Proposed District Plan Change 7

Outline Development Plan Area 6 - Rolleston

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 6 as identified in Proposed District Plan Change 7 (PC7). Area 6, comprising roughly 83 ha, is bound by Dynes Road to the North, Goulds and East Maddisons Roads to the West and areas recognised by Council as future residential growth areas to the south and east.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- Policy B4.3.7 and B4.3.68 of PC7
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol

The ODP provides an overarching framework for the various key structural elements that underpin the proposed development. This has been achieved by breaking down the ODP into 4 layer diagrams as follows:

(1) DENSITY LAYER DIAGRAM

Development pattern including the distribution of various anticipated land uses and residential densities;

(2) MOVEMENT NETWORK LAYER DIAGRAM

Connectivity linkages, accessibility and interaction

Road hierarchy access and distribution

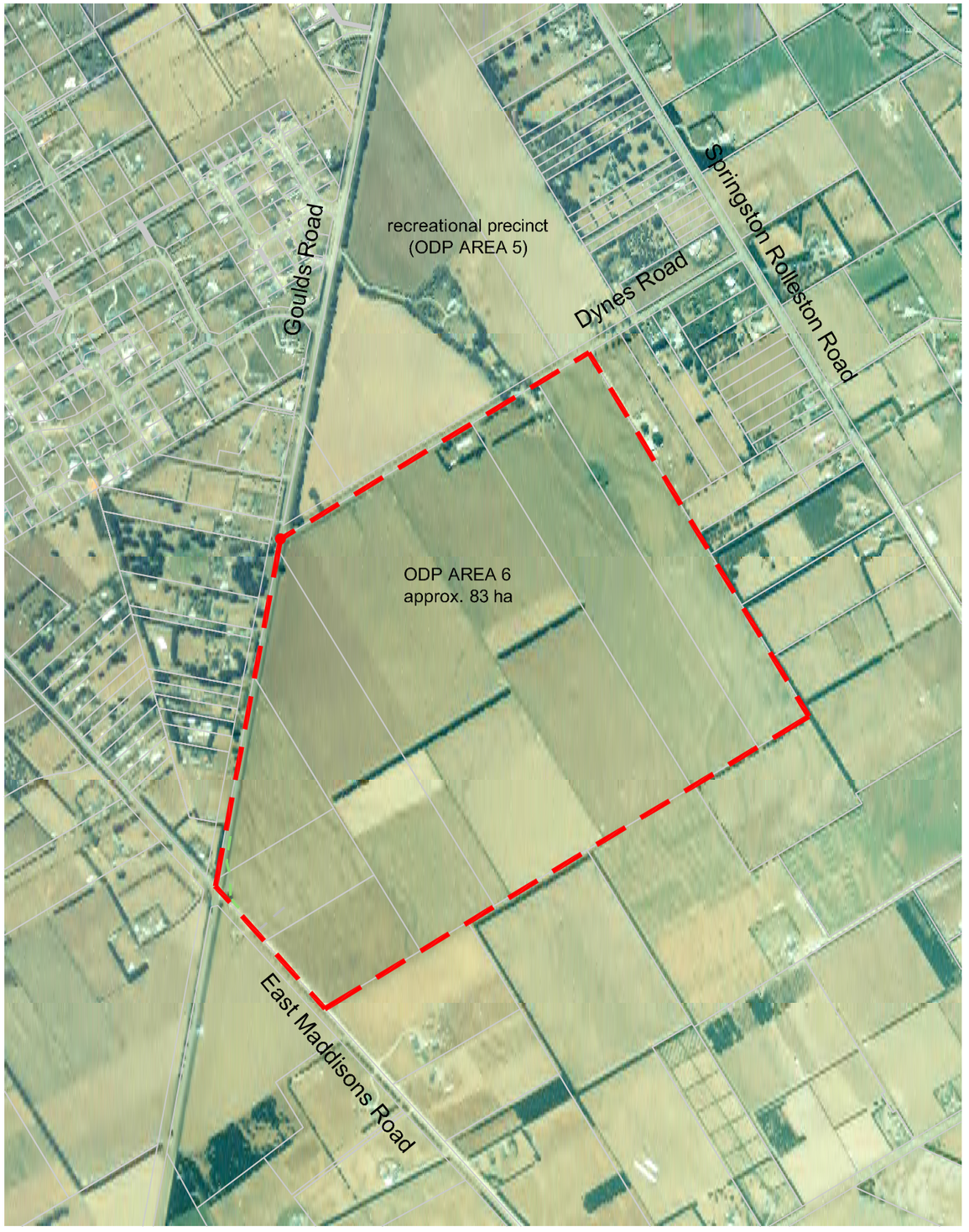
Pedestrian and cycle network shared use and safety

