

Appendix 2: Outline Development Plan

Introduction

This Outline Development Plan (ODP) is for the Birchs Road development area which 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 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

A minimum density of 15 households per hectare shall be achieved through future subdivision. Intensification of residential density (less than 400 m²/unit) should be located near to key open spaces, green corridors (including the

Birchs Road Reserve) and neighbourhood commercial area and avoid locating on the outer edge of the ODP area or adjoining 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 to ensure 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 connection will be considered in consultation with Selwyn District Council.

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 21 m is proposed, to allow inclusion of a shared pedestrian/cycle 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, north of the car park to the Birchs Road Reserve

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

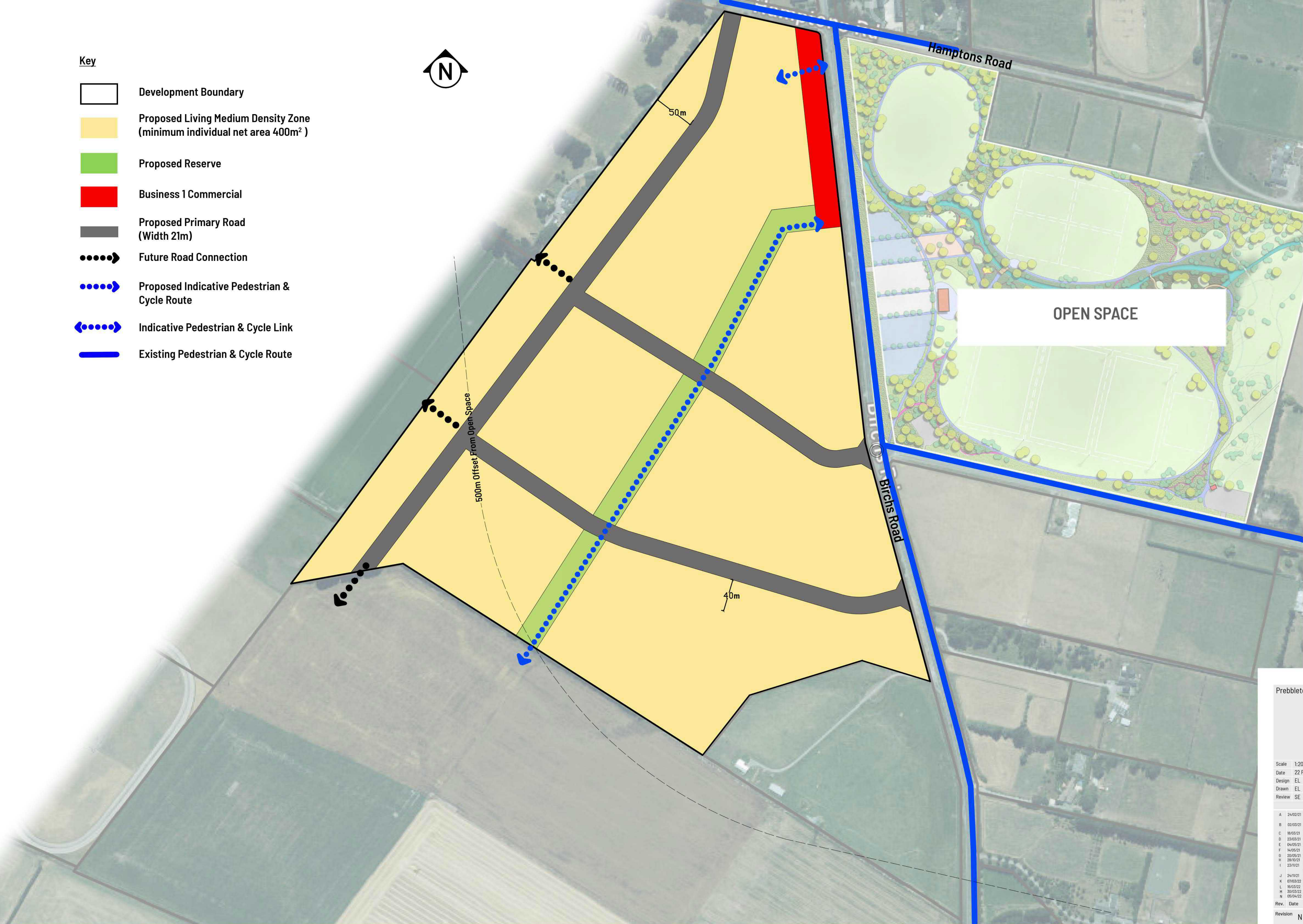
The green network corridor is designed to provide a green strip running through the Plan Change area to Birchs Road Reserve, providing amenity to a large number of future residents. Primarily a stormwater network, a dual function is proposed to provide shared off-road facilities connecting through to 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 m² and 6,000 m² 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.

