

Appendix 3: Urban Design Statement



R09 | AREA 5
RESIDENTIAL DEVELOPMENT PROPOSAL
URBAN DESIGN STATEMENT

9/11/2020 | Final

report by

a+urban
aplusurban@gmail.com



© a+urban Ltd

This document is and shall remain the property of a+urban. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Document Status	Final
Author	Nicole Lauenstein Urban Design
Date	9 November 2020

Introduction

This Design Statement has been prepared for both the plan change application for Area 5 to the Operative Selwyn District Plan and DEV-RO 9 submission on the Selwyn Proposed District Plan. Hence zone references are to the zones in both plans and ODPs in both plans (known as Development Areas in the Proposed District Plan). Some sections relate to just the Proposed District Plan or the Operative Plan respectively.

Background

The ODP is based on a Design Concept with a focus on movement connectivity and residential amenity and has been tested by developing an Indicative Subdivision Layout to confirm that:

- a density of a minimum of 12hh/ha can be achieved
- the movement network offers appropriate connectivity into and through the site for a variety of modes
- the desired residential amenity and character under the proposed GRZ requirements will be achieved

Rolleston Structure Plan

The Rolleston Structure Plan (RSP) has guided development in Rolleston over the last decade providing a clear blueprint for growth of the Township. Residential growth has been directed towards key activity centres and new neighbourhood centres as well as existing and proposed green recreational spaces and community based destinations such as schools, pool, libraries and small commercial nodes.

Growth to the north is severely limited due to the strong boundary the state highway provides which directed most of the residential growth towards the south with some expansion to the west. Expansion to the east has been limited due to the overlaying noise contour restrictions of the CHCH airport flight path.

When the Structure Plan was adopted the Noise Contour was still firmly in place and a large portion of land under the contour was identified as a future District Park for Rolleston and the wider district.

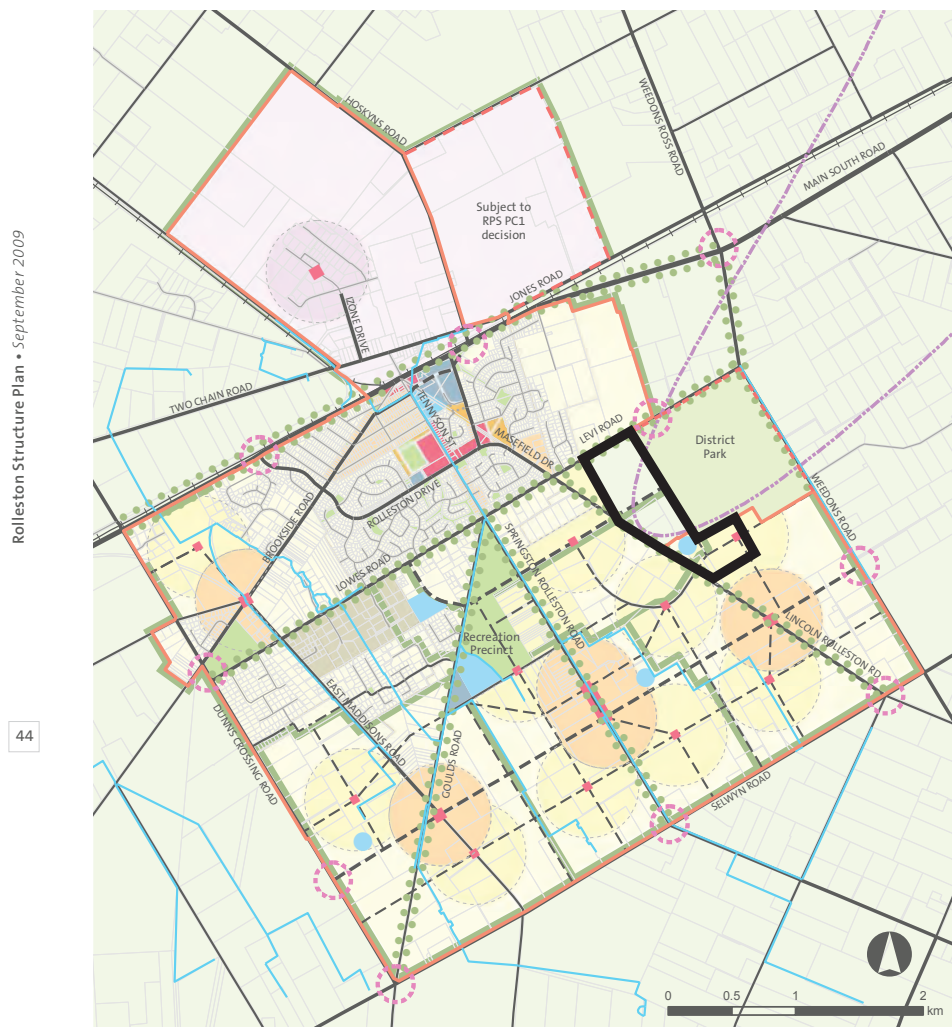
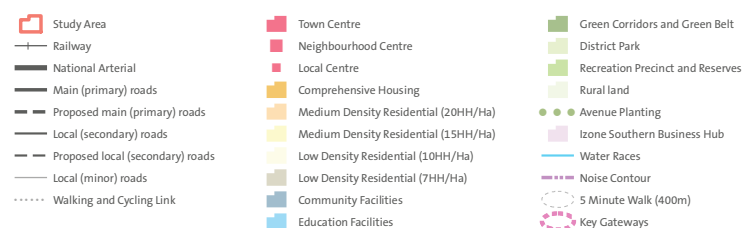


Figure 5.2: Rolleston Structure Plan



The Structure Plan also sets out key objectives and development principles to guide future growth and set achievable and desirable outcomes.

