

BEFORE THE SELWYN DISTRICT COUNCIL

IN THE MATTER of the Local Government Act 2002

AND

IN THE MATTER of a submission by Mark, Grant and Rose
Crabbe Partnership on the draft Rural
Residential Strategy 2013

SUBMISSIONS ON BEHALF OF CRABBE PARTNERSHIP

11 APRIL 2014

Case for the submitter

1. The Crabbe Partnership (*the CP*) seeks inclusion in the Selwyn Rural Residential Strategy (*the Strategy*) to provide it the opportunity to develop its land at the corner of Trices Road and Birches Road (*the CP land*) for rural residential (RR) use, either as part of a broader development proposal for the south edge of Prebbleton (*the wider area plan*), or as stage 1 of this wider area plan, or, if the wider area plan is not accepted by the commissioners, as a stand alone block of four RR sections with the ability to link to future RR development if necessary.
2. It is submitted that the CP land is suitable for development as RR land under the Strategy, including since it is in single ownership, as a stand alone site. However, the CP also recognise the benefits that would flow if the wider area plan for the southern edge of Prebbleton, that has been promoted if the submission of A E & BE George and M E & B Jeffs (*George & Jeffs*) is accepted.
3. The wider area plan will provide an improved and defensible southern 'edge' to Prebbleton and accord with the settlement pattern on the opposite side of Birches Road. The arguments for the wider area plan are contained in the evidence and submissions for George & Jeffs. The CP are also leading site specific evidence is also provided justifying the inclusion of the CP land in the Strategy as a single block in its own right.
4. Issues:
 - 4.1. The Local Government Act context.
 - 4.2. Stand alone or part of the wider area plan?

4.3. Access.

4.4. Responses to the officer's report.

Overview

5. The consideration of land within the Selwyn District for rural residential rezoning can only occur in accordance with a rural residential development strategy adopted by the Council under the Local Government Act 2002 (*the LGA02*)¹. The Land Use Recovery Plan (*LURP*) directs the Council to prepare such a strategy to provide housing choice as part of the recovery of greater Christchurch.
6. Relevantly, the location must:
 - 6.1. be outside any greenfield priority areas for urban development and existing urban areas;
 - 6.2. be able to be economically provided with reticulated sewer and water supply and appropriate stormwater treatment and disposal;
 - 6.3. have legal and physical access to a road which is not a strategic or arterial road or state highway;
 - 6.4. avoid, not compromise, or support a number of assessment criteria, including, where adjacent or in close proximity to an existing urban or rural residential area, be able to be integrated into or consolidated with the settlement; and
 - 6.5. be shown on an outline development plan (*ODP*) setting out an integrated design for subdivision and land use, and provides for the long term maintenance of rural residential character.
7. The CP say that its land and its proposed development for RR purposes is (or can be) generally consistent with these requirements and those contained in the Strategy itself. The only matter which causes potential issues is the provision of legal and physical access to a non-arterial road. However, the CP land has an existing entrance onto Trices Road.
8. A wider area plan is being promoted by submitters George and Jeffs for RR development over a number of properties to the south of Trices Road including the CP land. That plan deals with the access issue by providing for a relocation of the entry to the CP site to an internal road that would connect to Trices Road. The plan has the resulting benefit of removing individual entrances on Trices road including the CP access.
9. Traffic evidence is being lead as part of the George & Jeffs case which includes comment on the CP land and confirms that utilising the existing CP entrance would have in insignificant effect on the safety and efficiency of Trices Road, which in any

¹ Policy 6.3.9, Chapter 6, Canterbury Regional Policy Statement

event is considered unlikely to be subject to the volumes of traffic that would be expected of an arterial road.

10. That being the case the CP say that, even if the panel determines that the wider area plan cannot proceed, access should not be a reason for exclusion from the Strategy.

The site, proposal and relief sought by the submitter

11. The CP own 2.0236 ha of land at the corner of Trices Road and Birches Roads. It is zoned rural inner plains under the Selwyn District Plan (*the District Plan*). It is described in greater detail in the planning evidence of Ms Fiona Aston presented in support of the CP submission.
12. The proposal is to provide for 4 RR lots with shared access (initially at least, if the wider area plan, or stage 1 of the plan, is confirmed) from Trices Road but established on the property to the east of the existing access to increase the separation from Birches Road. The layout of the lots provides for future linkages to the wider area plan assuming that gains approval.
13. The Crabbe land would be included in stage 1 of the wider area plan if approved.
14. The relief sought by the submitter is that:
 - 14.1. the Council adopt the draft Strategy subject to the inclusion of the CP land, either:
 - 14.1.1. As part of the wider area plan or stage one of the plan; or
 - 14.1.2. As a stand alone site;
 - 14.2. the Council recommend, in respect of Action 18 in the LURP, that the Minister of Earthquake Recovery rezone the CP land Living 3 without any further public process; or a streamlined process be adopted that allows for public consultation on RR locations that were not included in the draft Strategy; and
 - 14.3. any consequential relief that satisfies the submitters wishes.

The Local Government Act context

15. The Strategy is being developed using the special consultative process under the LGA02 but as the officers report notes² it will have far reaching impacts on processes under the Resource Management Act regarding a persons right to apply to a local authority to develop their land, especially by way of a private plan change.

² At paragraph 1.25, Officer's report on submissions to the [STRATEGY] hearing panel (*officer's report*).

16. Under the LGA02 and the special consultative procedure, in respect of significant decision³ like the Strategy, the Council is required under Part 6 of the LGA02 to identify and assess all reasonably practicable options for the achievement of the objective of a decision⁴. Such decisions need to identify any "significant inconsistencies" with other relevant plans⁵. And where consultation is undertaken, it must be undertaken in accordance with particular principles⁶, which include that views presented to the Council should be received with an open mind and given due consideration⁷.
17. Throughout the process of decision making the LGA02 reserves significant discretion to the Council to determine the nature of the process as it sees fit in accordance with the significance of the issues⁸. As with any discretion it must be exercised reasonably⁹.
18. The changes to the LGA02 in December 2012 are also noted. These made changes to the purpose of local government¹⁰, which includes meeting the current *and future* needs of communities for good quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost effective for households and businesses. With *good quality* meaning efficient, effective and appropriate infrastructure, services and performance for *present and anticipated future circumstances*.