(3) GREEN NETWORK DIAGRAM

Open space network public recreation reserves, 'green' corridors and stormwater integration

(4) BLUE NETWORK DIAGRAM

Infrastructure network water, stormwater and wastewater management



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DENSITY LAYER DIAGRAM

RESIDENTIAL DENSITY

The ODP provides for a variety of allotment sizes from medium density residential areas of 15 to 20 households/ha through to larger 'standard' residential properties. Generally the density is higher within the northern part of the site and around key amenity areas and decreases towards the southern edge. The highest density housing is to be located in direct proximity to the proposed neighbourhood and local centres and larger open spaces such as the proposed adjacent recreational precinct, green corridors and neighbourhood parks. The ODP Area shall achieve a minimum net density of 13 households/ha.

NEIGHBOURHOOD CENTRE

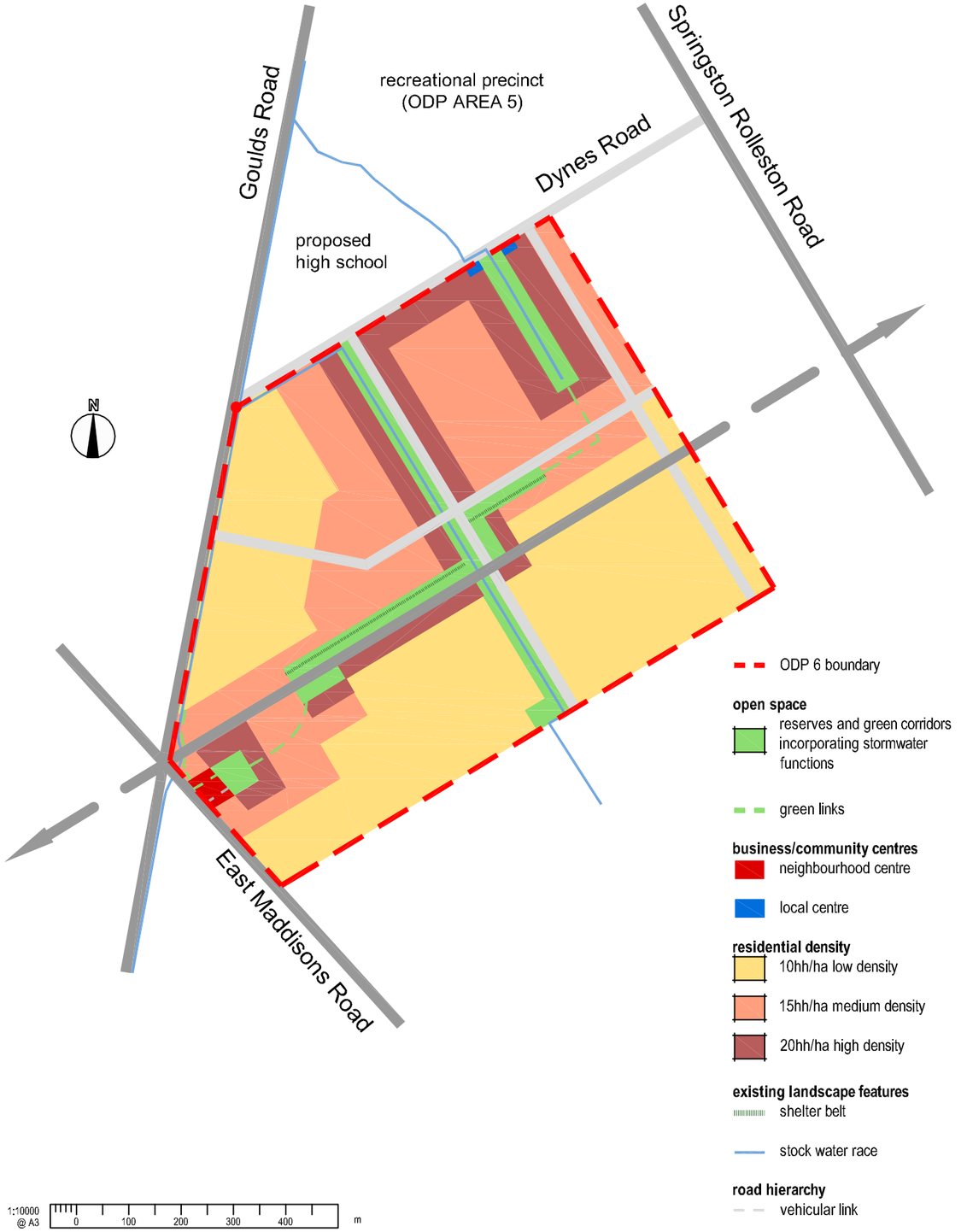
A neighbourhood centre of approximately 5,000m2 (land area) will be located in the vicinity of the Goulds Road / East Maddisons Road intersection. The Centre will make provision for approximately 2,000m2 gross retail floor area to cater to local weekly and day-to-day retail requirements, though other non-retail uses (such as other business and/or community facilities) may also be appropriately located in the Centre. Additional land is also required for associated carparking and landscaping to service the eventual activities established in the Centre.

