ATTACHMENT 1: AMENDED ODP

DEV-RO15 – Rolleston 15 Development Area

Context

This area comprises 24ha and is bound by Lincoln Rolleston Road to the west.

Land Use

The development area shall achieve a minimum of 15 households per hectare, averaged over the area, unless there are demonstrated constraints in which case a minimum net density of no less than 12 households per hectare shall be achieved. 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 15 households per hectare for the overall area can be achieved, will be required. The site can support some higher density housing in proximity to the identified reserves. The criteria below should apply to consideration of any higher density areas:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to public green spaces;
- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;
- Distribution within blocks to achieve a mix of section sizes and housing typologies; and
- To meet the minimum 15hh/ha density requirement and development yield.

Access and Transport

The ODP provides for an integrated transport network incorporating:

- A primary road following an east-west alignment to form part of the Collector Road route specified in the 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS), and linking at Lincoln Rolleston Road to the primary road specified on the ODP for DEV-RO10, being Ed Hillary Drive, as a roundabout.
- A second primary road towards the southern end of the ODP area, linking to the main connector route identified on the ODP for DEV-RO11, being Lady Isaac Drive, formed as a roundabout;
- The primary road/Lincoln Rolleston Road intersection locations shall be generally where indicated on the ODP Plan but may be varied where required to ensure a direct linkage with DEV-RO10 and DEV-RO11 connector routes is achieved;
- An internal network with provision for connections to adjoining land;
- Pedestrian and cycle connections to adjoining land to encourage viable alternative modes of transport to private motor vehicles.

Road connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The proposed road hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development.

The completion of the Primary Road/Collector Road, identified as part of the CRETS is proposed in the northern portion of the development area and further supports the integration of the site with the wider transport network. The Collector Road spans across several neighbourhoods and development areas on the southern boundary of the township. It is significant in supporting an east-west network function and it is part of an expanded ring road system for Rolleston.

Although the CRETS Collector Road is envisaged to cater for a large proportion of vehicle movements going through the area, it is not a high-speed corridor and is intended foremost to provide direct access to adjoining sites. To this end, it is envisaged that the CRETS Collector Road will interact with the adjacent neighbourhoods, rather than creating severance between them. Its streetscape and speed environment is expected to be similar to that of Lowes Road, which serves an important transport function for the northern portion of Rolleston. The southern primary road is to be treated similarly.

Frontage upgrades are to be provided along Lincoln Rolleston Road to encourage properties to front this road. The Lincoln Rolleston Road frontage is to be upgraded to an urban standard in accordance with the Engineering Code of Practice. A shared path for pedestrians and cyclists is required along the full length of the Lincoln Rolleston Road frontage.

The transport network for the area shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. This includes connection to an existing separated dedicated shared cycle and pedestrian path on the western side of Lincoln Rolleston Road. Secondary Roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Adequate space must be provided within the tertiary road network for cyclists and to facilitate safe and convenient pedestrian movements.

The remaining road layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term interconnectivity is achieved once the area is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access.

Elaborate “gateways” and signature entries at the thresholds of the ODP area are to be avoided, to strengthen cohesion with adjacent areas.

Open Space, Recreation and Community Facilities

The ODP reflects and adds to the green network anticipated in the Rolleston Structure Plan. Three reserves are proposed across the development area. The largest will be located towards the northern extent of the development area and will form part of a linear east-west green corridor linking the area with the proposed neighbourhood centre notated on the DEV-RO10. Cycle and walk ways will be routed through this green space to activate the space and provide a high level of passive surveillance.

Higher density housing is to be located adjacent the reserves to promote a high level of amenity for that housing and compensate for any reduced private open space available to individual allotments.

Servicing

The underlying soils are relatively free-draining and infiltration to ground is generally the most appropriate means of stormwater disposal. 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.

A gravity sewer connection will be required which will ultimately connect flow to a new off-site pump station that is to be constructed by Selwyn District Council. The exact location for connections, and any requirement for a temporary pump station to be established will be determined as part of the detailed development design.

The water reticulation will be an extension of the existing Rolleston water supply on Lincoln Rolleston Road.