Stand alone or part of the wider area plan?

19. Since the CP made its original submission it has been involved in discussions with George and Jeffs regarding their proposal for the wider area plan. The CP supports the concept of the wider area plan. That plan fulfils the goals of the Strategy and puts many of the principles into practice, such as providing for integrated RR development with connectivity to the urban form of Prebbleton. It would appear that servicing issues are few and RR development can provide a softer (though better defined and more appropriate) south-eastern edge and a gateway to Prebbleton.
20. However, while supportive of the wider area plan the CP say that should the hearings panel consider it should not be included in the Strategy, then the CP wishes its land to be considered on a stand alone basis. This is because the CP land has benefits as a stand alone site *or* as part of a wider area plan. The non-acceptance of the wider area plan, if that were the outcome of these hearings, should not prevent the consideration of the CP land only for RR use.

³ Section 76, LGA02.

⁴ Section 77, LGA02.

⁵ Section 80, LGA02, noting that the section appears to contemplate that inconsistencies can remain without to offended plan having to be amended. This accords with a principled approach to making the right decision to fit the circumstances.

⁶ Section 82, LGA02.

⁷ Section 82(1)(e), LGA02

⁸ Section 79, LGA02, and in respect of other matters for which discretion is reserve, such as consultation under section 82.

⁹ At least to the extent of avoiding acting unreasonably in a *Wednesbury* sense, though unless specifically required under the Act, it may not be to the higher standard discussed in *Canterbury Regional Council v Independent Fisheries* [201] NZCA 601 at paras [21] and [22].

¹⁰ Section 10, LGA02

21. There are several reasons why the CP land would still be appropriate even if the wider area plan did not find favour. These include:
- 21.1. its size, if that was, in the end, a key factor in relation to the provision of 'limited' RR development;
 - 21.2. its single landowner with aspirations for RR development in the near term;
 - 21.3. its existing entrance way off Trices Road and the insignificant effect of further traffic movements;
 - 21.4. it's ability to access services with relative ease; and
 - 21.5. it's ability to be designed to allow for staged development by providing the option of connect-ability (a limited version of 'future proofing') with lots to the south if needed.
22. It is noted however that the wider area plan would also be able to provide for satisfactory access (by a local road) onto Trices Road with the added benefit of the elimination of several individual entrances, including (subject to timing) the CP (modified) entrance, at which time the connect-ability of the CP land could translate into a new access arrangement. The wider area plan should also be able to provide adequate access to services, though some upgrading may be required.
23. Therefore, the support by the CP of the wider area plan is logical, while the plea for stand-alone RR status if that plan cannot proceed is sensible.
24. While some might say the CP are acting opportunistically in respect of its interest in being involved in the wider area plan while maintaining their stand-alone interest, their position is realistic. In the CP's view the merits of the wider area plan are self evident. It would provide a better 'edge' to the urban form and rural-urban interface along Trices Road and, as noted by Ms Lauenstein, it would allow for natural or organic development over time as each individual land owner proceeds to develop their part of the wider plan. The proximity of Trices Road and access to services should also enable the plan to develop at its own pace.
25. However, when considering the pace of development, the CP land is the logical first step, it can qualify as a stand alone RR development site and the landowners aspirations are to develop as soon as the required steps have been taken¹¹. That, combined with the fact that the chance of success in these proceedings is uncertain, means that it would be counter productive for the CP to limit its prospects in favour of only 1 option or the other.

Access

26. Access is an important issue in respect of the CP site. It currently has access via Trices Road. As a stand alone RR development area the existing access could be utilised for access to all lots created. In accordance with the evidence of Mr Rhys

¹¹ Hence the relief seeking a recommendation for Ministerial intervention.

Chesterman¹² such an access would have an insignificant effect on the safety and efficiency of Trices Road, with the number of traffic movements being un-noticable.

27. The potential difficulty is that Trices Road is designated as an arterial road. However, as Mr Chesterman will confirm it does not currently carry anything near the volume of traffic that would usually be associated with an arterial road. Its designation appears to be a result of a traffic management plan associated with the extension of the southern motorway which was expected to require a replacement for Springs Road as the route from Prebbleton to Christchurch. In the end the design of the southern motorway was adapted and the Springs road route remains, the result being that the use of Trices Road as a 'true' arterial route is unlikely to occur.
28. This situation must be relevant to the interpretation and application of policy 6.3.9(4), which provides:
 - (4) Legal and physical access is provided to a sealed road, but not directly to a road defined in the relevant plan as [an]... Arterial road... under the Government Roding Powers Act 1989;
29. As a matter influencing planning (including under the RMA), the purpose of the policy must relate to the control of effects. The purpose of limiting access to the listed roads is related to promoting the safety and efficiency of the roading network. Therefore, the fact that the designation as an arterial road was in anticipation of a roading environment that has not eventuated must be a factor that can be taken into account.
30. Of relevance too is the fact that the proposed access is existing and forms part of, in resource management terms, the existing environment.
31. In addition, policies should be considered 'in the round'. Not meeting one policy does not necessarily mean you are not giving effect to the RPS as a whole.
32. In combination, I submit that the provision of access to a stand alone rural residential development creating 3 additional lots, and having no noticeable effect on the safety and efficiency of Trices Road should be able to be approved.
33. In the alternative, if the wider area plan (or stage 1 of the plan) is accepted, the access issue becomes one that has, at worst, a short term effect until the shared access road is being developed at which point the property access to Trices Road would be removed.