Approximately 3,500m2 of the Centre's total land area will be located within ODP Area 6 and it's primary frontage will address East Maddisons Road. To avoid the potential negative effect of the centre 'turning its back' onto the adjoining eastern residential areas, a neighbourhood park will be located directly east of the centre to provide a community hub and a secondary active frontage. Two east- west connections through the centre will allow for a high level of pedestrian permeability and encourage interaction between the Centre and the adjacent residential areas.

LOCAL CENTRE

A smaller local centre of roughly 1,000m2 (land area) on Dynes Road provides local shopping amenity and opportunities for small businesses and community facilities to serve the immediately adjacent area. In total, the Centre will provide for roughly 450m2 of gross retail floor space. As with the Neighbourhood Centre, the Local Centre will comprise land in addition to that required for retail uses to allow for carparking and landscaping.

The local centre has been located so as to generate a 'dialogue' with the proposed future recreational precinct to the north, and to enhance amenity values for the local residential environment.



MOVEMENT NETWORK LAYER DIAGRAM

The ODP provides for a range of transport options, including:

- vehicular connections linking to Goulds Road, East Maddisons Road, Dynes Road and Springston-Rolleston Road;
- active transport connections at the site boundaries to adjacent areas and internal pedestrian and cycle corridors to encourage viable alternatives to individual motor vehicles; and
- roads which will enable the provision of public transport routes through the site should such services be deemed appropriate;

Roading connections have been designed so as to balance the permeability of the site against the requirements to minimise the number of new intersections and maintain appropriate intersection spacings. The ODP employs a roading hierarchy that allows for Primary, Secondary and Tertiary Roads; however only the more significant roads (Primary and Secondary) have been shown on the ODP. As the Tertiary Roads' primary function will be to service the residential areas, their eventual layout will respond to the detailed subdivision design of those areas.

PRIMARY ROADS

Goulds Road and East Maddison Road provide primary road corridors on the Area's western periphery. Internally, the site contains one primary collector road which links the Neighbourhood Centres envisaged by the Rolleston Structure Plan at East Maddisons and Springston-Rolleston Roads. Though the collector is envisaged to cater for a large portion of through vehicle movements, it is not a high-speed corridor and rather, should provide direct access to adjoining sites. To this end, it is envisaged that the collector will interact with the adjacent neighbourhoods, rather than creating severance between them.

