

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

**STATEMENT OF EVIDENCE OF NICOLE LAUENSTEIN – URBAN DESIGN
24 JANUARY 2022**

Christchurch

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A handwritten signature in dark ink, reading "Anthony Harper". The signature is written in a cursive, flowing style with a large, stylized 'A' and 'H'.

1 **Qualifications And Experience**

- 1.1 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 was an elected member of the Urban Design Panel in Christchurch from 2008 to 2016 and am a member of the UDF (Urban Design Forum). Before moving to New Zealand I was a member of the BDA (German Institute of Architects) and the AIA (Association Internationale des Architects).
- 1.2 I am director of **a+ urban**, a Christchurch based architecture and urban design company established in 1999. I have over 25 years of professional experience in architecture and urban design in particular within the crossover area of urban development, master planning and comprehensive spatial developments
- 1.3 I have practised as an Urban Designer and Architect for the first 8 years in Germany, Netherlands, England, Spain and Australia, before re-establishing my own architectural and urban design practice in New Zealand. 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.
- 1.4 Prior to my arrival in New Zealand I worked for several European Architects and Urban Designers. I 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, Berlin 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.
- 1.5 My experience in New Zealand 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 analyses, development strategies and design concepts for urban and rural residential areas within the Canterbury Region (Lincoln, Rolleston, Tai Tapu, Ohoka, Rangiora, Kaiapoi, Lake Hood, Ashburton), Akaroa as well as the wider South Island including developments in Queenstown, Wanaka, Invercargill, Marlborough Region, Hurunui District and Buller District.
- 1.6 My 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 Stages 1 - 6;

- (c) Urban analysis and strategic plans related to Selwyn District Council Rural Residential Strategy (RRS) submissions, several private plan changes etc;
- (d) Masterplans for Greenfield development in Lincoln (Flemington);
- (e) Mixed Use development 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 post-earthquake Inner-City block infill and brown field conversions in Christchurch;
- (i) ODP's for rebuild projects in the Christchurch CBD; and
- (j) Analysis and identification of Character Areas within Christchurch as part of the District Plan Review.

1.7 I have been involved in tertiary education at Lincoln University teaching urban design at graduate and post graduate level and am currently a guest lecturer at ARA Institute of Technology teaching architecture and urban design. I have also delivered professional development workshops for the architectural and urban design profession.

1.8 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 **OVERALL SUMMARY**

2.1 In my opinion the proposed PC 71 development represent good Urban Design outcomes and is consistent with good Urban Design principles.

- a) The proposal will contribute significantly to a well-functioning urban environment by consolidating the urban form Rolleston and retaining its compact form. The proposal can be considered in parts an 'infill' development and in parts a green field development within an identified Future Development Area (FDA). It is consistent with the Rolleston Structure Plan in principle and extends its key structural elements into the site.
- b) The proposal will provide very good external connectivity by extending a green corridor through the site and logically linking to existing neighbourhoods as well as future proofing links for future development to the south and east. It enables a variety of transport modes

and good access to parks, commercial areas and community services at Foster Park and the town centre.

- c) The proposal creates good internal connectivity through the zoned land and promotes walking, cycling and public transport access.
- d) The proposal will create urban residential environments consistent with the character of Rolleston and proposes a range of housing types, sizes and densities that respond to the demographic changes and social and affordable needs of the district.

3 **URBAN REPORT**

3.1 I prepared the same technical report for the Four Stars and Gould Developments Proposed District Plan submission and Plan Change 71 (lodged 10/1/2021) seeking the same rezoning. I updated my original report to address the Council's Request for Further Information (RFI). There are no fundamental changes between the first version of the report and the final version apart from the inclusion of responses to specific urban design and landscape matters as well as a visual assessment.

3.2 The final report provides a brief introduction and scope. The report sets out the methodology for assessment and identifies the key regulatory framework as it relates to urban design matters. This is followed by the Assessment of Effects with regard to Landscape and Urban Matters covering:

- (a) Description of the existing site character;
- (b) Existing rural and urban characteristic of the wider receiving environments being the existing residential environment to the north and west and the wider rural environment to the east and south. With a focus on existing build form as well as possible future developments and anticipated changes;
- (c) Effects the proposal has on the character and visual amenity of the immediate receiving environment. This includes urban character and amenity, rural character and amenity, open space character and amenity, edge treatment and mitigation measures;
- (d) Effects the proposal has on the wider context, rural environments and township characteristics in particular the change from rural to urban, urban connectivity, consolidation and cohesion, and compact urban form; and
- (e) Urban design assessment against the relevant objectives of the Operative District Plan.