Responses to the officer's report, and the submitters evidence

34. The comments relating to the CP land in the officer's report are addressed in detail in the evidence of Ms Lauenstein and Ms Aston, on design and planning matters respectively.

¹² Who is giving evidence for the wider area plan and has assessed the CP land as a stand alone option.

35. In response to the officer's findings Ms Lauenstein notes that "the urban form Prebbleton is not well contained by Trices Road [which] already struggles to perform the role of a development boundary".
36. Her conclusion is that "neither the stage 1 proposal nor the individual Crabbe site proposal would be inconsistent with the pattern and requirements of peri-urban development". This applies equally to the wider area plan.
37. Ms Aston responds to the officer's comments as follows (in summary and in respect of the CP land specifically):
 - 37.1. The stand alone option is unlikely to require significant services upgrades;
 - 37.2. There will be no greater impact on the southern gateway to Prebbleton than existing developments;
 - 37.3. Concentric consolidated urban form will not be compromised;
 - 37.4. There will be no adverse effects on character and rural outlook;
 - 37.5. There will be no tangible impact on traffic function and safety; and
 - 37.6. Geotechnical constraints are unlikely, though an assessment will be required.
38. In addition Ms Aston concludes that the proposed development of the CP land:
 - 38.1. Satisfies the relevant rural residential character elements;
 - 38.2. Fulfils the pre-requisites in the Strategy for RR development, namely:
 - 38.2.1. Can be economically serviced;
 - 38.2.2. Can be integrated with the existing township;
 - 38.2.3. Will not undermine the LURP, Chapter 6 of the CRPS, District Plan or Strategy in relation to consolidation and intensification;
 - 38.2.4. Has no significant constraints; and
 - 38.2.5. Has owners with aspirations to rezone the land;
 - 38.3. Achieves the generic, and Prebbleton specific, assessment criteria in the Strategy;
 - 38.4. Represents a more efficient use of the land which accords better with the LURP; and
 - 38.5. Generally fulfils the requirements of the CRPS.

39. Ms Aston considers that the CP land "represents a suitable site for inclusion in the Strategy as a rural residential location, either in isolation or as part of the wider area".

Conclusions

40. The development of the CP land makes sense on several levels. It can be included as a stand alone site or as part of the wider area plan (or stage one of that plan) promoted by George and Jeffs, and supported by the CP. In either case it is consistent with the relevant criteria and pre-requisites in the Strategy and higher level recovery documents.
41. The 'treatment' of the southern boundary of Prebbleton in the vicinity of Trices Road requires careful consideration since it is unlikely to be capable of providing an appropriate edge and gateway with the existing settlement patterns. The wider area plan provides a comprehensive concept to specifically address this issue. The stand alone development of the CP land can also assist in better defining the location of that edge and gateway.
42. RR development of the CP land is an appropriate outcome and it should be included in the Strategy in one of the forms presented.

A J Schulte
Counsel for the Crabbe Partnership
11 April 2014

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BRIEF OF EVIDENCE OF URBAN DESIGN
CRABBE

Nicole Lauenstein

10 APRIL 2014

QUALIFICATIONS AND EXPERIENCE

1. My name is Nicole Lauenstein. I have the qualifications of Dipl. Ing Arch. and Dipl. R.U.Pl. equivalent to a Master in Architecture and a Master in Urban Design (Spatial and Environmental Planning) from the University of Kaiserslautern / Germany. I am an elected member of the Urban Design Panel in Christchurch and a member of the UDF (Urban Design Forum). Before moving to New Zealand I was a member of the BDA (German Institute of Architects).
2. I have practised as an Urban Designer and Architect for the past 15 years in Germany, Spain, Australia and New Zealand. The first 5 years I established my own architectural and urban design practice in Germany, the last 15 years I have been a director of a+urban based in Christchurch.
3. In both practices I have undertaken many projects combining the architectural and urban disciplines. Projects have been varied in scale and complexity from urban revitalisation of city centres, development of growth strategies for smaller communities, architectural buildings in the public realm and private residential projects in sensitive environments.
4. Prior to my arrival in NZ I worked for several European Architects and Urban Designers and was involved in a range of urban studies and rural area assessments for the governance of the individual federal states in Germany, investigating urban sprawl of major cities such as Frankfurt, Darmstadt, Rostock and the effect on the urban and rural character. This work included developing mechanisms and criteria to facilitate sustainable development. Other work for private clients consisted of the design of sustainable developments in sensitive areas with very stringent development guidelines.
5. Since moving to NZ I have been involved in architectural and urban design consultancy for several architects and planners including a large urban study and concept plans for the regeneration of the Walsh Bay area in Sydney with Peddle Thorpe Associates and consultancy to Boffa Miskell Christchurch on urban research and design and development for rural townships.
6. I have taught as a guest lecturer at Christchurch Polytechnic architecture and urban design and at Lincoln University Landscape Architecture Department teaching urban design at graduate and post graduate level.
7. I have a good understanding of the local and wider Christchurch area through professional involvement in public and private Plan Changes and urban design

consultancy on projects in Lincoln, Rolleston, Taitapu, Ohoka, Cust, Rangiora, Kaiapoi

8. My experience includes working on growth strategies for urban and peri-urban areas including rural and urban residential developments with a mixture of densities from low, medium to high. I have prepared several urban analysis, development strategies and design concepts for urban and rural residential areas within the Canterbury region (Lincoln, Rolleston, Taitapu, Ohoka, Cust, Rangiora, Kaiapoi, Lake Hood, Akaroa, Ashburton)
9. Most recent urban design and architecture work includes:
 - (a) Papa Otakaro Avon River and East/North Frame concept design, Christchurch Central City
 - (b) Kirimoko residential development in Wanaka Stage 2
 - (c) Urban analysis and strategic plans related to Selwyn District Council Rural Residential Strategy (RRS) submissions
 - (d) Masterplans for Greenfield development in Lincoln (Flemington)
 - (e) Mixed Use development on Hagley Avenue, Christchurch
 - (f) New Tait Building and Masterplan, north west Christchurch
 - (g) Several commercial and residential 'rebuild' projects in Christchurch
 - (h) Master Plans for Inner City block infill and brown field conversions in Christchurch.
 - (i) ODP's for rebuild projects in the Christchurch CBD
10. Although this is a proceeding under the Local Government Act 2002, I nonetheless confirm that I have prepared this evidence in accordance with the Code of Conduct for Expert Witnesses (Environment Court Consolidated Practice Note, November 2011). The evidence I will present is within my area of expertise, except where I state that I am relying on information provided by another party. I have not knowingly omitted facts of information that might alter or detract from the opinions I express.

