

Note:

The location of medium density sites will be determined at the time of subdivision in accordance with the ODP guidance under 'Land Use and Density'

Outline Development Plan
OVERALL Plan
 Area 14 - Rolleston

OUTLINE DEVELOPMENT PLAN AREA 14

INTRODUCTION

This ODP Area 14 comprises approximately 53 ha of land at the eastern edge of Rolleston, bounded by Levi Road to the north-west, ODP Area 4 to the west, Lincoln Rolleston Road to the south-west and Nobeline Drive to the South. The Area is split into three portions, with the northern and southern portions zoned Living Z while the middle portion of the area is zoned Deferred Living Z, reflecting that it is within the southernmost portion of the current Christchurch International Airport 50 dBA Ldn noise contour (CIAL noise contour). Deferred status shall be lifted by Council resolution once the 2022 Independent Expert Panel review of the CIAL noise contour confirms that the land is no longer subject to the contour and associated policy restrictions which seek to avoid the establishment of noise sensitive activities. Until this occurs, development of this land for noise sensitive activities shall be a non complying activity.

DENSITY PLAN

The ODP area shall achieve a minimum net density of 15 households per hectare, averaged over the northern portion area; 12 households per hectare, averaged over the mid and southern portion of the area.

The zoning framework supports a variety of site sizes to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum net density of 12 or 15 households per hectare respectively for each overall area can be achieved, will be required.

The development will be shaped by these key design elements:

1. The extension of Broadlands Drive across the site to create a green link between Foster Park and the future District Park to the east of the area
2. Diverse living environments supported by open green spaces
3. A high amenity for all internal connections to support pedestrian and cycle movement
4. A strong interface and new connections with the immediate residential neighbourhoods to the north and west
5. Active integration with the adjacent future District Park to the east
6. Building on the close walkable connection to the town centre

The area's proximity to the town centre of Rolleston, and the associated services and facilities contained within it, supports some medium density housing within the centre of the area, in proximity to the identified reserve area and adjacent to the future District Park.

MOVEMENT NETWORK

Lincoln Rolleston and Levi Road form part of the wider arterial network connecting to Christchurch and south, and includes a cycleway between Rolleston and Lincoln. The intersection of Lowes, Levi and Lincoln Rolleston Roads, and Masefield Drive is planned to be upgraded to a roundabout or traffic lights in 2025-2026.

Primary connections into the area from Levi Road shall be restricted to reflect Levi Road's arterial function, to minimise the number of new intersections and connection points and to maintain appropriate spacing between intersections.

A primary road connection is proposed as an extension to Broadlands Drive across ODP Area 4, providing a direct link to the future reserve to the east and schools and other destinations to the west. A primary road connection is also proposed as an extension of Brathwaite Drive extending east to cater for future development links.

An indirect secondary road connection is provided between the Branthwaite Drive extension and Levi Road to encourage traffic flow to remain on the Lincoln-Rolleston Road and Levi Road arterial route.

The primary and secondary roads provide a structure for the remaining internal and local road layout to be formed to provide inter-connectivity, walkable blocks and additional property access. The remaining internal roading layout must be able to respond to the possibility that this area may be developed progressively over time including that part of the ODP presently under the CIAL noise contour, should the contour be removed or reduced over this area. So as not to preclude the potential residential development of the entire ODP area in future, the extension of Broadlands Drive is to be located within the contour to maximise lot yield, and shall be constructed in conjunction with development of any adjoining land and include an allowance for the full residential development of the entire ODP. An integrated network of roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access.

Development will be staged to align with the formation of a roundabout at the intersection of Lincoln Rolleston Road and Broadlands Drive, and the extension of Broadlands Drive over ODP Area 4 to ODP Area 14.

Future transport links are shown to identify possible future connections in to adjoining blocks to the east, and from Nobeline Drive.

The transport network for the area shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be contained within the road corridor and incorporated in the design of any roads.