Key

- Development Boundary
- Proposed Living Medium Density Zone
(minimum individual net area 400m²)
- Proposed Reserve
- Business 1 Commercial
- Proposed Primary Road
(Width 21m)
- Future Road Connection
- Proposed Indicative Pedestrian &
Cycle Route
- Indicative Pedestrian & Cycle Link
- Existing Pedestrian & Cycle Route



Prebbleton

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

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
H	28/10/21	RFI updating
I	23/11/21	Updating in accordance with current master plan
J	24/11/21	Road layout updating
K	07/03/22	Zoning updating
L	18/03/22	RFI updating
M	30/03/22	RFI updating
N	05/04/22	RFI updating

Rev. Date Amendment

Revision N

Sheet 1



CROSSING FACILITY TO RESERVE
A crossing facility is positioned to the north of the proposed reserve carpark to minimise potential conflicts between activities while maximising accessibility for residents and reserve visitors. Its location provides easy access to existing and proposed bus stops as well as retail activities.

GREENWAY AND COMPREHENSIVE DEVELOPMENT
A 15m wide greenway extends the length of Birchs Village providing direct access to the proposed shops, existing bus stop and the proposed district reserve. All-weather shared paths and informal recreation facilities will be incorporated into the linear park to maximise connectivity and accessibility for future residents while the public space is lined with medium density (comprehensive) homes.

A. BIRCHS VILLAGE - OVERALL PERSPECTIVE (NTS)

Client / project name: BIRCHS VILLAGE / BIRCHS VILLAGE PLAN CHANGE
 Drawing name: **LANDSCAPE CONCEPT - OVERALL PERSPECTIVE**
 Designed by: Dave Compton-Moen
 Drawn by: TOM MORRISON
 Original issue date: 2 NOVEMBER 2021
 Scales: NTS

Revision no:	Amendment
A	Draft Design
B	Minor Amendments
C	Zoning Change

Approved	Date
DCM	24/11/2021
DCM	25/11/2021
DCM	10/03/2022



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Project no / drawing no: **2021_085 / 0101**

Revision: **C**

LEGEND



LIVING MEDIUM DENSITY

MAXIMUM AVERAGE LOT SIZE 500m²

MINIMUM LOT SIZE OF 400m²

TOTAL AREA 24.57Ha



GREEN / OPEN SPACE

TOTAL AREA 1.54Ha

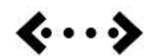


BUSINESS 1 COMMERCIAL (VARYING ACTIVITIES)

