

BEFORE THE SELWYN DISTRICT COUNCIL HEARINGS PANEL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of a private plan change by Four Stars
Development Ltd and Gould Developments Ltd

SUMMARY BRIEF OF EVIDENCE OF NICOLE LAUENSTEIN

8 February 2022

1. My name is Nicole Lauenstein. I have the qualifications and experience as set out in my main brief of evidence.

SECTION 42A REPORT

2. In response to the Council S42 recommendations the applicant has provided an updated ODP area 14 for the PC71 Site and the adjacent ODP area 4 accompanied by updated narratives. The updated ODP 14 is underpinned by a revised 'Indicative Layout' for the Site. With regard to urban design, movement and connectivity the report makes the following recommendations which have all been addressed by the updated ODPs and/or the related narratives.

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

3. I do agree with Mr. Nicholson that the northern part of the site is a suitable location for a min. density of 15hh/ha due to its proximity and walkable distance to the town centre, recreation facilities and schools and is capable of absorbing the potential affects. To facilitate this increase in density, a second green space has been added to the ODP in a central location within this northern part of the site.
4. Similar to Mr Nicholson, I also support 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.
5. Although this not requested by either Mr Nicholson nor the planning officer, I would further 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.

Layout and connectivity

6. The underlying design has been slightly revised in response the 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.
7. However, the proposed twist to the 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 and key 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.

8. 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 this north-east corner and facilitate easy pedestrian and cycle access into the site and the internal pedestrian and cycle network from and to the north east

Road frontage upgrades.

9. Levi Road, Lincoln-Rolleston Road and Nobeline Drive 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.
10. 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. 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. Dedicated crossing point should to be provided at the key intersections with Levi Road and Broadlands Ave to provide a safe and continuous network.
11. Each road has a slightly different character, traffic volumes and orientation and therefore different requirements for residential interfaces and any further design detail 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, etc should be resolved at the subdivision design stage, through covenants and in dialogue with the relevant experts and Council.

URBAN DESIGN OUTCOMES

12. In my opinion the updated ODPs and narratives for PC 71 achieve good Urban Design outcomes and are consistent with good Urban Design practice and principles.

Consolidation of the urban form of Rolleston

13. 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.
14. 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.
15. The proposal also balances the constraints of site geometry and the issue of the noise contour line with a design strategy that ensure each part of the development can stand on its own merit as well as grow into a combined residential area that provides a cohesive, compact well connected residential environment.

Connectivity

16. 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. In particular the 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.

Appropriate residential density and variety

17. PC71 can deliver a diverse residential development at a minimum density of 15hh/ha in the north and 12 hh/ha for the remaining site and provides for a variety of residential house types. It will be able to respond to the demographic changes and the social and affordable needs of the district.

Character and amenity

18. PC 71 promotes social interaction and neighbourhood cohesion through the inclusion of a variety of public open spaces and neighbourhood reserves. The integration of the green corridor and other green links further contributes positively to the character and visual amenity of the street scape. Sensitive responses are proposed along the interfaces with both existing and future adjacent development, and with the future District Park.

Rural to urban change

19. 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 be maintained

Noise Contour

20. I understand that all indications so far are that the noise contour will shift and ultimately be completely removed from the site. However, should the noise contour line remain and/or development of the site occur prior to its removal, the northern and southern portions of the site are suitable for urban growth by themselves given their proximity to the centre of Rolleston and adjacent residential areas.
21. However, the success of the future District Park does rely on its connection to the urban fabric of Rolleston. Providing a variety of vehicular, cycle and pedestrian access points is important, but for a park to be safe it requires active edges with an urban interface to provide passive surveillance. From an urban design perspective the development of the entire site into a residential environment is therefore ~~highly~~ recommended.

SUBMISSIONS

22. I have reviewed submissions that relate to urban design matters and am happy to answer any questions.