

**BEFORE AN INDEPENDENT HEARINGS COMMISSIONER AT
SELWYN**

IN THE MATTER OF

Clause 21 of the First Schedule of the
Resource Management Act 1991
(Plan Change 67)

IN THE MATTER OF

GW WILFIELD LIMITED
(Applicant)

**STATEMENT OF EVIDENCE OF DAVID JOHN COMPTON-MOEN ON
BEHALF OF GW WILFIELD LIMITED**

URBAN DESIGN AND LANDSCAPE

Dated: 30 August 2021

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1 INTRODUCTION

- 1.1 My full name is David John Compton-Moen.
- 1.2 I am a Director at DCM Urban Design Limited, which is a private independent consultancy established in 2016, that provides Landscape and Urban Design services related advice to local authorities and private clients.
- 1.3 I hold the qualifications of a Master of Urban Design (Hons) from the University of Auckland, a Bachelor of Landscape Architecture (Hons) and a Bachelor of Resource Studies (Planning and Economics), both obtained from Lincoln University. I have been a Registered Landscape Architect of the New Zealand Institute of Landscape Architects (NZILA) since 2001, a full member of the New Zealand Planning Institute, since 2007, and a member of the Urban Design Forum since 2012.
- 1.4 I have worked in the landscape assessment and design, urban design, and planning fields for approximately 25 years, here in New Zealand and in Hong Kong. During this time, I have worked for both local authorities and private consultancies, providing expert evidence for urban design, landscape and visual impact assessments on a wide range of major infrastructure and development proposals, including the following relevant projects:
 - (a) 2021 – Working for Waimakariri District Council, I prepared Urban Design evidence to assist with Private Plan Change 30 – Ravenswood Key Activity Area (KAC) which sought to rezone parts of an existing ODP to increase the amount of Business 1 land and remove a portion of Residential 6A land.
 - (b) 2020-21 – Working with Waimakariri District Council to assist with developing structure plans for Kaiapoi, Rangiora Northeast, Rangiora Southeast and Rangiora West.
 - (c) 2020-21 – Working for Mike Greer Homes, I have worked on the master planning, urban design and landscape design for the following Medium Density Residential and Mixed Use Developments:

- (i) Madras Square – a mixed use development on the previously known 'Breathe' site (+90 homes);
 - (ii) 476 Madras Street – a 98-unit residential development on the old Orion Site;
 - (iii) 258 Armagh Street – a 33-unit residential development in the inner city;
 - (iv) 33 Harewood Road – a 31-unit development adjacent to St James Park in Papanui.
- (d) 2020-21 – Working with Waimakariri District Council, I have assisted with the development of four structure plans for future urban growth in Rangiora and Kaiapoi.
- (e) 2020-21 – Working for several different consortiums, I have provided urban design and landscape advice for the following recent private plan changes in the Selwyn District:
 - (i) Lincoln South, Lincoln;
 - (ii) Trents Road, Prebbleton;
 - (iii) Birchs Village, Prebbleton;
 - (iv) Extension to Falcons Landing, Rolleston;
 - (v) Rolleston Southeast;
 - (vi) Holmes and Skellerup Block, Rolleston.
- (f) Acland Park Subdivision – master planning and landscape design for a 1,000-lot development in Rolleston (2017-current).
- (g) Plan Change 57 by GW Wilfield Ltd to rezone existing Living 2 and Living 2A land at West Melton to Living (West Melton South) Zone, south of State Highway 73 at West Melton. Urban design advice to the Residential Chapter of the Selwyn District Plan Review (2017).
- (h) Graphic material for the Selwyn Area Maps (2016).

- (i) Stage 3 Proposed District Plan Design Guides – Residential (High, Medium and Lower Density and Business Mixed Use Zones) for Queenstown Lakes District(2018-2020).
 - (j) Hutt City Council providing urban design evidence for Plan Change 43. The Plan Change proposed two new zones including a Suburban Mixed-use and Medium Density Residential as well as providing the ability for Comprehensive Residential Developments on lots larger than 2,000m² (2017-2019). The Medium Density Design Guide was a New Zealand Planning Institute Award winner in 2020.
 - (k) Jacks Point and Henley Downs – Urban Design Advice for QLDC PDP Stages 1 and 2 (2016-2019).
- 1.5 I am familiar with the application by GW Wilfield Ltd (the *Application*) for a plan change to rezone approximately 33ha of Inner Plains rural land to Residential, providing for approximately 130 dwelling sites, having prepared the Landscape and Visual Impact Assessment that was submitted with the Application.

Code of Conduct

- 1.6 I have read and am familiar with the Environment Court’s Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2014, and agree to comply with it. My qualifications as an expert are set out above. Other than where I state that I am relying on the advice of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Scope of Evidence

- 1.7 My evidence provides a summary of the key urban design and landscape aspects of the proposal and specific responses to issues related to amenity and character raised by submitters. It also responds to relevant matters raised in the section 42A report (*the Officer’s Report*).

