

Before the Selwyn District Council

under: the Resource Management Act 1991

in the matter of: Proposed Private Plan Change 73 to the Operative
District Plan: Dunns Crossing Road, Rolleston

and: **Rolleston West Residential Limited**
Applicant

Expert Conferencing Joint Witness Statement for Urban Design

Dated: 24 September 2021

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EXPERT CONFERENCING JOINT WITNESS STATEMENT FOR URBAN DESIGN

INTRODUCTION

- 1 This joint witness statement is written to identify the points on which the urban design/landscape experts agree and/or disagree in relation to the issue of urban design and landscape effects associated with the application by Rolleston West Residential Limited (the *Applicant*) for private plan change 73 (*PC73*) to the Operative Selwyn District Plan (the *District Plan*).
- 2 The expert conferencing was held on Thursday 23 September 2021. The participants were:
 - 2.1 David Compton-Moen – DCM Urban (for the Applicant);
 - 2.2 Nicole Lauenstein – a+urban (for the Applicant); and
 - 2.3 Hugh Nicholson – UrbanShift (for the Selwyn District Council (the *Council*)).
- 3 In preparing this statement, the experts have read and complied with the Code of Conduct for Expert Witnesses as included in the Environment Court of New Zealand Practice Note 2014.

BACKGROUND TO EXPERT CONFERENCING

- 4 There are several aspects which the experts agree with and are outlined below and have been incorporated into the attached revised ODPs. There are also some changes made to the ODP as a result of the conferencing.

CONFERENCE OUTCOMES

Urban growth and urban form

- 5 There is agreement that options for future growth areas in Rolleston are likely to extend primarily to the west, the south and south-east. There is also agreement that proposed developments should not preclude future growth options.
- 6 There is disagreement between the experts as to the most appropriate method to enable future urban growth and development in Rolleston and whether this should be through private plan changes or through a comprehensive strategic planning exercise. For the purpose of this expert conferencing, the experts have put this difference to one side.
- 7 Mr Nicholson considers that PC73 on its own does not contribute to a compact shape/urban form but acknowledges that if surrounding areas were rezoned as residential then PC73 does not preclude a compact urban form. Mr Nicholson considers that both blocks are 'peninsulas' (they are only connected to the existing urban form along one boundary) but acknowledges that this could change over time if surrounding areas are rezoned.
- 8 Mr Nicholson considers that there are other options to accommodate future urban growth in Rolleston and that a more comprehensive and strategic approach would allow the costs and benefits of alternative growth options to be assessed and discussed with the wider community. He notes the positive urban form that has developed in Rolleston as a result of the Rolleston Structure Plan.

- 9 Ms Lauenstein and Mr Compton-Moen consider that both blocks are natural extensions of the existing urban form. They are already zoned L3 and residential development, albeit of a lower density, is expected. Therefore, the extension of the urban form in this direction is already anticipated and is a logical consequence of the growth pattern of Rolleston and in general accord with the NPSUD.
- 10 Ms Lauenstein and Mr Compton-Moen consider that the Rolleston Structure Plan has provided clear guidance and created the underlying composition of the urban form of Rolleston. The anticipated urban growth has now nearly reached its completion, well ahead of time. Both experts consider that PC 73 is a natural extension of this underlying urban structure and that the western side of Dunns Crossing Road is a logical next step to accommodate further urban growth in Rolleston.
- 11 Ms Lauenstein and Mr Compton-Moen consider that the plan change process is a valid tool to direct urban design matters, including urban form and growth, and does not preclude the council from making comprehensive and strategic decisions on growth options. The plan change process also allows for the wider community to get involved and voice opinions through public notification and submissions.
- 12 Ms Lauenstein and Mr Compton-Moen consider that the perceived insularity of the development to the existing urban form is only a temporary situation and is a natural occurrence as part of any urban development and growth. Both experts are aware of other development proposals being 'underway' for areas both south and north of the Skellerup block, and consider that development to the west of Dunns Crossing Road is a matter of when not if. These will further assist in achieving a consolidated urban form along the western edge of Rolleston and create the desired connectivity between neighbourhoods.

Revised ODPs

- 13 There is agreement that if PC73 is approved then the revised ODPs would provide an appropriate urban form and would allow for future connections to adjacent land.
- 14 There is agreement that both blocks would provide neighbourhood commercial areas within a walkable distance of the plan change area, and that the Town Centre, schools and recreation areas would be reasonably accessible from the plan change area.
- 15 There is agreement that both blocks would provide reasonable access to open space.
- 16 There is agreement that the revised ODPs would provide appropriate future connections to adjoining areas to allow for future connectivity and would not preclude adjoining areas from being rezoned for residential use.
- 17 There is agreement that fully formed shared pedestrian / cycle facilities along Dunns Crossing Road would be a positive contribution

to accessibility. Footpaths should be provided on both sides of the road while noting that the best location of the shared path is yet to be determined.

- 18 There is agreement that medium density residential should be incorporated into the PC73 blocks to achieve appropriate urban densities.
- 19 There is agreement between Mr Nicholson and Mr Compton-Moen that the landscape character and visual effects of PC73 would be localised and would primarily affect neighbours fronting Dunns Crossing Road.
- 20 However, there is disagreement as to the scale of the impact on landscape character with Mr Nicholson considering that it is *moderate-high* due to the change from an existing open landscape to a more enclosed suburban landscape, and Mr Compton-Moen considering it is low due to the changes being localised and already anticipated due to the residential development potential under the L3 zoning.
- HOLMES BLOCK ODP specific** (if PC73 is approved)
- 21 There is agreement that the revised ODP (attached) would provide improved urban design outcomes compared to the notified version. The additional connections onto Burnham School and Dunns Crossing Roads provide improved connectivity. This is supported by the removal of the bund and provision of direct property access off Burnham School Road.
- 22 There is agreement that an additional pedestrian/cycle link should be provided to Dunns Crossing Road in the northern section (see attached ODP) to provide improved connectivity.
- 23 There is agreement that providing a road as the interface between the commercial (Business 1) and the school would reduce potential adverse effects.
- 24 There is agreement that the shared pedestrian / cycle facility along Burnham School Road should be continued from the Plan Change area in front of the West Rolleston School to the intersection with Dunns Crossing Road. (Could be included as condition of consent)
- 25 There is agreement that a connection with the future Burnham-Rolleston Cycleway along SH1 would be desirable but further clarification about final location of the cycleway is needed to confirm details regarding access.
- 26 There is agreement that the state highway forms a barrier to the north and the WWTP forms a barrier to the west of the Holmes Block with no opportunities for further connections, and that it is an

appropriate response for properties along these interfaces to be larger to accommodate setbacks as required.

SKELLERUP BLOCK ODP specific (if PC73 is approved)

- 27 There is agreement that the primary road connections onto Dunns Crossing Road should align with east-west primary roads in PC70.
- 28 There is agreement that number and location of future road connections to adjoining properties in the revised ODP would provide appropriate levels of connectivity and will not preclude adjoining properties from being developed for residential use in the future.
- 29 There is agreement that the provision of two pedestrian / cycle priority crossing facilities on Dunns Crossing Road as shown on the revised ODP would provide an appropriate level of accessibility for pedestrians and cyclists.
- 30 There is agreement that not providing larger lots along the rural interface for the Skellerup block is appropriate to allow for future connectivity to potential residential development on adjacent land.

Dated: 24 September 2021



David Compton-Moen



Nicole Lauenstein



Hugh Nicholson