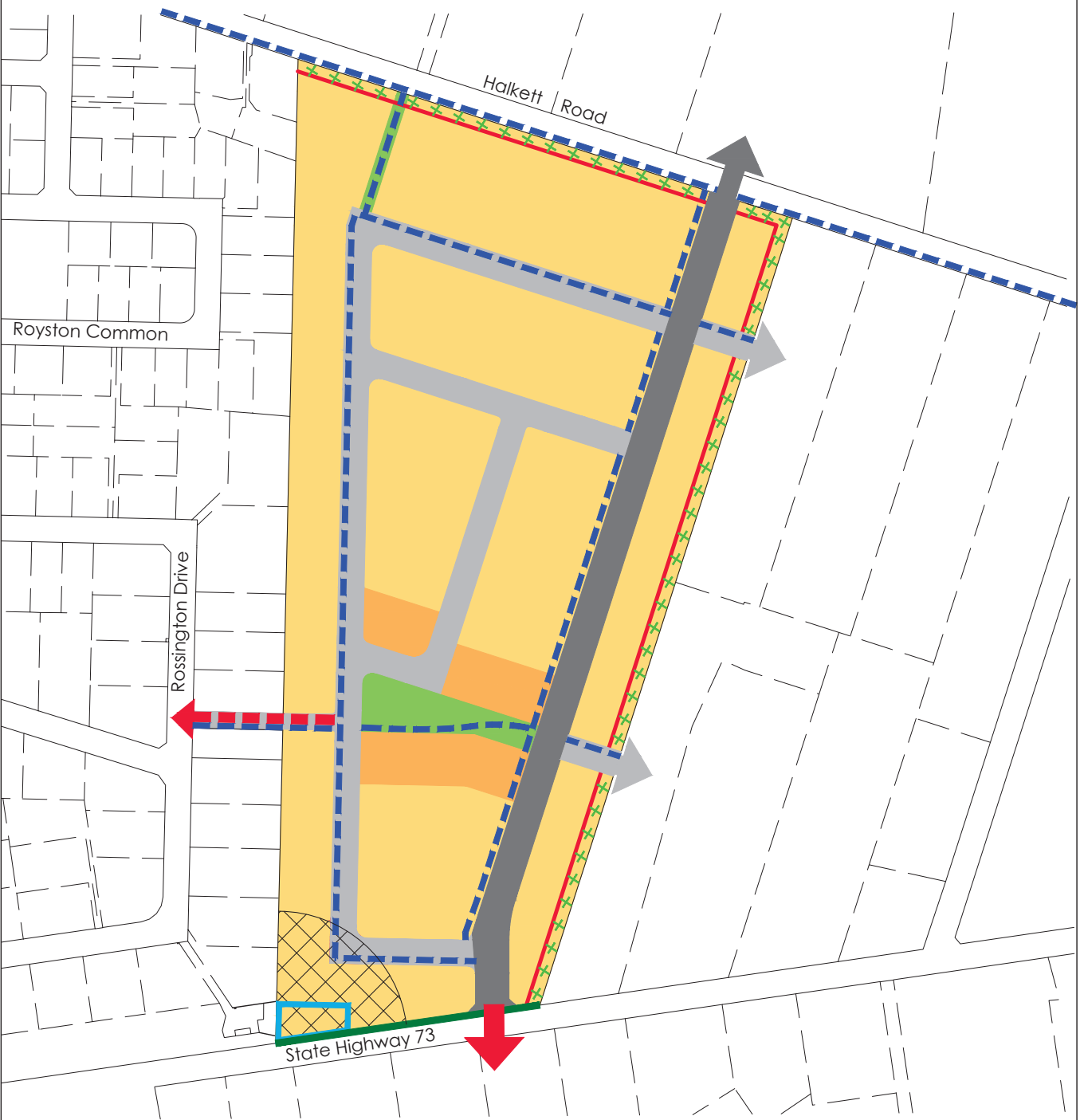

















# Development Area



## KEY

- |   |   |   |                             |   |                                     |
|---|---|---|-----------------------------|---|-------------------------------------|
|  | Living West Melton North ( Medium Density ) |  | Primary Road                |  | Indicative cycle / pedestrian route |
|  | Lots < 1000m²                               |  | Secondary Road              |  | 10m Build Setback                   |
|  | Indicative Reserve                          |  | SH73 Road Connection        |  | 2m indigenous planting              |
|  | Utility Lot                                 |  | Halkett Road Connection     |  | SH 73 Landscaping Strip             |
|   |   |  | Rossington Drive Connection |  | Groundwater protection area         |
|   |   |   |                             |  | Indicative Road Connection          |



## **West Melton East Development Plan**

### **Introduction**

The Development Plan (DP) area comprises 20.687ha and is bounded by Halkett Road to the north and State Highway 73 to the south. The DP immediately adjoins the Gainsborough development to the west. The DP has road access onto Halkett Road, State Highway 73 and Rossington Drive.