3.3 The visual assessment was undertaken in late 2020. The focus of this assessment was on the visual changes experienced by the surrounding residential and rural areas and possible

future public spaces including street environments as a result of the proposed development. This assessment also looks at potential reverse sensitivities and introduces possible measures to mitigate the effect of the proposed changes on the receiving environment.

4 URBAN DESIGN REPORT - SUMMARY STATEMENT

- 4.1 The following paragraphs of my evidence are a summary statement of the matters covered in my report and visual assessment.

Character and amenity

- 4.2 It is my understanding that the Selwyn District Council (SDC) has not identified the Plan Change Site as a development area in the Rolleston Structure Plan (RSP) or any later documents due to the CIAL noise contour overlay extending over approximately 25% of the site. As a result urban growth has extended around three sides of the site; along Levi Road to the north, Lincoln Rolleston Road to the west and Nobeline Drive to the south.
- 4.3 The residential development occurring to the north and west is to a full urban scale and density (10hh/ha), creating neighbourhoods with strong urban residential characteristics such as fully formed footpaths, high amenity streetscapes, street lighting and residential housing typical for the LZ Zone. The proposal is for a similar density and will therefore naturally extend this existing residential character across Levi Road and Lincoln Rolleston Road respectively maintaining cohesion in density and urban characteristics.
- 4.4 To the south, a rural residential character is gradually emerging which I expect to intensify as the area has been identified as a Future Development Area. Intensification and general change from rural to residential character can therefore be expected within the area of Nobeline Drive.
- 4.5 I consider the change from rural to urban density for the site to be appropriate for this setting on the edge of Rolleston Township. The continuation of residential dwellings at a standard residential density at the edge of a township is, in my view, part of a natural extension of the urban form of a settlement over time and can be visually and physically integrated without altering the core characteristics of the wider surrounding rural area.
- 4.6 Adopting a similar residential zone as the already existing adjacent zones the proposal will ensure coherence with neighbouring development. The proposed development density for the site is slightly higher to align with min. 12hh/ha as per Proposed District Plan. I consider this to be a marginal increase which will largely be indistinguishable on the ground when compared to surrounding residential development to the west and north. Medium density areas will have to be included to achieve the required density. The impact of medium density areas can be internalised and mitigated where necessary.

Rural to urban Character

- 4.7 The change in character is in my opinion to be one of land use intensity, with the area already exhibiting a mixed semi-rural and semi-residential character due to the current residential

expansion on the eastern edge of the Rolleston Township. The degree of openness will be less with residential dwellings establishing. However, this difference will, in my experience, be viewed as a natural extension of the residential development of Rolleston and not as a standalone settlement. It shifts the urban and rural boundary but does not alter the degree of change between rural and residential environments at the edge of the township.

Effects on character visual amenity

- 4.8 Overall, it is my opinion that with successful implementation of the mitigation measures, the residual adverse effects on Character and Visual Amenity resulting from the proposal will be reduced to localised effects on immediate neighbours, at most and will not alter the overall characteristics of Rolleston nor the character of the eastern edge of the township.
- 4.9 I do not consider the proposal to have any adverse effects on the key characteristics of Rolleston Township. The proposal Site is currently zoned as Inner Plains. However, it is bounded on two sides by urban residential development and on the other two sides by rural residential land and a proposed future District Park. Residential development extending into the site can therefore be anticipated. I acknowledge that such change will have localised effects on immediate neighbours but the wider rural character to the east of the site at the edge of the township will, in my opinion, be maintained. I consider that, the proposed edge treatment along the rural interface will mitigate the remaining localised effects experienced by those living on the adjacent properties.
- 4.10 I consider that the most affected parties after successful implementation of mitigation measures are the rural lifestyle dwellings to the south and south-east on Nobeline Drive. Any effects will further reduce once the existing and proposed trees and boundary vegetation grows to sufficient height and width.
- 4.11 The effects on the residents on Lincoln Rolleston Road and Levi Load I consider to be marginal due to the fact that the existing dwellings are either:
- (a) Well set back from the road boundary and have well established visual screening through boundary vegetation on their properties; or
 - (b) Do not experience views into the site due to large dense boundary vegetation on the Site; or
 - (c) Are already part of a residential development and the proposed development will be of a similar scale, density and character for it to be perceived as a natural extension of existing developments.
- 4.12 In my experience any views into the site experienced by the public will be intermittent and fleeting. They only occur on public streets and no reserves or public open spaces are directly affected.

