

**BEFORE THE SELWYN DISTRICT COUNCIL**

**UNDER** the Resource Management Act 1991

**IN THE MATTER** of Proposed Plan Change 71

**APPLICANT** Four Stars Development Ltd and Gould Developments  
Ltd

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**EVIDENCE IN REPLY OF NICOLE LAUENSTEIN – URBAN DESIGN**  
**03 March 2022**

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**Christchurch**

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A handwritten signature in dark ink that reads "Anthony Harper". The signature is written in a cursive, flowing style with a large initial 'A'.

## **1 QUALIFICATIONS AND EXPERIENCE**

- 1.1 I have the qualifications experience set out in my evidence dated 24 January 2022.
- 1.2 I confirm that I have prepared this evidence in accordance with the Code of Conduct for Expert Witnesses contained in Part 7 of the Environment Court Practice Note 2014. The issues addressed in this statement of evidence and appended report are within my area of expertise, except where I state that I am relying on the evidence or advice of another person. The data, information, facts and assumptions I have considered in forming my opinions are set out in the part of the evidence in which I express my opinions and in the appended report. I have not omitted to consider material facts known to me that might alter or detract from the opinions I have expressed.

## **2 SCOPE OF EVIDENCE**

- 2.1 This evidence is limited to a response to the summary evidence presented by Mr. Nicholson on the second day of the hearing.
- 2.2 As part of his summary [paragraphs 2.7 & 2.8 & figure 3], Mr. Nicholson introduced a red hatched line within the northern part of the ODP Area 14 to limit the extent of development that can occur within this northern portion (from Levi Road southwards) prior to a connection to Broadlands Drive and Lincoln Rolleston Road being provided.
- 2.3 His concern is a lack of suitable connectivity in particular for pedestrian and cyclists to the existing areas in Rolleston, mainly the town centre to the North West and the facilities within Foster Park to the West. Mr Nicholson went on to expand on his written summary and stated that this line was not an exact location and should not be treated as a "line in the sand". He suggested that this was a starting point for discussions with the Applicant.
- 2.4 I had the opportunity to discuss this further with Mr. Nicholson straight after his presentation of evidence in the hearing. In our discussion, I asked him in particular to clarify the rationale behind the location of the proposed line.
- 2.5 Mr. Nicholson's main criteria for the exact location is to ensure a "*walkable distance*" is achieved from any dwelling within this northern part of the development to Levi Road as this would be the only connection available to any destination within Rolleston.

2.6 We also agreed that in a standard residential development 400m to 500m (as the crow flies) is generally considered an appropriate walkable distance.

2.7 Although I agree with the importance Mr Nicholson places on walkability as a key part of connectivity, I do have concerns with the straight line parallel to Levi Road through the centre of the northern portion of the site, as it was initially proposed by Mr. Nicholson. This line has to some extent been set arbitrarily and is solely based on a walkable distance. This can be counterproductive and create unnecessary hurdles as it does not take into account other important parameters of the site such as, other urban design elements, overall road layouts, infrastructure requirements, and can result in undesirable lot geometries etc.

### **3 Walkable distance**

3.1 The Broadlands Drive extension as per ODP, is approximately 460m to 500m south of Levi Road, depending on the final alignment. From the western Lincoln Rolleston Road end it crosses over ODP 4 and then curves slightly northwards following the noise contour before it connects to the future District Park. At this eastern end the distance to Levi Road is reduced to approx. 250m. Once the width of the road corridor is added and the depth of a property serviced by this road, the remaining distance to Levi Road will be somewhere between 400m and 450m at the western end and a maximum of 240m at the eastern end.

3.2 As a result of the above analysis the only remaining area of concern with regard to walkability is the south west corner around Broadlands Drive extension. I agree with Mr Nicholson that, in addition to access to Levi Road, a pedestrian/cycle link to the west, to Lincoln Rolleston Road, should be provided for this portion to ensure appropriate walkable connectivity.

3.3 However, instead of using a line limiting development I recommend the following requirement to ensure the appropriate pedestrian and cycling connectivity to Lincoln Rolleston road is provided.

Construction of any part of the Broadlands Drive extension on ODP 14 west of the main intersection with the main North-South road (leading to Levi Road) will trigger the provision of a walking and cycle connection to Lincoln Rolleston Road. This link should be provided as an integral part of the Broadlands Drive extension across ODP 4.