1.8 In preparing this evidence I have reviewed:

- (a) The Application;
- (b) National Policy Statement on Urban Development;
- (c) Canterbury Regional Policy Statement (July 2021);
- (d) Our Space 2018-2048;
- (e) NZILA Guidelines on Best Practice Guide - Landscape Assessment and Sustainable Management (2010);
- (f) Operative Selwyn District Plan;
- (g) Selwyn District Council Subdivision Design Guide (2009);
- (h) Submissions lodged in relation to the Application;
- (i) The Officer's Report; and
- (j) The Urban Design Statement prepared by Ms Lauenstein for Plan Change 77 which I have drawn from and endorse.

2 BACKGROUND

2.1 A Landscape and Visual Impact Assessment was completed in October 2020 in relation to the proposal. The findings of that assessment are still relevant with the following aspects considered to be the main issues to be addressed in considering this proposal:

- (a) Consolidated Urban Form and Growth;
- (b) Connectivity and Walkability;
- (c) Density and Character; and
- (d) Landscape and visual effects.

2.2 In the preparation of my evidence I have also reviewed the urban form of West Melton and the way in which it is evolving as a township, taking into account not only this plan change but also the other two proposed plan changes currently lodged with Selwyn District Council, being Plan

Change 77 and Plan change 74. I have also reviewed proposed changes to the roading network and intersection treatments.

- 2.3 I address each of these matters in my evidence, commencing with an overview of the West Melton Township.

3 WEST MELTON TOWNSHIP

- 3.1 West Melton initially started as a small cluster of houses and commercial buildings around the intersection of West Melton Road, Weedons Ross Road and State Highway 73.
- 3.2 From reviewing old aerial photographs, it can be seen that the settlement was originally more developed on the southern side of the State Highway prior to the development of Westview Crescent on the northern side in 1985 (as shown on **Appendix 1**). This was followed by the development of Gainsborough (2008-2012) and Preston Downs (2010-2018) also on the northern side of the road.
- 3.3 Urban growth on the northern side of the State Highway was further reinforced by road improvements and the limiting of access onto SH73, with the 'thinking' at that time being that the provision of traffic flow through the settlement was a priority as opposed to creating a more integrated road corridor (with the adjoining land use). This is highlighted by Preston Downs, Gainsborough and the first stage of Wilfield all being designed to limit their interactions, or connections, with the state highway. This approach unfortunately served to emphasise the road corridor as a barrier to south-north movement, although it is noted that some efforts are now being made to reverse this issue.
- 3.4 Over recent years, West Melton has grown to become a substantial township, flanking both sides of West Coast Road, with the majority of the township on the northern side and with Preston Downs and Gainsborough residential developments extending through to Halkett Road.
- 3.5 The developments are typically low density residential and are supported by a small commercial area, tavern, and petrol station. Houses are generally modern single storey dwellings with footprints ranging from 180m² to 260m², are well landscaped and exhibit a high level of

stewardship. The town is surrounded by open farm paddocks, being 4ha or larger with well-established shelter belts of exotic tree species delineating cadastral boundaries. While well-established vegetation also usually surrounds farm dwellings to provide shelter, the character of the wider area would be considered open with a small level of compartmentisation.

- 3.6 The existing Wilfield development is on the southern side of West Coast Road (SH73) with access from Weedons Ross Road. The extended area of Wilfield (PC59) is partially developed and located to the south of the existing Wilfield development.

4 PLAN CHANGE 67

- 4.1 Plan Change 67 proposes to rezone approximately 33ha of Inner Plains Rural Land for residential purposes to create 131 residential sites. The density of the proposal will be around 4 households per hectare which is similar to the Wilfield development to the north where lots are typically between 1,000m² and 3,000m² in size.
- 4.2 The Plan change area directly adjoins the Wilfield development to the north and will be integrated with Wilfield through two road connections and a green link which connects through to the pylon reserve within Wilfield. A lower density buffer is proposed along the southern and eastern boundary of the Plan Change area to provide a 'soft' transition to the adjoining rural area.

5 CONSOLIDATED URBAN FORM AND GROWTH

- 5.1 While it can be difficult to predict and influence the development or intensification of key sites as has been seen in Christchurch, Rolleston and Lincoln, **Appendix 2** to my evidence shows how from an urban form perspective, West Melton could be expected to develop in the future.
- 5.2 At present, as previously set out, the township is weighted on the northern side of West Coast Road with several key township amenities on the southern side including the Community and Recreation building, the Domain, the Church and the Tavern. Given the location of these amenities it is likely future urban development will be located to the south.