The following 6 development principles of the RSP have guided the Design Concept and Indicative Layout of the site.

Provide a public edge to public open space

- *Avoid new development 'turning its back' or privatising edges to major landscape features and recreational areas;*
- *Minimise access barriers to allow for a wide spectrum of the resident population and visitors to physically access or visually overlook these features*

Create a continuous network of open space

- *Establish an inter-connected network of open space centred on larger public open space reserves, including the Recreation Precinct and 100Ha District Park.*
- *Provide walking and cycling access and ecological links between larger reserves through the use of linear open spaces, such as green corridors, water races, avenue style street connections and smaller local parks.*

Integrate land use and movement

- *Provide a range of convenient and pleasant walking and cycling options for linking residents to key destinations;*

Higher density development at nodal points

- *Closely match the spread of population density to centres and/or key movement corridors, including public transport routes, which require the highest levels of activity and provide the higher quality amenities.*
- *Establish smaller block sizes within higher density areas to maximise the choice of routes and reduce travel distances.*

Overlapping mix of land uses

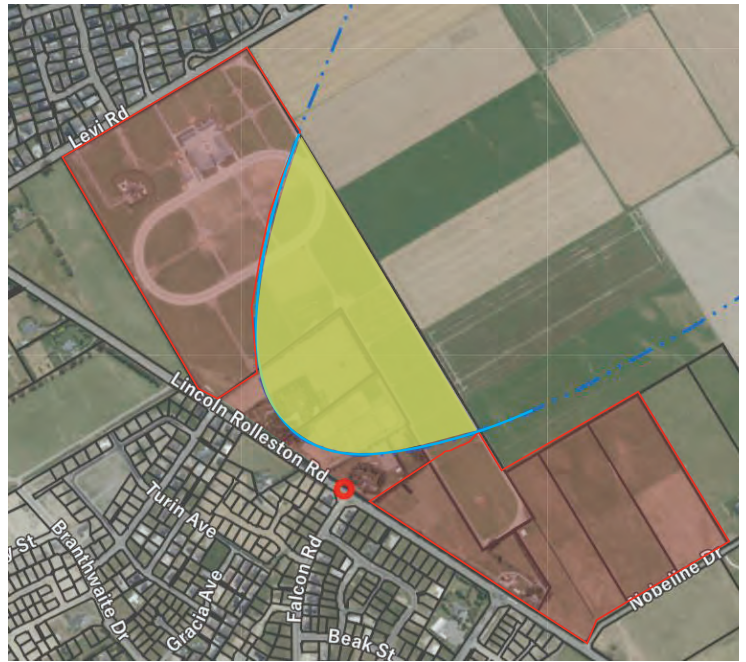
- *Provide a choice of housing typologies to cater for a range of different lifestyles.*

Consider climatic conditions

- *Street alignments should maximise the opportunity for properties to gain good sunlight and daylight access. The long end of blocks should be within 20° off north-south to offer the best prospect for buildings to be both energy efficient and address the street.*
- *Consider other climatic conditions, such as prevailing winds. Rolleston has a temperate climate that requires protection from cold easterlies, strong north-westerly winds and southerly storms.*

Future of the Noise Contour

The noise contour line is a result of the flight path of the CHCH airport and the requirements for protection of noise sensitive activities. The location of the contour line is currently under review and initial discussions with the Christchurch Airport indicate that there is a high likelihood that this contour line will retract due to changes in flight paths and technological advancements. The contour could potentially be fully removed from the application site over the short term. The design proposal has therefore treated the entire site as a potential residential development area that can respond to the current uncertainty around the retracting noise contour line.



Location and context

The L-shaped site is located approx. 750m to the south east of the town centre and bounded by Levi Road to the north, DEV-RO 9 Development Area and Lincoln Rolleston Road to the west, the future District Park to the east and Nobeline Drive to the south.

North - residential neighbourhood Levi Road

The northern neighbourhood across Levi Road has a typical LZ suburban residential character with mainly single storey detached residential dwellings. Levi Road itself displays a dual character of one residential side and a rural side with several driveways and local road providing access to the houses to the north and a typical rural boundary treatment of open style fencing and rural hedges to the south.



Although Rolleston is a fully established township in its own right with a fast-growing population supported by established commercial/ business and industrial areas and associated work places there is still a significant portion of Rolleston residents who commute to Christchurch on a daily basis making Levi Road an important and well used road connection linking to Weedons Road, Share and Ride facilities and the eastern access to the Motorway/ State Highway.

South - rural and lifestyle blocks

The southern neighbour is a cluster of rural residential dwellings on lifestyle blocks accessed via, Nobeline Drive, a shared narrow access road. These dwellings are fairly recent developments and the domestic curtilage and landscaped gardens are gradually establishing.