SECONDARY ROADS

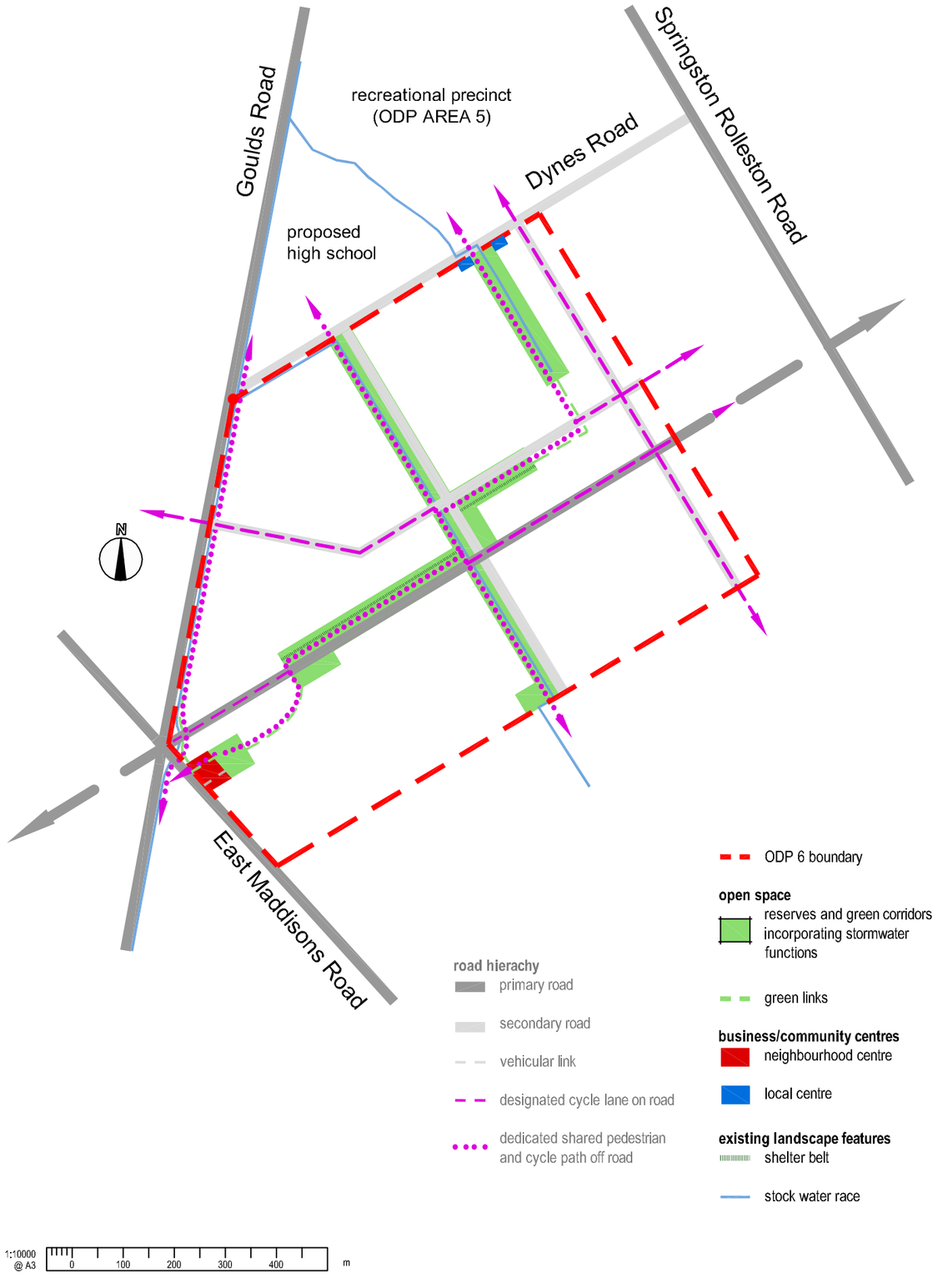
The proposed north-south and east-west secondary road connections perform similar functions to the primary roads, providing ample access throughout the site as well as good external links and connections to the immediate neighbours. Notwithstanding this similarity in function, secondary roads will assume a form which is of a more residential nature, and cater less to through vehicle traffic. In addition to the proposed internal secondary routes, Dynes Road will perform a secondary function along the site's northern boundary.

TERTIARY ROADS

An integrated network of tertiary roads will facilitate internal distribution of traffic, provide access to properties, connect open spaces within the site and offer future links to the immediate neighbours. The tertiary roads will provide a narrower carriageway to encourage slower speeds and to maintain a residential character.

PEDESTRIAN AND CYCLE NETWORK

The overall aim of the pedestrian and cycle network is to encourage active transport use within the site and to enable good connections to the wider Rolleston area. Primary and Secondary Roads will provide footpaths and safe cycle routes, including designated cycle lanes where appropriate. Tertiary Roads will also provide adequate space for cyclists and convenient pedestrian movements. Shared off-road pedestrian and cycle connections will be provided to achieve safe, attractive active transport corridors and recreational amenity.



