

Appendix X: OUTLINE DEVELOPMENT PLAN – NARRATIVE

Southeast Woodend Context

This area comprises approximately 32 hectares of rural land between Judsons Road and Petries Road, in south east Woodend, and a portion (7.8ha) of Copper Beech LLR zone adjoining to the east. The latter property has been included in the ODP area to show how the primary road will eventually connect through to Woodend Beach Road as well as providing for a Stormwater Reserve.

Two ODPs have been provided as options. Scenario 1 is under a General Residential I Zone option and makes provision for strategically located medium residential development to provide housing choice. Scenario 2 has been prepared to implement Variation 1 in accordance with the Medium Residential Zone. The ODP provides for the integrated development of this new residential area that will yield around 530 residential units over the next 10-15 years, in addition to the existing LLRZ with an anticipated yield of approximately 11 lots (minimum lot size 2500m², average 5000m²).

Land Use

The development area (under either scenario) shall achieve a minimum net density of 15 household per hectare (hh/ha), averaged over the area of the Site, except for the LLR zoned area where LLRZ densities apply.

The zoning framework supports a variety of site sizes to achieve this minimum density requirement. As this area is to be developed in stages, an assessment will be required at the time of subdivision of each stage as to how the minimum net density of 15 household per hectare for the overall ODP area (excluding the LLRZ area) can be achieved.

Medium density areas within the Site are able to be supported by adjacent amenities that include key open spaces including neighbourhood parks, stormwater management areas and a green corridor adjoining McIntosh Drain and in locations adjoining or close to principal roads.

Silent File

The Site is within a Silent File area (SFA) and this matter will need to be acknowledged and recognised and provided for as part of subdivision consent (as required under SUB-MCD7). Environmental improvements required by this ODP including naturalisation along the alignment of McIntosh Drain, protection of a wetland with potential for environmental enhancement and creation of a second stormwater management area with appropriate indigenous planting address known values associated with this SFA. Resolution of any identified issues of land contamination is also expected to benefit water quality.

Open Space and Stormwater Reserves

The blue network consists of three key spatial elements which are to be recognised and provided for during the development of the ODP area.

1 McIntosh Drain

McIntosh Drain runs in a north-south direction across the ODP area and connects with the existing Drain to the south which has been naturalised and is located on the western boundary of the Copper Beech LLR subdivision. A 10 m wide green corridor is proposed on either side of the Drain which will provide sufficient space for naturalising the waterway with riparian planting and incorporating a walkway/cycleway link with the existing reserve to the north.

2 Stormwater management areas

The stormwater management areas shown on the ODP will be multi-functional. Most of the time they will be dry and provide amenity and passive recreation areas for local residents. Their principal function is surface water attenuation and filtering out contaminants prior to water entering the McIntosh Drain. The stormwater management area in the northeast corner of the ODP is an existing stormwater reserve. A second area is proposed in the south east portion of the ODP area on part of the undeveloped portion of the Copper Beech LLR zone.

3 Wetland

The wetland identified on the ODP is naturally occurring, and has connectivity to the nearby McIntosh Drain during wet periods. It's ecological and landscape values are to be enhanced, with the removal of all exotic trees, to be replaced with native tree and shrub species such as harakeke (*Phormium tenax*), *Austroderia toetoe*, *Hebe salicifolia* and cabbage trees (*Cordyline australis*). If retained in private ownership, consideration should be given to its long term protection by way of covenant.

The green network comprises three key spatial and functional elements:

- Ecological green space integrated into the blue network and providing important protection to the ecological functions of the existing waterways and wetland;
- Open space and recreation - neighbourhood parks to provide for a range of active and passive recreation activities;
- Green links for internal amenity and fine grain connectivity

Ecological green space

The ecological values of the wetland and McIntosh Drain are to be improved with removal of all exotic trees and replacement with suitable native tree and shrub species. Planting should adhere to the guidelines set by Environment Canterbury (2011), with low, shade providing plants such as *Carex* sp. planted near the wetted margin, and shrubs and trees further up the bank for bank stabilisation and waterway shading. protection and native planting (McIntosh Drain); and suitable native species for the wetland including harakeke (*Phormium tenax*), *Austroderia toetoe*, *Hebe salicifolia* and cabbage trees (*Cordyline australis*).

The Council-owned stormwater retention basin adjacent to the proposed development (to the east) may require enlargement during the development process. This will increase permanent habitat availability for all aquatic fauna present in the catchment. If permanent or near-permanent surface water is expected in the proposed stormwater retention basin to the south of the wetland, it should be planted with native wetland plants, and be accessible for fish via McIntosh Drain.