A connection is proposed between the shared path on Lincoln Rolleston Road and the future reserve and cycling and walking will otherwise be contained within the road corridor and incorporated in the design of any roads. Adequate space, as well as safe crossing points, must be provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements.

Separated shared pedestrian/cycle ways are to be included in

- the primary east-west routes
- the Levi Road frontages upgrade and,
- key north-south routes

Where ever possible these shared paths are to be routed through open space and reserve to activate these public spaces.

Lincoln-Rolleston Road and Levi Road frontages are to be upgraded to an urban standard in accordance with the Engineering Code of Practice.

Nobeline Drive including the intersection with Lincoln Rolleston Road is to be upgraded, including vesting of frontage where needed, to a Local Major Road standard in accordance with the Engineering Code of Practice.

GREEN NETWORK

Two public open spaces and a pocket park are included in the ODP in order to add amenity to the neighbourhood, provide relief for more compact residential clusters and provide residents with the opportunity for recreation.

The proposed reserve in the northern portion of the site forms a part of the green corridor linking Foster Park with the future District Park, the two primary reserves and the largest green spaces and recreational destinations in Rolleston. This northern neighbourhood park has the opportunity to function as the green heart of the development and offers a 'spatial break' and 'meeting place' for the medium density development and potential aged care living environments in close proximity. It promotes social interaction between a diverse range of residents and creates a hub for the local community.

The cycle and walk ways on the Broadlands Drive extension will be routed through this green space bringing the wider Rolleston community into this the heart of this new neighbourhood and allowing further opportunities for engagement.

The green reserve in the southern part of the site creates a similar focal point, albeit much smaller in scale. Here the green space functions as a local park for the neighbourhood and a break in the built environment to balance out the more built up environment.

All residents within the ODP area are able to access open space within a 400m walking radius. To provide easy access and adequate passive surveillance all reserves have minimum of two road frontages.

Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

The ODP does not identify a specific area for new education facilities, but some land may be required within the ODP area for such facilities. This will be determined in conjunction with the Ministry of Education.

A number of mitigation measures can, as appropriate, and taking into account future urban growth locations, address the interfaces of new residential development adjoining reserves or rural land. These may include compliance with operative district plan fencing rules, private covenants, consent notices or LIM notes, and street tree planting.

