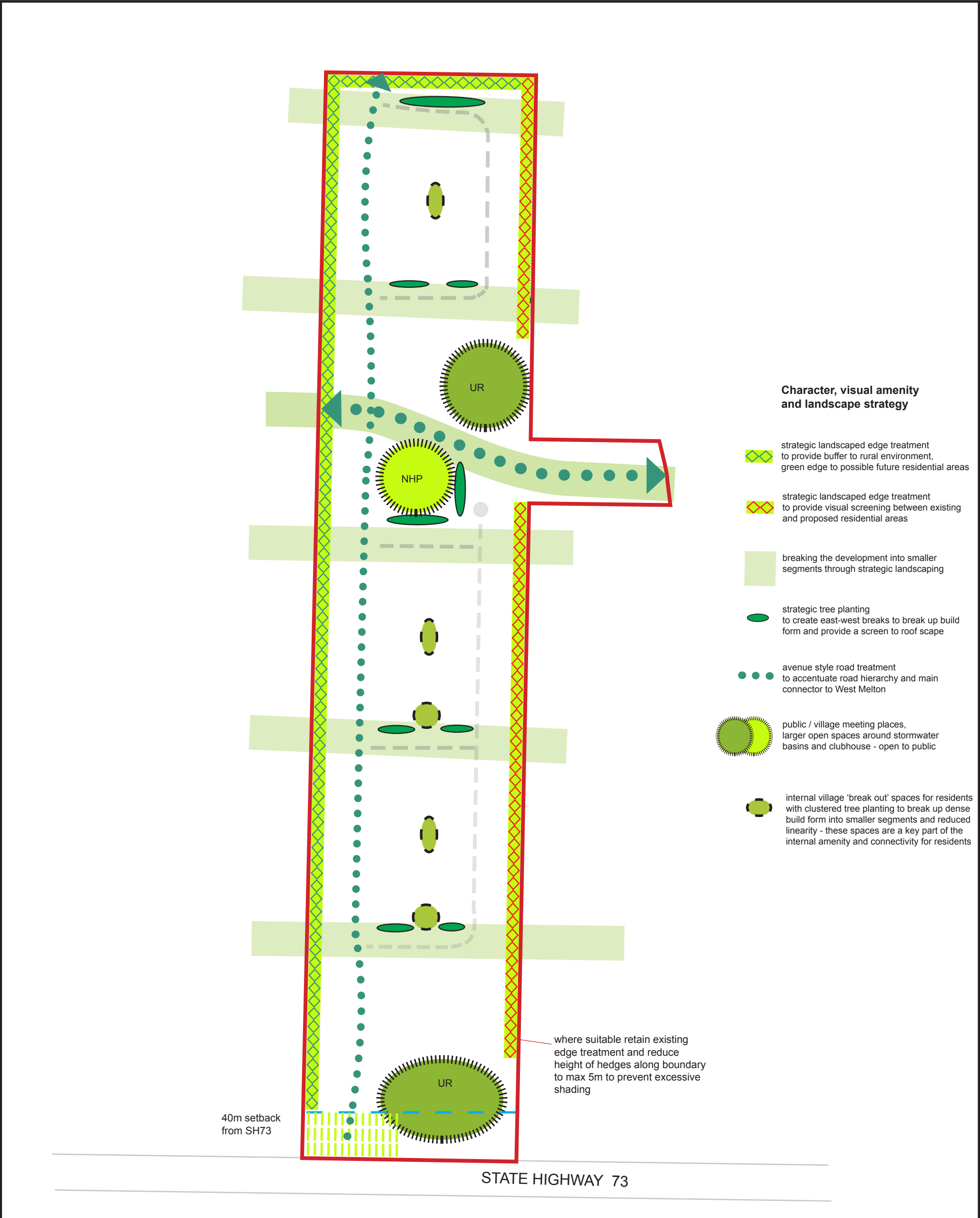


Note:

Outline Development Plan  
OVERALL Plan  
West Melton





Note:

LANDSCAPE STRATEGY  
RETIREMENT VILLAGE  
West Melton



## **OUTLINE DEVELOPMENT PLAN –WEST MELTON**

### **WEST MELTON WEST ZONE**

#### **Introduction**

This Outline Development Plan (ODP) area comprises 12.55 ha and is bounded State Highway 73 to the south, rural land to the north and west, and existing low density residential land to the East. The ODP embodies a comprehensive development framework for a retirement village (or medium density housing) and applies urban design concepts that are embodied in the Council's Residential Medium Density Guide and Subdivision Design Guide, as appropriate.

#### **Land Use and Density**

The ODP area will provide for sites generally in a range between 150m<sup>2</sup> and 500m<sup>2</sup>. It includes a Retirement Village Hub in a central location which will include community facilities for use by residents in the retirement village. Consideration will be given to these, along with associated programs, being offered to local residents and families of those residing in the village on a membership basis up to a maximum number of places in the first instance to observe traffic effects.

Higher density housing (around 150m<sup>2</sup>-300m<sup>2</sup>) will be restricted to the middle portion of the ODP area, away from the existing boundaries with rural land or existing low density residential development.

