

ROLLESTON OUTLINE DEVELOPMENT PLAN AREA 3

Introduction

This Outline Development Plan (ODP) is for the SR3 area as identified in Plan Change 7. It provides the design principles that will underpin development of the area. Development applications will need to demonstrate consistency with the final ODP that is formulated for the area.

The design principles that underpin this ODP are in line with Policy 7 (Development Form and Design and Policy 8 (Outline Development Plans and Changes of Zoning in District Plan) of Plan Change1 to the Regional Policy Statement and the Development Principles of the Rolleston Structure Plan. Subdivision development of SR3 will need to provide a contextual analysis of this area as outlined in Section 3 of the SDC Subdivision Design Guide.

This ODP explains the design rationale behind the key structuring elements which underpin the ODP including the following:

- Movement network: including road, public transport, cycleways and pedestrian connections
- Infrastructure network: including water, stormwater and wastewater
- Open space network
- Development pattern

Movement Network

A legible road hierarchy providing integrated connections throughout SR3 and to existing subdivisions in Rolleston is to be achieved, as follows.

Primary access to SR3 from Levi Road through planted wide “Avenues”. The avenues provide a connection between the local roads and main collector/arterial roads, eg Levi Road. The proposed treatment of these avenues will accommodate swales and tree planting in a central reserve and generous berms to provide an attractive landscaped entry to the area.

“Local Area Streets” will structure the subdivision area and connect it to the adjacent residential area to the west. These roads are able to accommodate on street car parking and tree planting on both sides. The carriageway width is sufficient to accommodate swales where required and a bus route.

“Neighbourhood Streets” provide access to the remaining pattern of neighbourhood and residents streets. In addition, where necessary, private right of ways are used to access up to 6 lots.

A potential bus route can be accommodated along the large local roads and connect through to the adjacent residential subdivisions. The vast majority of the proposed residential lots would be within 200m of a potential bus route.

Dedicated cycleways have been included along the avenues and cyclists can be accommodated within the carriageways of other large local and local roads. The

principle of walkability has been incorporated through the use of a connected road pattern, additional pedestrian links and the location of open spaces.

Infrastructure Network

Water connections will be supplied through the existing water supply in Rolleston. All water mains will follow the road network or pedestrian routes.

Within SR3, stormwater is to be accommodated through a combination of swales and below ground management and treatment devices, accommodated within the road reserves.

Sewer connections will require an extension of the existing sewer main in Levi Road into SR3. This will enable sewage for these properties to connect in to the existing sewer network via gravity. A new pump station will be required to collect the flow and pump it into the existing sewer network.

Open Space Network

A number of neighbourhood parks are included within SR3. These are located to ensure open space is provided irrespective of the sequencing of development and the pattern of land ownership. All properties within SR3 will be within five minutes walk or 400m radius of a neighbourhood park.

The neighbourhood parks are located such that pedestrian links can be made to the potential future greenbelt along the eastern side of SR3 and/or the surrounding rural area. These neighbourhood parks measure just over 2000m² each in area, are overlooked by adjacent housing and are appropriate for children's playgrounds and passive recreation.

The location of the reserves is such that they are surrounded by active fronts, namely the front boundaries of residential properties. This ensures passive surveillance and increased security.

Development Pattern

Over the ODP area a minimum net density of 10 households per hectare is to be achieved (with a minimum of 484 households). Lots along the rural periphery and Levi Road have an area greater than 1000m² and in total, the average lot size shown on the ODP is 750m².