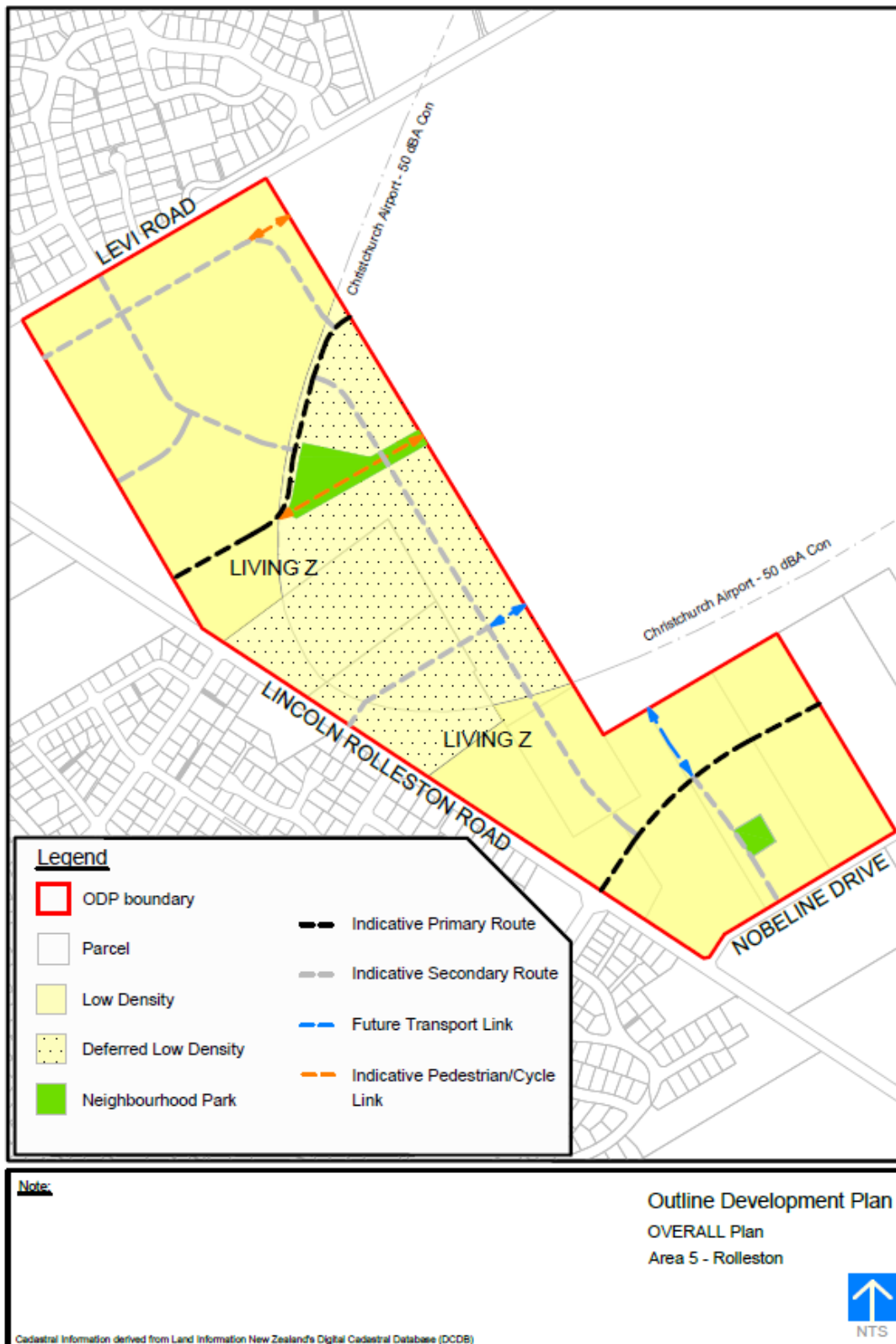


Attachment 7

Plan Change 71: Levi Road

Proposed ODP for Rolleston Area 5



Context

This area comprises approximately 53 ha of land, bounded by Levi Road to the north-west, Lincoln Rolleston Road to the south-west and Nobeline Drive to the South.

Land Use

The development area shall achieve a minimum net density of 12 households per hectare, averaged over 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 households per hectare for the overall area can be achieved, will be required.

The development will be shaped by these key design elements:

1. extend Broadlands Drive across the site to create a green link between Foster Park and the District Park
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 neighbourhood north and west
5. creating 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 and in proximity to the identified reserve area.

Access and Transport

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. In anticipation of full residential development for the entire ODP area 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. An integrated network of roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access.

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 carriageway 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 and incorporated in the design of any roads. Adequate space must be provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements.

Open Space, Recreation, and Community Facilities

Two public open spaces are included in the ODP 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.

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.

Servicing

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.