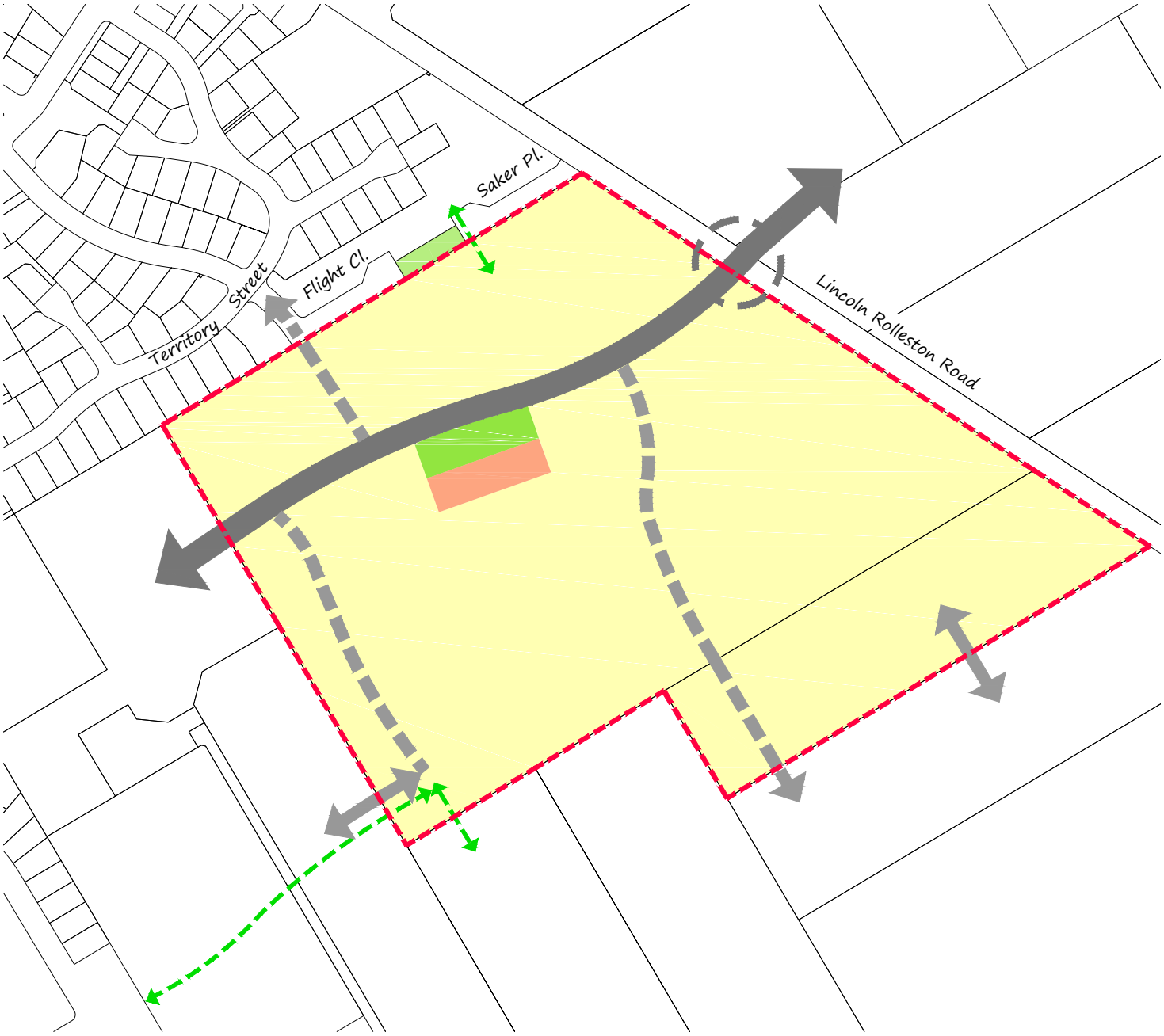
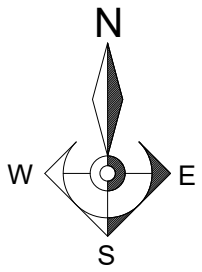
Attachment 2: Proposed Outline Development Plan

