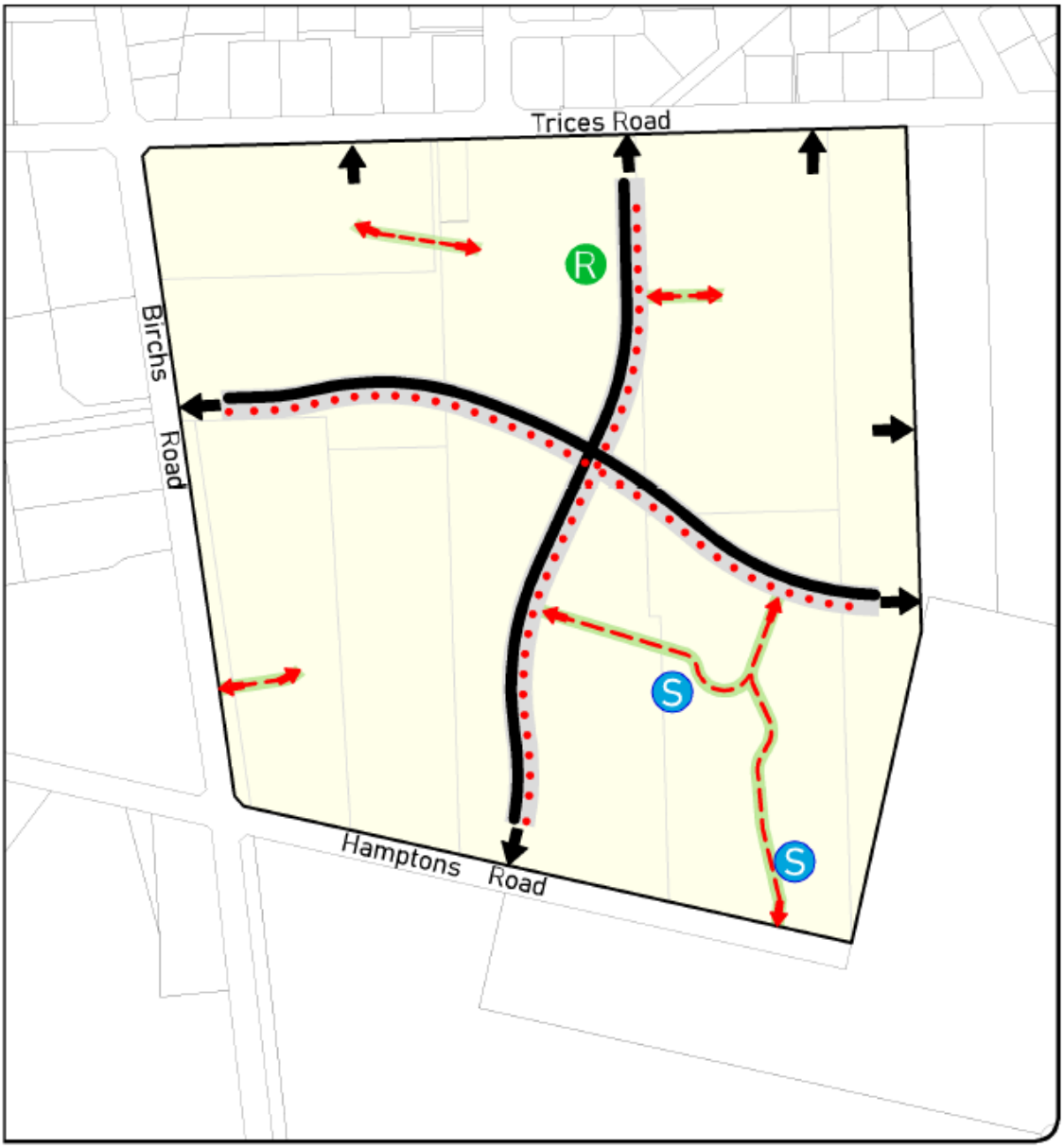
Appendix A – Revised Outline Development Plan and Narrative

Prebbleton Outline Development Area 5

Operative District Plan - Living Z



Indicative Primary Road
Potential future road connection
Indicative separated shared pedestrian / cycle path (within road corridor)
Indicative shared pedestrian / cycle path (off road)
Stormwater management area (size to be determined at time of subdivision)
Reserve location (size to be determined at time of subdivision)
Living Z Zone

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NTS

Rev 0 - 13 January 2022

Prebbleton Outline Development Plan – Area 5 – Narrative

Context
This Outline Development Plan (ODP) covers an area of 28.7ha bounded by Trices Road to the north, Birchs Road to the west and Hamptons Road to the south (the Site). The Site is contained by residential land to the north, rural land to the east, large lot residential to the west, and the Birchs Road Park to the south of Hamptons Road.

Land Use and Density
A minimum net density of 12 households per hectare (approximately 320hh) shall be achieved, averaged over the Site

The Living Z (LZ) zone allows for a range of lot sizes, which responds to the context of the surrounding area and supports variety in dwelling styles and diversity in housing typologies including medium density developments.

The ODP provides suitable locations for medium density housing. These will be appropriately located within the Site and adjacent to:

- high amenity open green space that assists in providing a sense of scale, connectivity, and accessibility
- low traffic, high amenity street environments
- primary road corridors with high amenity cycling, pedestrian and /or public transport facilities
- stormwater management areas (SMAs)/ utility reserves

Medium density areas are not specifically shown on the ODP and are to be identified as part of detailed design at subdivision stage. This is to allow for sufficient flexibility and the ability to respond to technical roading and services related matters.

