Appendix 1: Outline Development Plan

Introduction

This Outline Development Plan (**ODP**) is for the Birchs Road development area. This is proposed to be zoned Living MD Prebbleton and Business 1. The ODP includes 36.58 ha of land, comprising eight properties. The site is bounded by Hamptons Road to the north, Birchs Road and Kakaha Park to the east and rural uses of varying scales to the south, east, and west (**Site**).

The ODP provides an overarching structure framework to guide the future development of the land. The ODP includes Land Use, Movement, Green and Blue Networks and incorporates the wider strategic and community outcomes expressed in the Prebbleton Structure Plan. In detail, the ODP guides the following elements specific to this Site:

- Density;
- Road layout;
- Pedestrian and cycle elements;
- Connectivity;
- Servicing; and
- Edge treatment.

Foundation of the ODP

The cultural principles embedded with the four pillars of Te Runanga o Ngāi Tahu underpin the design process and outcomes of the ODP.

The four pillars of Te Runanga o Ngāi Tahu are:

Te Ao Turoa	The Environment
Mātauranga	Knowledge
Oranga	Wellbeing
Ngāi Tahutanga	Culture and Identity

Design Principles

The design principles that underpin this ODP are in line with the New Zealand Urban Design Protocol and accord with the Selwyn District Council Subdivision Design Guide (September 2009). The following environmental outcomes are to be achieved:

- Development that meets the District Plan policies, realises an overall increase in residential density to a minimum of 15hh/ha, applies urban consolidation principles and is consistent with the evolving settlement and growth pattern for Prebbleton.
- Provision for a range of section sizes and housing types to respond to the wider needs of the community, whilst achieving the prescribed minimum household densities and minimum average allotment sizes.
- Subdivision layout that integrate with the adjoining Kakaha Park and development north of Hamptons Road and incorporates existing land uses where appropriate.
- Layouts and urban design treatments that create a distinguishable sense of place, assist in enhancing the wider character and amenity of Prebbleton and deliver safe, vibrant, and healthy

living environments. Layouts should apply Crime Prevention through Environmental Design (CPTED) design principles at detailed design stage.

- Integrated and legible road layout with a clear hierarchy that supports safe and efficient connections promoting walking and cycling over vehicle movement. Road design and landscape treatments should contribute to the overall character of Prebbleton and assist in connecting residential development with Kakaha Park and other public assets and services within the township, such as the Domain, Primary School, Nature Park and the town centre via a focus on the Birchs Road movement corridor.
- Sustainable methods to manage, detain, and treat stormwater to protect groundwater resources and overland flows from contamination, while integrating with open space and reserves where appropriate.
- Installation of all the necessary infrastructure services within the ODP area, and the cost effective and efficient connection of those services to the wider network.

Land use

A minimum density of 15 households per hectare shall be achieved through future subdivision. Intensification of residential density (less than 400 m^2/unit) should be located near to key open spaces, green corridors (including Kakaha Park) and neighbourhood commercial area and avoid locating on the outer edge of the ODP area where it adjoins rural zoning.

Subdivision

An application for subdivision of the ODP area shall include supporting transport and infrastructure assessments, with detailed design for the provision of water, sewer and stormwater to any allotments proposed. These assessments shall include analysis of the upper limit of residential units enabled by the zoning and any cumulative effects of demand on the transport and infrastructure (water and sewer) networks. This ensures the capacity of the networks is not adversely affected by the subdivision or can be mitigated through identified upgrades. At the time of subdivision, the need for, and nature of, any safety improvements required to the Hamptons/Birchs Road intersection and the proposed new road and Birchs Road connections will be considered in consultation with Selwyn District Council. The layout of the blocks will have a predominantly north-south orientation where possible to maximise solar gain into rear yards (outdoor living spaces) of all properties.

Subdivision may include the creation of super lots in order to achieve the required 15hh/ha density. If super lots are proposed within the subdivision, a minimum residential unit yield shall be registered by way of consent notice on the individual super lots, to ensure the minimum density overall is achieved.

