

# 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 following 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.