SCOPE OF EVIDENCE

- Introduction
- Background
- Stage 1
- Crabbe Site – a single site
- Urban form
 - Merits of Stage 1
 - Merits of the Crabbe Site
- Response to officers Report
- Conclusion

BACKGROUND Refer to graphic supplement GS1a&b strategy and Master Plan

1. I have earlier outlined a preliminary development concept for the wider area of the between Trices and Hamptons Road east of Birchs Road, which provides for an integrated design approach for the combined properties. Key features include:
 - Substantial landscaping within the southern portion of the area to create a strong, discernible boundary/edge to the southern extent of the Prebbleton peri urban area, which connects to the Hamptons Road edge
 - a clear streetscape and road edge treatment along Trices Road to give it a coherent and unique character that can differentiate itself from the urban characteristic to the north and introduces the periurban environment to the immediate south
 - Two access lanes from Trices Road and Hamptons Road respectively, minimising local accesses in response to the arterial status of Trices Road.
 - Strengthening clear gateways into Prebbleton from the south with a landscaped gateway at Hamptons Road and a second threshold at the Trices and Birchs Road intersection
2. I was asked to consider the possibility of either a smaller portion of this wider Concept Plan proposal, or a single lot (the Crabbe Site) to be developed individually and/or ahead of the remaining lots. For that purpose I have identified a potential first stage and also a lot layout and access scenario for the Crabbe Site

that would enable them to be implemented as 'first of the ranks' with the ability to be integrated into the overall Master Plan later.

STAGE 1 **Refer to graphic supplement GS2&3 Stage 1 Plan**

3. Stage 1 would follow a logical building and development process starting from Trices Road moving into the wider site. The main access of Trices Road would be formed to remove as many access points of Trices Road as possible, leaving a temporary access to the Crabbe Site which at this point would not yet be serviced via the south.
4. Stage 1 would most likely extend 2-3 properties deep into the Site and align to the south with existing shelterbelts and other vegetation such as the large wooded lot. The southern edge to the rural environment would also be established together with the stormwater management areas to create the important southern buffer and future boundary.
5. Staging a development of this size is highly likely and desirable as it will allow the generous southern landscape buffer to establish gradually and provide a visual and physical boundary to the development. It would also ensure that a stronger southern edge to Prebleton is established as early as possible.

THE CRABBE SITE **Refer to graphic supplement GS2&4 Crabbe Site**

6. The Crabbe family owns the 2.0236ha property (the 'Site') on the south east corner of Trices Road and Birchs Road with one existing dwelling on the Site and access off Trices Road. A second access runs along the eastern boundary servicing the lot to the south. Generally the Site is well screened with established hedges along the perimeter which is in keeping with the character of the southern parts of Prebleton where hedges surround larger residential properties presenting a landscaped wall towards the road with generous breaks for access.
7. The dwelling is fairly closely located to Trices Road approx. 16m, which allows the remaining site to be subdivided without infringing on the existing dwelling. To allow for a larger building setbacks the new layout locates a larger lot at the intersection and smaller lots to the east of the Site.
8. Access to the Site has been achieved in a manner that can easily be reconfigured to connect to a future lane leading up to the south of the site. The existing short

hedge within the site would be used to create a small circulation node for all four lots to be as a vehicular forecourt and can become the endpoint of the future lane. For the purpose of the single Crabbe Site being developed ahead of the area covered by the Concept Plan, or indeed independent off it, the existing access off Trices should be removed and a shared access for all 4 dwellings should be provided to the east of the existing dwelling. To align with the future nodes to the south. All shelterbelts should be retained to contain the development and continue to screen it from the adjacent roads.

URBAN FORM **Refer to graphic supplement GS5**

9. Generally the development of either Stage 1 on its own or the Crabbe Site on its own would not undermine the wider urban form and character of Prebbleton. Both address Trices Road appropriately and present a general rural character. However, in terms of long term management of the south east Prebbleton peri-urban environment, the concept plan covering the wider area is best suited to provide the important southern boundary to Prebbleton.
10. In the event that the Commissioners consider that only a smaller rural residential area is appropriate e.g. stage 1 or the Crabbe Site, the design of these smaller areas can be designed in a manner that allows them to integrate and connect to the overall design strategy for the larger area.

Merits of stage 1

11. Stage 1 would implement the key aspects of the Master Plan and how it interacts with the future urban form of Prebbleton.
 - Substantial landscaping within the southern portion of the area to create a strong, discernible boundary/edge to the southern extent of the Prebbleton peri urban area, which connects to the Hamptons Road edge
 - a clear streetscape and road edge treatment along Trices Road to give it a coherent and unique character that can differentiate itself from the urban characteristic to the north and introduces the periurban environment to the immediate south
 - Bundling access from Trices Road minimising local accesses in response to the arterial status of Trices Road.
 - Strengthening clear gateways into Prebbleton from the south with a landscaped gateway at Hamptons Road and a second threshold at the Trices and Birchs Road intersection.