Green and blue network

The Green network consists of a north – south spine and smaller east – west green links, creating a green skeleton that is the foundation of the development's layout. The network incorporates several functions, these being;

- Providing amenity to a large number of residents;
- Assisting with stormwater management and conveyance;
- Incorporating primary roads and hosting key walking and cycling connections;
- Pulling the qualities of the neighbouring Kakaha Park into the Site;
- Providing viewshafts to the Port Hills and other significant landmarks;
- Interlinking of smaller recreational reserves within the Site;

- Supporting the natural processes of the land;
- Supports the residential intensification of the Site;
- Visually breaks the development into smaller spaces to integrate PC79 into the wider Prebbleton character;
- Supports native flora and fauna propagation acting as a nodal green space and corridor for these species;
- Assists in the creation of a sense of community, a space for people to interact and to enjoy.

Two smaller reserves within the project boundary will be required to provide amenity for residents, the majority of residents being within a 5-minute walk, or 500 m radius of the spaces. It is likely the sizes of the reserves will range between 3,000 m^2 and 6,000 m^2 with the exact size and position of these reserve being determined at the time of subdivision. These reserves will be tied to the location of higher density developments, providing amenity for residents on smaller sections.

The blue network is integral to the green network. Any areas identified at high risk of flooding should be utilized for reserves and stormwater management rather than residential use or remediated (filled) at the time of subdivision, avoiding any risk to residential use.

There are two possible overland flowpaths crossing the Site, running northwest – southeast. The larger is located in the far south along this southern boundary and the smaller follows a historic waterway alignment that has been redirected along Hamptons and Birchs Rd. Both flowpaths need to be considered at detailed design and should be integrated into the blue and green network to continue to facilitate these overland flow functions.

Movement network

Walkability and connectivity are key principles of the ODP, with a hierarchy of street types and connections provided throughout the area. The aim of the movement network is to provide a range of modal options for residents, to reduce car-dependency for short local trips, while recognising private vehicle use is necessary for longer trips. The ODP encourages connectivity using primary and secondary routes running through the area from north to south and east to west, with future primary connections from Hamptons and Birchs Road. Primary roads that sit within the green network require sufficient road reserve width to allow inclusion of a shared pedestrian/cycle path, separate from the main vehicle carriageway.

Smaller streets (not shown), or local/neighbourhood streets, will create a highly connected and permeable neighbourhood. These roads are not shown to allow future design flexibility at the final subdivision stage and should provide walkable blocks and avoid cul-de-sacs. The design of the local streets will encourage slow vehicle movements combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street.

Supporting the road network, off-road pedestrian and cycle paths are located within the green network and connect through to Kakaha Park and the Rail Trail. North of the car park to Kakaha Park, a key pedestrian crossing is strategically placed adjacent to the commercial area of PC79.

KEY ASPECTS

- Street hierarchy providing different modal allocation;
- A well-connected network which combines with the green / blue network and existing facilities connecting to key destinations (commercial area and Kakaha Park);
- A high level of legibility created through street hierarchy;
- Prioritising walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes;

- Direct vehicle access onto Birchs Road for individual properties is desired where this can be carefully managed to achieve an urban streetscape and promote passive surveillance whilst ensuring the safe and efficient functioning of Birchs Road ; and
- Streets with a high level of amenity.

Road Upgrades

The Birchs Road and Hamptons Road frontages are to be upgraded to an urban standard in accordance with the Council's Engineering Code of Practice. All frontage upgrades are to be developed in consultation with Council.".

The primary road intersection with Hamptons Road will require consideration of safe intersection sight distances and should be supported by urban frontage upgrades and speed limits to ensure turning movements can be accommodated safely.

A new road and roundabout will be provided at the Leadleys Road – Birchs Road intersection. Design of this intersection will need to carefully consider the alignment of the new road noting the existing alignment of Leadleys Road is not perpendicular to Birchs Road. This roundabout shall also include safe crossing facilities for pedestrians and cyclists.