- 5.3 West Melton currently does not have any medium density development, typically being either low-density or large-lot residential development. With pressure to provide additional housing across greater Christchurch it could be anticipated that lots closer to the town centre will intensify, with lower density residential provided to the south.
- 5.4 In considering these matters, I have also had the benefit of reviewing the Urban Design Statement prepared by Ms Lauenstein for Plan Change 77 together with its supporting figures. Ms Lauenstein's statement is consistent with my thoughts on the future growth/urban form of West Melton.
- 5.5 I am largely in agreement with Ms Lauenstein's conclusions about the future form and extent of West Melton with the existing centre (located around the intersection of SH 73, West Melton Road and Weedons Ross Roads) likely to be consolidated and strengthened, particularly given the increase in residents at Wilfield as already planned and provided for, and the improvements to the intersection making SH73 less of a barrier.
- 5.6 I also agree with Ms Lauenstein's findings regarding the 'Anticipated Growth Pattern' elements for the southwest quadrant of West Melton, namely:
- (a) *Primarily expansion of community and commercial areas in proximity to the centre.*
 - (b) *Extension of the domain and possibility for a second primary school and associated sports fields.*
 - (c) *New residential development on rural farm land in particular on larger rural lots along SH 73 as they are in single ownership and will be easiest to develop.*
 - (d) *Residential infill development of existing lifestyle blocks.*
- 5.7 I particularly see the layout and intensification of future development around SH73/Weedons Ross intersection as important for the future growth of West Melton as a more self-sufficient township.

5.8 In that regard, I consider that PC67 is consistent with Policy B4.3.6 of the District Plan “*Encourage townships to expand in a compact shape where practical*”, for the following reasons:

- (a) West Melton will develop over time into a compact urban form and the provision of more housing in the township will assist with this. I have highlighted in **Appendix 2** how I see this being achieved over time, from an urban design perspective, including via PC67 and noting that there are many variables at play when it comes to land development.
- (b) As a result of the substantial growth expected to take place in and around West Melton (Policies B4.3.98 and B4.3.99) and with the removal of the SH73 ‘barrier’ the town can be expected to develop in a more compact urban form, as shown in **Appendix 2**. The speed limit through the town is already proposed to be reduced. I consider that Policy B4.3.98 clearly relates to the ‘*safety and efficiency*’ of the highway and with the proposed road improvements this is no longer a barrier to development in the south. The improvements allow the town to be developed in a more compact form to meet Policy B4.3.99.
- (c) The proposed density of PC67 and its proposed low density buffer will maintain the visual distinction between the rural area and townships, while not greatly increasing the number of rural – residential interfaces and potentials for conflict between activities.
- (d) As highlighted in Table 1 below, PC67 is a similar distance from the Town Centre as parts of Preston Downs to the north with the ability through the proposed path/green space network to encourage people to walk or cycle rather than use motor vehicles for short trips.

6 CONNECTIVITY AND WALKABILITY

6.1 As discussed above and shown in **Appendix 3** Waka Kotahi is currently proposing changes to the SH73 corridor including a speed reduction and the installation of a signalised intersection. These changes will have a significant impact on the connectivity and walkability of West Melton. Importantly, the state highway will no longer create a barrier to

movement through the town, and with further development, such as the community centre, along the road corridor, it is likely the road will become more permeable for pedestrian movement north-south.

- 6.2 As previously outlined, the Community centre, domain, tavern and St Paul's church play integral roles in the character, amenity and functionality of the town. With all of these elements located on the southern side of SH73, the proposed changes to the road corridor will enable the town to develop around this combined centre, as opposed to being three subdivisions (Preston Downs, Gainsborough and Wilfield) as it might be considered to be at present.
- 6.3 Much urban design literature and research on walkability and connectivity is based on a 400m (~5minute) and 800m (~10minute) radius for pedestrians¹ to reach amenities or public transport stops. With the increased use of e-scooters and e-bikes (micro-mobility) it is possible for those distances to be extended. By way of example, when a 10 minute walk in the past may have been considered too far for the first/last mile of the trip², micro-mobility modes can allow a greater distance to be covered in the same timeframe and with less effort. This is important to note in the uptake of public transport use where the existing bus stop will be within a ten minute bike or scooter ride of PC67.
- 6.4 Table 1 below highlights the travel times from the edge of the PC67 to various amenities based on both a walking time and when using a bike or e-scooter. For comparison I have also included the same distances as compared to Point A in Preston Downs (refer to **Appendix 2**):

	Distance	Walking time (5km/hour) - minutes	Bike / E-scooter time (15km/hour) - minutes
Northern edge of PC67 – Weedons Ross Road			
to WEST MELTON Commercial	1.2km	14	5
to WEST MELTON School	1.3km	15	5
to WEST MELTON Tavern	1.1km	13	4.5

¹ Carmona, Matthew, Heath, Ted, Oc, Tanier, and Tiesdell, Steve, Public Places Urban Spaces – the Dimensions of Urban Design, Oxford: Architectural Press, 2010 edition.