GREEN NETWORK LAYER DIAGRAM

The ODP reflects and adds to the green network anticipated in the Rolleston Structure Plan.

A range of reserve types and sizes are proposed to create a connected open space network, whereby parks will be linked via green corridors formed along existing stockwater races and along new roading corridors.

To reflect the identity and character of Rolleston as a rural town, future development should retain portions of existing shelterbelts where practicable or incorporate similar landscape design elements along green corridors.

Incorporating new structural vegetation, stormwater swales and 'green' streets, four green corridors and green links will contribute generously to the area's sense of place and overall amenity. The green corridors, as well as the proposed neighbourhood parks, are located immediately adjacent to higher density residences to compensate for reduced private open space on individual allotments. In addition, co-locating the key green spaces alongside residential sites will allow passive surveillance for enhanced safety and security.

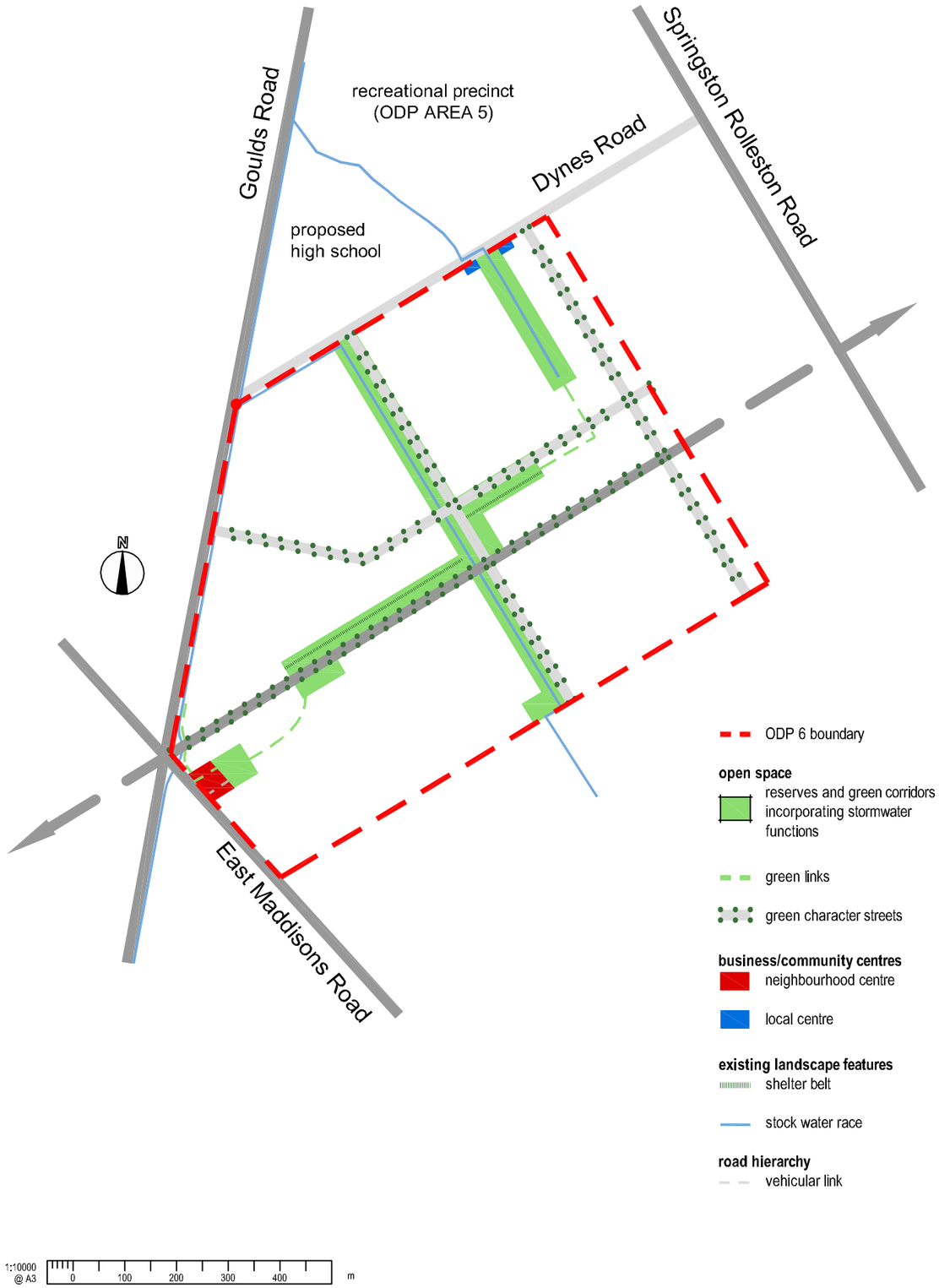
Neighbourhood parks will be located to ensure that an open space is within 400m walking distance from any new dwelling. The parks will be of varying sizes to reflect both their purpose and their neighbourhood's character and will include both active and passive functions.