West - Ro1 Development Area and Lincoln Rolleston Road

Lincoln Rolleston Road is a key access road to the town centre and connects Rolleston to Lincoln and the rural land to the south east. It still has a strong rural character for most of the length along the boundary with a gradual increase in residential character the further you progress towards Rolleston centre.

The adjacent neighbourhood around Branthwaite Drive is a fairly recent infill development around some older rural residences and lifestyle blocks. It displays similar characteristics as other LZ neighbourhoods and once completed will present a more residential interface with Lincoln Rolleston Road which will continue the gradual change of the character of this road.

Lincoln Rolleston Road will be the main connecting movement corridor for the Site to the town centre, approx. 750m away and also provides an important viewshaft and tangible connection back to the rural environment and the Port Hills to the south

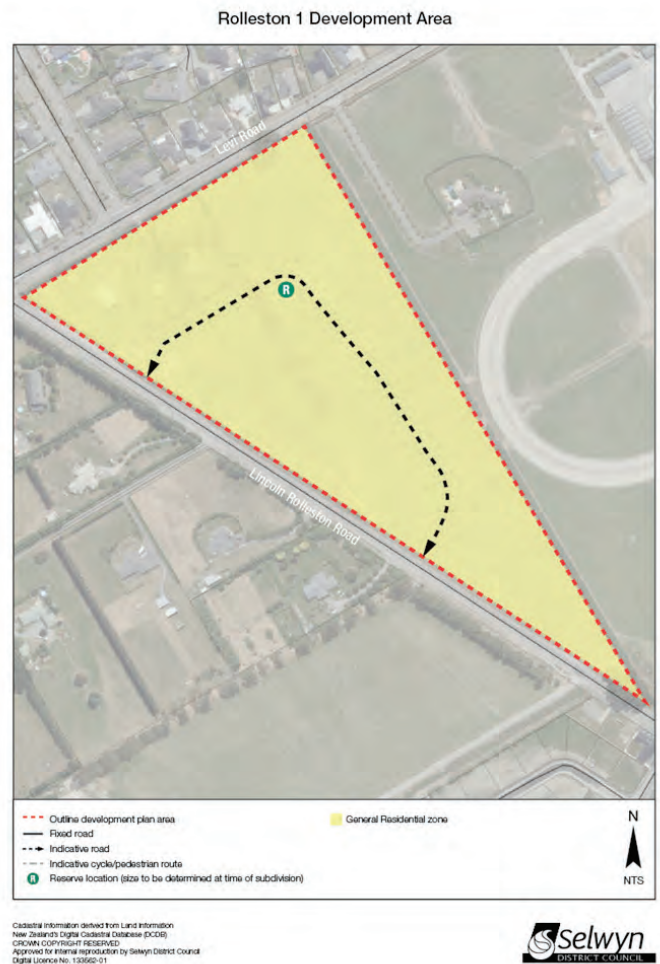


The other neighbour to the west is DEV-RO 1 Development Area – which proposes a General Residential Zone in the future. Until development starts it will however remain a rural corner akin to a large lifestyle block with a residential dwelling located at the Levi & Lincoln Rolleston Road intersection and the remaining land displaying a typical rural character.

East – rural interface and future District Park

The site shares a long continuous rural boundary with the neighbour to the east. The is zoned rural and used for grazing and other low key farming activities but has been identified as a future District Park to service all of Rolleston and the wider district. Although not yet fully resolved it is expected to provide the following recreational and community services and activities.

- recreational walking and biking,
- community sports fields,
- a larger entertainment area in the south-east corner of the reserve,
- native revegetation areas



There is currently some uncertainty around the possible extent of retraction of the noise contour line and the impact this could have on the final size of the reserve. Some portions of the land set aside for the District Park along the eastern edge of the application Site could become available for residential development. Key aspects to consider along this boundary will therefore be flexibility in type, location of future connection as well as appropriate boundary treatment.



Site Description

The site measures approx. 53.89 ha across seven titles. It is used primarily as rural residential lifestyle blocks with common domestic curtilage around larger individual dwellings. Typical of the rural edge of Rolleston the site is flat with shelterbelts delineating individual properties or functioning as internal windbreaks. Road boundaries are either planted up with rural hedges including some mature trees or display open style rural fencing enabling views across the land.



Main access points are primarily driveways to individual properties of Levi and Lincoln Rolleston Road or gated entry points onto farm tracks,

The northern part of the site contains a large dwelling, a horse training facility with an oval race training track and associated stables and storage buildings.

Along the Lincoln Rolleston Road three existing rural residential dwellings are located with direct access off the road but with a generous setback from the road boundary. Dwellings and associated garages and sheds can be seen in parts screened by established boundary vegetation and larger landscaped gardens. Through intermittent gaps between the dwellings open farm land can be seen beyond the domestic curtilage.

The remaining site is used for low intensity grazing and some small-scale horticulture associated with the rural residential lifestyle.

Urban form – cohesion and connectivity

The site is currently zoned Rural Inner Plains or General Rural as a 'left over' pocket of land between the growing residential neighbours and the future District Park – although closer to the town centre and key community facilities and recreational destinations than other areas identified for residential development.