² <https://www.nzta.govt.nz/assets/resources/research/reports/674/674-Mode-shift-to-micromobility.pdf>

to Community Centre	1.3km	15	5
to WEST MELTON Domain (note this distances will reduce to 950m once the Kingsdowne Road extension is developed)	1.3km (0.95km)	15 (10)	5 (3)
PC67 to St Paul's Church	0.8km	10	3
Point A – Preston Avenue / Halkett Road			
to WEST MELTON Commercial	1.7km	21	7
to WEST MELTON School	1.6km	19	6
to WEST MELTON Tavern	1.8km	22	7
to Community Centre	1.7km	21	7
to WEST MELTON Domain	2.1km	27	9
to St Paul's Church	2.0km	25	8

Table 1: Comparative Distance and Travel Times

- 6.5 As can be seen in Table 1 above, the northern edge of PC67 is closer to key township amenities than some existing residential areas of West Melton, noting that travel times within PC67 will not be dissimilar to those from Point A in Preston Downs. With the provision of off-road, all-weather paths, travel times on bike or e-scooters greatly reduces travel times to 5 minutes or less.
- 6.6 The move to greater use of e-bikes and e-scooters as well as traditional active transport modes is greatly influenced by the presence of all-weather, hard surfaces where conflict points with other modes (i.e. intersections, driveways) are minimised.
- 6.7 As referenced in Ms Seaton's evidence, the applicant proposes a new rule to require a shared path to be established on Weedons Ross Road between the intersection with SH73 and the southern Kingsdowne Road/Weedons Road intersection. The proposed ODP for Plan Change 67 further requires this shared path to extend to the intersection of a new Primary Route (road) and Weedons Ross Road. This shared path will provide a direct all weather hard surface link from the Weedons Ross Road entrance to the Plan Change 67 area to the town centre and community facilities.
- 6.8 The existing Wilfield development already exhibits a high level of connectivity and accessibility with a network of on-road and off-road

facilities providing access for pedestrians and cyclists through the development. As shown on **Appendix 3**, the Transpower pylon network is also utilised to provide an off-road network and green space through the development. With future development it is likely this will link through to Weedons Ross Road and the Domain. Once users, in particular children, are on the shared path proposed adjacent to Weedons Ross Road they will have a safe, all-weather surface providing direct access to the school via the signalised intersection.

- 6.9 In summary, I consider that the intersection of SH73 and Weedons Ross Road is the centre to the town and with the development of a shared path along Weedons Ross Road travel times for active modes will reduce considerably. The proposed Plan Change, although approximately 1km-1.5km (12minute walk) from the town centre (West Coast Road), is considered within an acceptable radius from an urban form perspective and with its network of paths and open space will be a well-functioning environment enjoying a high level of accessibility.

7 DENSITY AND LANDSCAPE CHARACTER

- 7.1 The Plan change area is considered a natural extension of the Wilfield development in West Melton, being of an anticipated density in my experience for residential dwellings on the edge of the existing settlement. While the proposed density is relatively low, I consider it appropriate for its setting on the edge of the township and is consistent with Policy B4.3.101 of the operative plan. I consider that the Plan Change area is an in-sequence development with the existing Wilfield development, adding to development capacity in West Melton, but at an appropriate level.
- 7.2 The size and character of lots within West Melton is typically larger than those developed in Rolleston or Lincoln with the expectation from purchasers that the character will be more open. I have experience working on developments in all three areas and each settlement has different drivers and potentially different markets which they are attracting. This is not to say that higher density development will not occur in West Melton but I consider the township needs to get to a critical mass where it has more amenities than it currently does. That said I consider it will occur, noting that the growth of Lincoln and Rolleston

have taken very different paths but are starting to become more similar in their 'make-up'. I see this occurring with West Melton also.

- 7.3 I am currently working on several residential developments within the Selwyn District, each of which has a different density make-up depending on the market they are catering to and the direction dictated by Council. As a point of comparison to PC67, I would expect the land on the corner of West Coast Road (SH73) and Weedons Ross Road (708 Weedons Ross Road) to be suitable for more intensive development, potentially with the development of Small Lot Residential or Comprehensive residential (Medium density). The corner site by the SH73-Weedons Ross Road intersection is within 400m of the main commercial area, the Community and Recreation Centre, West Melton Tavern and West Melton Domain. With an area of approximately 5.5Ha, it would allow for potentially 150 homes adding significantly to local development capacity.
- 7.4 In terms of the existing landscape character of the receiving environment, the proposal is considered to have minor effects on the existing landscape character, with the Plan Change area viewed as a natural extension of the Wilfield development. The proposed low density residential development promoted in the plan change will only have a moderate magnitude of change on the Inner Plains rural character.
- 7.5 The proposed lot sizes are appropriate for the West Melton area and the proposed development is similar in terms of bulk and location to the existing West Melton residential developments. Furthermore, this scale of development does not disturb the open, flat topography of the surrounding area. From an urban design perspective, I consider the changes will promote an efficient use of the land without compromising the character of urban West Melton, appearing as a natural extension of the township. Furthermore, the developer is promoting the placement of larger lots (minimum of 3,000m²) along the eastern boundary, adjoining rural paddocks, to provide a buffer between higher density areas and existing farm land.
- 7.6 There is no loss of significant vegetation of note or changes to topographical features resulting from the proposal. The greatest changes will be the potential loss of open character with more

dwelling/buildings, road infrastructure and installation of solid boundary fences. The developer is proposing the use of a combination of post and rail fencing and living fencing along the boundary of the development and reserves to allow for the character of the development to remain more open and more rural-like. Over time landscape plantings on boundaries will compartmentalise the landscape into smaller units with an enclosed character but 'soft' edges. This is a key characteristic of the surrounding landscape context and will assist with the development assimilating into the receiving environment. There are no effects on Natural Character elements from the proposal.

