BASELINEGROUP

Appendix 2: Outline Development Plan

Introduction

This Outline Development Plan (ODP) is for the Birchs Road development area which is zoned Living Z. The ODP includes 36.58 ha of land, comprising eight properties. The site is bounded by Hamptons Road to the north, Birchs Road and the Birchs Road Reserve to the east and rural uses of varying scales to the south and west.

The ODP provides an overarching urban design 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.

Urban design

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, applies urban consolidation principles and assists in achieving a compact concentric settlement pattern for Prebbleton.
- Provision for a range of section sizes and housing typologies to respond to the wider needs of the community, whilst achieving the prescribed minimum household densities and minimum average allotment sizes.
- Subdivision layouts that integrate with adjoining neighbourhoods and incorporate existing land uses where appropriate. The wider context of the development area should influence the subdivision layout by protecting and enhancing cultural, ecological, heritage and Te Taumutu values and existing built features, such as amenity trees and water races.
- 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.
- Integrated and legible road hierarchy that supports safe and efficient connections and promotes walking and cycling. Road design and landscape treatments should contribute to the overall character of Prebbleton and assist in connecting residential development with open space reserves and other public assets and services within the township, such as the Domain, Primary School, Nature Park and the town centre.
- Sustainable methods to treat and dispose of stormwater that protect groundwater resources and surface waterways (including springs, water/stock races) 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

The ODP is designed to achieve a minimum net density of 12 households per hectare for low density areas and 15 households per hectare for medium density areas. Medium density areas should be located immediately adjacent to key open spaces and green corridors, including the Birchs Road Reserve and avoid locating on the outer edge of the ODP area or adjoining rural zoning.

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. A primary road legal width of 23 m is proposed, to allow inclusion of a 2.5 m wide shared path, separate from the main vehicle carriageway.

Smaller tertiary streets (not shown) or local/neighbourhood streets will ideally run north-south to create a highly connected and permeable neighbourhood. These roads are not shown to allow future design flexibility at the final subdivision stage but 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. 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.

Supporting the road network, off road pedestrian and cycle paths connect through to Birchs Road Park and the Lincoln-Prebbleton cycleway.

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 (school, childcare, town centre)
- 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 should be avoided
- Streets with a high level of amenity

Green and blue network

The green network corridor is designed to provide a green strip running through the Plan Change area to Birchs Road Reserve, providing amenity to a large number of future residents. The network also combines with the movement network to provide shared off-road facilities connecting through to the park and the Lincoln-Prebbleton cycleway.

Additional neighbourhood reserves within the project boundary may 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 will be integrated with and incorporated into the green networks where practicable. Any areas identified as 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.

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Key

- Development Boundary
- Proposed Living Zone Allotments (12 Households/Ha)
- Proposed Reserve
- Proposed Primary Road (Width 23m)
- Future Road Connection
- Proposed Indicative Pedestrian & Cycle Route
- Indicative Pedestrian & Cycle Link
- Existing Pedestrian & Cycle Route

Hamptons Road

OPEN SPACE

500m Offset From Open Space

Birchs Road

BASELINEGROUP

Prebbleton

Scale	1:2000 @A1, 1:4000@A3
Date	22 Feb 2021
Design	EL
Drawn	EL
Review	SE

Rev.	Date	Amendment
A	24/02/21	Traffic engineer feedback updating
B	02/03/21	Plan change density increasing
C	18/03/21	Layout updating
D	23/03/21	ODP updating
E	04/05/21	ODP updating
F	14/05/21	ODP boundary updating
G	20/05/21	ODP boundary updating

Revision G

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