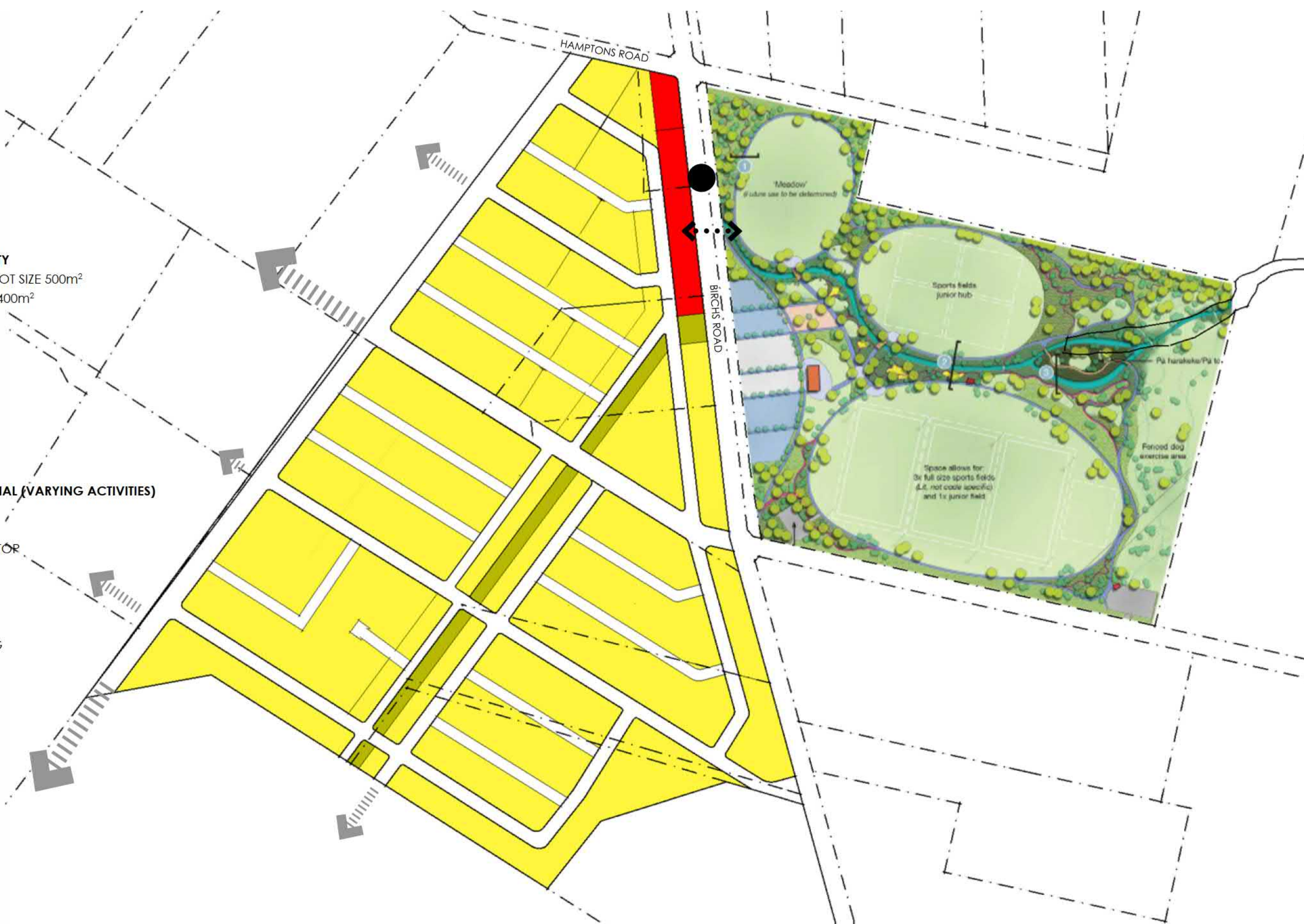
TOTAL AREA 0.8Ha



EXISTING BUS STOP



SUGGESTED CROSSING
POINT TO RESERVE



A. MASTER PLAN 1:4,000@A3

Client / project name: BIRCHS VILLAGE / BIRCHES VILLAGE PLAN CHANGE

Drawing name: **MASTER PLAN**

Designed by: Dave Compton Moen

Drawn by: DAVE COMPTON/MOEN

Original issue date: 25 NOVEMBER 2021

Scales: NTS

Revision no:

