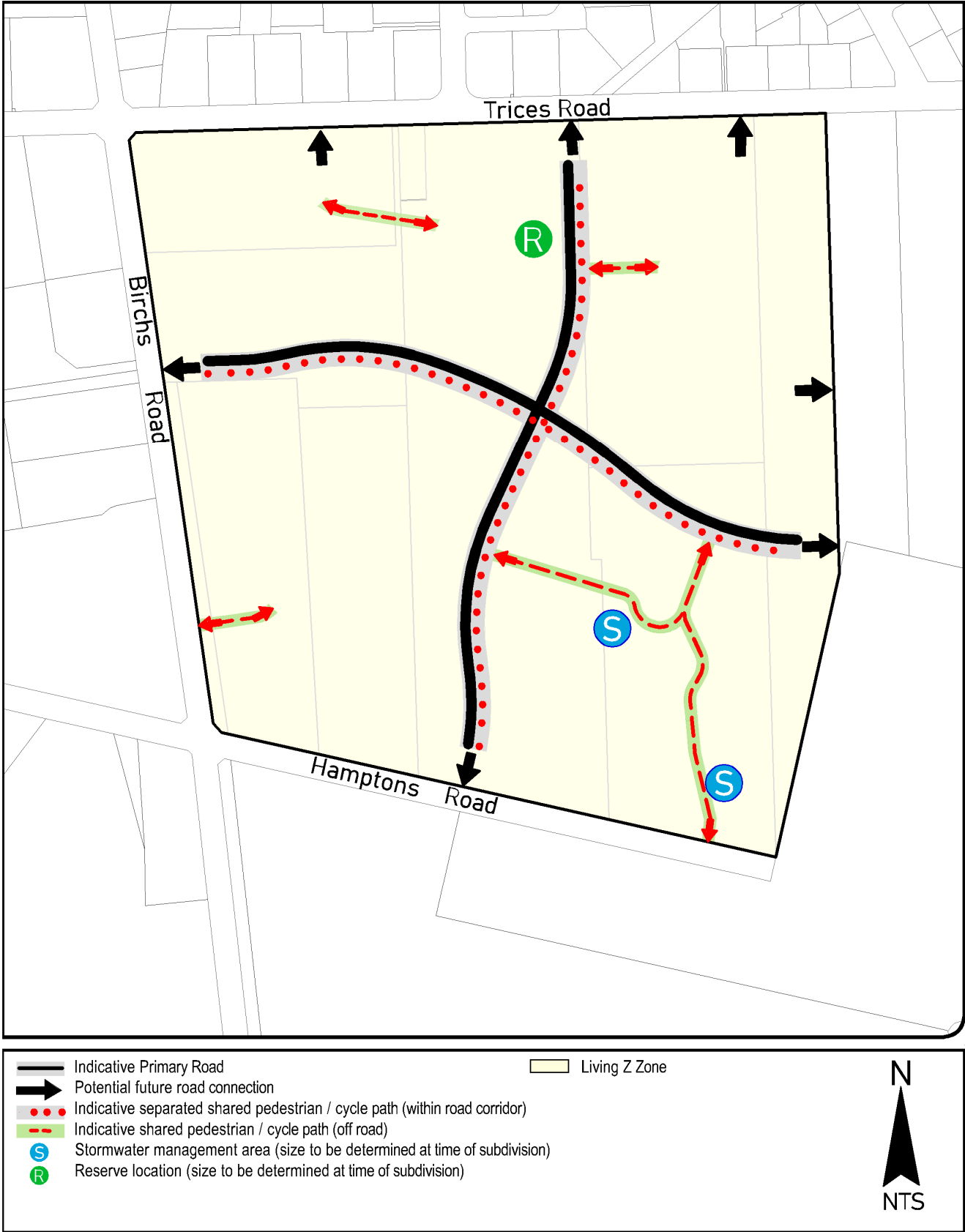


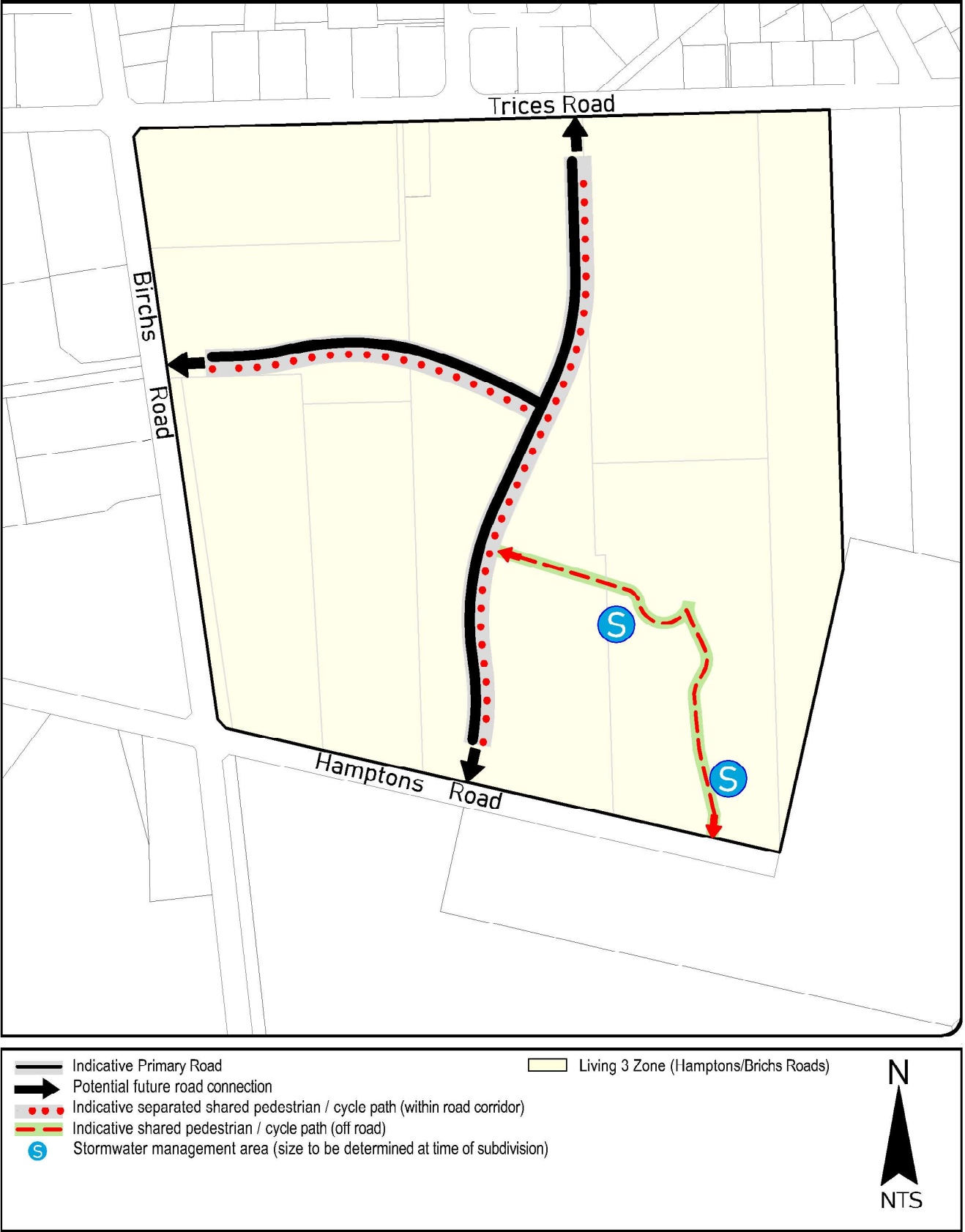
Prebbleton Outline Development Area 5 Operative District Plan - Living Z



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Prebbleton Outline Development Area 5 Operative District Plan - Living 3 (Hamptons/Birchs Roads)



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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.