Merrits of the Crabbe Site

12. Within the immediate vicinity the Crabbe Site further development would not alter its appearance towards the outside. The Site is currently self-contained, enclosed by tall hedges and development would occur within the confines of the site. Additional dwellings would be serviced off one access point of Trices Road and as such keep the status quo in principle.
13. When looking at the Site from a wider perspective with regard to development character and urban form intensifying the development on the Site will have little to no impact on the area. The consistent placement of various dwellings on the southern side of Trices Road from Birchs Road through to nearly Tosswill Road and the incoherent development densities to the north already provide a mixture of development characters straddling the road and blurring this edge. The rhythm created by lot boundaries and building placement along the southern side of Trices Road is approximately one dwelling every 40 to 60 m, the development within the site is consistent with this and will visually and physically integrate without affecting the wider urban form.

RURAL RESIDENTIAL CHARACTER AND THE RURAL/URBAN INTERFACE

"A sense that the subdivision is located in a semi-rural setting through the provision of abundant open space and frequent views into the rural hinterland beyond"

14. Large hedges and shelterbelts dominate this southern part of Prebbleton with limited open views also not exactly in keeping with the requirements, these are still unique rural characteristics as they are part of a rural landscape and would not occur in urban environments. Openness is a generic requirement for the IP zone within the district but not always the most appropriate for areas where there is already a specific and uniquely different character.

"Retain an appropriate urban/rural interface on the edge of Townships"

15. Trices Road between Springs and ^{Birchs}Shands Road has a distinctive character that should be extended to Tosswill Road to create a clear threshold from urban to peri-urban this will aid the understanding of the currently blurred /diluted urban form to the south

"The restriction or urban motifs, such as entrance features, solid paling fences and kerb and channel road formations – fencing is a particularly important design feature that influences the extent to which any given location achieves the desired openness necessary to the provision of rural residential character (refer to Figure 15)"

16. The Site presents a clear rural edge treatment to all neighbours and to the surrounding roads

OFFICERS REPORT

17. The Officers Report opposes the inclusion of this Site as a peri-urban rural residential development for the following reasons in relation to urban matters:

- *Preclusion will protect the southern gateway and avoid elongating development further south along Springs Road, with council viewing Trices Road as a strong demarcation between rural and urban forms of development and there being few other limits to the south to avoid coalescence with Lincoln Township.*
- *That the inclusion of the site is contrary to Policy B4.3.65 which identifies the need to achieve a concentric consolidated urban form.*

18. The urban form of Prebbleton is not well contained as Trices Road already struggles to perform the role of development boundary. As there is a vulnerability to the south with no discernible boundary it would be most prudent to consider development within the Trices and Hamptons Road peri-urban land to provide such a boundary in the future and to protect the settlement form of Prebbleton.

CONCLUSION

19. The existing development along Trices Road is not reversible, Trices Road cannot realistically perform the role of an urban edge any more. It is therefore important to consider an alternative southern boundary for the Township which can perform this role.

20. Within this urban context and with a definite a southern boundary along Hamptons Road curving back to Trices /Toswill Road to the east, neither the Stage 1 proposal nor the individual Crabbe Site proposal would be inconsistent with the pattern and requirements of peri urban development.

