

Appendix C – Outline Development Plan

Introduction

The Gressons Road Development Area covers a 144ha area located between Ravenswood and Waikuku. The development provides for a Residential Medium Density Zone, with a small community hub towards its centre. The area includes two north-south collector roads that link through the site between Gressons Road and the Ravenswood commercial area.

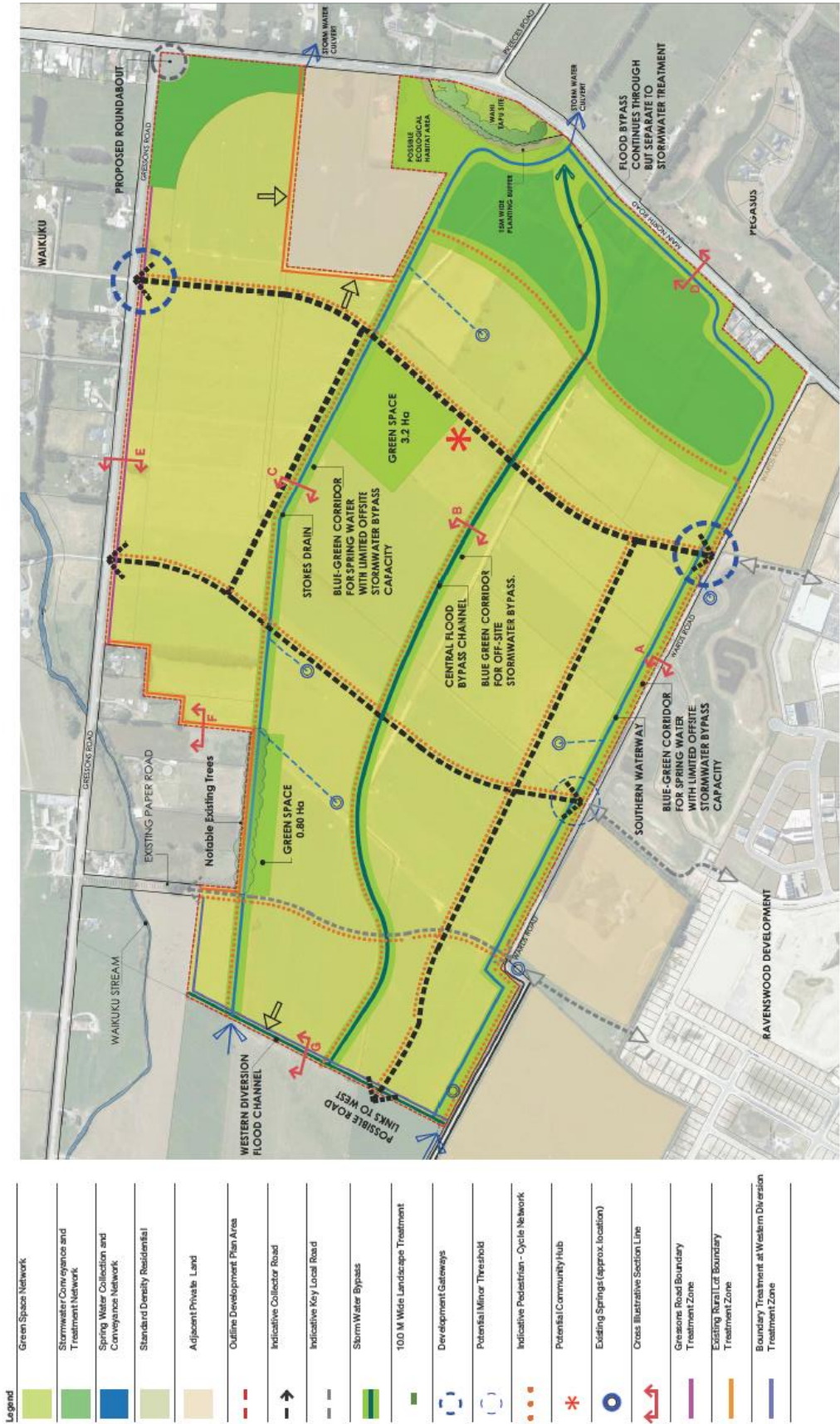
The key features of DEV-GD-APP1 include:

- Retention and enhancement of Stokes Drain and the formation of a central west-east flood by-pass channel and separate waterway along the area's southern boundary;
- Extensive stormwater management areas along the eastern boundary with State Highway 1
- Retention of a wāhi tapu site free of urban development;
- Provision of a central park that is at least 3.2ha in area; and
- Provision of a pedestrian and cycle network that is integrated with the blue/ green networks.

Activity Rules

DEV-GD-R1 Gressons Road Development Area Outline Development Plan	
Activity status: PER Where: 1. Development shall be in accordance with DEV-GD-APP1	Activity status when compliance not achieved: DIS
Advisory Note <ul style="list-style-type: none">• For the avoidance of doubt, where an Activity or built Form Standard is in conflict with this ODP, the ODP shall substitute the provision.	

Outline Development Plan



Scale 1 to 8000 @ A3

Land Use Plan

This Outline Development Plan for the Gressons Road Development Area provides for a range of section sizes and housing types to respond to the wider needs of the community, with a minimum density of 12 households per hectare, reflecting the site's extensive green/ blue network. Intensification of residential density is to be prioritised near to key open spaces and/or within easy walking distance (400m) of the Ravenswood commercial area, with larger lots prioritised on the outer edge of the ODP area where it adjoins Rural Lifestyle zoning or Gressons Road.