CONCEPTUAL OVERVIEW PLAN

Legend

LAND OWNERSHIP

Selwyn DC

DISTRICT PLAN ZONES

- B Business Zone
- B1 Deferred
- L Living zones e.g. L1A, L2A
- LX deferred
- L1A5 Deferred
- L1A deferred
- L2A deferred
- Existing Development Area
- IP Inner Plains
- Christchurch City Council

DEVELOPMENT REQUIREMENTS

- No residential dwellings
- No new direct vehicular access
- Indicative 3m wide landscape strip
- Road corridor protected for possible long term growth
- Sensitive urban/rural interface
- Port Hills view alignment
- Houses to front onto road or reserve
- Sensitive housing/park interface
- Development to front onto Springs Road
- Minimum 5m tree planting strip
- Indicative Vehicular Access
- Indicative Road
- Indicative pedestrian/cyclist link
- Reserve proposed (diagrammatic shape)
- Stormwater Reserve - Proposed
- Potential Stormwater Amenity Feature
- Sewer Link

REGIONAL POLICY STATEMENT

- Urban Limit
- Outline Development Plan Areas

FEATURES AND FACILITIES

- District Arterial Road
- Collector Road
- Local Road
- Proposed Roundabout
- Christchurch Southern Motorway Study Area (NZTA)
- Bus Stops
- Existing pedestrian/cyclist link
- Christchurch/Little River Rail Trail
- Reserve - Gazetted
- Reserve - Not Gazetted
- Water Races (SDC)
- Water Races (Private)
- Springs (ECan Data)
- School
- Church
- Community Hall
- Community Cottage
- Cemetery
- H34/35 Heritage Building
- Registered Heritage Trees
- Contours (10m intervals)
- Transpower Main Lines
- 1 Residential Development Areas (See Tables 4 & 5)

