



OUTLINE DEVELOPMENT PLAN – EAST ROLLESTON

INTRODUCTION

The Outline Development Plan (ODP) is for an area of land located in east Rolleston west of the intersection of Lincoln Rolleston Road and Selwyn Road. This ODP immediately adjoins ODP Area 14 on its northern boundary and Acland Park on its western boundary. The ODP has road access onto both Lincoln Rolleston Road and Selwyn Road.

The ODP uses 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 rationale for the key structure elements namely the road network, cycle and pedestrian network and access to open space.

Consistent with the Greater Christchurch Urban Development Strategy and the Canterbury Regional Policy Statement the ODP provides an opportunity for density which meets the objectives of those planning documents as well as being generally in keeping with the strategy set out in the Rolleston Structure Plan.

URBAN DESIGN

Design principles that underpin this ODP are in line with the New Zealand Urban Design Protocol and promote the following environmental outcomes:

- An urban form which encourages a community to develop
- A safe and healthy living environment
- Integration of the roads within the neighbourhood area with arterial roads and public transport routes
- Provision for a network of cycle and pedestrian routes including connections to the new primary school in Acland Park
- Access to new reserves within this ODP and neighbouring ODP areas
- Opportunities for medium density residential development which relate well to each other and are strategically located in relation to open space.
- A development that meets the District Plan policies to achieve an overall increase in residential density, urban consolidation and compact urban form
- Lincoln-Rolleston Road and Selwyn Road frontages are to be upgraded to an urban standard in accordance with the Engineering Code of practice. Frontage upgrades are to be provided along Lincoln-Rolleston Road and Selwyn Road to encourage properties to front these roads as well to provide walking and cycling connections between Rolleston and Lincoln.

Neighbouring productive activities may also need to be taken into account when investigating subdivision layout and design.

DENSITY

The ODP area is to achieve a minimum of 12 households per hectare. It supports a variety of lot sizes within the Living Z framework to achieve this minimum density.

The ODP area predominantly provides for lower density sections, with medium density along primary roads supported by adjoining reserves. Additional medium density developments may be provided through the subdivision consent process. The criteria below should apply to consideration of any additional medium density development areas:

- Ability to access future public transport such as bus routes
- Access to community and neighbourhood facilities
- Proximity to neighbourhood parks and green spaces
- North west orientation where possible for outdoor areas
- Distribution within blocks to achieve a mix of section sizes and housing typologies

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

MOVEMENT NETWORK

Access to the site is provided for from the existing frontage roads of Lincoln Rolleston Road and Selwyn Road. In addition there is provision for connections to neighbouring developments. These include Acland Park to the west which has roads extending to the shared boundary. In addition linkages are provided to the area to the north known as ODP Area ?? being a southern extension of the Falcons Landing Residential development.

The main collector route runs east-west and connects with Lady Isaac Drive to the west which runs through to Springston Rolleston Road thereby providing a convenient connection to south and west Rolleston. The eastern extent of the collector road intersects with Lincoln Rolleston Road which is a District Arterial Road identified in the CRETS study.

The remaining routes identified on the ODP are major intermediate roads providing for internal connectivity, providing a basis for cohesive residential design and for addition external connections to Selwyn and Lincoln Rolleston Roads and to Area ?? to the north.

Walking and cycling routes will generally be provided as part of the roading infrastructure. In addition separate routes are provided to connect with already planned connections on the eastern boundary of Acland Park. The northern connection is directly to the Acland Park primary school site. A further pedestrian /cycle link is provided for through to ODP Area ?? which then connects to the main east west CRETS road (Ed Hillary Drive).

GREEN NETWORK

Two reserve areas are provided for in locations which provide good accessibility for residents. Medium density housing is to be located around these reserves to promote a high level of amenity for housing and compensate for any reduced private space available to individual properties.

BLUE NETWORK

The roading layout is largely based on lower lying areas which will then provide for secondary pathways for stormwater. Stormwater from roofs and hardstand areas will be directed to on-site soakholes meeting the required Canterbury Regional Council standards.