5 **URBAN FORM, CONSOLIDATION AND CONNECTIVITY**

Urban form and immediate connectivity (Appendix B - Structure Plan and Appendix C - wider urban context)

- 5.1 The Rolleston Structure Plan in 2007/2009 provides the underlying urban form, the overarching connectivity and green network and has guided urban growth for the wider Rolleston Township. Within this urban context I consider that the proposed development will further consolidate the urban form of the township and ensure a well-functioning urban environment is achieved. In particular, the proposed east-west green corridor extending from Broadlands Drive through the site and connecting the Foster Park recreational area with the future District Park will be a significant contributor to the wider green network and urban connectivity of Rolleston.
- 5.2 With the proposed development of the new District Park to the east, I believe it is paramount that the Site is developed as a residential environment to be able to create the high amenity environment and passive surveillance required for the public spaces within the green corridor. Should the Site remain rural it will, from my experience, retain its rural characteristics and become an isolated space inaccessible by the public and prevent the necessary connectivity between the two major green spaces.

Wider connectivity and Rolleston as a destination

- 5.3 Whilst the connections to Christchurch have drastically improved with the upgrade of the Southern Motorway making travel to this regional centre fast and efficient, it is also notable that Rolleston is growing into a sizable district centre providing all necessary services for day to day living. Rolleston has a main commercial centre and several neighbourhood centres, an industrial zone, high school, several primary schools and other educational facilities, indoor and outdoor sport facilities, several parks and green spaces for recreation and leisure, and several community facilities. Rolleston has become a choice for people to live as it offers a variety of living environments and most importantly it also offers places of work.
- 5.4 Rolleston itself as a district centre also services a wider rural area with good connectivity to SH1, West Melton, Lincoln and other townships and settlements in the district. Rolleston is a destination in itself for a lot of rural commercial activity. It is clear that Rolleston is becoming more and more self-sufficient. Although its proximity to Christchurch will always be a feature in housing choice and attract commuters, over time it should become less reliant on Christchurch.

Internal amenity and connectivity (Appendix D)

- 5.5 The proposed development has been designed from the ground up. The ODP is underpinned by a concept design that extends the underlying structure of the Rolleston Structure Plan and pulls it into the site. The green corridor from the Foster Park Recreation Precinct goes directly through the site as an extension of Broadland Drive and connects directly to the

proposed District Park forming a green link. It is best urban design practice to flank such strategic movement corridors with compatible activities such as active green spaces, public spaces, commercial activities and residential activities to ensure:

- (a) safety and passive surveillance ('eyes on the street');
- (b) high amenity for pedestrians and cyclists; and
- (c) a high level of activity occurs within the corridor

Higher densities and consolidation

- 5.6 Increases in densities are a key tool to consolidate urban environments either through retrofitting existing areas, or through the inclusion of medium density comprehensive areas in new developments. To achieve higher densities it will require different building typologies, such as attached 2-3 storey terrace housing and possibly even low level apartment buildings. In my experience, these higher densities should always be located in areas that are in close proximity to recreational open space to compensate for the reduced private outdoor spaces on individual properties. High densities should also be in a distance capable of walking or cycling to education and community and commercial facilities to cater for day to day needs.
- 5.7 To support this higher density housing typology, a high amenity street scape with a strong pedestrian and cycle connectivity and easy access to reserves is, in my opinion, essential. Ideally a small local centre (such as a dairy, hairdresser and café) is also included to provide services in short walking proximity, however, with the town centre only 700m away this is not required in this location. I consider that these building typologies can be well integrated in the proposed area, particularly in the northern part of the development along the green corridor and larger open spaces.
- 5.8 The proposal, in my opinion, has been designed in a responsive manner with appropriate planning provisions to ensure a high quality well-functioning urban environment will be achieved. In my view it does this through:
- a) Good connectivity
 - continuing the direct green link between Foster Park and the new district park/reserve through the extension of Broadlands Drive,
 - providing for future connections to adjacent development in the future and
 - encouraging active transport modes through shared paths with a focus on walking and cycling
 - b) Appropriate residential density and variety
 - delivering residential development at a minimum density of 12 households/hectare
 - providing for a variety of residential house types, lifestyles and price points;
 - c) Consolidation of the urban form of Rolleston