Revision no:	Amendment
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Approved

DCM
DCM
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Date

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25/11/2021
10/03/2022



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Revision: **C**



B. GREENWAY PERSPECTIVE

Client / project name: BIRCHS VILLAGE / BIRCHS VILLAGE PLAN CHANGE
 Drawing name: **GREENWAY PERSPECTIVE**
 Designed by: Dave Compton Moen / Tom Morrison
 Drawn by: TOM MORRISON
 Original issue date: 25 NOVEMBER 2021
 Scales: NTS

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Revision: **C**



B. PERSPECTIVE DRAWING 2

Client / project name: GEDDES / PREBBLETON PLAN CHANGE
 Drawing name: **LANDSCAPE CONCEPT**
 Designed by: Dave Compton Moen / Tom Morrison
 Drawn by: TOM MORRISON
 Original issue date: 24 NOVEMBER 2021
 Scales: NTS

Revision no:	Amendment
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Project no / drawing no: **2021_085 / 0105**

Revision: **C**



B. PERSPECTIVE DRAWING 3

Client / project name: GEDDES / PREBBLETON PLAN CHANGE
 Drawing name: **LANDSCAPE CONCEPT**
 Designed by: Dave Compton Moen / Tom Morrison
 Drawn by: TOM MORRISON
 Original issue date: 24 NOVEMBER 2021
 Scales: NTS

Revision no:	Amendment
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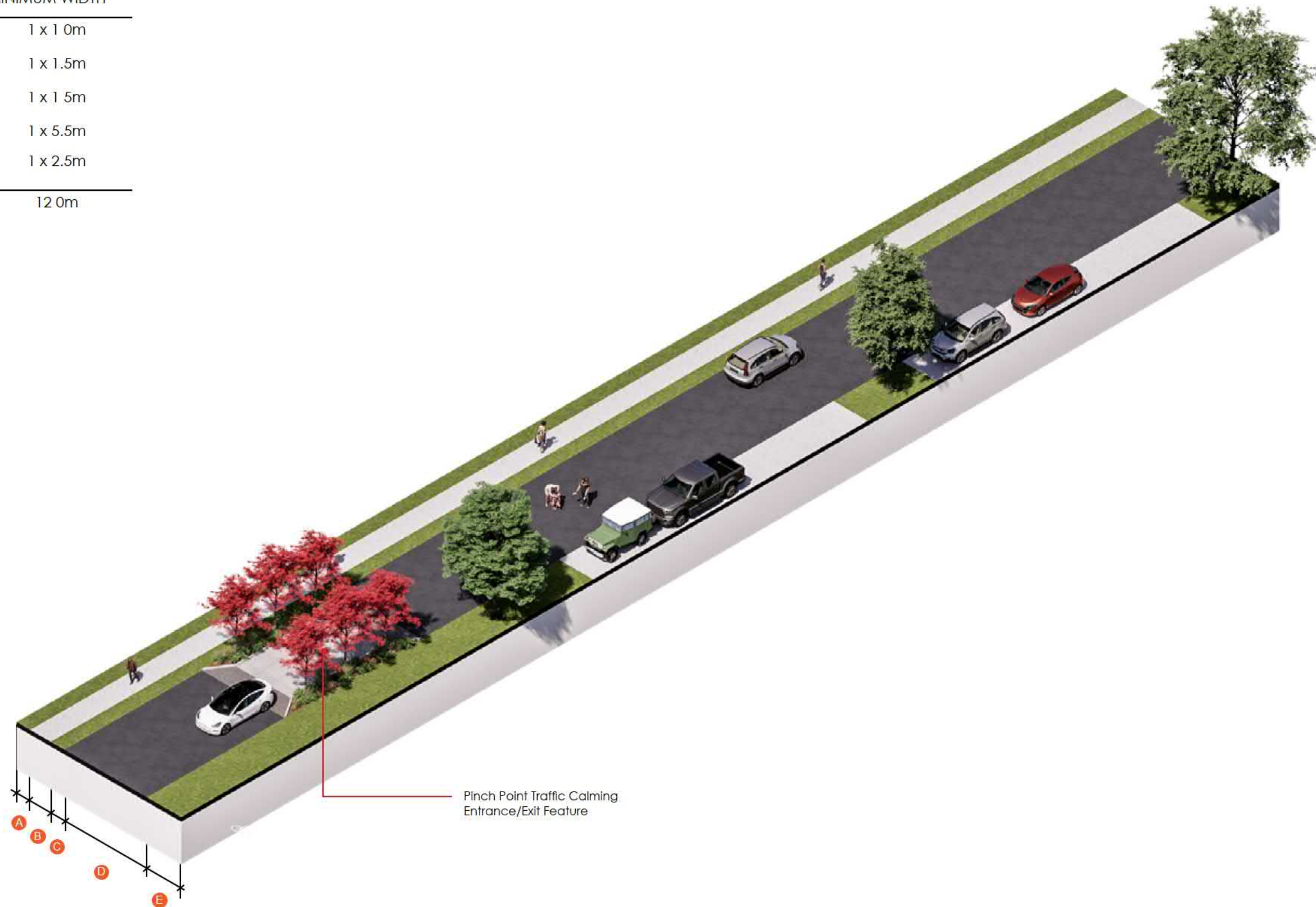


