

# Attachment 1 - Recommended Changes to ODP Text – Area 14

## OUTLINE DEVELOPMENT PLAN AREA 14

### CONTEXT INTRODUCTION

~~This ODP Area 14~~ comprises approximately ~~53~~ 35 ha of land at the eastern edge of Rolleston, zoned Living Z. The Area is split into two portions, with the northern portion bounded by Levi Road to the north-west, ODP Area 4 to the west and rural land to the south. The southern portion is bounded by the same rural land to the north, Lincoln Rolleston Road to the south-west and Nobeline Drive to the South. The rural land separating the two portions Area is split into three portions, with the northern and southern portions zoned Living Z, while the middle portion of the area is zoned Rural, reflecting that it is within the Christchurch International Airport 50 dBA Ldn noise contour (CIAL noise contour).

### LAND-USE DENSITY PLAN

The ~~development ODP~~ area shall achieve a minimum net density of ~~1512~~ households per hectare, averaged over the northern portion area; and 12 households per hectare, averaged over the 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 the each overall area can be achieved, will be required.

The development will be shaped by these key design elements:

1. ~~The extension of extend~~ Broadlands Drive across the site to create a green link between Foster Park and the potential future District Park to the east of the area
2. ~~create~~ diverse living environments supported by open green spaces
3. ~~provide~~ a high amenity for all internal connections to support pedestrian and cycle movement
4. ~~create~~ a strong interface and new connections with the immediate residential neighbourhoods s to the north and west, taking into account any changes in land use (refer further below).
5. ~~creating~~ active integration with the adjacent potential future District Park to the east
6. building on the close walkable connection to the town centre

In the event that a supermarket is established to the east of this ODP, in ODP Area 4, residential development should be designed to appropriately manage this interface and avoid potential reverse sensitivity effects arising. This may include minimum setbacks for residential dwellings from this interface and acoustic insulation standards.

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, ~~and~~ in proximity to the identified reserve area and adjacent to the future District Park.

### ACCESS AND TRANSPORT 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. The intersection with Levi Road and Ruby Drive shall be formed as a roundabout.

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, and not preclude the potential for future residential development of the intervening rural land, should including that part of the ODP presently under the CIAL noise contour, should the contour be removed or reduced over this area in future. In anticipation of full ~~So as not to preclude the potential residential development for of the entire ODP area in future, the extension of Broadlands Drive is to be located within the contour to maximise lot yield, and to provide a more rational design for that longer term proposition 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. This Broadlands Drive extension will be formed to an urban standard.

Future transport links are shown to identify possible future connections between the northern and southern portions, 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 carriageway 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 carriageway 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 frontage upgrade;
- the Lincoln Rolleston Road frontage upgrade, including that part of Lincoln Rolleston Road that connects the northern and southern portions of this ODP area; 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. Crossing points for pedestrians and cyclists will be provided on Levi Road and Lincoln Rolleston Road, along the site frontages, to align with key desire lines.

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.

### **OPEN SPACE, RECREATION, AND COMMUNITY FACILITIES GREEN NETWORK**

Two public open spaces 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 developer covenants, consent notices or LIM notes imposed at subdivision stage for fencing and landscaping treatments, and street tree planting.

### **SERVICING 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.