OUTLINE DEVELOPMENT PLAN 81 (SKELLERUP SOUTH)

Introduction

The Outline Development Plan (ODP) area comprises 28.4 hectares and is situated at the south-western corner of the existing Rolleston Township, to the west of Dunns Crossing Road, and to the north of Selwyn Road.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

a. The Land Use Recovery Plan (LURP)

b. The Canterbury Regional Policy Statement

c. The Greater Christchurch Urban Development Strategy (UDS)

d. The Ministry for the Environment's Urban Design Protocol

e. The Selwyn District Council's 2009 Subdivision Design Guide

A single Overall ODP addresses the land use, movement, green and blue networks.

Land Use Plan

The ODP area shall provide for a maximum of 350 households, beyond which an Integrated Transport Assessment shall be required in association with any resource consent application. In addition, the development area shall achieve a minimum net density of 12 household per hectare, averaged over the area.

The Living Z zone ODP densities will include Low Density (average allotment size of 600m^2 and a minimum individual allotment size of 500m^2), Medium Density Small-lot (maximum average of 500m^2, with minimum of 400m^2), and Medium Density Comprehensive (maximum average of 350m^2, with no minimum site size). Medium density residential areas may be co-located with either open space, reserves, local centres, along key road connections and in smaller pockets around high amenity, low traffic residential streets.

A rural-style interface treatment will be established along the Selwyn Road frontage and the western boundary of the site. This will include open rural fencing, and tree planting with the detailed design to be confirmed at subdivision stage.

For all earthworks across the site, an Accidental Discovery Protocol will be implemented at the time of site development, in addition to appropriate erosion and sediment controls, to assist in mitigating against the potential effects on wāhi tapu and wāhi taonga values generally.

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-Intermediate Road.

The ODP provides for an integrated transport network incorporating:

a. Primary routes that provide east-to-west and north-to-south linkages through the ODP area, connecting to Dunns Crossing Road, and providing a connection to Selwyn Road. A future primary road connection and secondary road connection are provided for land to the north.

b. Secondary routes are otherwise provided throughout the ODP block and are intended to provided ease of movement access in a north-to-south and east-to-west direction through the block.

c. Shared pedestrian and cycle connections are provided centrally through the ODP area to enhance safe walking and cycling opportunities, and will provide linkages to adjacent properties.

d. A gateway feature is proposed at the western end of the site frontage along Selwyn Road to demarcate a change in speed environment to 60km/hr and the urbanising of this area.

The remaining internal roading layout must provide for long-term interconnectivity once full development is achieved. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access.

Transport network upgrades are required in order to accommodate growth and traffic from the ODP area. The nature of these works, timing requirements and anticipated funding responsibility is set out in Table 1 below and a consent notice or similar mechanism shall be imposed at the time of any subdivision consent to ensure these outcomes.

Table 1: Transport network upgrades

Upgrade required	Timing	Anticipated funding mechanism
SH1 / Dunns Crossing Road / Walkers Road Intersection	Prior to occupation of any dwelling in the ODP area.	Works already funded by Waka Kotahi.
Dunns Crossing Road / Burnham School Road Traffic Signals	Prior to occupation of any dwelling in the ODP area.	Developer agreement (as in the LTP[1] for 2032/2033 and also required for Plan Change 73).
Goulds Road / Dunns Crossing Road / Selwyn Road Upgrade	Prior to occupation of any dwelling in the ODP area.	Developer agreement as also required for Plan Change 70.
Dunns Crossing Road Frontage Upgrade	Prior to occupation of any dwelling in the ODP area.	Developer constructed.
Selwyn Road Frontage Upgrade	Prior to occupation of any dwelling in the ODP area.	Developer constructed.
Dunns Crossing Road / Newmans Road Intersection	Prior to occupation of any dwelling in the ODP area.	To be delivered by PC73 and / or as part of Waka Kotahi works to SH1 / Dunns Crossing Road.
Dunns Crossing Road / Lowes Road	Prior to occupation of any dwelling in the ODP area.	To be delivered by PC82 or brought forward by developer agreements noting it is in the LTP for 2035/36.

Green Network

A recreational reserve of approximately 1.5-2.0ha will be provided, in addition to green links and reserves that provide open space and facilitate attractive pedestrian and cyclist connections to align with adjacent sites. The

[1] Selwyn District Council Long Term Plan.

location of the reserve has been determined based on the number of households within the plan change area and to ensure people are within a 500m walking radius of their homes.

The proposed reserve network provides an opportunity to create an ecological corridor, and to integrate the collection, treatment, and disposal of stormwater where appropriate. Plant selection in new reserves will include locally sourced native tree and shrub plantings.

The existing water race will be decommissioned prior to or as part of the subdivision works. Fauna within the water race will be translocated locally, expect for eels, where they shall be translocated into the neighbouring Te Waihora/Lake Ellesmere catchment so they can access the sea and complete their life cycles. The fish and kākahi salvage/translocation will be conducted in accordance with ECAN fish salvage guidelines prior to any works within the water races.

Blue Network

Stormwater - Stormwater runoff from individual sites will discharge primary runoff from rooves and hardstand areas directly to ground via on-site soak pits. Runoff from hardstand areas and roads will be collected and treated before discharging into ground via soak pits or infiltration trenches. In general, the first flush stormwater runoff will be generally treated through a swale or infiltration basin or proprietary stormwater treatment devices.

Stormwater runoff from large rainfall events which exceed the first flush capacity can be discharged directly to ground using rapid infiltration trenches or soak pits. Flows in excess of the capacity of the primary system can be directed to the roads which will act as secondary flow paths to safely convey stormwater through the developments. The detailed design of stormwater management will be determined by the developer in collaboration with Council at the subdivision stage and in accordance with Environment Canterbury requirements.

Water – The water reticulation will be an extension of the existing water reticulation network bordering the site into the plan change block along proposed roads with minor upgrading of the existing network. Additional connections to other parts of the Council network to the north/east will be determined at the subdivision stage to increase network connectivity and resilience.