The northern and central portions of the Site have not been identified as a future urban development area in the Rolleston Structure Plan or recent Our Space Greater Christchurch Settlement Review due to the airport flightpath noise contour line crossing over the boundary of the site. The rural/urban boundary line follows title boundaries and therefore has excluded the northern part of the Site (all in one title, Four Stars horse racing facility), even though only appx one third is under the noise contour. This approach will further ingrain the distortion of an otherwise cohesive urban form of Rolleston.

Following boundary lines versus the actual noise contour line to guide development creates an anomaly in the development pattern which excludes parts of the site from development that are not under the noise contour line. This creates an “artificial gap” in the development pattern between the existing residential neighbourhood to the west and the future District Park.

The Rolleston Structure Plan clearly identifies a green corridor and a main road linking the Foster Park Recreation Precinct with the proposed District Park. This green link goes directly through the site as an extension of Broadland Drive. It is best urban design practice to flank such strategic movement corridors with compatible activities such as active green spaces, public spaces, commercial activities and residential activities to ensure:

- safety and passive surveillance ('eyes on the street')
- high amenity for pedestrian and cyclist
- high level of activity occurs within the corridor

Leaving the site undeveloped as rural land will continue to block the connection between the recreational precinct and the district park and leave a 'no man's land' in between.

At the same time, the current rural activities will continue to be affected by the increased residential development surrounding it and become less sustainable.

In addition to the above reasons for developing the site as GRZ, the walkable distance between the Site and the Town Centre should be a key driver to include the Site as a development area. The Site is in closer proximity to the Town Centre than any of the identified growth/development areas around Rolleston and should therefore be considered a priority with regard to residential development. This is clearly supported by the key objectives and policies guiding urban growth in the Proposed District Plan and by best urban design practice.

The issue of the uncertainty around the retracting noise contour can be integrated into a design i.e. progressive staging of development. In the meantime, residential development on the land available outside the contour can create new connections to neighbourhoods and create the overarching green link between Foster Park and the District Park.

Design concept Key design drivers

- extend Broadlands Drive across the site to create a green link between Foster Park and the District Park
- create diverse living environments supported by open green spaces
- provide a high amenity for all internal connections to support pedestrian and cycle movement
- create a strong interface and new connections with the immediate residential neighbourhood north and west
- creating active integration with the adjacent future District Park to the east
- building on the close walkable connection to the town centre