The ODP allows for existing dwellings and related curtilage /garden areas integrated in the final layout if this is required. Larger lots, within the scope of the LZ zone, may be required adjacent to areas where existing trees and or dwellings are retained to allow for slightly larger setbacks avoiding shading. Any reduction in density resulting from this integration can be offset by an increase in medium density areas, or by identifying larger sites retaining existing dwellings and related garden areas as future development areas, provided at subdivision stage, it can be illustrated how these sites can be further subdivided to achieve an average density of 12 hh/ha. Consent notices on these larger site titles may be imposed to require future potential subdivision at this ultimate required density.

At the time of subdivision, consultation with Ministry of Education will consider whether it is appropriate and necessary for any land is required to be provided for education purposes within the Site, and the appropriateness of any amendments to the ODP to accommodate this.

Open Space, Recreation, and Community Facilities
Two public open spaces are included within the site to add amenity to the neighbourhood, give relief for more compact residential clusters, and provide residents with the opportunity for recreation.

A small neighbourhood reserve is located on the north south primary road just south of Trices Road. This will provide long-term protection for a group of established, specimen trees and will function as the ‘green gateway’ into the Site. It will also offer a ‘spatial break’ and casual meeting place for the community.

The SMAs in the south-east of the Site create similar focal points, albeit much larger in scale. The SMAs main purpose will be a utility reserve however the ephemeral nature of these means that they are dry for most of the year and will double as temporary recreational space.

Access and Transport
The arrangement of movement corridors will ensure the proposed future development is:

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

The roading network is focused around a direct north-south and a direct east-west primary road to facilitate access to the Site and connections to the neighbourhood.

The main north-south route connects Trices Road with Hamptons Road creating a link for vehicles, pedestrians and cyclists between the township and Birchs Road Park. It includes a separate shared pedestrian cycle way to facilitate a separation of these traffic modes and a safe environment for all users.

The second major connection runs east-west through the Site directly linking Birchs Road to future possible residential development to the east of the Site. This route also includes a separate shared pedestrian cycle way.

Birchs Road provides alternative walking and cycling options (including the Rail Trail) to the town centre and the local primary school and will give easy access to the existing public transport route between Lincoln and Christchurch City providing a good alternative to commuting by car.

Further connectivity within the Site and to immediate neighbours is provided through additional local roads (to be confirmed at detail subdivision stage) to all desirable destinations such as the neighbourhood reserve and the SMAs. These roads will provide safe on road cycling options and footpaths to complete the pedestrian and cycle friendly environment. A finer grain connectivity to the surrounding areas is provided via local roads and pedestrian and cycle paths:

- two additional potential road connections to Trices Road
- one additional potential road connection to the east
- one additional shared pedestrian / cycle path (off road) connection to Hamptons Road
- one additional shared pedestrian / cycle path (off road) connection to Birchs Road.

Any shared pedestrian / cycle path between private properties is to be of a min 10m width and amenity landscaping provisions and fencing restrictions apply.

The overarching road layout creates the key connectivity through the Site and integrates new residential development into the existing neighbourhood and wider Prebbleton development pattern along established movement corridors. It provides a variety of different access points into the Site and delivers a well laid out distribution network for the Site with a clear road hierarchy and logical movement patterns. It avoids the creation of vehicular shortcuts through the Site whilst focusing on a high amenity, permeability, and safety for non-vehicular users.

Cycling and walking are provided for by a mix of separate dedicated shared cycle and pedestrian paths within the road reserve, and off-road cycle and pedestrian paths through reserve and SMAs. Within the local street network cyclists can safely share the road with vehicles due to the lower traffic movements and introduction of traffic calming measures. All roads will provide at a minimum one footpath to provide a safe pedestrian-only alternative.

The combination of the pedestrian and cycle provisions allow a safe and enjoyable journey through the residential areas to the sporting and recreational facilities in Birchs Road Park, the neighbourhood reserve, SMAs and to neighbouring residential areas.

Road frontage upgrades
The Trices Road, Birchs Road and Hamptons Road frontages are to be upgraded to an urban standard in accordance with the Council's Engineering Code of Practice

In addition, a shared cycle / pedestrian path is proposed along part of Trices Road between Birchs Road and the primary north-south road to provide a connection to the existing Rail Trail. Alternatively, the main north-south road connection may present an opportunity to re-route the Rail Trail through the Site subject to consultation with relevant parties and appropriate design at subdivision stage.

Edge treatment – Rural
Edge treatment of rural style fencing and additional landscaping to the eastern boundary will provide an appropriate visual screen and rural character. This is to be addressed via developer covenants at subdivision stage.

Edge treatment - Rail Trail
Where properties have a direct interface with the rail trail and /or a shared pedestrian / cycle way passive surveillance and sightline are to be considered for safety reasons. This is to be addressed via developer covenants at subdivision stage.

Edge treatment – Reserves
The current fencing rules as contained in the Council Fencing Guide will provide appropriate levels of passive surveillance where properties share a boundary with a reserve.

Servicing
The Site can be serviced by connections into the existing Council services for water and sewer. Allotments will be serviced by a gravity network which in turn will require a new pumpstation.

The stormwater management system is designed to achieve hydrologic neutrality, i.e. peak flows post development match pre-development peak flows. The use of SMAs best achieves that; it has the added advantage of being designed to provide an open recreation space with walkways and appropriate plantings to add to the amenity and quality of the environment within the development. The stormwater system design takes into account the nature of flooding through the Site.

Detailed stormwater solutions are to be determined in collaboration with the Council at subdivision stage and in accordance with Environment Canterbury requirements.