Nicole Lauenstein

Date 11 April 2014

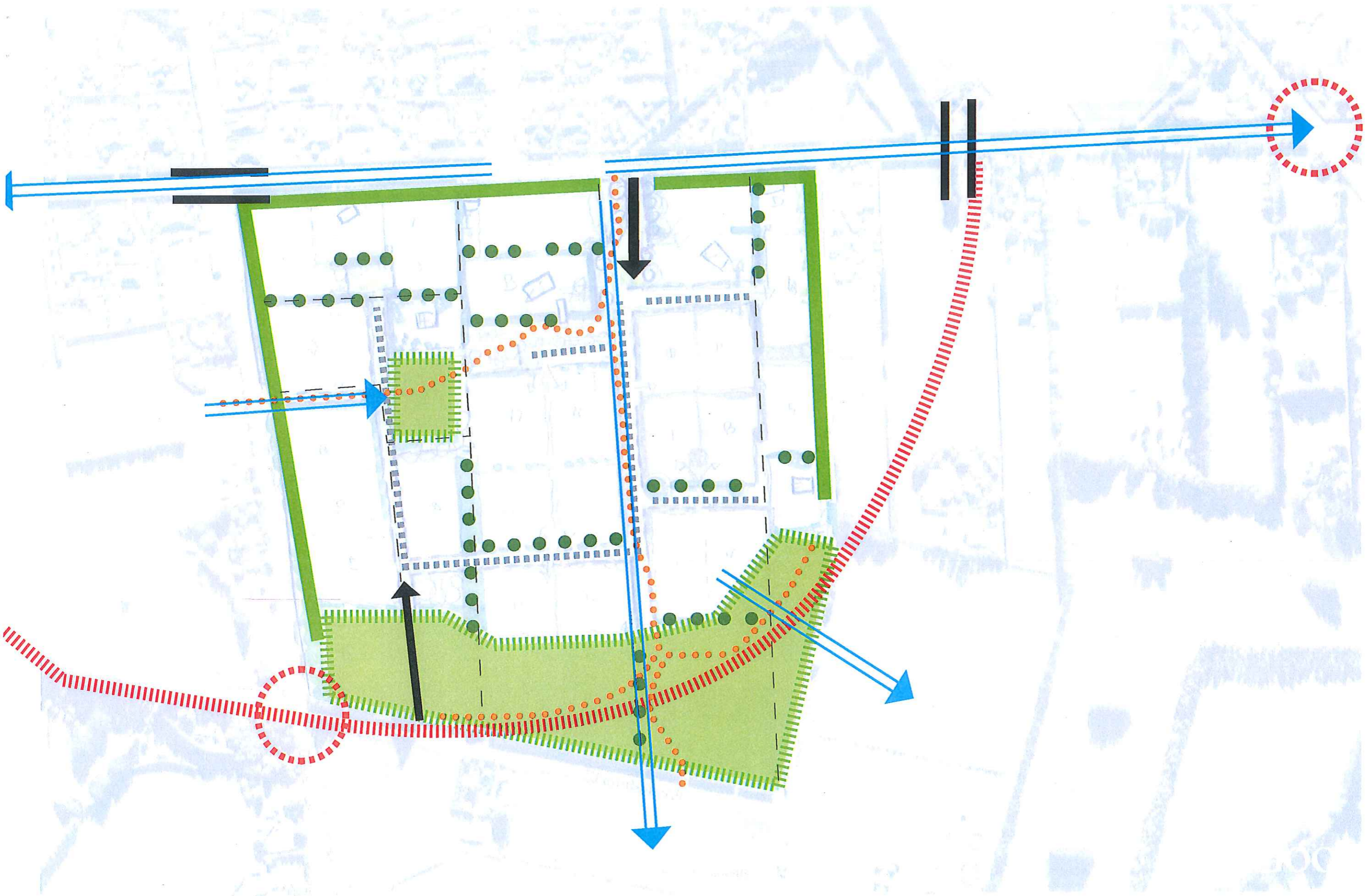
URBAN DESIGN EVIDENCE
Nicole Lauenstein

GRAPHIC SUPPLEMENT
TRICES ROAD DEVELOPMENT - PREBBLETON SOUTH
~~GEORGE & JEFFS~~ CRABBE

SDC Rural Residential Strategy

HEARING

