

BEFORE THE SELWYN DISTRICT COUNCIL

Under the Resource Management Act 1991

In the matter of Proposed Plan Change 72 to the Operative Selwyn
District Plan: Prebbleton

And Trices Road Rezoning Group (The Applicant)

SUMMARY OF EVIDENCE OF NICOLE LAUENSTEIN

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SUMMARY OF EVIDENCE OF NICOLE LAUENSTEIN

INTRODUCTION

- 1 My full name is Nicole Lauenstein. I have the qualification and experience as set out in my main evidence.

KEY POINTS OUTLINED IN EVIDENCE

Urban form and well-functioning urban environments

- 2 With the introduction of the new Brichs Road Park to the south of Hamptons Road, the urban boundary of Prebbleton has shifted to Hamptons Road. The new park will contribute to a more discernible and defensible boundary in the form of a green edge to the south providing a physical and visual buffer to the rural land. As a result, the Site has become an 'infill' site versus an edge of town site.
- 3 For the new Birchs Road Park to be a successful community facility it needs to be well integrated and linked to the urban fabric of Prebbleton. It is therefore paramount that the PC72 Site is developed as a residential environment with an urban density of min12hh /ha to ensure good connectivity between the township and the new park can be achieved with the appropriate urban roading standards.
- 4 A lower density residential zoning can retain more rural characteristics, but will not provide the necessary connectivity that is essential for well-functioning urban environments. Roding layouts of rural residential environments often have dead end roads leading to private properties, tend to have a lesser standard relating to street lighting and provision of footpaths and cycle ways. But most importantly the larger dwelling setbacks and rural style landscaping i.e. taller hedges do not provide adequate passive surveillance over the important north-south link to the Birchs Road Park.
- 5 An urban residential environment of a min 12hh/ha density provides a more appropriate street character, and overall amenity, and allows for good passive surveillance over the street. This level density is still considered moderately low and strikes the right balance between the surrounding developed areas to the north and west and the general need for consolidation and efficient use of developable land.

Internal amenity and connectivity

- 6 Development of the site to an urban density will ensure it interlinks well with the neighbouring environments and provides a high residential amenity and connectivity within the site and to neighbouring environments. This is achieved by:
 - 6.1 Provision of a direct north-south primary road connection;
 - 6.2 Provision of a direct east-west primary road from Birchs Road to possible future development to the east;
 - 6.3 Provision of a mix of residential densities including pockets of medium density integrated within the site in close proximity to high amenity open space and key movement corridors;

- 6.4 Provision of pedestrian and cycle links within and through the ODP area to connect to adjoining urban areas and the new reserve
- 6.5 Provision of a variety of open space environments including the stormwater management areas and a smaller green pocket park to break up the built form and create a high amenity for residents.

Visual amenity and edge treatment

- 7 PC72 will alter the character and landuse of the Site with a shift from a more open and agriculturally focused, to a more concentrated high amenity residential character. This brings with it changes in outlook for neighbouring properties. The most affected party is the rural dwelling to the southeast (2 Hamptons Road) with less than minor effects remaining, following the successful implementation of the proposed mitigation measures.
- 8 The effects on the residents of Birchs Road I consider to be less than minor without mitigation, due to the fact that the existing dwellings are either well set back from the road boundary and/or already have well established visual screening through dense boundary vegetation on their properties.
- 9 The effects on most Trices Road residents, I consider to be less than minor due to well established visual screening through dense boundary vegetation or tall solid fencing along their road boundary. The effects on those residents on Trices Road that currently experience views into the Plan Change site in my judgement are minor.

SECTION 42A REPORT

- 10 All recommendations made in the s42A report related to urban design have been addressed in the revised ODP and narrative, namely:
- 10.1 Extension of rezoning of Living Z minimum 12 hh/ha across entire Site
- 10.2 Inclusion of the rural lots south of Hamptons Road (Drinnan land) - if scope allows
- 10.3 Internal and external connectivity
- Continuous east-west road connecting through the site
 - Additional continuous north - south connection
 - Improved cycle and pedestrian network
- 10.4 Other matters
- Medium density locations (removed from eastern boundary)
 - Clarification regarding road frontage upgrades
 - Integration of the Rail Trail along the Trices Road frontage

AREAS OF AGREEMENT AND DISAGREEMENT WITH OTHER TECHNICAL EXPERTS

- 11 I have had the opportunity to catch up with Mr Nicholson and discuss the revised ODP, ODP narrative and the indicative layout. We agreed that the revised ODP has incorporated all the required changes successfully. The only deviation from Mr Nicholson original recommendations is the lack of a secondary direct vehicular north-south connection through

the site along the eastern edge. We came to the agreement that a direct pedestrian /cycle link is sufficient to provide good connectivity in this eastern part of the site.