2. Open space and recreational green space and stormwater water management areas (SMAs)

A neighbourhood reserve of minimum 2000m² is proposed on the north side of Judsons Road, which will complement existing nearby reserves, including on the north side of Petries Road and the large stormwater management area in the north east part of the ODP area. The location of existing and proposed recreational 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 which is essential for the level of residential density proposed.

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.

3. Green links

The ODP identifies a key green link along both sides of McIntosh Drain, with a minimum building setback of 10m.

Movement Network

The ODP provides access to this growth area through a network of primary and secondary roads that ensure development integration, efficient traffic management and public transport corridors. Only these more significant roads are identified in the movement network plan. The layout of additional tertiary roads to service the residential areas will respond to detailed subdivision design of those areas. The specific roading classification of all roads will be ultimately determined at the time of development, to provide flexibility and match the eventual roading classification system made operative through the District Plan. Primary and secondary roads are located to ensure that all existing parcels of land, when developed, can be served by the roading network.

The ODP features a primary north south route that provides a connection point from Petries Road to Woodend Beach Road and a main east-west primary route along Judsons Road. A number of roading upgrades are required to ensure that the residential development can be integrated safely and efficiently into the surrounding road network. Development is required to be coordinated with these upgrades as shown in the Table 1 below:

Upgrade required	Timing	Anticipated funding
<p>1. The Woodend Beach Road / SH1 intersection OR Woodend Bypass OR any similar project that may provide additional capacity and safety improvements along the Main North Road (SH1) corridor.</p>	<p>No road connection shall be formed from the Site onto Woodend Beach Road; and no completion certificate shall be issued under section 224 of the Act (other than for a boundary adjustment or creation of an allotment solely for utility purposes) beyond the 170th¹ residential allotment in the ODP area, until such time as the Woodend Beach Road / SH1 intersection has been completed (as is currently programmed by NZTA as part of the Saltwater Creek to Cam River safety improvements project) OR the Woodend Bypass has been constructed OR any similar project has been completed to the satisfaction of the Council that provides additional capacity and safety improvements along the Main North Road (SH1)</p>	<p>NZTA approved project</p>
<p>2. Judsons Road/Woodend Beach Road</p>	<p>No road connection shall be formed from the Site to Judsons Roads prior to relocation of Judsons Road/Woodend Beach Road to the south to the satisfaction of the Council, as shown on the ODP.</p>	<p>Developer funded</p>
<p>3. Petries Road widening</p>	<p>No road connection shall be formed to Petries Road from the ODP area until such time</p>	<p>Developer funded</p>

¹ To be confirmed with Council.

	as Petries Road has been widened to 20m and upgraded across the ODP area frontage to an urban standard to the satisfaction of Council.	
4. Judsons Road widening	No road connection shall be formed to Judsons Road from the ODP area until such time as Judsons Road has been widened to 20m and upgraded across the ODP area frontage to an urban standard to the satisfaction of Council.	Developer funded
5. Woodend Beach Road	No road connection shall be formed to Woodend Beach Road from the ODP area until such time as Woodend Beach Road has been upgraded across the ODP area frontage to an urban standard to the satisfaction of Council.	Developer funded

The ODP incorporates a high degree of connectivity and accessibility to the existing transport network for all modes of transport. This includes provision for walking and cycling within the ODP area and ensuring that extensions to the pedestrian network are made that connect the area to existing infrastructure.

As well as cycleways along the primary east-west road, the network of cycling infrastructure includes a cycleway within the green corridor adjoining McIntosh Drain and references the wider cycling network beyond the ODP area.

Pedestrian footpaths will be provided on at least one side of each road. The movement network plan should be read in conjunction with the green network which also provides key informal cycling and walking corridors, such as along green links. The principle of walkability is incorporated through the use of a connected roading pattern, additional pedestrian links and the location of open spaces.

Water and Wastewater

Initial connections will be made to the existing Council reticulated water infrastructure but planned upgrades will be required for later stages of development, including a new pipe connection from the Chinnerys Road Facility to the ODP area. There is an existing well within the ODP area, with a

corresponding resource consent (CRC991640) permitting the owner to take water for irrigation at a maximum rate of take = 15.1l/s. This consent could be transferred to the Council.

Subdivision within the ODP area can be directly connect to the Woodend Treatment Facility. Upgrades will be carried out as required and as prescribed by the Waimakariri District Council Long Term Plan. New infrastructure connecting to the ODP area will be either Local Pressure System or gravity with a pump station.

Fixed Outline Development Plan Features for the South Woodend ODP area are:

- Location of new north/south road connecting Petries Road with Woodend Beach Road
- Realignment of Judsons Road further south to facilitate a new intersection with Woodend Beach Road
- Cycleways at Petries Road and Judsons Road but following the alignment of the proposed relocated (further south) Judsons Road/Woodend Beach Road intersection
- Location of green links, cycleways, and required water body setbacks