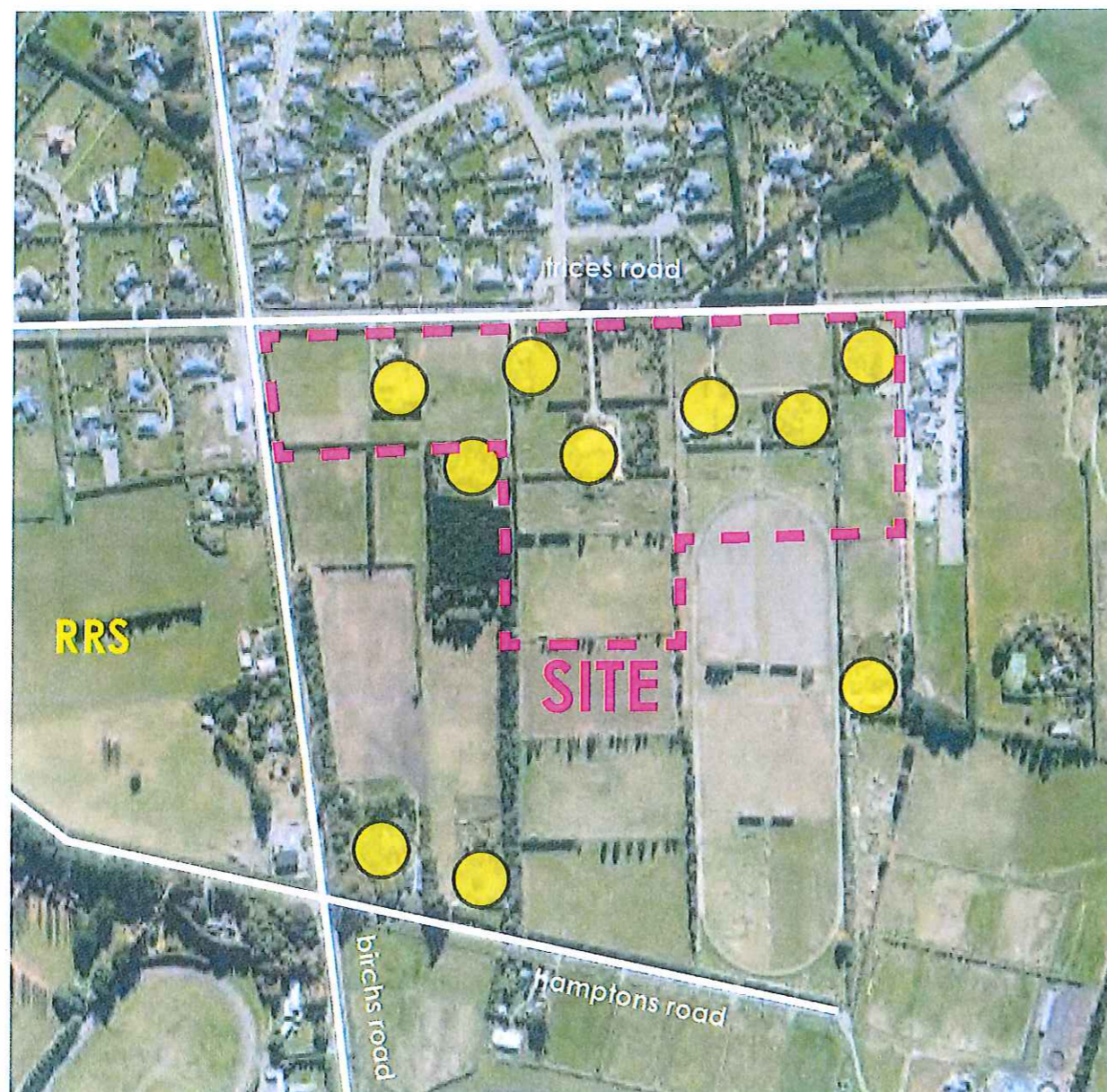
~~SDC Rural Residential Strategy~~



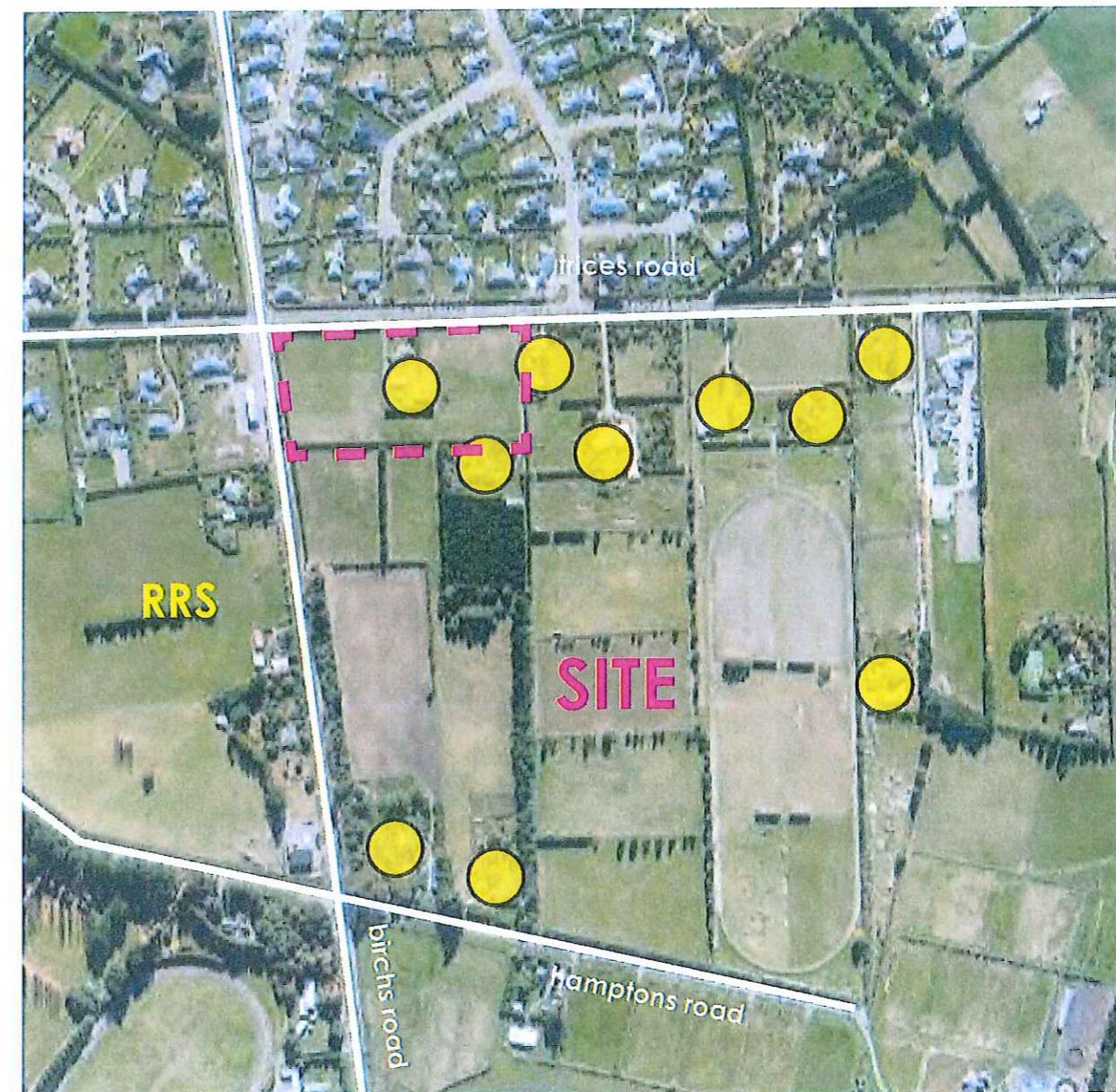
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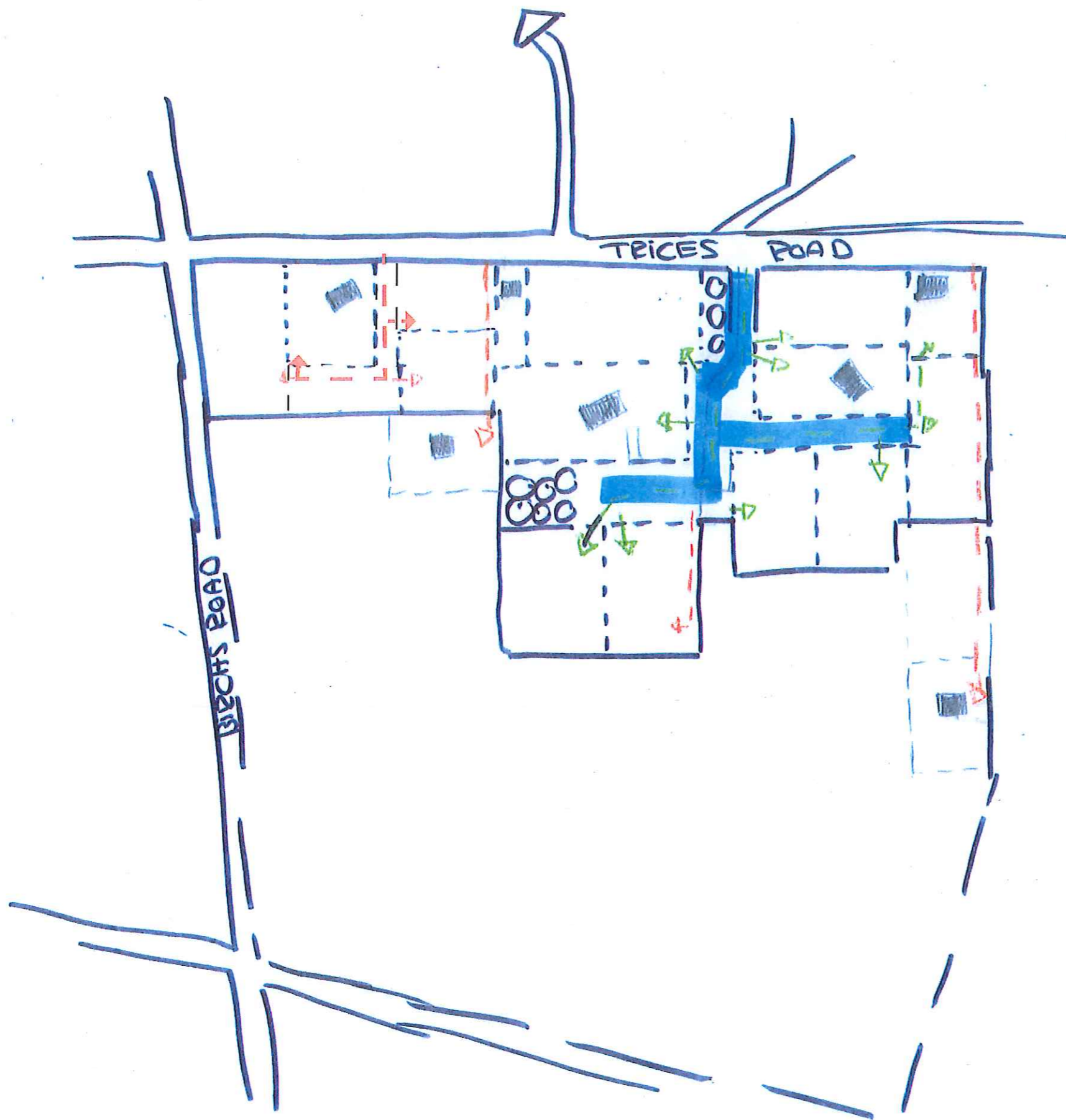
INDICATIVE MASTERPLAN