- 12 Currently this pedestrian / cycle connection partially relies on the finer grain local road network which is not normally shown at ODP level. To provide more certainty we both agreed that the full pedestrian / cycle link should be identified on the ODP (refer to appendix 1).
- 13 We also agreed that should the Drinnan land be included into to ODP area this pedestrian/ cycle link should be extended through to connect to the Birchs Road Park to the south.
- 14 During our discussion we established that there are no areas of disagreement but that some areas may require further clarification and /or further attention at detailed design stage and this has been guided by the ODP narrative. In particular the integration of the Rail Trail to ensure a continuous two way cycle should be resolved.
- 15 The inclusion of the Drinnan land would in principle be a logical step from an urban design perspective but will depend on the support of detailed technical information (stormwater , geotech). An alternative solution would be to extend the Birchs Road Park across this land to meet Hamptons Road. Either option would achieve a direct connection between the urban and reserve environments and remove the 'left over' rural pocket.
- 16 The s42A Report, Urban Design report by Hugh Nicholson, as well as several submissions raise the question about the appropriate development density for the Site within this context. Several views are expressed from a 15hh/ha density at the upper end requested by CCC and Ecan to 2 hh/ha at the lower end requested by several local submitters. This wide spread of density is a reflection of the different viewpoints and positions.
- 17 Both Mr Nicholson and I agree that within the context of Prebbleton a 12hh/ha across the entire ODP area is the most appropriate development density for the site.
- 18 While the evidence of Mr Langman is planning evidence, he does make comments that are directly related to density and housing typology.

Density

- 18.1 My evidence addresses the question of the appropriate density¹ and I conclude that 12hh/ha is appropriate for this site. Mr Langman maintains the position that 15hh/ha is the appropriate density. In doing so he refers to the Technical Report, Greenfield Density Analysis, Greater Christchurch Partnership, 23 October 2020.² However, Mr Langman acknowledges that whether 15hh/ha is the appropriate density is to be considered on a case-by-case basis – being the exercise I have undertaken.³

“The review has now been completed and the resultant report concluded that on a case-by-case basis 15 hh/ha is both desirable and feasible as the minimum net density in new greenfield areas.

Housing Typologies

¹ Evidence of Nicole Lauenstein (urban design) dated 14 January 2022 at [64] and [94] –[102]

² https://www.selwyn.govt.nz/__data/assets/pdf_file/0005/475466/UG-Chapter-Appendix-3-HG-Greenfield-Density-Analysis.pdf

³ Evidence of Mr Langman (planning), dated 21 January 2022, at [145]

18.2 Mr Langman also states that before PC72 warrants approval, it would need to propose typologies and tenures that can meaningfully set it apart from other developments currently being advanced within the PIB.⁴ While I have not directly assessed the proposal against other developments being advanced within the PIB, I have traversed the appropriate typologies for the site⁵ and how they fit with the Prebleton context. I reiterate that the ODP and Living Z zoning provide flexibility to provide various housing typologies. I maintain my position the proposal will create urban residential environments consistent with the character of Prebleton and a range of housing types, sizes, and densities, that respond to the demographic changes and social and economic needs of the district.

CONCLUSION

- 19 The introduction of the new Birchs Road Park has changed the context' for the Site. It has now become a highly suitable location for Prebleton to grow into, to close the gap between the township and the new urban boundary created by the park.
- 20 PC72 will create the vital and active link between the Prebleton township and the new recreational reserve – Birchs Road Park – to the South. The proposed ODP (incl. all revisions) provides a highly permeable and well connected environment. It creates new linkages to the potential future development to the east and south and responds to all available connections to the north and west. It allows for the integration of existing larger dwellings and the integration of MD areas, providing variety and choice.
- 21 An urban residential environment of a min 12hh/ha density provides the appropriate street character, and overall amenity, and allows for good passive surveillance over the street without introducing a density or building typology that is out of character for the existing Prebleton environment.