Subdivision may include the creation of super lots in order to achieve the required 12hh/ha density. If super lots are proposed within the subdivision, a minimum residential unit yield shall be registered by way of consent notice on the individual super lots, to ensure the minimum density overall is achieved.

The boundary treatment of sites adjacent to the Rural Lifestyle Zone and Gressons Road is to be undertaken in general accordance with cross-sections that form part of the ODP.

The Community Hub identified in the ODP shall have a total Gross Floor Area between 1,000m² – 1,500m². It shall provide for small-scale commercial tenancies, along with community facilities such as a preschool or medical centre that directly support the daily needs of the immediate residential neighbourhood, with no individual retail tenancy anticipated to be larger than 250m². The scale of commercial activity is to remain small so as not to detract from the Ravenswood Commercial area as a focal point for commercial activities. The Community Hub is to be located adjacent to the central park and an internal collector road to facilitate accessibility and to help activate the open space.

At the time of subdivision, consultation with the Ministry of Education will consider whether it is appropriate and necessary for any land to be provided for education purposes within the Development Area.

Movement network

The Outline Development Plan for the Gressons Road Development Area 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 shown on the ODP. 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](#).

A key movement network feature for the Gressons Road Development Area are two main north/south primary [road](#)s running through the site from Gressons Road to the Ravenswood commercial area. These north/south primary [road](#)s provide [structure](#), a high degree of connectivity to the Key Activity Centre, and are designed to facilitate future public transport services. A complementary north-south pedestrian and cycle route is provided along the

western edge of the large stormwater management area that is located along the full length of the Development Area's eastern boundary.

East/west movement through the site is provided via two collector roads. Connections are provided to the rural land to the west, to facilitate movement to the west in the event that this adjacent land is urbanised at some point in the future. Three east-west pedestrian and cycle corridors are provided via integration with the water networks.

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. In addition to off-road cycle and pedestrian routes integrated with greenspace, the ODP anticipates that collector roads will include sufficient road reserve width to allow the provision of a shared pedestrian/cycle path, separate from the main vehicle carriageway.

The provision of a roundabout to the Gressons Road/ State Highway 1 intersection is enabled in the ODP to assist in improving the safety and efficiency of this intersection but is not a requirement of subdivision.

The formation of roads and adjacent green/ blue networks is to be undertaken in general accordance with the cross-sections which form part of the ODP.

Open Space and Stormwater Reserves

An integral component of the ODP is the need to deliver ecologically enhanced spring-fed waterways and the separate management, detention, and treatment of stormwater and overland flood flows while integrating these blue networks with open space and reserves where appropriate.

Stokes Drain runs through the northern third of the Development Area in a west-east direction. This waterway is to be retained and enhanced with riparian native planting and provision for adjacent cycle and pedestrian routes. Existing farm drains are to be rationalised into a second waterway to be established parallel with the Development Area's southern boundary with Wards Road. These two spring-fed waterways are to be kept separate from stormwater utility functions.

Overland flood flows entering the Development Area from the west are to be captured via a green link running along the western boundary and then directed into a central flood by-pass channel which passes through the middle of the site. Stormwater is to be separately piped into a large stormwater management area located on the Development Area's eastern boundary.

These three types of water-based networks provide opportunities for ecological restoration and enhancement, along with providing important amenity and passive recreation opportunities.

A wāhi tapu site located in the northeast of the Development Area is to be retained as open space and kept free of urban development. This area is to be buffered by an ecological restoration area that forms part of the wider stormwater management area. The treatment and management of the wāhi tapu site is to be informed by consultation with mana whenua.

In addition to the extensive water network and associated green space, the ODP includes a large central open space reserve located towards the middle of the Development Area west of the key north/south primary [road](#), and adjoining Stokes Drain and a small community hub. The total size of this central park will be approximately 3.2ha. A second smaller open space reserve is located south of a strip of established oak trees in the northwest of the area. This 0.8ha reserve provides for the retention of these mature trees and also aligns with Stokes Drain.

Water and Wastewater network

An application for subdivision of the ODP area shall include supporting infrastructure assessments, with detailed design for the provision of water, sewer and stormwater to any allotments proposed. Wastewater is to be reticulated and connected with the Woodend Wastewater Treatment Plant.

Fixed Outline Development Plan features for the Gressons Road Development Area:

- A minimum density of 12hh/ha is achieved;
- Two collector road connections are to be provided through the site between Gressons Road and the Ravenswood commercial area;
- Pedestrian and cycle connections are to be provided between the Development Area and the Ravenswood commercial area;
- Stokes Drain is to be retained and its riparian margins enhanced;
- A southern waterway is to be established adjacent to Wards Road;
- Formation of a centralised west-east overland flow channel and a channel along the western boundary to divert flood flows into the central channel;
- The wāhi tapu site is to remain free of urban development and is to be provided with a landscaped buffer;
- The community hub shall have a maximum Gross Floor Area of 1,500m².
- Site edges, waterways, and collector roads are to be general accordance with the dimensions and facilities shown in the cross-sections which form part of the ODP.