Portions of the green network will also perform a stormwater conveyance and treatment function, particularly for runoff from roads and hardstand in public spaces. Opportunities for pedestrian and cycle paths will also be realised in the design of future reserves and green links to ensure a high level of connectivity is afforded to residents and visitors, and to maximise the utility of the public space.

Council's open space requirements cited in the LTCCP and Activity Management Plans should be referred to during subdivision design. For example current council standards stipulate a maximum of 1.2ha of open space for every 1000 new residents. Where any additional reserve areas may be proposed at subdivision stage, alternative arrangements may be made for any additional open space land that the Council does not take towards reserve contributions. These arrangements may include purchase by the Council with a corresponding targeted rate, gifting the land to the Council, or other mechanisms as may be agreed at subdivision stage.

No specific mitigation treatment is required for Area 6 to address potential reverse sensitivity effects. Adjoining land uses to the south and east are not of a nature that would require specific effects management at the rural/residential interface over and above the decreased residential density in this portion of the ODP Area.

Moreover, as these adjoining areas are anticipated by Council strategic planning policy for future urban use, ODP Area 6 makes provision to integrate with them, rather than become isolated from them.



BLUE NETWORK LAYER DIAGRAM

STORMWATER

The underlying soils are relatively free-draining (mostly gravels) and infiltration to ground is generally the most appropriate means of stormwater disposal. The public stormwater system will primarily only be required for runoff generated from within the road reserve, as individual buildings will be able to dispose of roof water directly to ground within private properties. Where there is potential for the stormwater to be contaminated (e.g. road runoff), treatment will be incorporated into the stormwater system prior to disposal.

There are a range of options available for the collection, treatment and disposal of stormwater. Final treatment solutions will be determined through detailed site investigations during subdivision stages; however, common themes will be achieved throughout the area, including that systems will be designed to integrate into both the roadway and reserve environments. The ability to add amenity value, beyond a pure stormwater function, will also be key component to the overall design.

The stormwater conveyance and disposal systems proposed for this site will be consistent with other effective stormwater systems commonly used within Rolleston. The relatively flat nature of the site necessitates the management of stormwater treatment and disposal to be undertaken as a number of discrete catchments, rather than conveying stormwater from the entire site to one central treatment location. However, to minimise on-going maintenance costs and maximise integration potential, the number of these treatment areas will be minimised and main stormwater treatment areas will be located within the major open spaces

WASTEWATER

Ground levels slope naturally to the south, making a primarily gravity wastewater network entirely feasible. The area immediately adjacent to Dynes / Goulds Road intersection is currently able to connect, via gravity, to the existing wastewater network. Further expansion of the existing wastewater network will be required to enable the remaining majority of the site to connect. The Council's proposed East Selwyn Scheme outlines how the existing wastewater network will be expanded to service this area. As anticipated by the Scheme, wastewater from this site will connect into the extended SDC trunkmain system along Springston Rolleston Road. The alignment of these connecting pipelines will follow proposed road and pedestrian connections to Springston Rolleston Road. These connections pass through the land immediately to the east of the ODP Area 6.

If the staging of development is such that this land between ODP Area 6 and Springston Rolleston Road is not initially available for a piped route, then a temporary pump station(s) could be constructed to divert flows around this land.

WATER SUPPLY

The water reticulation will be an extension of the existing water supply in Rolleston. Selwyn District Council currently has plans to commission additional water bores, to match the expected increase in water demand from the identified growth areas. If required, an additional bore field could be incorporated within the development of this site to assist servicing requirements for the southern development areas.