ODP - Falcons





KEY

- Medium Density
- Low Density
- Reserve
- Site Boundary
- Primary Road
- Secondary Roads
- Roundabout
- Possible Future Road Connection
- Pedestrian / Cycle Connections

OUTLINE DEVELOPMENT PLAN AREA 14

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 14. Area 14 comprises 24ha and is bound by Lincoln Rolleston Road to the east, and ODP Area 11 to the north.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment‘s Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide

DENSITY

The ODP area shall achieve a minimum of 12 household lots per hectare. ODP Area 14 supports a variety of allotment sizes within the Living Z framework 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 density of 12hh/ha for the overall ODP can be achieved, will be required.

ODP Area 14 predominantly provides for low density sections, although some medium density housing options have been supported along the Primary Road adjoining a reserve. Minor changes to the boundaries of the medium density area will remain in general accordance with the ODP provided such changes meet the criteria below and the Medium Density lots created have a consent notice registered on the title stating that they are subject to the medium density provisions:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to Neighbourhood Parks and/or green spaces;
- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;
- Distribution within blocks to achieve a mix of section sizes and housing typologies; and
- To meet the minimum 12hh/ha density requirement and development yield.

Existing dwellings and buildings will have to be taken into account when investigating subdivision layout and design.

MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a Primary Road will be the equivalent to the District Plan standards for a Collector Road or Local-Major Road standards, and a “Secondary Road” will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road.

The ODP provides for an integrated transport network incorporating:

- A primary road following an east-west alignment to form part of the Collector Road route specified in the 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS);
- An internal secondary network with provision for connections to adjoining land;
- Pedestrian and cycle connections to adjoining land to encourage viable alternative modes of transport to private motor vehicles.

Roading connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development.

The completion of the Primary Road/Collector Road, identified as part of the CRETS (2007 Christchurch, Rolleston and Environs Transportation Study) is proposed in the northern portion of the ODP area and further supports the integration of the site with the wider transport network. The Collector Road spans across several neighbourhoods and ODP areas on the southern boundary of the township. It is significant in supporting an east-west network function and it is part of an expanded ring road system for Rolleston.

Although the CRETS Collector Road is envisaged to cater for a large proportion of vehicle movements going through ODP Area 14, it is not a high-speed corridor and is intended foremost to provide direct access to adjoining sites. To this end, it is envisaged that the CRETS Collector Road will interact with the adjacent neighbourhoods, rather than creating severance between them. Its streetscape and speed environment is expected to be similar to that of Lowes Road, which serves an important transport function for the northern portion of Rolleston.

The transport network for ODP Area 14 shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Secondary Roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Adequate space must be provided within the tertiary road network for cyclists and to facilitate safe and convenient pedestrian movements.

The remaining roading layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term interconnectivity is achieved once the block is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access. Any tertiary roads are to adopt a narrow carriageway width to encourage slow speeds and to achieve a residential streetscape.

GREEN NETWORK

The ODP reflects and adds to the green network anticipated in the Rolleston Structure Plan. A single central reserve/neighbourhood park is proposed centrally within the ODP area, adjacent the Primary Road. Medium Density Housing is to be located adjacent the reserve to promote a high level of amenity for that housing, and compensate for any reduced private open space available to individual allotments.

BLUE NETWORK

Stormwater - underlying soils are relatively free-draining and infiltration to ground is generally the most appropriate means of stormwater disposal. 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 transport and reserve networks where practicable.

Sewer – A gravity sewer connection will be required which will feed a new pump station situated in the vicinity of the south eastern section of the site. The exact location will be determined as part of the detailed development design. The effluent form this new pump station will then be pumped through to the Southern Rolleston Pump Station so it can be treated.

Water - The water reticulation will be an extension of the existing Rolleston water supply on Lincoln Rolleston Road and Raptor Street.