

OUTLINE DEVELOPMENT PLAN –PREBBLETON – SOUTH WEST

INTRODUCTION

The Outline Development Plan (ODP) is for an area of land located in the southwestern corner of Prebbleton sitting with the block bounded by Trents Road, Shands Road, Hamptons Road and Springs Road. The eastern extent of the ODP area adjoins the Sovereign Palms subdivision which borders Springs Road. The ODP has road access onto Trents Road, Shands Road and Hamptons Road and into Sovereign Palms, however the ODP proposes no new accesses onto Shands Road.

The ODP uses urban design principles to set the general pattern of development over the area to guide future development and provide a degree of certainty for all parties in the establishment of land uses across the site. It provides a design rational for the key structure elements namely the road network, cycle and pedestrian network and access to open space.

Consistent with the Greater Christchurch Urban Development Strategy and the Canterbury Regional Policy Statement the ODP provides an opportunity for density which meets the objectives of those planning documents as well as being generally in keeping with the strategy set out in the Prebbleton Structure Plan.

URBAN DESIGN

Design principles that underpin this ODP are in line with the New Zealand Urban Design Protocol and promote the following environmental outcomes:

- An urban form which encourages a community to develop
- A safe and healthy living environment
- Integration of the roads within the neighbourhood area with arterial roads and potential public transport routes
- Provision for a network of cycle and pedestrian routes
- Access to new reserves within this ODP and neighbouring ODP areas
- Opportunities for medium density residential development which relate well to each other and are strategically located in relation to open space.
- A development that meets the District Plan policies to achieve an overall increase in residential density, urban consolidation and compact urban form
- Trents Road and Hamptons Road frontage are to be upgraded to an urban standard in accordance with the Engineering Code of Practice. These frontages are to encourage properties to front these roads as well as providing for walking and cycling connections within Prebbleton and between Prebbleton and Lincoln and Rolleston.
- Educational Facilities: The provision of new educational facilities can be provided within the block or in the wider area albeit subject to a needs assessment.

DENSITY

The ODP area is to achieve a minimum of 12 households per hectare. It supports a variety of lot sizes within the Living Z framework to achieve this minimum density including medium density and comprehensive development.

The ODP area predominantly provides for lower density sections, with medium density along primary roads supported by adjoining reserves. Additional medium density and comprehensive developments may be provided through the subdivision consent process to provide choice and achieve this density. The criteria below should apply to consideration of the identified and any additional medium density and comprehensive development areas:

- Ability to access future public transport such as bus routes
- Access to community and neighbourhood facilities
- Proximity to neighbourhood parks and green spaces
- North west orientation where possible for outdoor areas
- Distribution within blocks to achieve a mix of section sizes and housing typologies

Lower density lots with a minimum site area of 1500m² are required along the Shands Road frontage due to safety and noise associated with high traffic volumes on Shands Road.

Existing dwellings and buildings will have to be taken into account when investigating subdivision layout and design.

MOVEMENT NETWORK

Access to the site is provided from the existing frontage roads of Trents and Hamptons. In addition, there is provision for connections to the neighbouring Sovereign Palms development.

A main primary road runs north-south from Trents Road through to Hamptons Road. Secondary roads running east-west will connect with this primary road and provide connections through to the east and Sovereign Palms where it is expected that public transports routes will deviate or extend to. An additional north-south primary road is proposed to provide an extension of Guilder Drive through to Hamptons Road. Three additional secondary north-south roads through to Hamptons Road are proposed to complete the network level movement within the ODP area.

Walking and cycling routes will generally be provided as part of the roading infrastructure. In addition, separate routes are provided to connect the western boundary of Sovereign Palms through land already vested and/or developed for this purpose from Peso Place and the reserve east of the Sterling Drive/Farthing Drive roundabout.

GREEN NETWORK

Four reserve areas are provided for in locations which provide good accessibility for residents. Medium density housing is to be located around three of these reserves to promote a high level of amenity for housing and compensate for any reduced private space available to individual properties.

BLUE NETWORK

The roading layout is largely based on lower lying areas which will then provide for secondary pathways for stormwater. Stormwater from roofs and hardstand areas will be directed to on-site soakholes meeting the required Canterbury Regional Council standards.