#### **Movement Network**

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

The ODP provides for an integrated but simple transport network incorporating two principal roads:

- I. a primary connection that connects with Shepherd Avenue via a section that has been acquired (44 Shepherd Avenue). This access forms a key link to the east and potentially to the west. The road achieves connectivity between the proposed development and the existing township. It is strategically located in a central position, connecting the key open space within the Site with the eastern neighbourhood.
- II. another primary route runs north-south and is terminated at each end, although there is potential to extend it northwards towards Halkett Road if needed. The current function of this route connection however is to act as an internal distributor road enabling access to the housing areas within the development.

The ODP allows for potential connectivity into adjoining areas to the north and west that can be activated at any time if or when that land is urbanised. The proposed road network will provide a good vehicle pedestrian and cycle connection to the north and future connectivity to the west can be achieved via a mix of vehicular and walking /cycling links. Currently there is no intention to open the cycleways to the general public as there are no logical cycle links in this area.

The current access from SH 73 will be 'closed', i.e. there shall be no permanent, direct access. However, an application for access during construction and/or for emergency purposes may be lodged with Waka Kotahi | NZ Transport Agency at a later stage option.

The ODP shows a pedestrian/cycle link to SH73 from the southern cul de sac through the SW part of the site. This can be linked to any a shared path along SH73 as part any upgrades to a village main street in the future if speed limits are reduced.

### **Green Network**

The 'green network' in this ODP has five functions:

- providing a variety of open space including internal walking links;
- visually breaking up the linearity of the design layout and disrupting the continuous roofscape
- future proofing for possible (but as yet unanticipated) future urban growth to north and west (ie green links);
- softening the interface with the existing low density residential area adjoining the Site to the east through landscaping;

and providing a visual and physical buffer to SH 73 via a 40m wide landscape (and noise buffer) between the development and SH73, with walkway connections to the wider area.

Strategically positioned 'green areas' to break up the linearity of the design and continuous roofscape. These include east west oriented pedestrian links, small pockets of 'break-out green spaces' between dead end lanes and adequate space for street trees within the road reserve. All these strategic green areas are designed to allowed for tree planting to provide a green canopy to soften and screen the built form, in particular roof lines.

Wherever possible walkways will be taken through green spaces to create a pedestrian network with a high amenity and to activate open spaces. The walking paths will have low level lighting to avoid light spill onto adjoining properties.

### **Specific Edge Treatment - Retirement Village – refer also to Landscape Strategy**

#### General

Most interfaces treatment will include trees as they are intended to achieve a substantial screen without creating adverse shading conditions for the retirement village or adjoining residents. Trees on the boundary with the Rural or Residential Zone are therefore planted in a single row with centres no further apart then 3m and maintained at a height of not less than 2m. Suitable species are to be selected to reach a mature height of 10 m to ensure tree canopies provide a reasonable level of screening - include fast growing species such as Cupressus leylandii 'ferndown' or similar. Indigenous species will be planted to ensure the recommendations of the Mana Whenua Statement are given effect to.

#### Eastern edge

The edge treatment will provide a high amenity outlook of a semi-rural character for the existing houses onto a min 5 metre wide buffer under corporate management with generous landscaping.

This buffer strip needs to remain in corporate (not unit) ownership and ensure cohesive management and maintenance.

The landscape treatment of this buffer creates a cohesive vegetated edge of sufficient density and height that it provides privacy and visually breaks the roofscape of the proposed development so it will need to include evergreen hedge planting and trees. At the same time the planting has to be of a residential scale to avoid unnecessary shading of existing and new dwellings.

#### Northern edge and Western edge

The western edge will be in corporate ownership and managed and maintained by body-corporate. Here a 8m buffer reserve should be sufficient with a walk way, generous landscaping and several laterals leading into the village. This will create a high amenity for residents and break up the built form / roofscape. The northern edge is treated in a similar way but does not require lateral access points

### **Blue Network**

There are two local/lateral former water races in the ODP area that were part of the Paparua Water Race Scheme. These are to be integrated into landscape and planting treatments around the edge of the development.

Regarding surface water management, the underlying soils are relatively free-draining and support the discharge of stormwater to ground. Stormwater will be discharged to ground directly via a system of soak pits and swales.

A natural ridge runs northwest/southeast connecting with Shepherd Avenue at its intersection with Wilfield Drive. This naturally splits the Site into two catchments, being the northern and southern catchment. A stormwater management area (SMA) for each catchment area will consist of

- a A first flush/infiltration basin - A detention basin to provide water quality attenuation in large rainfall events greater than the first flush event, but up to 2% AEP in all durations.
- b A large rapid soakage chamber under the detention basins to discharge stormwater to ground and provide additional storage within the voids of the chamber.

Detailed stormwater solutions will be determined by the developer in collaboration with Council at the subdivision stage and in accordance with Environment Canterbury requirements.

Water – An additional water source and treatment plant will be required. The requirement for the additional water source and treatment plant will be determined at the subdivision stage. Water connections are required to enable development. A utility lot will need to be provided for the water supply. This should be accommodated in the south-eastern quadrant. The water reticulation connects to the existing reticulation within the area. Upgrades of existing pipes may be required to ensure adequate water supply. The requirement for upgrades will be determined at the subdivision stage.

### **Wastewater**

The main constraint for West Melton with respect to wastewater is the reticulation from West Melton to the Pines Wastewater Treatment Plant at Rolleston. Servicing options for addressing capacity constraints are available which can be determined at the subdivision stage. All feasible options require a new pressure main along the West Coast Road to connect to the existing pressure main at the West Melton Road/West Coast Road intersection.