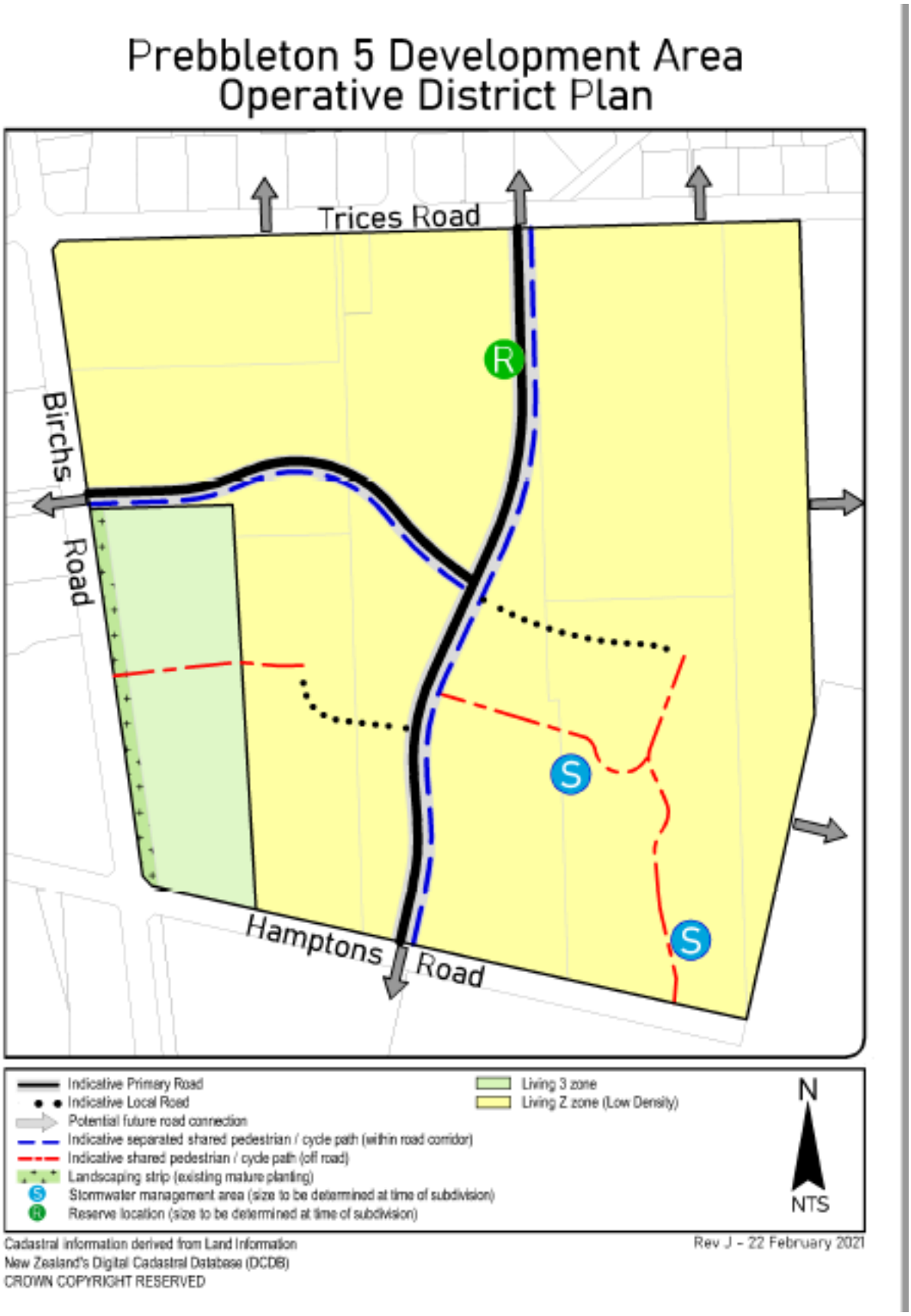
Trices Road Plan Change 72: ODP & Narrative



Context

This area covers an area of 28.7ha. It is bound by Trices Road to the north, Birchs Road to the west and Hamptons Road to the south. The development area is contained by residential land to the north, rural land to the east, large lot residential to the west, and the Birchs Road reserve to the south of Hamptons Road.

The distance to the town centre is approx. 1.5 km for the Trices or Birchs Roads access part of the Site and 2.25km for the southern part of the Site, and well within a 10 to 20 minutes walking distance.

Land Use

Varying densities, which respond to the context of the area and support a range of sections sizes, housing typologies, and land use activities, are encouraged.

Suitable locations for higher density in the form of comprehensive medium density and /or small lot medium density can be provided taking into account: centrality to the Site, presence of high amenity open space, landscape features that assist in providing a sense of scale, connectivity and accessibility.

Low density large lot sections are to be established along Birchs Road towards Hamptons Road. This is in keeping with the existing Large Lot development opposite. It will also facilitate retention of a wide area with layers of established specimen trees and varied undergrowth creating a strong landscaped edge to the road.

Access and Transport

The proposed arrangement of movement corridors as defined by the ODP primarily ensure the proposed future development is

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

The proposed roading network is focused around a north-south road that connects Trices Road with Hamptons Road. A second major connection is to Birchs Road and the Rail Trail. This movement corridor provides alternative walking and cycling options to the town centre and the school, and will give easy access to the existing public transport route between Lincoln and Christchurch providing a good alternative to commuting by car.

This overarching road layout creates the key connectivity across the Site and integrates the new residential development into the existing neighbourhood and wider Prebbleton development pattern along established movement corridors. It will provide the primary routes into the Site, and functions as a key distributor for the ODP area.

Cycling and walking are provided for by a mix of separate dedicated shared cycle and pedestrian paths, off-road cycle and pedestrian paths, and local road cycling on the road supported by footpaths. In combination these will allow a safe and enjoyable journey through the new residential areas to the sporting and recreational facilities in the reserve.

Further connectivity within the ODP area 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 park and the large utility reserve.

These roads will provide safe cycling options and footpaths to complete the pedestrian and cycle friendly environment.

Open Space, Recreation, and Community Facilities

Two public open spaces are included in the ODP area to add amenity to the neighbourhood, give relief for more compact residential clusters, and provide residents with the opportunity for recreation.

The local 900m^2 pocket park has been 'placed over' a group of established specimen trees off Trices Road. This will provide long-term protection for the trees and create a small reserve in the northern portion of the site in close proximity to existing dwellings, and close to the main entry into the development.

This northern green space has the opportunity to function as the 'green gateway' into the Site and offers a 'spatial break' and casual meeting place for the community.

The stormwater management areas in the south of the Site create similar focal points, albeit much larger in scale. The stormwater reserves will occupy approximately 1.35 hectares and 0.25 hectares respectively. Their main purpose will be a utility reserve however the ephemeral nature of these means that they are dry the majority of the year and can double up as temporary recreational space.

Here the green spaces function as a local park for the neighbourhood, and a break in the built environment to balance out the more built up environment of medium density parcels in close proximity. Walkways will be routed through these green spaces providing access to the reserve for the neighbourhood. This promotes social interaction between a diverse range of residents and creates a hub for the local community.

The location of the reserves is such that all residents within the ODP area are able to access open space within a 400m walking radius or less. To provide easy access and adequate passive surveillance all reserves have a minimum of two road frontages.

Servicing

The development can be serviced by connections in to the existing Council services for water and sewer.

The Living Z allotments will be serviced by a gravity network which in turn will require a new pump station.

The stormwater management system is designed to achieve hydrologic neutrality, i.e. peak flows post development match pre-development peak flows. The use of Stormwater Management Areas 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 by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements.