

Amended ODP TEXT for The Hendersons Basin Development Plan

NOTE: New text is shown in **RED**.

8.10.18.A CONTEXT

- a. The Hendersons Basin area was historically a major wetland /raupo swamp. Whilst it has been developed for farming over the last 150 years, it is still significant in terms of its ecological value and function as a natural ponding area. Cashmere Stream, which has historic, ecological and amenity values, traverses the area. The City Council owns land within the basin area and intends increasing the opportunities for wetlands, planting of native species and recreational use. Existing and future stormwater facilities will be a major feature of this neighbourhood. As development will not occur in one contiguous area, establishing connections with adjoining residential areas and integrating development with adjoining open spaces is vital to achieving walkable communities.

8.10.18.B GUIDANCE

- a. Guidance on the means to achieve the development requirements and form and design elements is provided within the Christchurch City Council's New Neighbourhood Design Guide. Further background and guidance is provided in the [South West Area Plan, Christchurch City Council, April 2009](#).

8.10.18.C DEVELOPMENT FORM AND DESIGN

- a. The following design elements and features are relevant considerations in exercising control over the matters in [8.7.1](#) - [8.7.4](#) or the matters for discretion in [8.8](#). They are not requirements for the purposes of Rule [8.6.11](#)(a) or Rule [14.12.2.16](#).
1. The scope for development of the area for residential purposes is limited, as extensive filling for subdivision and building would reduce the storage capacity of the basin and increase the risk of flooding to local and downstream residential areas. Land development around parts of the basin's periphery is however possible and can be maximised through engineering works, in particular

compensatory stormwater storage. Development of areas zoned Rural Urban Fringe is severely constrained due to its location in the flood ponding area.

2. Area 1 is to connect with SE Halswell Residential New Neighbourhood Zone, Area 3 will form an extension of the Westmorland neighbourhood, Area 4 will form a link between the Westmorland and Cracroft neighbourhoods but is to have its own identity.
3. New development is to be designed to take maximum advantage of the outlook across Hendersons Basin wetlands and allow visual and physical access to the basin for the wider community. This will be achieved through the provision of view shafts, alignment of roads and footpaths, orientation of allotments and convenient access points for pedestrians and cyclists.
4. Cashmere Stream and its enhancement will be a key feature of this area. The Cashmere Drainage system is registered as an historic area under the Historic Places Act 1993 (List number 7482) this includes the drain which runs between Area 4a and 4b. This should be safeguarded and recognised through on-site interpretation.
5. Kahikatea stumps are noted in the South West Area Plan (Plan 5). These should be further investigated and addressed as necessary, through the development process.
6. An open and attractive interface should be created between the edge of new residential areas and adjacent open land. This may require roads to be located along the boundary with stormwater basin/recreational/conservation or rural land, or if private property boundaries back onto the open area, appropriate boundary planting or fencing is required.
7. Where public access along the Hendersons Basin edge is expected, a design solution which addresses privacy and security issues will be required. Consideration is to be given to the view of urban development across the basin from Sparks, Cashmere and Hendersons Roads.
8. To provide a less harsh edge to development, a more sinuous alignment of the boundary between the residential development area and adjacent rural zoned land is encouraged, providing there is no increase in the total development area.
9. All development is to have a good interface with adjacent roads. In general the subdivision design should encourage houses to front onto roads and the interface treatment should be consistent along the length of the road.
10. Where existing properties are to remain, distribution lines cross the residential area or new residential areas adjoin rural or existing residential areas, larger section sizes and planting buffers may be required.

11. Higher density development, above 15 hh's/ha, is anticipated in Area 4a, particularly at the eastern end and/or adjacent to the stormwater basin.
12. There is an opportunity for interpretation boards and structures alongside the Cashmere Stream route to include history of the floodplain, raupo swamp and significance to tangata whenua.

8.10.18.D DEVELOPMENT REQUIREMENTS

- a. The development requirements for the purposes of Rule [8.6.11\(a\)](#) and Rule [14.12.2.16](#) are described below and shown on the accompanying plan.

1. INTEGRATION

- a. There are multiple land owners within this ODP area and a number of existing properties. Subdivision designs are to demonstrate good connectivity between different land ownership areas through road , open space and pedestrian and cycle way linkages.