- balancing the constraints of site geometry and the uncertainty of the noise contour line with a design strategy that provides a cohesive, compact well connected residential environment
- d) Positively addressing existing character and visual amenity
- promoting social interaction and neighbourhood cohesion through the inclusion of variety of open spaces and neighbourhood reserves
- Responding sensitively to its interfaces with both existing and future adjacent development and the District Park.

6 SECTION 42A REPORT

6.1 I have read the Council's s 42A Report with a focus on the matters raised by Mr. Nicholson (Urban Designer) and Mr. Collins (Traffic Engineer). With regard to urban design, movement and connectivity the report makes the following recommendations which I will address further in my evidence:

- a) Increase density to min 15 hh/ha within the northern part of the site;
- b) Reverting to gridded internal layout and shifting of open spaces to central locations;
- c) Internal and external connectivity;
 - Additional connection to Levi Road
 - Continuous north - south connections
 - Additional connection from ODP 4
 - Improved cycle and pedestrian network
- d) Clarification regarding road frontage upgrades.

6.2 The applicant has reviewed the proposal and in response to the Council recommendations identified above provides an updated ODP (**Appendix A1a, A1b & A1c**) which is underpinned by the revised Indicative Layout for the Site (**Appendix A2**).

Increase density to min 15 hh/ha within the northern part of the site

6.3 Mr Nicholson has suggested to increase the density within the northern part of the site from a min 12 hh/ha to a 15 hh/ha. Firstly, a minimum of 12hh/ha does not preclude higher densities to eventuate so 15hh/ha areas could be integrated within a min 12hh/ha LZ zone. However, I do agree with Mr. Nicholson that the northern part of the site is a suitable location for a min 15hh/ha density due to its proximity to the walkable distance to the town centre, recreation facilities and schools and is capable of absorbing the potential affects.

6.4 A 15 hh/ha min density does bring with it some changes to the residential character as it will likely introduce a larger amount of 2-3 storey town houses, duplex and terrace housing, and possibly low level apartment type buildings in a few selected locations. To ensure these building typologies integrate well into the existing residential environment the effects need to be managed internally. I would therefore recommend to guide intensification of the northern part of the Site to 15hh/ha through strategic location of comprehensive medium density. Such medium density areas should be placed adjacent to open and green space,

major movement corridors to provide easy access to open space and public transport. In addition, the open space and wider road corridors provide a break in the built form and a sense of scale for the denser build environment. Street trees and landscaping in green areas can also create visual screening and allow the bulk of taller buildings to be integrated. MD areas should not be sharing a boundary with either Levi Road or Lincoln Rolleston Road to ensure any potential effects are kept internal to the Site.

- 6.5 The northern part of the ODP provides good opportunities for the integration of a medium density area along the Broadlands green corridor, the internal larger green spaces smaller pocket parks and along the edge to the future District Park. There is also a benefit in placing higher densities along these public spaces with an increase in passive surveillance and general activity along the edges of public domains.
- 6.6 Mr Nicholson also supports the removal of the low-density strip on the eastern boundary of ODP4 and recommends it be developed into a min 15hh/ha density to be consistent with the minimum density on the northern part of ODP 14.
- 6.7 Although this not requested by either Mr Nicholson nor the planning officer, I would recommend that, in the interest of consistency, the entire ODP 4 area is developed to a 15hh/ha density. Not only would this achieve coherence in development density and residential character across the entire northern area north of Broadlands Ave extension, but also increase the overall capacity.
- 6.8 This increase in density may require strategic location of additional smaller pocket parks and public green space to be able to support the intensification of built form. Additional smaller recreational public spaces can provide a break in the built form and opportunities for larger tree planting which are often not possible in smaller gardens of MD developments and assist in integrating the larger bulk of the built form. These public 'break out spaces' also serve as extensions of outdoor areas for recreational activities, meet and greet spaces, and communal gardens contributing to a healthy and high amenity urban environment. Due to their strategic locations in direct relationship to MD areas, these small open spaces can only be identified as part of the detailed design at subdivision stage and are not shown on the ODP. However, some reference of their importance has been added to the updated ODP narrative.