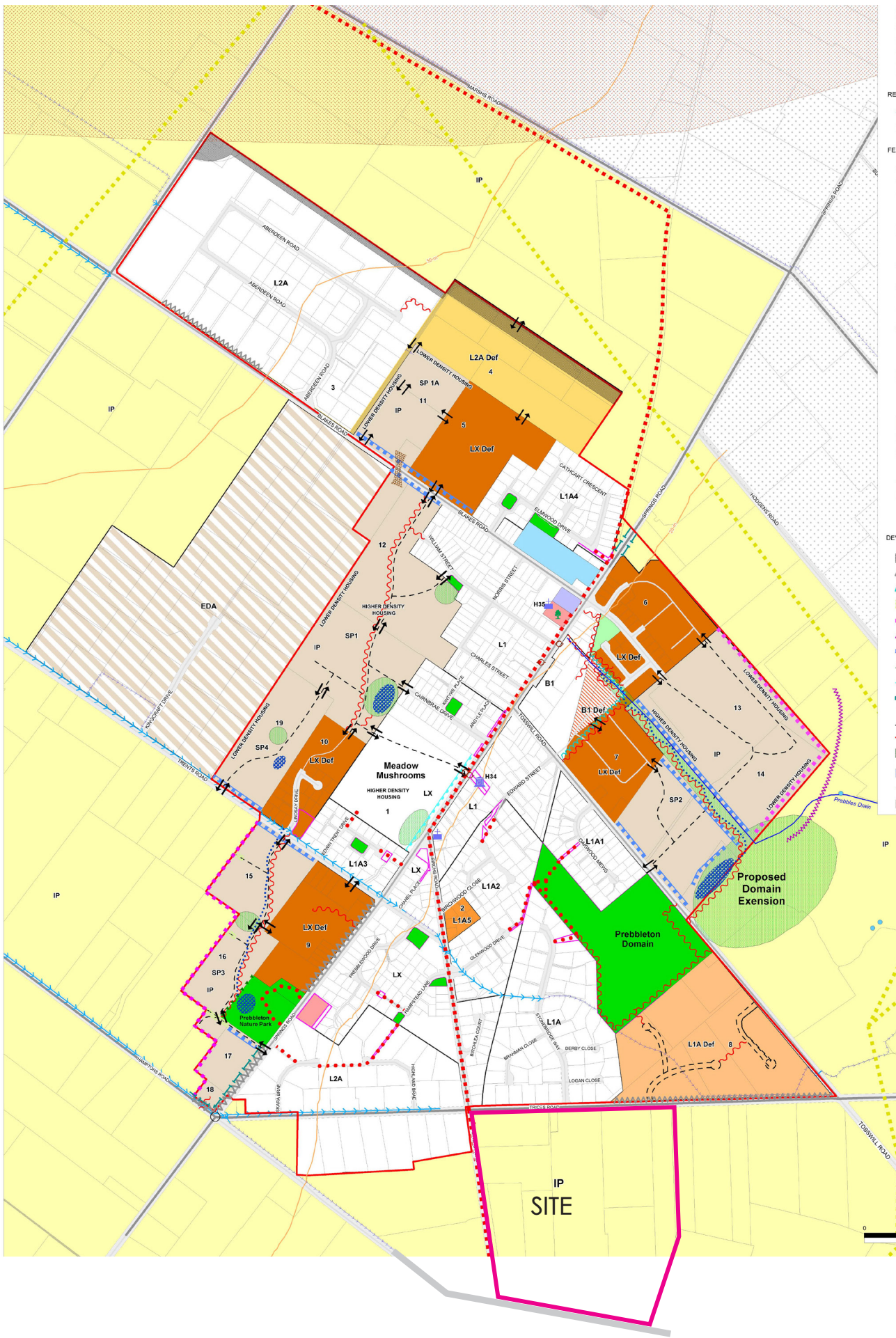


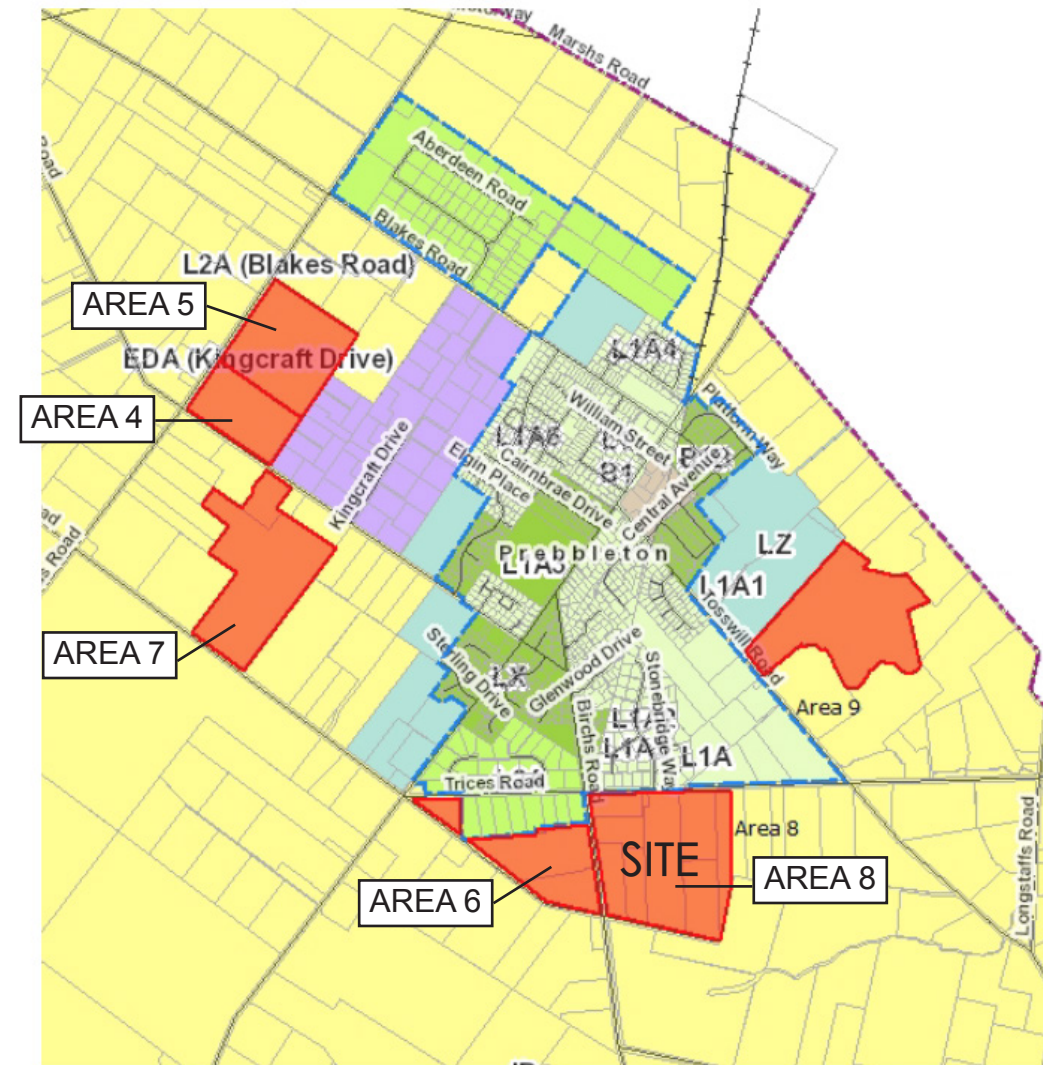
Table 7: Safeguarding Prebbleton character

