

APPENDIX 1: Outline Plan (ODP) Narrative

Context

This area comprises approximately 12.98 ha of land, with frontage on to East Maddisons Road, SW Rolleston. The Site is part of a wider residential area and is identified as a Future Development Area in the Canterbury Regional Policy Statement.

Land Use

The development area shall achieve a minimum net density of 12 households per hectare, averaged over the area. The zoning framework supports a variety of site sizes 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 net density of 12 households per hectare for the overall area can be achieved, will be required. The site supports some medium density housing within the centre of the area and in proximity to the identified reserve.

Access and Transport

East Maddisons Road forms part of the wider road network connecting the local communities of Rolleston to the town centre. One secondary road connection to East Maddisons Road is provided near the middle of the development area which is consistent with standard of roads to the west and the Rolleston Structure Plan. The East Maddisons Road frontage is anticipated to be upgraded to an urban standard in accordance with the Engineering Code of Practice. This work is to be undertaken in a manner that encourages future residential properties to front directly onto East Maddisons Road, thereby providing direct access to those properties.

The ODP provides for access and inter-connectivity to all adjoining land so that road linkages are possible for what will be residential areas in the longer term to the south and west. The existing Lennon Drive shall be extended through the Site from the north to the southern boundary of the ODP area, and ultimately to the Shillingford Boulevard extension via adjacent land to the south. The internal roading layout must be able to respond to the possibility that this area may be developed progressively over time.

An integrated network of local roads must facilitate the internal distribution of traffic, and property access. Local roads should cater for safe cycle and pedestrian movement. One local road, which will also form part of the pedestrian and cycle network, shall be provided near the northern end of the Site and will connect with the planned road layout on the opposite side of East Maddisons Road.

Pedestrian and cycle movements are primarily accommodated through the local road network and shall logically connect into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. The key pedestrian/cycle connections to neighbouring areas are indicated on the ODP. Where ever possible pedestrian cycle links are to be taken through reserve areas and green links to provide safe, high amenity environments for users.

Open Space, Recreation, and Community Facilities

A single neighbourhood park is to be established within the area. The location of the neighbourhood park has been determined based on the amount and function of reserve land established in the wider area, and to ensure people living within the area have access to open space reserves within a 500m walking radius of their homes. The neighbourhood park will provide passive recreation opportunities. Retaining the existing water race through the site is not considered practical and the intention is to close it. Consideration should be given to appropriately recognising the amenity and heritage value of the former water race where practical, including interpretive information.

There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths will also be required to integrate into the open space reserves and green links to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. Council's open space requirements cited in the Long-Term Plan and Activity Management Plans should be adhered to during subdivision design.

The ODP shows potential green linkages in the southern part of the development and the north-east corner, providing opportunities to connect with adjoining developments and create an integrated green network across the wider area.

Servicing

The underlying soils are relatively free-draining, and generally support the discharge of stormwater via infiltration to ground. There is 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 road and reserve networks where practicable. The public stormwater system will only be required to manage runoff generated from within the road reserve. The provision of infrastructure to service the area shall align with the Council's indicative infrastructure staging plan unless an alternative arrangement is made by the landowner/developer and approved by Council.