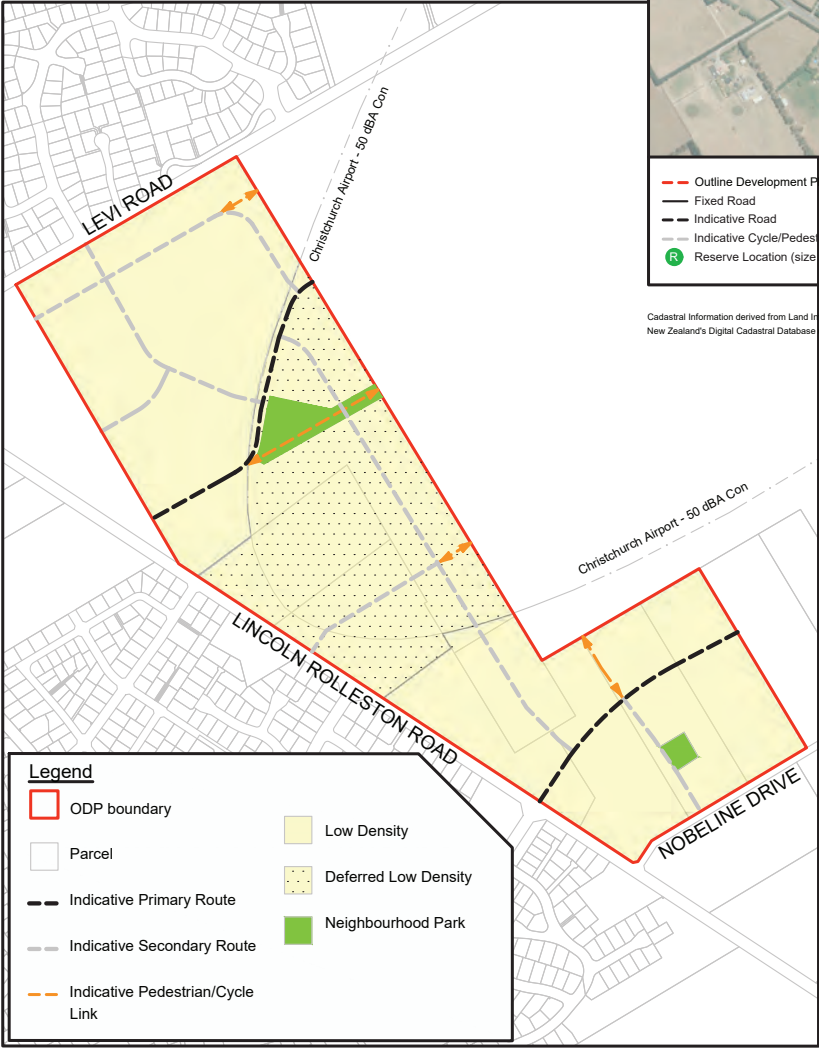
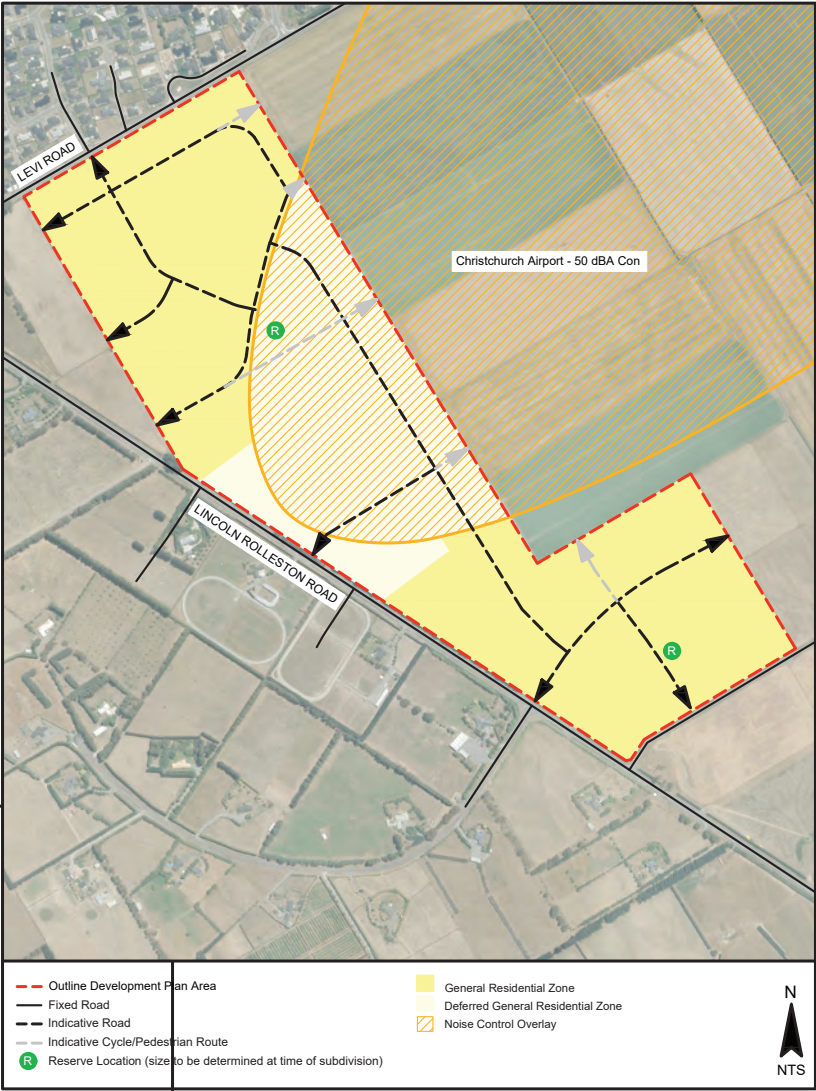
Three of these key design drivers, the east west green link, the green spaces and the key internal connections, create the underlying physical structure that guides the site layout.

From that a southern, central and a northern neighbourhood emerge that are interlinked but can also forge appropriate connections with their neighbouring activities.

Long term the underlying design concept provides an integrated, cohesive precinct but at the same time has the ability and flexibility to create standalone smaller residential neighbourhoods around greenspaces that are directly connected to existing residential areas. These neighbourhoods will grow together via early dedicated links through the noise contour area and through logical staging as the noise contour gradually retracts.



ODP/ DEV



Note:
Up to 15% of the ODP may be developed as medium density to be determined at the time of subdivision. Suitable locations may include adjoining reserves, and in small clusters throughout the ODP area.

Outline Development Plan
OVERALL Plan
Area 5 - Rolleston

NTS

Movement and Connectivity

Lincoln Rolleston Road forms the most direct link to the town centre for all modes of transport

The distance to the key shopping area, schools and other community facilities in town is approx. 750 m for the northern part and 1.5km for the southern part of the development site, and well within a 10 to 20 minutes walking distance.

The Broadlands Road extension is the key link to the wider community. It will be the primary route into the site from the west and a key distributor for the ODP/DEV area. It provides a separate dedicated shared cycle and pedestrian path to allow a safe and enjoyable journey from the new residential areas to the educational, sporting and recreational facilities in Foster Park. At the same time, it will link directly to the future large reserve / park - a district wide destination for recreational activities, such as walking and cycling, sports, entertainment.

Connectivity within the ODP/DEV area is provided through secondary roads, additional local roads (to be confirmed at detail subdivision stage) and pedestrian and cycle paths, providing linkage to all desirable destinations.

The main north south internal roads will provide safe on street cycle ways and footpaths on either side whilst their non-alignment will discourage vehicular through traffic to Levi Road.

Several links to the future reserve to the east are indicated on the ODP/DEV. These provide at a minimum a cycle and pedestrian connection but will be able to be converted into vehicular connections in response to the type of development on the adjacent land if required.