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Project no / drawing no: **2021_085 / 0106**

Revision: **C**

ELEMENT	MINIMUM WIDTH
A Grass Berm	1 x 1.0m
B Footpath	1 x 1.5m
C Street Tree Berm	1 x 1.5m
D Shared Movement	1 x 5.5m
E Street Tree Berm / Parking lots	1 x 2.5m
Total Width (Legal Width)	12.0m



A. 12M SHARED STREET (NTS)

Client / project name: GEDDES / PREBBLETON PLAN CHANGE
Drawing name: **LANDSCAPE CONCEPT**
Designed by: Dave Compton Moen / Tom Morrison
Drawn by: TOM MORRISON
Original issue date: 24 NOVEMBER 2021
Scales: NTS

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DCM	10/03/2022

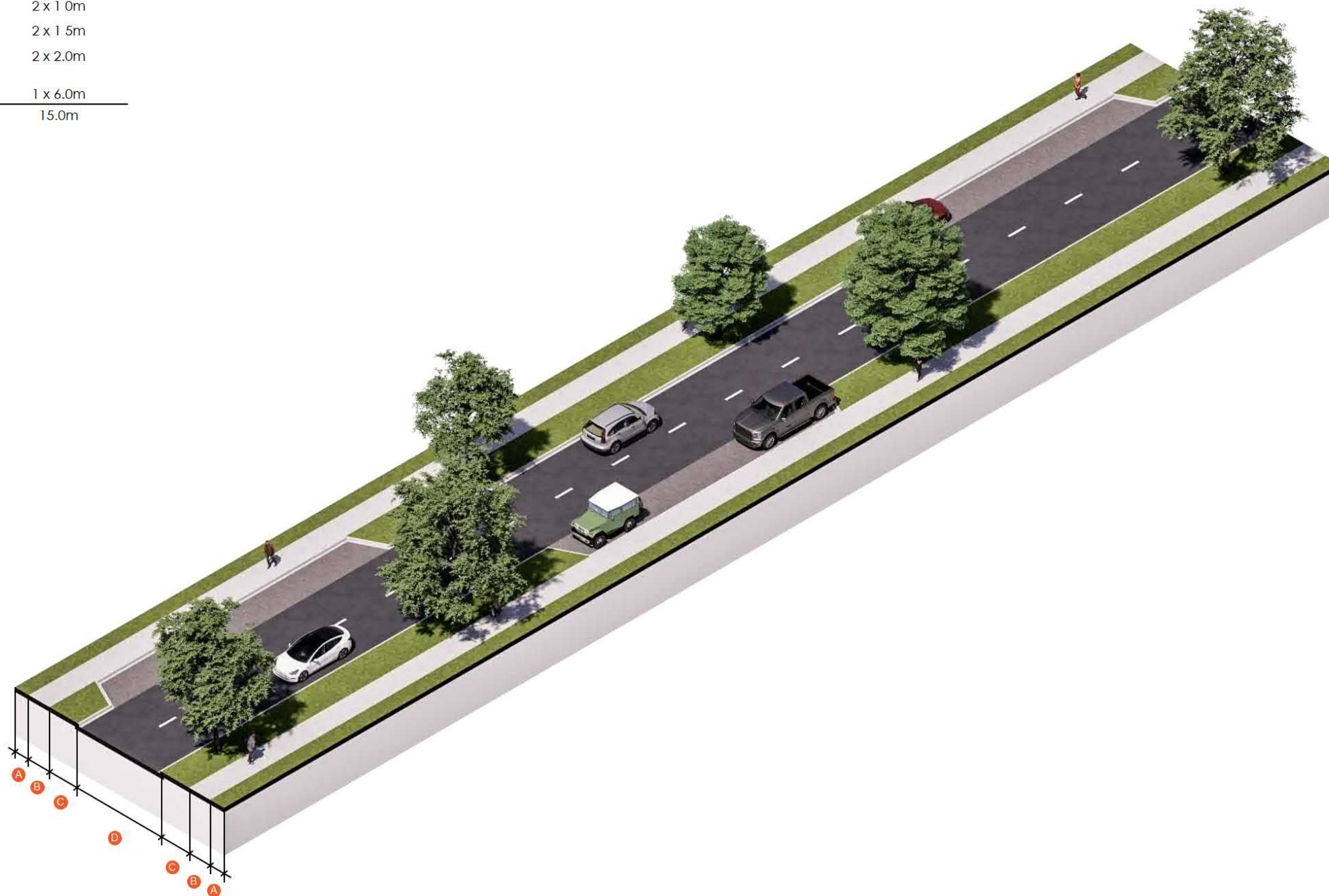


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Project no / drawing no: **2021_085 / 0107**

Revision: **C**

ELEMENT	MINIMUM WIDTH
A Grass Berm	2 x 1.0m
B Footpath	2 x 1.5m
C Street Tree Berm / Parking lots	2 x 2.0m
D Traffic	1 x 6.0m
Total Width (Legal Width)	15.0m



A. 15M NEIGHBOURHOOD STREET (NTS)

Client / project name: GEDDES / PREBBLETON PLAN CHANGE
Drawing name: **LANDSCAPE CONCEPT**
Designed by: Dave Compton Moen / Tom Morrison
Drawn by: TOM MORRISON
Original issue date: 24 NOVEMBER 2021
Scales: NTS