The DP uses best practice urban design principles to set the general pattern of development over the area to guide future development and provide a degree of certainty for all parties in the establishment of land uses across the site. It provides a design rational that maintains the existing low density, low impact character of Gainsborough incorporating key structural elements such the road connections, cycle and pedestrian network and access to open space.

### **Land Use**

To balance the needs of maintaining the existing low-density character of Gainsborough whilst providing variety and housing choice, any future subdivision may provide a maximum of 10% of lots sized between 650m<sup>2</sup> and 1,000m<sup>2</sup>. These lots are only to be located around the central recreation reserve as shown on the DP. All remaining lots shall achieve an average lot size of 1,500m<sup>2</sup>. Lots along the rural-urban interface are to have a minimum area of 1,500m<sup>2</sup> and will include a 10-metre building setback from the shared rural property boundaries.

The DP shall include measures to reduce carbon emissions that are to be implemented at the time of subdivision.

Fencing along Halkett Road and State Highway 73 boundaries are to be post and rail.

### **Movement Network**

Access to the site is provided from Halkett Road, State Highway 73 and Rossington Drive. There shall be no direct access from individual lots to State Highway 73.

Unless otherwise agreed, access to State Highway 73 will be left in and left out. This intersection will require a 'physical barrier' (installed by either the developer or Waka Kotahi, or a combination of both) to prevent right turning movements. The intersection onto State Highway 73 is not to open until this barrier has been installed and the internal road connection to Rossington Drive has been made.

The primary road between State Highway 73 and Halkett Road shall include traffic calming measures to reduce traffic speed. The secondary roads identified on the DP shall facilitate internal connectivity, providing a basis for cohesive residential design.

Cross Sections of the internal road network are attached. Development is to occur in accordance with these cross sections.

Halkett Road will be upgraded to urban standards along the frontage of the DP. In addition, footpath extensions along Halkett Road are to be constructed along the northern boundary and to the west to the intersection with Rossington Drive.

Two indicative road connections located on the east should these be rezoned in the future.

Internal pedestrian and cycling routes will generally be provided as part of the roading infrastructure. An internal access reserve will provide off-road pedestrian and cycle connection with Halkett Road.

A shared path shall be provided along Halkett Road, from the eastern most edge of the site to Wylies Road.

A detailed assessment of the intersection of State Highway 73 and Halkett Road shall be undertaken as part of the subdivision consent process to identify any improvements or upgrades necessary. The assessment of this intersection shall be done in consultation with Waka Kotahi and Selwyn District Council.

### **Green Network**

A large recreation reserve will be centrally located within the DP. The reserve will act as a focal point whilst also providing an east-west visual corridor to compliment the visual corridors created by the north-south primary and secondary roading network.

A landscaping strip of at least 4m wide shall be provided within the lot boundaries along the State Highway 73 road frontage. At the time of planting, all shrubs shall be planted at a PB2.5 grade and all trees shall be planted at a minimum height of 0.8m.

A landscaping strip of at least 2m wide shall be provided within the 10m no-build setback along the rural urban interface. At the time of planting, all shrubs shall be planted at a PB2.5 grade and all trees shall be planted at a minimum height of 0.8m.

The landscaping strips are to be planted exclusively with indigenous species. For properties along the eastern boundary of the DP this planting shall only be required if the existing shelterbelt is removed.

Planting within the State Highway 73 landscape strip shall be undertaken to achieve effective screening of dwellings along the State Highway frontage.

The majority of vegetation planted within the central recreational reserve, access reserve and road reserve network shall be indigenous vegetation species.

### **Blue Network**

The roading layout corresponds with lower lying areas which will provide secondary pathways for stormwater. An extensive road-side swale network will provide additional stormwater treatment. Stormwater from roofs and hardstand areas will be directed to on-site soak holes meeting the required Canterbury Regional Council standards.

A utility lot will be provided in the southwest corner of the site adjoining the existing Council reserve. The reserve will enable Council to expand and improve the security of the existing West Melton reticulated water supply network in the future. To mitigate any potential adverse effects on the water supply network upgrade, alternative stormwater disposal methods will be required within the area identified as a groundwater protection zone.

In keeping with the low-impact design rationale for the DP area, street and reserve lighting within the development shall be solar powered. In addition, rainwater tanks (and pumps) shall be installed within all properties at the time of subdivision for water harvesting purposes.