STAGE 1



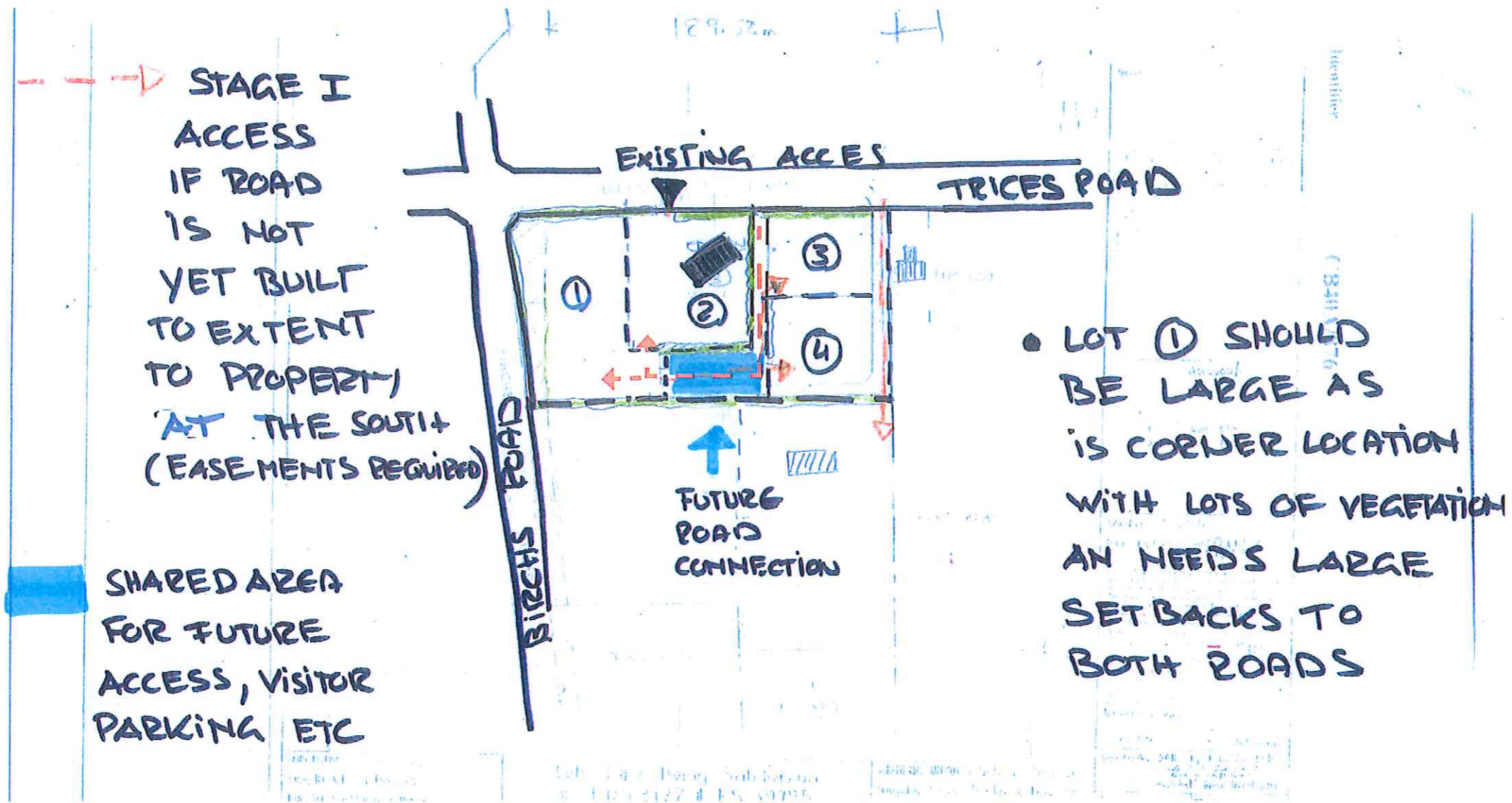
CRABBE SITE



-  EXISTING HOUSES
-  EXISTING ACCESS USED AS
-  INTERIM ACCESS WITH EASEMENT UNTIL NEW ROAD IS BUILT (STAGE 2/3)
-  NEW ACCESS CREATED AS PART OF STAGE ONE
-  STAGE I ROAD

TRICES ROAD PRE

DRAFT STAGE I CON
CIRCULATION + ACCE!



- LOT ① SHOULD BE LARGE AS IS CORNER LOCATION WITH LOTS OF VEGETATION AND NEEDS LARGE SET BACKS TO BOTH ROADS

CRABBE SITE