8 VISUAL AMENITY EFFECTS

- 8.1 In terms of visual amenity effects, without mitigation, the greatest visual effects will be experienced by the residential properties of 623-557 Weedons Ross Road. Both properties are located in the Rural Inner Plains zone and open and full views of the plan change area are currently available. The open style fencing and/or living fences (vegetation) proposed will assist in retaining a degree of openness, noting that residents could as of right plant boundary hedges (the majority of which already exist), which would fully screen the development from within their property.
- 8.2 The adverse effects on openness for residents along Ridgeland Way can be successfully mitigated by the larger lots proposed, using post and rail and living fences and restrictions on the installation of close board fencing by way of covenants. The proposed development will be similar to the existing residential development in which the residents live. With the successful implementation of mitigation measures, the effects on these residents is seen to be less than minor.

9 MITIGATION MEASURES

- 9.1 In response to several existing objectives and policies in the Selwyn District Plan the following mitigation measures are proposed to ensure an open character is maintained, recognising this application is for a plan change and not a resource consent:

- (a) Close board timber fences can have an adverse effect on the amenity of residential developments and the sense of space,

particularly as lot sizes decrease and the distance between fences is less. Solid fences can also have a negative effect on the character and safety of public reserves by limiting the potential for passive surveillance from adjoining properties. The use of post and rail fencing/ open style fencing or 'living fences' has been successful in earlier stages of Wilfield and it is anticipated this will continue into this stage.

- (b) To ensure pedestrian connectivity is created through the plan change a pedestrian link is proposed. This will provide direct access into the neighbourhood park and existing green corridor running west-east through Wilfield, and in time to the domain.
- (c) A shared path is provided along Weedons Ross Road from PC67 through to the intersection with SH73.

10 SECTION 42A REPORT AND EVIDENCE OF MR HUGH NICHOLSON

10.1 Mr Nicholson places significant importance on Policy B4.3.98 (paragraph 5.10) and B4.3.99 (paragraph 5.11) of the Plan and the centre of West Melton being on the north side of SH73 between the school and local shopping centre (established in ~2012) (paragraph 6.4) to reach his conclusions on West Melton's future urban form.

10.2 While I recognise that the policies specifically refer to development being limited to the south to "*minimise effects on the safety and efficiency of the highway*", with the changes proposed by Waka Kotahi to the SH73/Weedons Ross Road intersection, I consider that there has been a clear change in how the road corridor should integrate into the town. The installation of traffic signals, crossing facilities and a speed reduction will allow for freer movement within the town from south to north. Amenities on the southside of SH73, i.e. the community centre and domain will become more accessible to residents of Preston Downs and Gainsborough while similarly amenities in the northern half, i.e. the school and commercial cluster, will become more accessible to southern residents. With these changes, it is my view that the "*SH73 barrier to easy access*" (paragraph 6.8 of Mr Nicholson's evidence) will no longer be present.

- 10.3 I also do not agree with Mr Nicholson's description of the centre of West Melton (paragraph 6.4) being by the commercial area. As previously set out, I consider the centre to be the intersection itself. There are significant community facilities including the community, centre, tavern and St Paul's church on the south side which all contribute to the characteristics of a town centre.
- 10.4 A town centre is not just a shopping centre and/or primary school. As shown in **Appendix 2**, the optimal development of West Melton would draw on these existing elements of the town centre and further reinforce the centre of West Melton at the highway intersection. This includes an opportunity for higher density development in the vicinity of the domain on the south side of SH73.
- 10.5 By correcting the position of the town centre to the intersection of SH73 and Weedons Road, walking distances to/from Plan Change 67 are reduced from those suggested by Mr Nicholson, particularly given the proposed changes to the intersection. Above under Connectivity and Accessibility I have provided a comparative table highlighting travel times within West Melton.
- 10.6 In addition, the HV pylon corridor provides an opportunity for creating a green movement network as opposed to creating a barrier or severance to development as suggested in Mr Nicholson's evidence (paragraph 6.8). The existing residential development in Wilfield highlights how this has been achieved, providing amenity and recreation space for residents. It can be expected that in time this is likely to provide a movement corridor through to West Melton Domain (refer to the diagram **Appendix 3**). I also note that the pylon corridor green network is located within the already rezoned area of Wilfield, approximately 400m distance to the north of PC67, and that a reasonable amount of land is already set to be developed on the south side of it contrary to Mr Nicholson's depiction.
- 10.7 It is possible for a shared path to be installed along Weedons Ross Road which will provide a high level of connectivity and accessibility for future residents, noting Mr Wheelans evidence outlines discussions with Selwyn District Council. This type of path is common throughout the Selwyn District (Prebbleton to Lincoln, and Lincoln to Rolleston) and has largely

resulted from urban growth and development. Without growth in these towns it is unlikely the shared path network would have been developed.