Revision no:	Amendment
A	Draft Design
B	Minor Amendments
C	Zoning Change

Approved	Date
DCM	24/11/2021
DCM	25/11/2021
DCM	10/03/2022

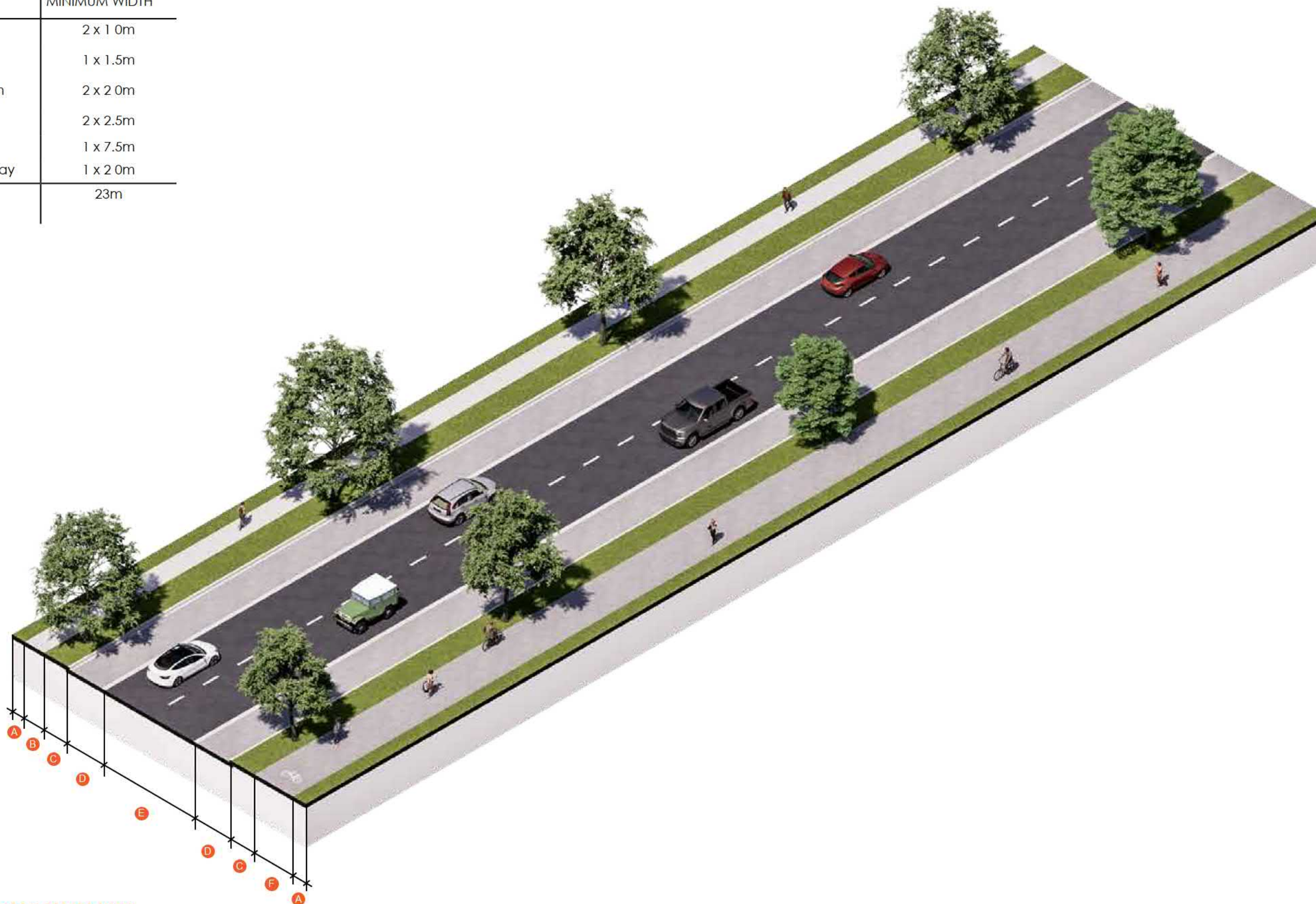


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Project no / drawing no: **2021_085 / 0108**

Revision: **C**

ELEMENT	MINIMUM WIDTH
A Grass Berm	2 x 1.0m
B Footpath	1 x 1.5m
C Street Tree Berm	2 x 2.0m
D Park Lane	2 x 2.5m
E Traffic	1 x 7.5m
F Shared Cycleway	1 x 2.0m
Total Width (Legal Width)	23m



A. 23M COLLECTOR STREET (NTS)

Client / project name: GEDDES / PREBBLETON PLAN CHANGE
Drawing name: **LANDSCAPE CONCEPT**
Designed by: Dave Compton Moen / Tom Morrison
Drawn by: TOM MORRISON
Original issue date: 24 NOVEMBER 2021
Scales: NTS

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