Reverting to gridded internal layout and shifting of open spaces to central locations

- 6.9 Mr Nicholson has suggested to use a grid like internal layout – *'a simpler grid network of streets in the northern and southern parts of the plan change area and moving the neighbourhood reserves into the centre of these areas so that they can stand alone if the 50 BA airport noise contour is not removed'*.
- 6.10 Although it is generally an efficient layout for a flat site, a gridded layout is not a suitable response for this specific site due to its geometry and other parameters such as the noise contour overlay, overarching view shafts and desirable circulation patterns. The original layout has been carefully developed to respond to these site and location specific parameters. It shares similarities to the gridded layout proposed by Mr Nicholson but

introduces a deliberate 'twist' to offset the main internal north south primary road. This is deliberate to avoid this connection becoming a desirable shortcut through the development for commuting traffic towards the Weedons Road SH access. It emphasizes different internal desire lines from all areas of the Site towards the east-west green corridor and linkages to the town centre and Foster Park. The two segments of the primary north-south route embrace the main open space which is part of the extension of Broadland Ave.

- 6.11 This configuration of primary roads is a key structural element of the design as it directs pedestrian and cycle movement towards and through the northern open space. Elevating the importance of the east-west green corridor facilitating walking and cycling connections over vehicular through routes. The remaining parts of the site have a mix of gridded as well as more organic layout in direct response to the noise contour overlay, the integration of existing dwelling and the alignment with overarching view shafts to the Port Hills.
- 6.12 The underlying design has been slightly revised in response to some of the section 42A recommendations and provides a very similar level of connectivity as that achieved by the gridded layout proposed by Mr Nicholson but in a slightly more site responsive layout. The location of the open spaces has been retained as per original application as they are in very similar locations as those proposed by Mr Nicholson.
- 6.13 The large open space in the northern part of the site has been deliberately placed in line with the east-west corridor to create a strong link to the future district park. With the increase in density to a min. 15 hh/ha additional smaller green spaces will be added at detailed design stage which will further improve access to open space. (**Appendix C & D** and **Appendix A2**)
- 6.14 Should the noise contour line remain and/or development of the site occur prior to its removal, the location of this open green space will still be critical as it creates an important and most direct link to the future District Park for pedestrian and cyclists. The road connection bends along the edge of the open green space to provide access to private properties and an active interface with the reserve.

Internal and external connectivity

Additional connection to Levi Road

- 6.15 Mr. Nicholson suggests an additional external link to Levi Road at the north eastern corner of the Site subject to discussions with traffic engineers. The additional connection to Levi Road has been added to the revised ODP in a suitable location as specified by Ms Williams (Traffic Engineer) and is intended to be a short local road with low traffic volumes. It will provide vehicular access to properties located within the north-east corner of ODP14 and facilitate easy pedestrian and cycle access into the site and the internal pedestrian and cycle network.

Continuous vehicular north - south connection

- 6.16 The proposed layout by Mr. Nicholson also indicates that this connection provides a secondary direct north-south route through the site. For reasons mentioned above, a direct

continuous north-south route has been avoided in favour of a more indirect route, one that encourages moving into the Site but discourages through movement. This ensures that north-south through traffic is directed to Lincoln Rolleston Road and Levi Road and the internal north-south primary roads. All other north-south local roads retain low traffic flows and serve primarily as residential streets providing access to properties within the Site. Although there is only one primary north-south route connecting all 3 parts of the ODP (north, mid and south) there are several opportunities for north-south movement into and through the site making it very permeable for pedestrian and cyclists.