- 10.8 Overall, I agree that there other are sites, including the two areas identified in the Selwyn Plan as overlay areas, closer to the centre of West Melton which could, and should be developed. I consider however that Plan Change 67 will not preclude these lots from being developed. In any case, I consider the two sites highlighted in figure 4 of Ms White's evidence should be developed to a higher density than that proposed in PC67.

11 CONCLUSIONS

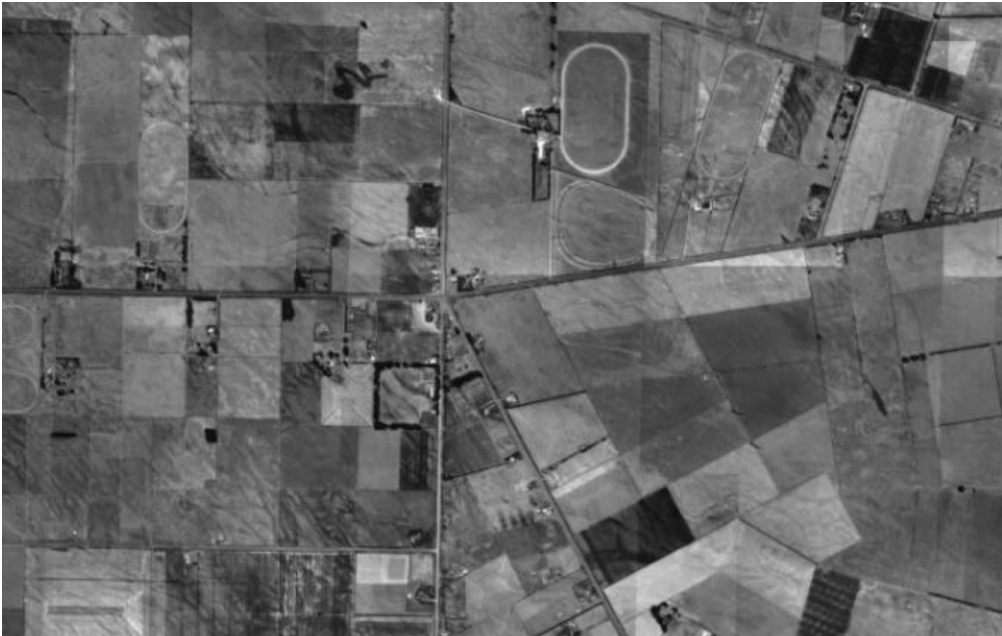
- 11.1 In terms of urban form and connectivity, the proposed Plan Change from rural to residential is considered a natural extension of residential development in West Melton. The Plan Change is not considered 'out of sequence' being in relatively close proximity to the centre of the settlement. In time it is envisaged that the southwest corner of West Melton, immediately adjoining the Community Centre and domain, (the wedge of land between West Melton and Weedons Ross Roads) will be developed for residential purposes.
- 11.2 Recent changes proposed to SH74 through West Melton will reduce the 'barrier' to north-south movement and reinforce the intersection with Weedons Ross Road as the centre of West Melton. The changes to the road corridor, combined with the establishment of the Community Centre, will help to reinforce SH73 as the central axis of the town.
- 11.3 Urban growth does not often occur as planned or as staged with numerous variables in play. However it is clear that the development of the PC67 land does not compromise overall achievement of consolidated urban form for West Melton.
- 11.4 In terms of landscape character, the change in character is considered to be one of land use intensity with the area already exhibiting a rural-residential character, most notably on the western side of Weedons Ross Road. The level of open character will be less with residential dwellings establishing. Many rural-residential areas with allotment sizes up to 2ha in area can have an enclosed character resulting from residents 'compartmentalising' the landscape into smaller units with significant

hedgerows. The Plan Change area will be viewed as an extension of Wilfield residential development and not as a standalone settlement. The proposal is not considered to have any effects on natural character.

- 11.5 In terms of landscape values, existing landscape values will be maintained with the inclusion of lower density housing where the development adjoins rural land. The effects on landscape values are considered minor.
- 11.6 In terms of visual amenity, the most affected parties are the residents between 557 and 623 Weedons Ross Road, with residual minor effects following the implementation of the proposed mitigation measures. The effects on the residents of Ridgeland Way are considered minor due to the increased density of the development to the south, reducing to less than minor with the implementation of the proposed mitigation measures. Adverse effects on openness can be successfully mitigated using post and rail fences or "live fencing" and avoiding the installation of close board fencing on reserve boundaries.
- 11.7 For the reasons set out in this evidence, it is my opinion that PC67 will contribute to a well-functioning urban environment, within a compact urban form, that is well connected along transport corridors. In that regard the proposal is considered consistent with the National Policy Statement for Urban Development 2020.

David Compton-Moen

August 2021



WEST MELTON circa 1980



WEST MELTON circa 1984 - 89

Note the development of Westview Crescent north of SH73 on Weedons Ross Road.