Should the main connection west across ODP 4 to Lincoln Rolleston Road not yet be available, a temporary walking and cycle connection is to be provided to Lincoln Rolleston road via the shortest possible alternative route.

Refer to Appendix A

- 3.4 Using the intersection of Broadlands Drive extension with the north-south road as a trigger will be consistent with the underlying development pattern.
- 3.5 This approach will not require any changes to the proposed ODP apart from adding the requirement of a pedestrian and cycle connection to Lincoln Rolleston Road at the time of the construction of any part of Broadlands Drive extension within ODP14. This can be added to the ODP narrative.
- 3.6 This approach also provides a logical sequence, would be in sync with the design principles that underpin the ODP and provide the necessary flexibility to align stages of development with road layouts and the underlying infrastructure.
- 3.7 In addition, avoiding an arbitrary line through this area will ensure the layout is not cut into two disconnected parts and allows access to be created to the larger central park which is a key connecting element of the overall design. Enabling this park to fully integrated at an early stage is beneficial for the proposed urban densities for ODP 14.

#### **4 Wider connectivity to the west**

- 4.1 Broadlands Drive is currently only partially built and does not yet fully connect from Foster Park through to Lincoln Rolleston Road. For the Broadlands Drive extension within ODP 14 to be effective it requires the other parts across ODP 4 and west of Lincoln Rolleston Road to be developed in conjunction. Further dialogue between all parties (Council, ODP 4 owners, ODP 14 owners) is recommended to ensure this connection is established in a cohesive and timely manner.
- 4.2 The key focus should be achieving connectivity across ODP 4 or via a temporary alternative route to Lincoln Rolleston Road without interfering with a well resolved ODP area 14.

### ***Temporary cycle / walking connection***

- 4.3 Although the Broadlands Drive extension straddles several ODPs and land parcels, delaying development within ODP 14 until the full road connection as per ODP is available is not necessary. A temporary pedestrian/cycle connection can facilitate direct movement to the west in the interim.
- 4.4 Should the development of the northern part of ODP 14 precede the establishment of the full Broadlands Drive extension from Foster Park across ODP 4 to ODP 14 the introduction of this temporary walking and cycle connection from ODP 14 to Lincoln Rolleston Road will provide sufficient connectivity towards the west for pedestrian and cyclist.
- 4.5 Although temporary connections run the risk of becoming permanent fixtures under the given circumstances a temporary connection would be beneficial as it allows a short cut onto Lincoln Rolleston Road and also facilitates movement southwards along this road to connect to the southern and western residential neighbourhood.
- 4.6 Such a temporary connection should still be as direct as possible and needs to be of a sufficient amenity with regard to surface treatment and lighting so ensure a safe and pleasant environment.
- 4.7 Once the Broadlands Drive extension is implemented this temporary connection will be replaced by the shared pedestrian cycle way within the green corridor and the temporary connection can be removed.

## **5 CONCLUSION**

- 5.1 I do agree in principle with Mr Nicholson's focus on the provisions of good walkability and connectivity, and understand his initial response to introduce a line to limit development of the northern part until the Broadlands Drive extension from Lincoln Rolleston Road across ODP 4 and into ODP 14 can be achieved.
- 5.2 However, with a more detailed understanding of the site, underlying road layout and after checking the real distances between Levi Road and the Broadlands Drive extension again, I can confirm that the ODP for Area 14, as proposed, will create the connectivity required by Mr Nicholson at the appropriate time of each stage of the development with the addition of

the temporary walking cycling connection. The western edge of the intersection of Broadlands Drive with the north-south road is the appropriate location to be used as a the trigger for this temporary connection.

- 5.3 All development north of Broadlands Drive already meets the walkability requirements. By adding the requirement that, at a minimum, a suitable temporary pedestrian/cycle connection to Lincoln Rolleston Road is provided at time of construction of the western part of Broadlands Drive, appropriate walkable connectivity will be provided for the southwest corner until the main Broadlands Drive extension can be implemented.
- 5.4 The requirement of a temporary walking and cycle connection should be added to the ODP and narrative to provide certainty that a suitable level of connectivity and amenity for pedestrian and cyclists will be achieved until the Broadlands Drive extension across ODP4 and into ODP14 is available.

Nicole Lauenstein

4 March 2022