27 January 2022



Nicole Lauenstein

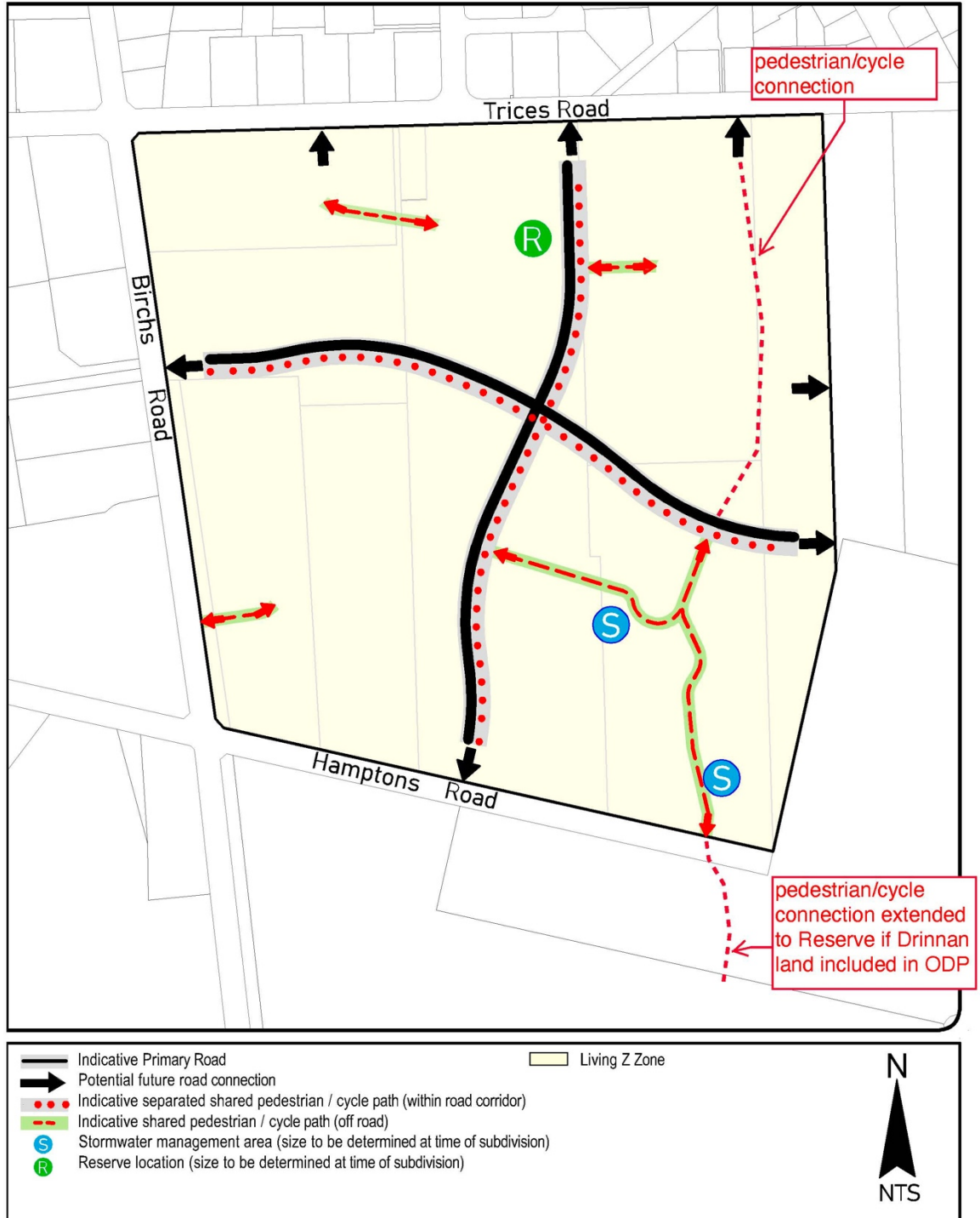
⁴ See Note 2 at [144]

⁵ See Note 3 at [22]; [64] and [94]-[102]

APPENDIX 1

Prebbleton Outline Development Area 5

Operative District Plan - Living Z



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