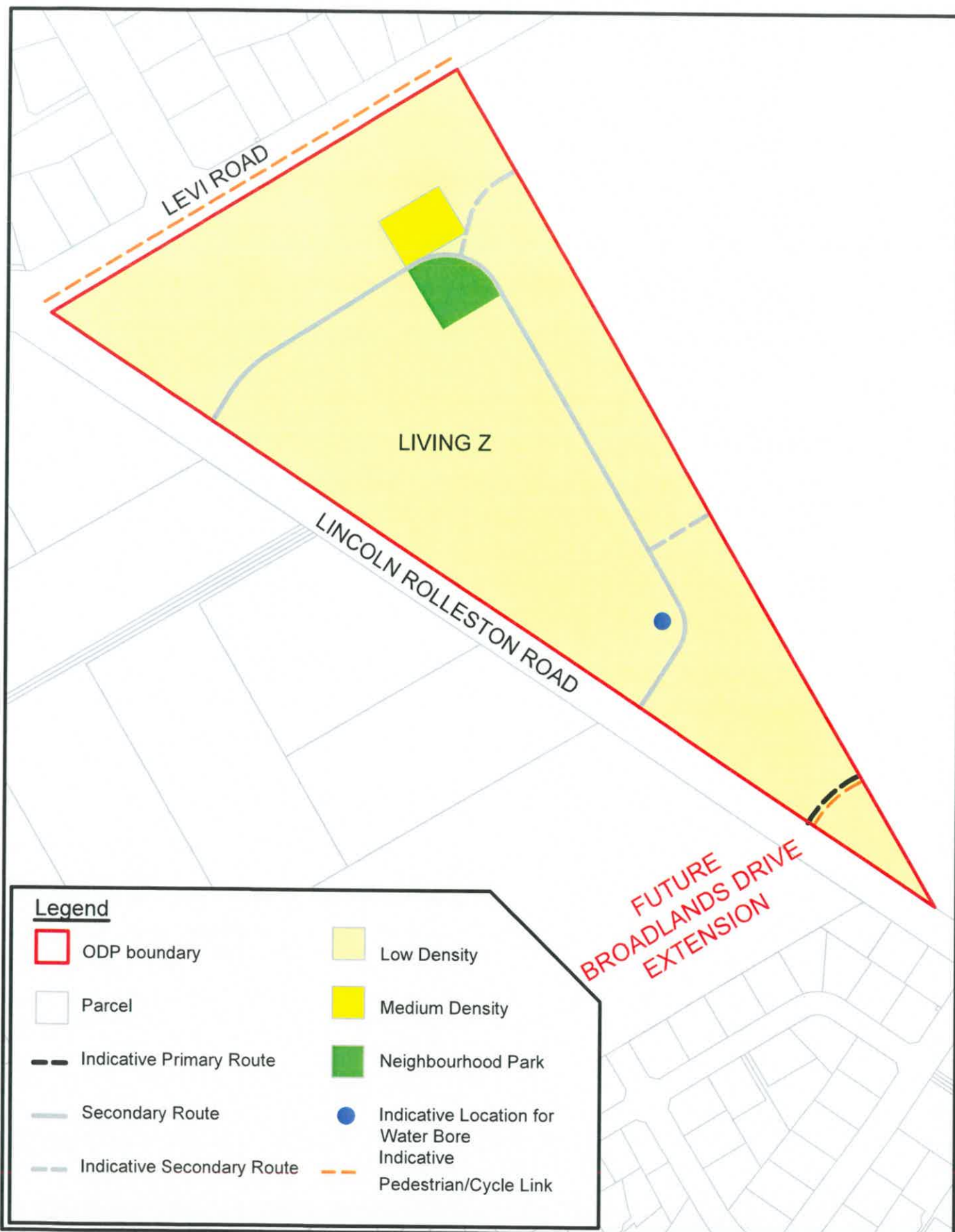
BLUE NETWORK

Potable water capacity is only available from the existing Rolleston Water Supply to the southern portion of the ODP Area. Development of the northern portion of this ODP Area is subject to the provision of additional potable water supply.

The underlying soils are relatively free-draining, and generally support the discharge of stormwater via infiltration to ground. There are a range of options available for the collection, treatment, and disposal of stormwater.

Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the road and reserve networks where practicable. The public stormwater system will only be required to manage runoff generated from within the road reserve

The provision of infrastructure to service the area shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.



Note:

Exact location of indicative primary route i.e. future Broadlands Drive extension, to be determined at time of subdivision consent in consultation with Selwyn District Council.

Provisions for additional bores might be determined at the time of subdivision.

Outline Development Plan

OVERALL Plan

Area 4 - Rolleston



OUTLINE DEVELOPMENT PLAN AREA 4

INTRODUCTION

This Outline Plan (ODP) is for Development Area 4. ODP Area 4 comprises approximately 7.2ha and is bound by Levi Road to the north-west and Lincoln Rolleston Road to the south-west. The area is identified by the Land Use Recovery Plan (LURP) as a greenfield priority area.

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

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide.

A consolidated ODP shows the key features of the development

DENSITY PLAN

The ODP area shall achieve a minimum of 10 household lots per hectare. ODP Area 4 supports a variety of allotment sizes within the Living Z framework to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum density of 10hh/ha for the overall ODP can be achieved, will be required.

The area's proximity to the town centre of Rolleston, and the associated services and facilities contained within it, supports some Medium Density Housing within the centre of ODP Area 4 and in proximity to the identified Neighbourhood Park.

- ~~Medium Density areas have been identified in accordance with the design principles of Policy B3.4.3. Minor changes to the boundaries of medium density areas will remain in general accordance with the ODP provided such changes meet the criteria below: Ability to access future public transport provisions, such as bus routes~~

Medium Density areas have been identified in accordance with the design principles of Policy B3.4.3. Minor changes to the boundaries of medium density areas will remain in general accordance with the ODP provided such changes meet the criteria:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to Neighbourhood Parks and/ or green spaces;
- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;
- Distribution within blocks to achieve a mix of section sizes and housing typologies;
- To meet the minimum 10hh/ha density requirement and development yield.

