stream riparian corridor and community linkage to the south. Existing pedestrian/cycling bridges have already been constructed across the Taranaki Stream to link the town centre with its wider residential communities.

The main features within the North Woodend emerging Key Activity Centre, as shown indicatively on the Outline Development Plan are as follows:

Public transport infrastructure

Ravenswood is anticipated to be directly serviced by bus services and the Outline Development Plan identifies proposed locations for suitable infrastructure to enable people to access the emerging Key Activity Centre by bus. There is also the potential for multiple bus routes to run through or past the emerging Key Activity Centre, particularly when the Woodend Bypass is established. Accordingly, it may be appropriate to provide a transfer point (including passenger drop-off and pick up, but not park and ride) at the emerging Key Activity Centre in the future. The evolving transport network requires suitable flexibility to enable both the short term and long term bus network aims to be provisioned for.

The proposed location for an easily accessible, readily visible Major Bus Stop / Transfer and associated infrastructure is within the berms on Bob Robertson Drive to the west of Clayton Place. It is anticipated that, as the emerging Key Activity Centre grows, the relevant public authorities will establish this Major Bus Stop / Transfer in response to increasing demand for public bus services in this part of the district.

Bus stops on the western and eastern sides of Garlick Street are also indicatively shown and can be accommodated within the public road carriageway. Their specific location will be determined having regard to the location of the proposed pedestrian linkage across Garlick Street, the latter to be established once details of development proposals on either side of Garlick Street are known.

Pedestrian Linkages

The emerging Key Activity Centre is in a location that will be walkable from the Ravenswood residential area, northern part of Woodend, and to a lesser degree the western part of Pegasus. The Outline

Development Plan provides for a high degree of connectivity between the pedestrian network and the existing pedestrian infrastructure on nearby routes.

These linkages include:

- a. Access to the extensive area of landscaped open spaces to the north of the Key Activity Centre which is also used for stormwater detention.
- b. A safe crossing facility of Bob Robertson Drive proximate to the indicative Major Bus Stop / Transfer and Principal Shopping Street within Lot 203.
- c. A safe crossing facility between the consented core retail activities on the northern side of Bob Robertson Drive, and similar activities within Lot 203, with the specific location of the crossing determined once details of development proposals within Lot 203 become known.
- d. Access between the town square/reserve and the Taranaki Stream riparian corridor and community linkage.
- e. Access between Lot 203 and the area on the western side of the Key Activity Centre, across Aitkin Street.
- f. Access between Lot 203 and the area on the eastern side of the Key Activity Centre, across Garlick Street.

Internal Vehicular, Pedestrian, and Cycling Linkages

Within the Outline Development Plan area, a range of pedestrian routes are defined in locations that will support a legible, safe, and well-connected town centre walking environment. The internal vehicular and pedestrian linkages and principal shopping street notated on the Outline Development Plan should integrate with the pedestrian routes, public transport infrastructure, existing cycling infrastructure, and existing vehicular access and intersections, to provide safe and legible access to and within the Key Activity Area.

As both Bob Robertson Drive and Garlick Street are important for through traffic and providing access, the streetscape requires a carefully considered approach to integrating the internal and external access and linkages. Specifically:

- a. Red dashed lines on the Outline Development Plan identify the locations where the internal vehicular and pedestrian linkages and principal shopping street intersect with the surrounding road network could be located. The specific locations will be subject to assessment against District Plan vehicle crossing or intersection separation rules and are to also consider the proximity to intersections, pedestrian linkages and bus stops.
- b. On the northern side of Bob Robertson Drive internal vehicular linkages reflect the existing and proposed consented development. A pedestrian linkage across Kesteven Place connects development on both sides of this street.
- c. To the south of Bob Robertson Drive, the internal vehicular and pedestrian linkages and principal shopping street are indicatively shown, with the specific location to be determined once details of development proposals within Lot 203 become known. Footpaths will be provided on both sides of the internal vehicular and pedestrian linkages and principal shopping street.
- d. Carparking areas shall consider and provide for pedestrian desire lines.
- e. Internal cycling infrastructure shall connect to the wider cycling network.

Lot 203 Town Centre Block Pattern

The Outline Development Plan shows the proposed town centre block pattern for Lot 203. The size of the blocks will vary according to the footprints of buildings needed to support core retail and other commercial activities, as enabled by the TCZ. The indicative internal vehicular and pedestrian linkages and principal shopping street are proposed between:

- a. Garlick Street and Aitkin Street.

- b. Bob Robertson Drive and the east-west linkage described in a).
- c. The internal vehicular and pedestrian linkages and principal shopping street can be moved in north-south and east-west directions to connect with existing roads at the locations shown by red dashed lines on the Outline Development Plan. The block pattern is further supported by the principal shopping street and associated town square/reserve.

Principal shopping street

The principal shopping street will provide for two-way vehicular traffic with parallel parking on both sides. Footpaths will also be provided on both sides of the principal shopping street to support small format retail activities and pedestrian amenity.

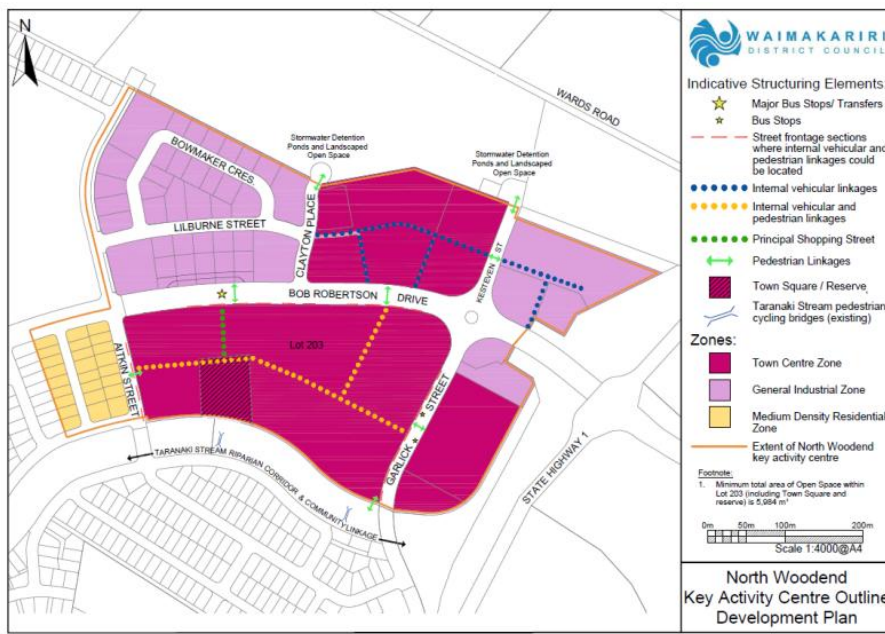
Town square / reserve

The town square/reserve supports the block pattern by including a pedestrian linkage from the principal shopping street through to the Taranaki Stream riparian corridor/community linkage and the existing pedestrian/cycling bridges across the Taranaki Stream. While the location of the town square/reserve is flexible, it should be physically and visually connected to the principal shopping street and Taranaki Stream. A development threshold rule requires the town square/reserve to be developed before development of the final stage(s) of Lot 203 can occur.

Residential Living

The Outline Development Plan provides for residential intensification by including the more intensive MRZ within the Key Activity Centre and by permitting residential activities above ground floor level in the TCZ of the Outline Development Plan.

[insert ODP158A, colours and zone names updated for consistency with the PWDP]





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