Quality	Elements	Action	Responsibility
A sense of identity	Heritage buildings and colonial architecture	Retain character buildings.	Building owners
	Historical background – horse racing, horticulture, railway	Pick up themes in new development. Street names, street furniture, art works etc.	Developers and SDC
	Large trees	Identify whether more trees within the built-up areas should be protected.	SDC
		Retain trees in new development areas.	SDC and land developers
	Open space and planting	Retain and extend open spaces. Use low impact design stormwater management systems. Plant native species and restore native habitats.	SDC, land developers and property owners
	High quality houses	Uphold standard of housing.	Building developers SDC (though SDP and design guidance)
	Attractive streetscapes	Well cared for front yards and building facades. Improve older streets.	Property owners SDC
	Good standard of maintenance of buildings and spaces	Uphold standard of maintenance.	Property owners SDC
	Definite start and finish to the village	Maintain separation from Christchurch. Uphold urban limit and ensure rural residential development does not lead to a blurring of the urban/ rural distinction. Construct roundabout to mark southern entrance to village.	SDC
	Focal point around the pub and shops	Consolidate and strengthen the existing 'town centre'.	SDC and property developers

Continued overleaf >

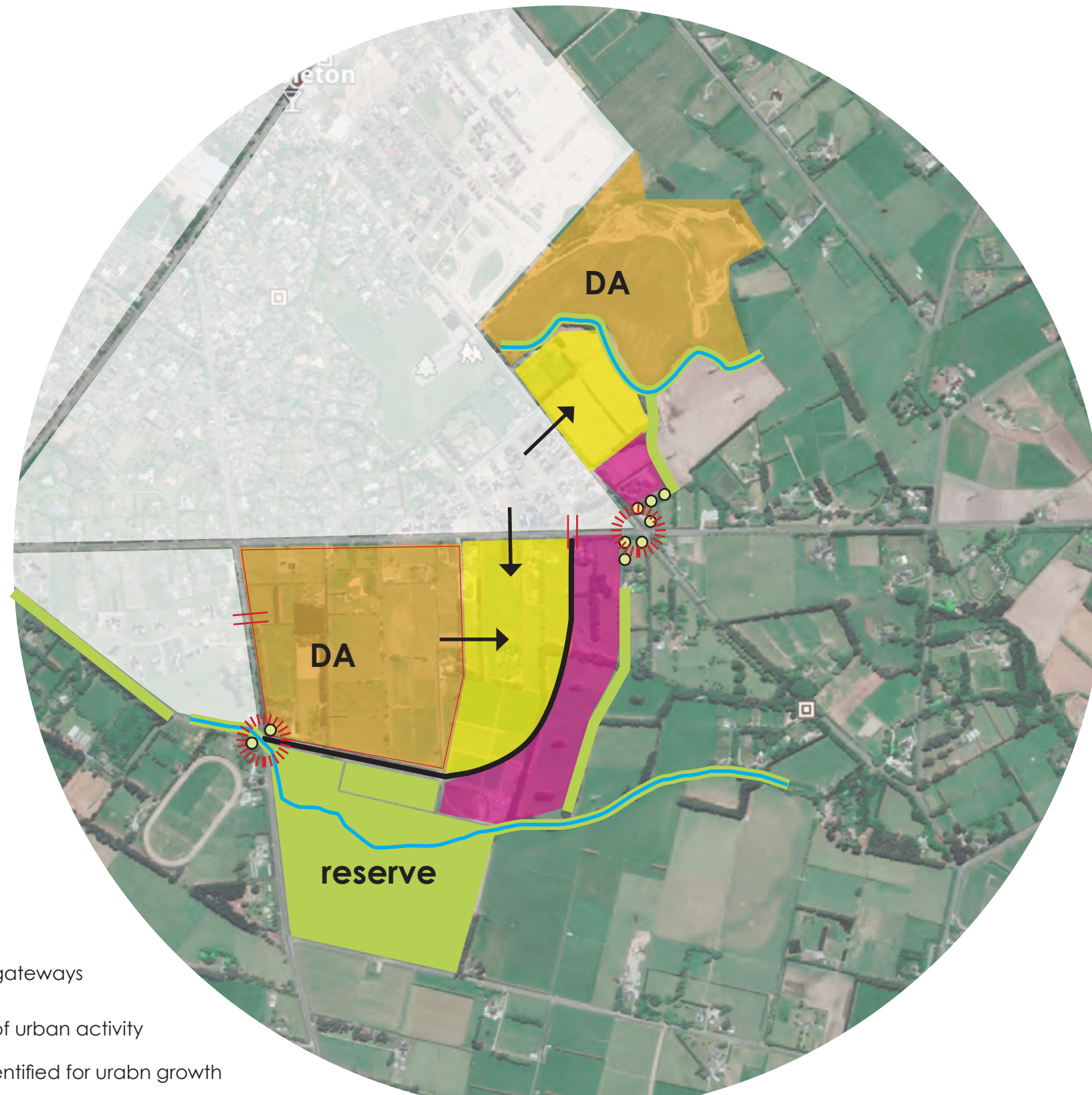
Quality	Elements	Action	Responsibility
Rural aspect	Larger sections	Maintain larger sections on township edge. Locate higher density parts of SP1, SP2 and SP3 development areas within the block and not on the site edges.	Developers Outline Development Plans
	Views to Port Hills and rural periphery	Align streets and walkways and locate parks to permit distant views.	Developers SDC Outline Development Plans
	Extensive planting	Maximise area available for planting by maintaining maximum 35% site coverage and keeping hard surfaces to a minimum. Use hedges rather than fences.	Developers Residents SDC (through SDP)
	Rural level of provision of facilities and services	Provide small scale facilities but expect to go to larger settlements for the full range.	Private sector and SDC
	Large domain on edge of township	Extend domain as population grows.	SDC
	Rural style road corridors at the entrances to the village	Front boundary fencing, roadside swales, no kerb and channel.	Developers Property owners SDC
Sense of community	Community facilities within the village	Provide viable community facilities, which cater for local people, within the village.	SDC and other organisations
	Opportunities for casual encounters with other residents	Pedestrian cyclist network. Parks and play areas. Seats.	Developers SDC
	One primary school which most local children attend	Expand existing primary school as population increases.	Ministry of Education
	A balanced community	Mix of homes of different types and tenures which support a range of household sizes, ages and incomes.	Developers SDC through SDP
	Feeling safe and secure	Casual surveillance. Open front gardens. Limit back sections.	Developers Property owners SDC