- Existing dwellings and buildings shall be taken into account when investigating subdivision layout and design.

MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a Primary Road will be the equivalent to the District Plan standards for a Collector Road standard, and a Secondary Road will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road, subject to confirmation of compliance with Council's Engineering requirements

The ODP provides for an integrated transport network incorporating a secondary loop road that includes two primary connections to access the development area from Lincoln-Rolleston Road, which have been offset from the primary route required in the adjoining ODP Area 9. The secondary loop road could either be developed to the District Plan standards of a Primary or Secondary Road.

A new primary road link in the form of an extension of Broadlands Drive will cross the southern part of the ODP Area to connect up with ODP Area 14 providing direct east-west access to the proposed District Park. **The intersection of Broadlands Drive with Lincoln Rolleston Road shall be formed as roundabout.**

No new Primary connections into the development block from Levi Road have been shown to reflect Levi Road's arterial function, to minimise the number of new intersections and connection points, and to maintain appropriate spacing between intersections. The secondary route focuses on providing ample access throughout the site to deliver a residential streetscape.

The remaining internal roading layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term inter-connectivity is achieved once the block is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access. Any tertiary roads are to adopt a narrow carriageway width to encourage slow speeds and to achieve a residential streetscape.

The transport network for ODP Area 4 shall integrate into the overall pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be contained within the road corridor and incorporated in the roading design of the secondary and (future) tertiary roads. Adequate space, as well as safe crossing points, must be provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements.

Lincoln-Rolleston Road forms part of the wider arterial network connecting to the south of Christchurch and is proposed to include a future cycleway between Rolleston and Lincoln. The intersection of Lowes, Levi and Lincoln-Rolleston Roads and Masefield Drive is planned in the Long Term Plan to be upgraded with a larger roundabout or traffic signals in 2025-2026.

It is anticipated that roads with a current speed limit over 70km/h will be reduced to support urban development by delivering a safe and efficient transport network.

Lincoln Rolleston Road and Levi Road frontages are to be upgraded to an urban standard in accordance with the Engineering code of practice.

GREEN NETWORK

A single Neighbourhood Park is to be established within ODP Area 4. In addition, a range of local reserves that vary in size and function are also required. The location of the neighbourhood park has been determined based on the **amount number** of reserves established in the wider area and to ensure people living within the development block have access to open space reserves within a 500m walking radius of their homes. The neighbourhood park and provision of local reserves will

provide passive recreation opportunities, with the Foster Recreation Park providing access to active recreation opportunities.

There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths will also be required to integrate into the open space reserves and green links to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

BLUE NETWORK

Stormwater

The underlying soils are relatively free-draining that generally support the discharge of stormwater via infiltration to ground. There ~~are~~ is a range of options available for the collection, treatment and disposal of stormwater.

Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the road and reserve networks where practicable. The public stormwater system will only be required to manage runoff generated from within the road reserve.

Sewer

A gravity sewer connection will be required through an extension to the existing sewer network to the boundary of the ODP area. Sewage from this ODP area will be reticulated to the existing Helpet sewage pumping station.

Water

The water reticulation will be an extension of the existing water supply in Rolleston. The ODP indicates the requirement for an additional water bore to be commissioned in accordance with the upgrades identified for the township.

The provision of infrastructure to service ODP Area 4 shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.

LEVI ROAD

Christchurch Airport - 50 dBA Con

PROPOSED DISTRICT PA
AS PER ROLLESTON
STRUCTURE PLAN

4

ODP 14
PC 71

LIVING Z

FUTURE
BROADLANDS DRIVE
EXTENSION

Christchurch Airport - 50

ODP 11

LINCOLN ROLLESTON ROAD

LIVING Z

NOB