WEST MELTON circa 1995 - 99



WEST MELTON circa 2004 - 2010



WEST MELTON circa 2010 - 2015

Note development of Preston Downs and Gainsborough to the north



WEST MELTON circa 2019

Note development of Wilfield to the south

All aerial images were taken from Canterbury Maps

LEGEND

- 1 West Melton Commercial Centre
- 2 West Melton Primary School
- 3 West Melton Tavern
- 4 Community Centre
- 5 West Melton Domain
- 6 St Paul's Church

■ ■ Indicative Potential Urban Form Growth

Education

Commercial

Recreation / Reserve

Proposed Recreation / Reserve Extension

Residential

Opportunity for Higher Density Residential

 Proposed Plan Change Areas

■ Potential Area for Further Development

- 60km Speed Zone along SH73

- Pylon Power Lines Corridor

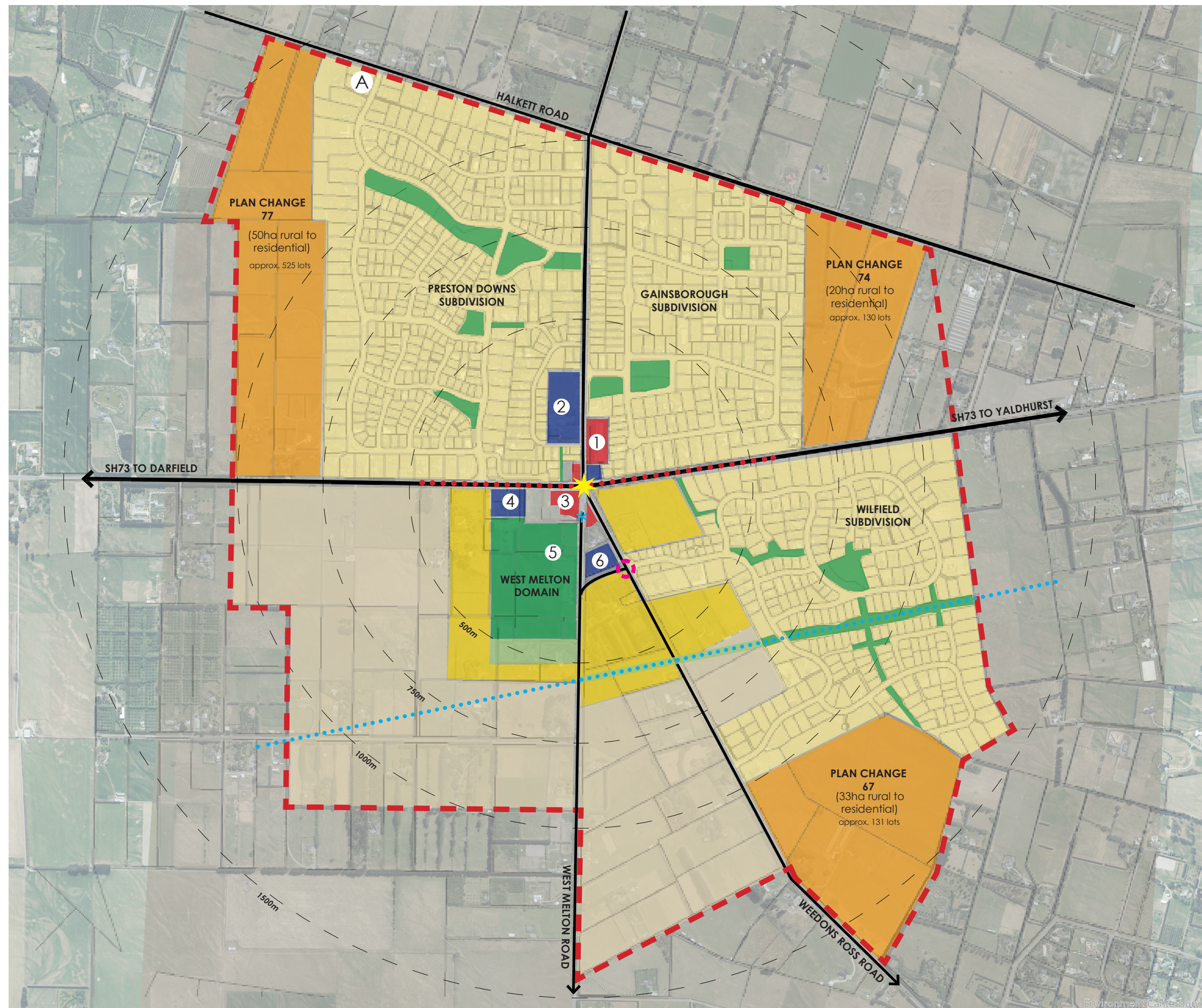
West Melton Town Centre with Proposed Intersection Upgrade - including traffic lights and improved pedestrian and cyclist connections across SH73