2. DENSITY VARIATIONS

- a. Area 2 – The land slopes steeply up to Cashmere Road making both access to Cashmere Road and development on the slope difficult. There are also existing properties here. Rule [8.6.11\(b\)](#) density exemptions apply to this constrained area.
- b. Area 3 – The developable area will be impacted in Area 3.a by the realignment of Cashmere Stream and the need for compensatory stormwater storage and in 3.b., where there are existing buildings . Rule [8.6.11\(b\)](#) density exemptions will apply to this constrained area.
- c. Area 4b – There are existing substantial properties, including those in Boonwood Close. Rule [8.6.11\(b\)](#) density exemptions apply to this area.

3. OPEN SPACE, RECREATION AND COMMUNITY FACILITIES

- a. Land for recreational/conservation use in conjunction with use for stormwater management.
- b. A community (neighbourhood) park along Sutherlands Road.

- c. The development of parts of a recreational route that connects from Sutherlands Road and runs through to Hendersons Road, running predominantly alongside Cashmere Stream.
- d. A recreational route to provide a link and a viewshaft from Westmorland to the basin area.
- e. An extension of the existing Kaiwara Street reserve . Should a road connection to Blakiston Street through the existing reserve prove acceptable, including from a parks planning perspective, the loss of the reserve will need to be compensated for through an enlarged reserve on the south side of the new road.

4. ACCESS AND TRANSPORT

- a. A secondary road through Area 1 to run from Sutherlands Road from a point immediately opposite the collector road running through South East Halswell RNN to Sparks Road. At least two road links are to be created from Sutherlands Road to the new secondary road.
- b. Road accesses between this RNN area and Sutherlands, Sparks and Cashmere Roads. These are to be safely located in relation to road accesses into S.E. Halswell and North Halswell RNN's, Redmond Spur subdivision and Westmorland.
- c. A road network which provides a connection between Cashmere Road and Hoon Hay but is designed to avoid traffic shortcutting between Westmorland and Hoon Hay. This is likely to be via Leistrella Road. Alternatively, a connection from the end of Blakiston Street, may be possible.
- d. The junction with Cashmere Road is to be spaced a safe distance from Penruddock Rise. Alternatively, a signalised crossroads with Penruddock Rise may be constructed.
- e. A fully interconnected local road network within Area 1 and Area 4, that achieves a high level of accessibility for people, including opportunities for walking, cycling and public transport.
- f. Pedestrian and cycle connections between residential areas and public spaces.
- g. Where development interfaces with Cashmere Road, provision will be made to enable local road widening to better manage the needs of cyclists in the area.

5. STORMWATER

- a. Land to be set aside for compensatory stormwater storage or other stormwater management as shown on the ODP. Where no such land is shown on an allotment which also has a residential development area, additional land may be required, to be determined at the time of subdivision. Further rural land may be required for stormwater management in the future.
- b. There are known to be springs in the western part of the neighbourhood. These are to be identified and safeguarded at the time of subdivision.
- c. Existing waterways and stormwater drains shown on the ODP are to be enhanced in conjunction with residential development. All watercourses are to have a natural form and may require realignment.
- d. Land set aside for stormwater management is to also incorporate wetland habitats, walkways and cycle ways.

6. WATER AND WASTEWATER

- a. Most new development in this ODP area can be serviced from the existing water supply network. However a water supply master plan for the Halswell Residential New Neighbourhoods, to be developed by Council, will confirm the infrastructure required. Some additional improvements may be required upon further more detailed investigations being undertaken by Council and/or at the time of subdivision.
- b. Area 1 to be serviced by a pressure sewer area. New residential development will be required to connect to new trunk mains along Sutherlands and Sparks Roads. A pressure sewer along Cashmere Road serving the Redmund Spur subdivision, will be upsized for Area 2. The wastewater servicing of the remaining areas will be determined at the time of subdivision.
- c. No more than 487 houses in East Hendersons shall connect to the pressure sewer system in the Pump Station 68 catchment, **unless additional further capacity is available, and suitable infrastructure is deemed available by Council at the time of subdivision.**

7. STAGING

- a. There are no staging requirements other than those relating to the provision of infrastructure. Development is however expected to generally proceed from existing roads inwards towards the basin.