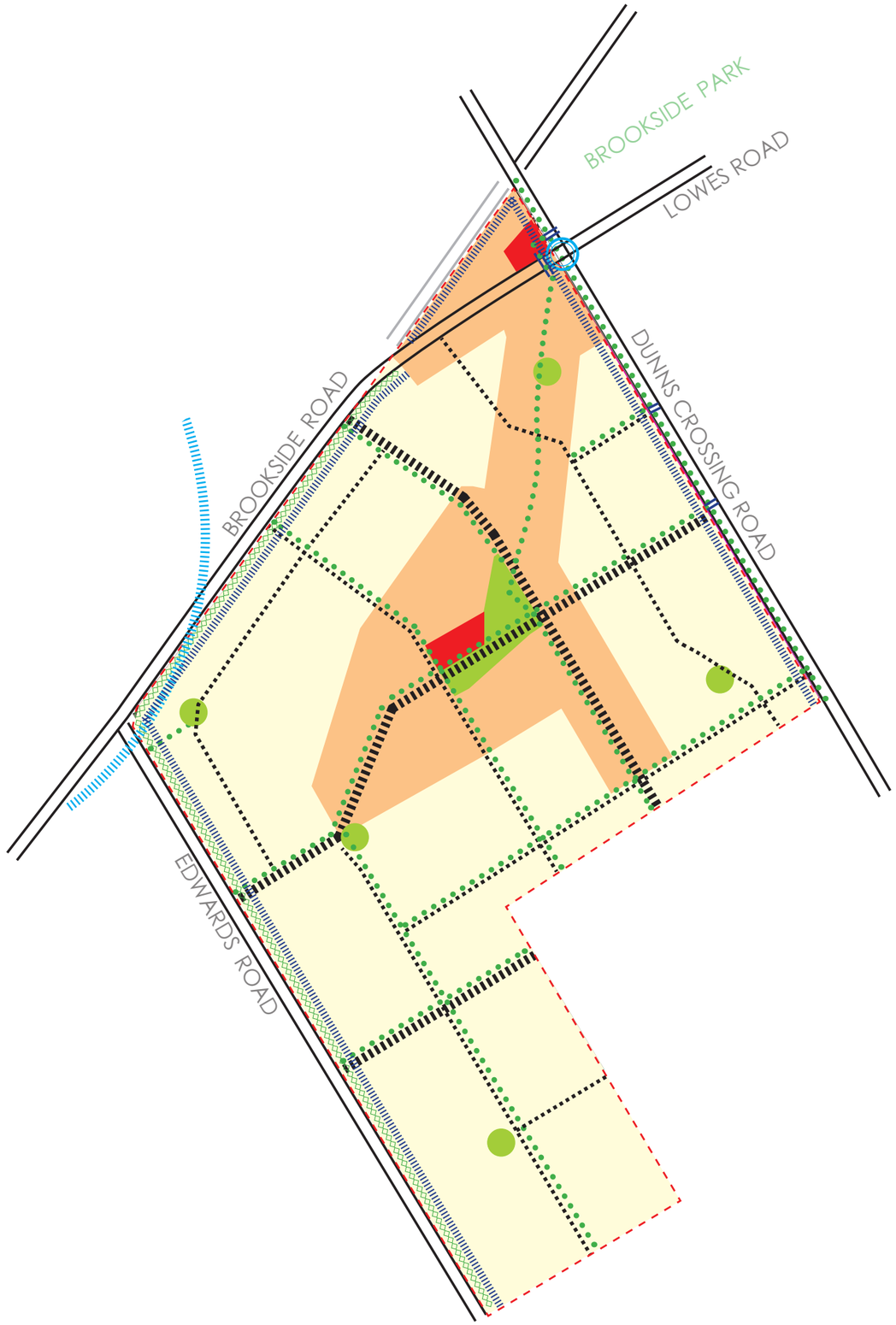
BROOKSIDE PLAN CHANGE

ODP



- intersection upgrade
- local park / reserve exact location and size to be determined at subdivision stage
- neighbourhood park / exact location and size to be determined at subdivision stage
- local commercial centre / Business 1 Zone
- Living Z - medium density areas
- Living Z Zone
- pedestrian and cycle network
- indicative primary road
- indicative secondary road
- extent of road frontage upgrade
- ODP Area
- extent of Brookside Road to be realigned maintain existing property access
- odour constraint 600m buffer/setback
- indicative pedestrian crossing point
- residential / rural interface treatment

N

0 0.1 0.2 0.3 0.4 Kilometres

Scale: 1:10,000 @A3

Appendix C: OUTLINE DEVELOPMENT PLAN BROOKSIDE ROAD PLAN CHANGE

This area comprises approximately 10**0**~~9.7737~~ hectares and is situated on the west side of Dunns Crossing Road, and bounded by Edwards and Brookside Roads.