Prioritizing walking and cycling

All internal roads and non-vehicular links provide a safe environment and a high amenity to encourage the adoption of walking and cycling for the majority of trips both within the neighbourhood and further afield. The benefits of high amenity cycle and walking infrastructure are well documented and with regard to better physical and mental health, reducing emissions and energy use and general improved community social integration. The following design principles have informed the pedestrian and cycling strategy for the ODP

- Create direct routes along desire lines to key destinations, to existing and future adjacent neighbourhoods and use local 'shortcuts' for pedestrian and cycle movement where possible
- Create Safe pedestrian and cycle routes in particular for school children and elderly with passive surveillance over public pathways from adjacent activities - 'eyes on the street'
- Avoid conflict between transport modes by catering for different users and creating slow traffic environments where cycle routes are sharing the road
- Create visually interesting streetscapes to encourage walking and cycling

The ODP/DEV promotes active transport modes through the provision of a well-connected pedestrian and cycle network using the internal roading layout for general circulation and dedicated shared pathways along Broadlands Drive and Lincoln Rolleston Road to offering direct links the town centre, the new District Park and Foster Park.

The proposed internal roading pattern coupled with a minimum of 12hh/ha residential densities also encourages the provision of public transport on Lincoln Rolleston Road and a possible extension of this route along Broadlands and Levi Road to the new District Park.

Hierarchy of movement corridors

The proposed arrangement of movement corridors as defined by the ODP/DEV primarily ensure the proposed future development is

- integrated with the surrounding context
- anticipates future connection as required
- provides appropriate internal connectivity within the ODP area

The ODP/DEV includes the key roads that are vital to achieve the desired connectivity and has the opportunity to include a variety of additional local roads and accessways at the detailed subdivision design stage. A clear hierarchy of movement corridors assists with legibility in an area, particularly important in a flat terrain such as Rolleston where there are very little topographic or natural features to aid wayfinding.

The extension of Broadlands Road is indicated as the primary road traversing ODP/DEV in an east-west direction with the reserve as the end destination. This route will have a greater road reserve width than other roads to allow for additional tree planting and a greater sense of spaciousness.

Secondary north-south routes are also indicated on the ODP/DEV as well additional internal roads to provide for internal circulation and additional neighbourhood-to-neighbourhood connections.

The ODP/DEV retains flexibility with regard to additional local roads and has the opportunity to either locate local roads around the perimeter of larger reserves, have private lots directly adjoin reserves where suitable or use shared access ways with extensive opportunity for landscaping to create a high amenity and passive surveillance over these public spaces.

Block layout

The subdivision design which underpins the ODP/DEV adopts north-south blocks where practical. The north – south orientation is best urban design practice to maximize solar access for dwellings and minimize the number sections serviced via the north where private outdoor space and property access are in conflict.

This principle however, has to be balanced with other requirements and restrictions such as lot geometry, minimizing road intersections on collector roads, keeping blocks to an appropriate walkable size and making efficient use of the available land itself.

Placemaking, community and neighbourhood identity around green spaces

Two public open spaces are included in the ODP/DEV in order to add amenity to the neighbourhood, 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 allow 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.

Whilst the exact and final size of these reserves will be determined at the time of subdivision, it is anticipated that the northern green space will be larger between 4500m² and 6000m² and the southern green space will be substantially smaller around 1500m² to 2500m². Both will be able to accommodate a variety of active and passive recreational opportunities along with landscaping.

The location of the reserves is such that all residents within the ODP/DEV area are able to access open space with a 400m walking radius. To provide easy access and adequate passive surveillance all reserves have minimum of two road frontages.

Lifestyle choice and density

The ODP/DEV aims at achieving a minimum of 12 hh/ha which for the site translates to an overall yield of 660 residential sites. The area north of the noise contour will provide approximately 220 sites, the area south a further 220 and the mid area a further 220.

The Selwyn District Plan promotes diversity with respect to residential development, thereby improving choice, variety and affordability.

A range of section sizes and housing typologies is required to provide future residents with choice and variety. It promotes a mixed community reflective of the varied NZ population with a varied demographic spread. This approach creates a stronger socio and economic diversity, along with a range of price points for future residents, including more affordable options.

General Residential Zone (Minimum min 500m² / average 600m²)

The ODP/DEV is based on a GRZ/LZ zoning for the site as this zone provides the appropriate density coupled with bulk and location rules to achieve the desired 12hh/ha. This is the most appropriate density zoning to best integrate the new development into the surrounding existing and future residential environment. It will achieve a cohesive built environment.

The key elements that organise the site, the movement corridors, green links, open spaces and the underlying geometry of the Site, create a natural structure for the placement of lots. The result is a layout with a diversity in lot sizes from 400m² to 800m²+, (including small lot medium housing) varying in orientation and location offering a wide range of options that will result in diverse architectural design responses throughout the development. In a new development of this size it is important to provide opportunities for such variety to encourage social, economic and cultural diversity reflective of the wider community.

All road-facing sites have enough width to allow for breaks between built form and space for landscaping to front and side yards to soften the visual impact of built environment including fences this will contribute to the residential street character and the amenity within the public realm. In addition, the proposed road design itself and the plan provisions in relation to road side fencing will create a welcoming residential street scape.

In preparation for the ODP/DEV the proposed suite of GRZ/LZ rules guiding subdivision design and dwelling design, bulk and location have been considered with as much care as possible at this conceptual stage. Apart from minor adjustments, the rules are working well and will guide development in achieving the desired residential character.

Rules to consider under the Proposed District Plan

Road side fencing - the Proposed District Plan proposes the following with regard to fencing along road boundaries.