Improved cycle and pedestrian network

- 6.17 The applicant has updated the Indicative Layout for the Site which underpins the revised ODP. This revised Indicative Layout (**Appendix A2**) provides an integrated vehicular, pedestrian and cycle movement network. The intention of the design is to prioritise high amenity pedestrian and cycle environments over vehicular routes and create a variety of movement option through the site. Pedestrian paths and cycle ways are either integrated in the road network or use dedicated shared paths where they align with primary roads or route through open spaces and short green links creating local shortcuts.
- 6.18 The design concept has a clear road hierarchy of primary and secondary roads, with primary roads serving as the main distributor, creating key access points to the site and key linkages into the wider surrounding neighbourhood. Along the north-south primary roads a separate shared pedestrian and cycle way can be incorporated within the road corridor and connecting directly to the Broadlands Ave extension and east-west green corridor. I consider this to be the most appropriate location for a key north-south pedestrian-cycle connection instead of the eastern link proposed by Mr Nicholson indicated by the green dashed line on fig 2 and 3. The proposed District Park to the east will also provide opportunities for additional north-south linkages in the near future further extending the pedestrian and cycle network.
- 6.19 Secondary roads and local roads, in contrast, are designed to provide the finer grain internal circulation with lower traffic flows and travelling speeds, creating safe and quiet street environments. Where secondary roads provide linkages to the adjacent neighbourhood these are short and direct, providing local shortcuts. Within this local road, network cyclist share the road with slower travelling cars and pedestrians using the footpaths provided
- 6.20 This local road network is not shown on the ODP to retain a level of flexibility for the detailed design process still to be undertaken. However, the updated Indicative Layout Plan shows a possible development of the site with a high level of pedestrian and cycle connectivity.

Clarification regarding road frontage upgrades

- 6.21 Levi Road, Lincoln-Rolleston Road and Nobeline Drive will all require road frontage upgrades to bring them up to an urban road standard pursuant to SDC requirements and this is confirmed in the accompanying updated ODP narrative. However, each road requires a slightly different design approach depending on specific circumstances, such as integration of shared pathways, pedestrian crossings and location street trees.

- 6.22 Each road also has a different character, different traffic volumes and different orientation and privacy requirements from residential outdoor areas. Therefore, I would recommend that each road is addressed specifically at the subdivision design stage and in dialogue with the relevant experts and Council to ensure appropriate design responses such as visual splays for driveways facing shared pathways, fencing and screening, placement of street trees, on-street parking, traffic calming measures, pedestrian/cycle crossing points are integrated.

Levi Road

- 6.23 As requested, a separate shared pedestrian and cycle way and related dedicated crossing points have been added to the Levi Road frontage upgrade to facilitate safe cycle movement. This has been identified on the ODP and relevant text has been added to the ODP narrative.

Lincoln - Rolleston Road

- 6.24 Ms Williams mentions in her evidence that a shared two way pedestrian and cycle way is located on the western side of Lincoln Rolleston Road, and I agree that for that reason only a footpath is required on the eastern side as part of this road frontage upgrade. A dedicated crossing point need to be provided at the key intersections with Levi Road and Broadlands Ave to provide a safe and continuous network.

7 SUBMISSIONS

- 7.1 I have reviewed submissions that relate to urban design matters, and am aware of the matters raised by affected parties on Levi Road as well as the request from the Christchurch City Council and Ecan with regard to density and access to public transport. I have also read the Section 42A analysis and replies to these matters and agree with Mr Nicholson with regard to his assessment of appropriate densities for the site and Ms Whites and Mr Collins conclusion with regard to the public transport matters. I am happy to answer any related question if required.

8 CONCLUSION

- 8.1 The revised ODPs and narrative provide a well resolved overall structure and appropriate guidance for successful residential development of the Site with good levels of internal and external connectivity, good access to public open space and a well-integrated pedestrian and cycle network.
- 8.2 Similar to Mr. Nicholson, I consider the proposed PC 71 development an important part to complete a gap in the urban form of Rolleston as it will link the existing Rolleston Township with the proposed district park to the east.
- 8.3 I understand that all indications so far are that the noise contour will shift and ultimately be completely removed from the site. However, should this take longer than expected or not eventuate, I consider that for the remainder of the site, the northern and southern portions

are suitable for urban growth given their proximity to the centre of Rolleston and adjacent residential areas.

Nicole Lauenstein

24 January 2021

APPENDIX A1a	– Revised ODP
APPENDIX A1b	– Revised NARRATIVE
Appendix A1c	- Revised COMBINED ODP's in Context.
APPENDIX A2	– Revised INDICATIVE LAYOUT
APPENDIX B	– Rolleston Structure Plan
APPENDIX C	– Wider urban context
APPENDIX D	– Concept Design