Land Use

The development area shall achieve a minimum net density of 12 household per hectare (hh/ha), averaged over the area of the Site, excluding the area identified as an Odour Constrained Area where dwellings are not permitted **600m from the active composting area in the Rolleston Resource Recovery Park**~~Pines Wastewater Treatment Plant~~. The zoning framework supports a variety of site sizes to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum net density of 12 household per hectare for the overall area can be achieved, will be required.

Medium density areas within the Site are able to be supported by adjacent amenities that include key open spaces including a neighbourhood park, local parks, green corridors and two small commercial centres within the Site.

The small local commercial centres are proposed adjacent to the intersection of Dunns Crossing Road/ Lowes Road, and on the proposed central Primary Road by the neighbourhood park, to provide good accessibility and to meet some of the convenience needs of residents in the immediate area.

1320 sites can be provided across the whole of the development area based on a minimum density of 12 hh/ha. However, no **residential lots shall be completed** ~~dwellings shall be occupied across the area~~ prior to the completion of**:**

- the upgrade to the SH1 / Dunns Crossing Road intersection;
- the upgrade to the Lowes Road/Dunns Crossing intersection; and
- re-alignment of Brookside Road at Dunns Crossing Road; ~~A consent notice or similar mechanism shall be imposed at the time of any subdivision consent to ensure this outcome~~.

A consent notice or similar mechanism shall be imposed at the time of any subdivision consent to ensure these outcomes.

No sensitive activities are provided for in the 'Odour Constrained Area' adjoining the area's north-western boundary on Brookside Road. The restrictions in this area shall be supported by an appropriate, enduring legal mechanism (such as a covenant, consent notice, etc) imposed at the time of subdivision.

No residential allotments may be created within 1500m of the Pines Wastewater Treatment Plant buildings (as depicted by the green line shown in Figure 1 below) prior to: Certification by the Council's Asset Manager that the resource management approvals required to enable the Pines Wastewater Treatment Plan to provide treatment capacity for 120,000 person equivalents of incoming flow have been obtained; or 31 December 2025, whichever is sooner.

Figure 1: Odour Constrained Area and WWTP Setbacks

Access and Transport

The ODP employs a roading hierarchy that delivers a range of integrated transport options, including active transport connections at the boundary of the development area to adjacent neighbourhoods that facilitate the use of existing and future public transport routes. Roading connections shall be designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing.

The ODP features a primary east – west route that provides a connection point from Dunns Crossing Road to Edwards Road, and a second primary east – west road from Edwards Road in to the Skellerup Block of Plan Change 73. Another primary north – south route links

the Skellerup Block to a mid-point on Brookside Road. Brookside Road is to be realigned to connect with Lowes Road at an upgraded intersection. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development and can cater for extensions to existing public transport routes and/or new routes.

An integrated network of roads will facilitate the safe and efficient distribution of internal traffic, provide access to properties, assist in connecting the open space reserves network both within and beyond the site and provide links to adjoining neighbourhoods.

The transport network for the area shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be contained within the road reserve and incorporated into the roading design of the overall road network where applicable. Adequate space must be provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements. Three indicative pedestrian crossing points are shown on the ODP on Dunns Crossing Road adjacent to the primary and secondary roads that support pedestrian and cycle networks.

The requirement for the intersection upgrade at Dunns Crossing/ Lowes Roads is also identified on the ODP. **The possible need for improvements at the Edwards Road/Ellesmere Junction Road intersection to ensure its safety and efficiency shall be considered at the time of any subdivision which includes property access onto Edwards Road.**

Open Space, Recreation, and Community and Educational Facilities

A central neighbourhood park and a number of local parks are to be established within the Site. The location of these reserves has been determined based on the number of reserves established in the wider area and to ensure people living within the development block have access to open space reserve within a 500m walking radius of their homes. These local parks will provide passive recreation opportunities, with nearby Brookside and Foster Parks providing access to active recreation opportunities.

There is an opportunity to integrate the collection, treatment, and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths are required to integrate into the green network to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. Council‘s open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

The provision of new educational facilities are not part of the design concept but could be provided within the Site or in the wider area albeit subject to a needs assessment.

An existing water race runs through the area. Further investigation of its ecological values can be undertaken at subdivision stage, including the feasibility and desirability of its possible naturalisation and integration as part of the urban environment. ~~Whilst this may need to be realigned, it will remain open and fish and kakahi salvage works will be conducted in accordance with Environment Canterbury fish salvage guidelines prior to any works occurring within the water races~~.

Servicing

The underlying soils are relatively free-draining and generally support the discharge of stormwater disposal via infiltration to ground. There are a range of options available for the collection, treatment, and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable.

In respect of stormwater treatment for roads, 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. 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.

The above management of stormwater will be located within road reserves, dedicated utility reserves and some conveyance and detention storage may also be integrated along the edge of open space areas to create buffers to private properties.

All of these measure will add amenity value to the development with regard to visual amenity, opportunities for landscaping and assist in the sustainable management of the hydrology of the site.

The provision of infrastructure to service the area shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.