The above rule for the road boundary is inconsistent with the Selwyn District fencing guide and a change to

GRZ-R6	Fencing	
GRZ (excluding SCA-AD2)	Activity Status: PER 1. Any fence or freestanding wall Where: within 4m of any road boundary, is a maximum height of 1m. a site shares a boundary with a reserve: there shall be no more than one fence or freestanding wall within 5m of the boundary of the reserve, and the fence or freestanding wall shall be a maximum of: 1m in height if solid; or 1.8m in height where no more than 50% of the length of the reserve boundary of the site has fencing that is less than 50% visually permeable. the site shares a boundary with a reserve: any other fence or freestanding wall, is a maximum height of 1.8m. <i>For the purposes of calculating the maximum height under this rule requirement, where a fence is erected atop a retaining wall, the height shall be the combined distance measured vertically from the base of the retaining wall to the top of the fence.</i>	Activity status when compliance not achieved: 2. When compliance any of with GRZ-R6.1. is not achieved: RDIS Matters for discretion: 3. The exercise of discretion in relation to GRZ-R6.2. is restricted to the following matters: RES2-MAT7 Fencing

the current rules when applied to corner sites or sites with two road boundaries. It will be most difficult for north-west and north-east facing corner sites and may create unwanted side effects such as not being able to screen service areas from view. It also causes problems for sites with shared access /ROW if these are considered 'roads' and the rule applies.

The fencing to reserve boundary standard works in principle but the main fences to reserves are often built by developers to achieve a cohesive look on the actual boundary line and will often be 1m max. in height and visually permeable. This precludes the provision of additional fencing or screening for privacy for individual lots. Large lots may overcome this by having large setbacks from the reserve and the opportunity to erect a secondary screen. But this can be particularly difficult for small sites where there may not always be a setback of 5m from the boundary.

Rules to consider under the Operative District Plan

The fencing rules under the Operative Plan create some anomalies in particular for corner sites where 1.8m high road side fencing meets the 1m height restriction, or 'drop-down requirement', of the internal boundary fence within a 3m setback from the road. This creates visually awkward results and the actual reasons for the lowering of the fence:

- a high amenity street scape through cutting back fences
- increasing openness and passive surveillance over the street
- good visual plays for driveways

cannot be achieved with this combination of disparaging fencing rules.

A possible solution would be to exempt the affected corner sites from this 'drop-down requirement' and replace it with a requirement to achieve 30% visual permeability where currently 1.8m high road side fencing is permitted on corner sites and for this fencing not to extend past the front façade of the house where it faces the non-fenced road boundary. In addition this road side fencing could be set back so planting can be used to screen this visually prominent fence in parts and soften the impact it has on the street amenity.

Medium density housing

Medium density is a key housing typology to achieve such diversity and can be successfully integrated into the wider housing mix of a GR/LZ zone.

The Rolleston Structure Plan's Design Principle 4 promotes co-locating increased density with open green spaces as it is best urban design practice to locate "density around amenity" for the following reasons.

- the open space provides those residents with additional opportunity for outlook
- the public open space compensates for smaller sections and reduced recreation opportunity within the private environs
- higher numbers of dwellings around public open space increases levels of active and passive surveillance
- a more built up environment improves the spatial definition of the open space, better defining its edges
- neighbourhood parks provide additional opportunity for on-street parking to support adjacent medium density housing

Within the ODP area the most suitable locations for medium density housing are therefore around the southern

and northern neighbourhood reserves and adjacent to the future District Park to the east

Whilst “density around amenity” is a key rationale for the location of medium density residential typologies, it is not the only suitable location. Additional locations for medium density housing in smaller clusters occur throughout the development often in midblock locations around shared access roads and within quiet cul de sacs or in areas where the geometry of the underlying land creates unique ‘left over pockets and infill site suitable for smaller lots

Varying density and lot sizes allows for a better use of the land resource, aides wayfinding, legibility of road hierarchy and adds visual interest to the streetscape.

In addition, the requirement to achieve a minimum net density of 12hh/ha requires the inclusion of a generous proportion of medium density housing which should be distributed throughout the ODP in several smaller clusters where they can naturally be integrated into attractive local street with low traffic volumes.

In general, medium density should not be located next to adjoining existing residential or rural parcels owned by others or along major roads with higher traffic volumes such as Lincoln Rolleston Road and Levi Road.

The ODP does not specifically highlight areas for small site/medium density residential as these are best identified through the subdivision design process when more accurate and detailed information is available to make better informed decision and assess the suitability of each location.

The land to the east currently presents a rural interface but will in the future be either changed into a recreational reserve or possibly be developed to a similar residential density. Properties along this boundary should therefore not be large residential lots but a mix of standard and medium density residential environments to maximise the high amenity and outlook.

Interfaces

Lincoln Rolleston Road

Lincoln Rolleston Road will gradually transform from a rural road to an urban road with direct access to residential driveways. Frontages alongside the development area will be upgraded to urban standard in line with the existing developed areas to the west. This will be undertaken as part of future subdivision.