 Proposed Intersection Upgrade - roundabout and linking road

- * Proposed Cul-de-sac

LOCATIONS	DISTANCE (KM)	TIME (MINUTES)
PC67 to W.M Commercial	1.2km	14
PC67 to W.M School	1.3km	15
PC67 to W.M Tavern	1.1km	13
PC67 to Community Centre	1.3km	15
PC67 to W.M Domain	1.3km	15
PC67 to St Paul's Church	0.8km	10
Point A to W.M Commercial	1.7km	21
Point A to W.M School	1.6km	19
Point A to W.M Tavern	1.8km	22
Point A to Community Centre	1.7km	21
Point A to W.M Domain	2.1km	27
Point A to St Paul's Church	2.0km	25

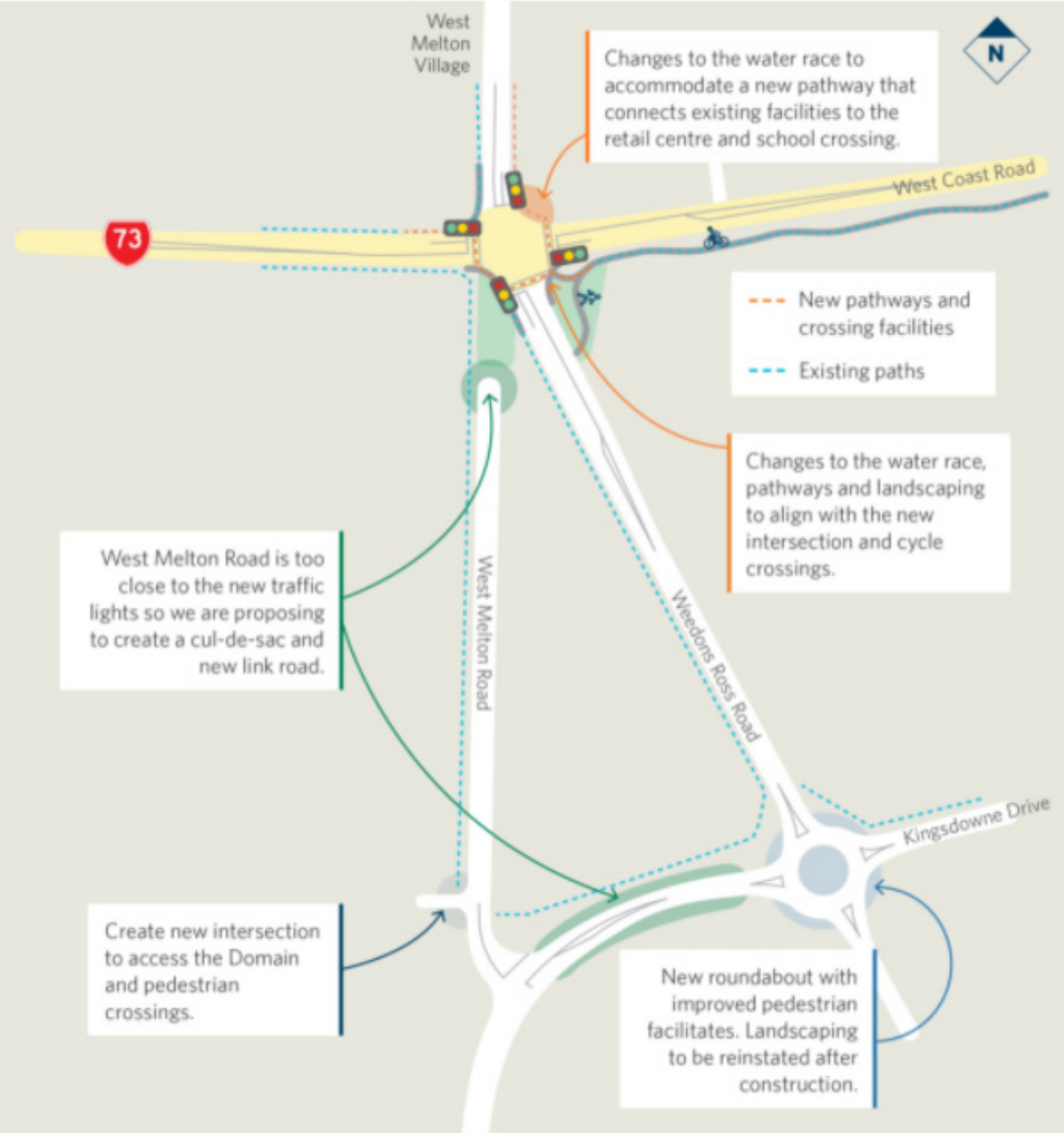
Note: all times are approximate walking times



WEST MELTON URBAN FORM

WILFIELD PLAN CHANGE 67, WEST MELTON

Appendix 2



Source: <https://www.nzta.govt.nz/projects/sh73-west-melton-improvements/>

1. WAKA KOTAHI SH73 INTERSECTION IMPROVEMENTS

2. WILFIELD LANDSCAPE / OPEN SPACE TREATMENT OF PYLON CORRIDOR