Prebbleton – Rural Residential Areas 4 to 9

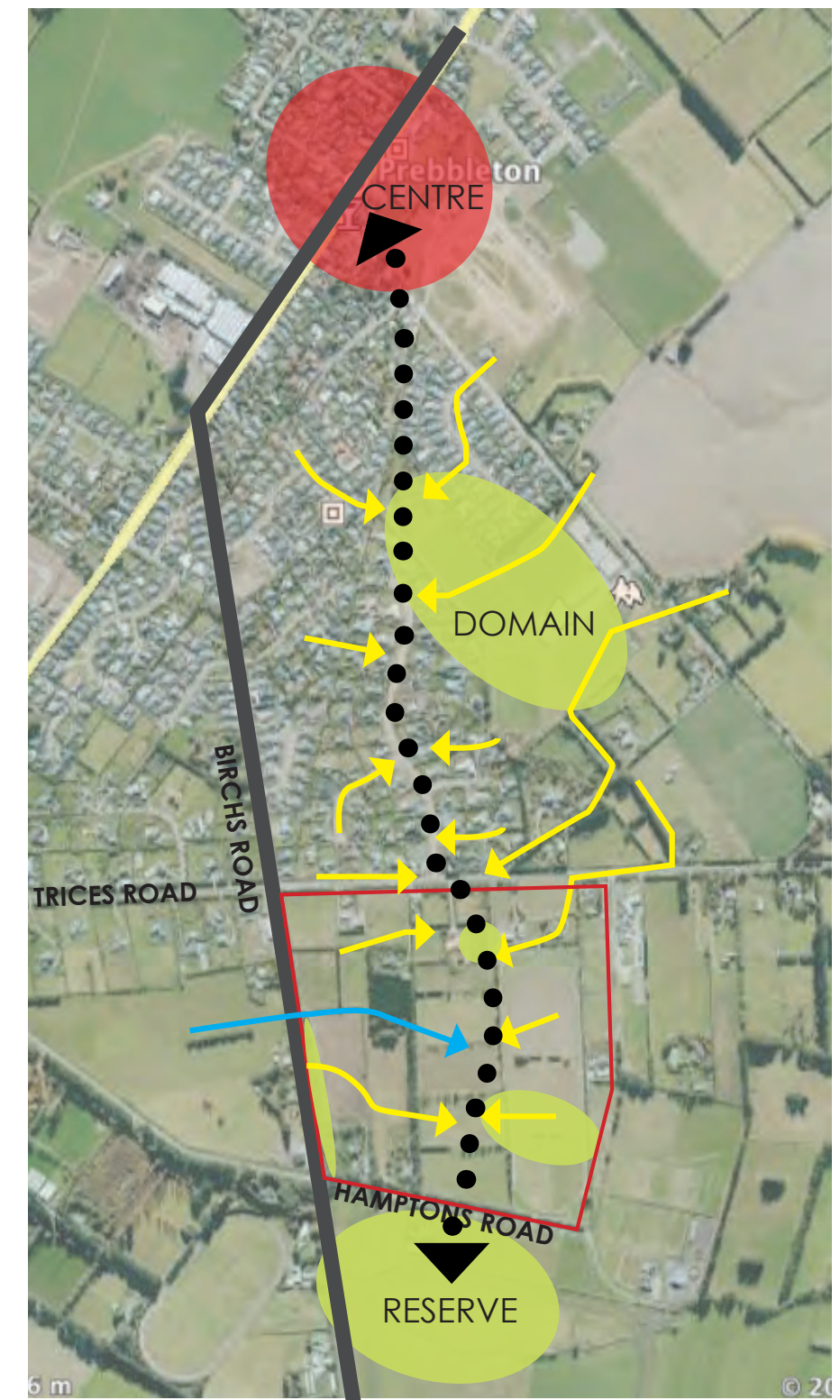




- current urban form
- larger open space
- town centre
- education
- urban growth areas
- 'green' buffer / rural / low density residential
- gateways
- Blakes Road connection
- urban growth



urban form and growth pattern Prebbleton south-east



Key Link between town centre - local domain - future reserve