Dwellings will address the street with front doors, habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space, increasing levels of real and perceived safety;

However, Lincoln Rolleston Road will remain a key traffic route and slightly larger lots may be required along this boundary. The GR/LZ Zone does allow for a range of lot sizes and this flexibility can be used placing slightly larger than lots along this boundary to allow for north west facing outdoor areas and associated fencing to be set back from the road boundary and to better accommodate on-site vehicle manoeuvring to reduce the need for vehicles to back out onto these roads creating potential traffic safety issues.

Levi Road

Driveways will come directly off Levi Road and dwellings need to address the street with front doors, habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space, increasing levels of real and perceived safety.

The road frontage alongside the development area will be upgraded to urban standard in line with the existing developed areas to the north, this will be undertaken as part of future subdivision. This will give Levi Road a more residential character.

Similar to Lincoln Rolleston Road slightly larger and wider lots should be placed along this boundary to allow for north facing outdoor areas and associated fencing to be set back from road boundary and to better accommodate on-site vehicle manoeuvring. This will reduce the need for vehicles to back out onto this road creating potential traffic safety issues.

ODP RO 1 (Operative District Plan ODP5)

To integrate the two ODP's the low-density zone on the eastern edge of RO1 should be removed. This will increase cohesion and provide consistency with regards to bulk and location rules.

Two road connections are proposed to create good connectivity between ODPs/ neighbourhoods.

Gateways and signature entries should be avoided at the threshold to strengthen cohesion.

To integrate the two ODP's the low-density zone on the eastern edge of RO1 should be removed. This will increase cohesion and provide consistency with regards to bulk and location rules.

Two road connections are proposed to create good connectivity between ODPs/ neighbourhoods

Gateways and signature entries should be avoided at the threshold to strengthen cohesion.

District Park/ Reserve

No perimeter road to the reserve is proposed by the Council therefore access to properties along the edge will have to be internal from the west and several public links will be created to allow access through to the District Park. Passive surveillance is required over perimeter pathways in the reserve and these public access links so dwellings should have active / habitable spaces facing the reserve and /or link.

The current fencing rules for fences along reserve boundaries will provide appropriate guidance for the reserve interface with maximum fencing height restrictions and the requirement to provide passive surveillance over public spaces. The fencing style should be consistent along the full boundary i.e. rural style open fencing to create a cohesive look.

In addition, layered landscaping on the reserve side and within properties will assist to transition the scale of the build-up form into the reserve landscape and allow privacy screening and screening of service areas.

Similar fencing requirements are proposed in the Proposed District Plan and will ensure that the reserve edge treatment is consistent and presents an activated and high amenity interface.

Nobeline Drive

Nobeline Drive may need to be widened to accommodate increased traffic and to bring it in line with the required urban road standards.

Sections along these boundaries will be accessed directly from Nobeline Drive. The benefits of this include:

- Dwellings address the street with front doors, habitable room windows etc. ensuring active frontage and promoting passive surveillance of the street space
- Dwellings can locate their primary private outdoor spaces to the rear on the north side of the dwellings to maximize solar access for habitable rooms, ensure privacy and allow an open and spacious character without the need for privacy fencing along the road interface
- Dwellings along this boundary can enjoy a rural outlook and sense of address which offers a greater variety of living conditions and character;

Western boundary to rural (south of District Park)

The ODP/DEV needs to balance the current interface with the rural environment as well as anticipate that the urban area will extend on this land.

However, these lots are internally accessed from the east and a consistent fence style will act as property demarcation towards the rural neighbour to the west.

Combined with the more generous planting this will mitigate any potential reverse sensitivity towards the neighbouring rural activities. The rural neighbours are primarily new and established lifestyle blocks where the generous landscaping will create a visual buffer and transitional planting partially screening views from these lifestyle blocks into the new development thus maintaining/creating a high amenity outlook for all.

There is one proposed road connection to extend through to Weedons Road creating a connection should the urban development extent westwards in the future.

Existing dwellings

Integration of existing dwellings and their related curtilage into the denser residential development pattern is to be carefully undertaken using a variety of design techniques such as:

- Location of larger properties in proximity to existing dwellings to allow for more generous landscaping between dwellings and retention of established trees and gardens
- Creating a property overlay over the existing dwellings that allows for future further subdivision
- Providing a road layout that can support further subdivision of larger lots with existing dwellings with direct road access and avoiding rear lots

Summary and conclusion

The proposed Outline Development Plan/DEV-RO 9 captures the essential components of an underlying conceptual subdivision plan while retaining a measure of flexibility to respond to additional opportunities and constraints, as well as market changes.

In summary the ODP/DEV:

- continues the direct green link between Foster Park and the new district park/reserve through the extension of Broadlands Drive.
- provides for future connections to adjacent development in the future;
- delivers residential development at a minimum density of 12 households/hectare and provides for a variety of residential house types, lifestyles and price points;
- promotes social interaction and neighbourhood cohesion through the inclusion of neighbourhood reserves and strategically located local connections internal and external
- encourages active transport modes through the provision of shared paths that provide both internal connectivity as well as links to the wider Rolleston area with a focus on walking and cycling;
- balances the constraints of site shape, geometry and the uncertainty of the noise contour line with the desire to provide a cohesive well connected residential environment;
- responds sensitively to its interfaces with both existing and future adjacent development and the District Park
- is consistent with the development principles of the Rolleston Structure Plan.