Provision has been made for a maximum number of residential units which could be accommodated within the future subdivision, dependent on the timing of upgrades of the Hamptons Road/Springs Road roundabout upgrade and whether seal widening is provided along Leadleys Road.

Along Birchs Road frontage from Leadleys Rd to the new bus stop and crossing, a shared pedestrian and cycle path is to be provided.

A secondary road intersection with Birchs Road has been indicated to provide for co-ordinated access to the business area however will require careful design to ensure it functions as a secondary rather than primary connection.

Commercial

The commercial area identified in the ODP shall have a total land area of 2,500 m^2 and shall provide primarily for small-scale commercial and community activities that directly support the daily needs of the immediate residential neighbourhood. The scale of commercial activity is to remain small so as not to detract from the broader town centre as a focal point for commercial activities. No supermarket is to be provided within the commercial area.

The layout of the commercial area is broken by the access road, a low level secondary road with slow travel speeds.

The commercial area must provide active interface with Birchs Road as well as PC79, thus fronting in both directions. Car parking is to be visually and physically integrated to preserve amenity and avoid affecting Prebbleton's village character with concrete and car dominant views.

Edge Treatment to Rural

Soft landscape treatment and appropriate building setbacks to ensure that reverse sensitivities are addressed with respect to adjoining rural zoning but future connectivity to the west and south is not precluded.

Primary function of the edge treatment to rural is to provide mitigating measures to address potential reverse sensitivities to rural activities. The secondary function is to provide a visual screen to rural

amenity and the final function is to provide edge treatment that ensures future connectivity to the west and south is not precluded.

To achieve all these functions a soft landscape treatment is proposed that can adapt through detailed planting to each relevant boundary with specifically tailored planting strategy to address reverse sensitivity such as airborne particles and/or noise from rural activities.

Both the western and southern boundary are to include a minimum 5m buffer within private property comprising of a mix of predominantly native planting capable of reaching minimum of 6m (average of 8m height) at maturity. The setback area is to be densely planted with staggered layers of vegetation to provide the best possible screen/ deflect airborne particles and noise from rural activities.

Where required this 5 m setback can include additional structures to aid noise control, screened by vegetation on either side.

Rural amenity planting, planted at intervals capable of achieving visual screening of dwellings is proposed to the southern part of the Birchs Road boundary between Leadleys Road and southeast corner of Site to present a more rural interface towards rural properties across Birchs Road.

Edge Treatment to Kakaha Park

The commercial area is proposed opposite the car park for Kakaha Park to provide active frontages and passive surveillance.

Educational Facilities

At the time of subdivision, consultation with the Ministry of Education will consider whether it is appropriate and necessary for any land to be provided for education purposes within the Site, and the appropriateness of any amendments to the ODP to accommodate this.

ODP Standards

The following standards will need to be met by an application for subdivision within the ODP as per Rule 12.1.A4:

- **A minimum density of 15hh/ha is achieved.**
- **Reserves are provided such that any proposed residential use is within 500 m of a reserve (including Kakaha Park)**
- **Any areas identified at high risk of flooding should be utilized for reserves and stormwater management rather than residential use or remediated (filled) at the time of subdivision.**
- **A pedestrian crossing point is provided North of the car park to Kakaha Park to the development.**
- **The Birchs Road and Hamptons Road frontages are to be upgraded to an urban standard in accordance with the Council's Engineering Code of Practice.**
- **Along Birchs Road frontage (from Leadleys Rd to the new bus stop and crossing) a shared pedestrian and cycle path is to be provided.**
- **The commercial area shall have a maximum land area of 2,500 m^2, inclusive of any off-street parking areas.**
- **The commercial area shall be located opposite the Birches Road car park of Kakaha Park.**
- **No supermarket shall be provided in the commercial area.**
- **Both the western and southern boundary are to include a minimum 5m buffer within private property comprising of a mix of predominantly native planting capable of reaching minimum of 6m (average of 8m height) at maturity.**