

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

Statement of Evidence of David John Compton-Moen (Urban
Design and Landscape)

Dated: 13 September 2021

Reference: JM Appleyard (jo.appleyard@chapmantripp.com)
LMN Forrester (lucy.forrester@chapmantripp.com)

chapmantripp.com
T +64 3 353 4130
F +64 3 365 4587

PO Box 2510
Christchurch 8140
New Zealand

Auckland
Wellington
Christchurch



STATEMENT OF EVIDENCE OF DAVID JOHN COMPTON-MOEN

INTRODUCTION

- 1 My full name is David John Compton-Moen.
- 2 I am a Director at DCM Urban Design Limited, which is a private independent consultancy that provides Landscape and Urban Design services related advice to local authorities and private clients, established in 2016.
- 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 am 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.
- 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:
 - 4.1 2021 – Working for Waimakariri District Council, I prepared Urban Design evidence to assist with Private Plan Change 30 – Ravenswood Key Activity Centre (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;
 - 4.2 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;
 - 4.3 Madras Square – a mixed use development on the previously known 'Breathe' site (+90 homes);
 - 4.4 476 Madras Street – a 98-unit residential development on the old Orion Site;
 - 4.5 258 Armagh Street – a 33-unit residential development in the inner city;
 - 4.6 33 Harewood Road – a 31-unit development adjacent to St James Park in Papanui;

- 4.7 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;
- 4.8 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:
 - (a) Wilfield, West Melton (PC59 and PC 67);
 - (b) Lincoln South, Lincoln (PC69);
 - (c) Trents Road, Prebbleton (PC68);
 - (d) Birchs Village, Prebbleton (PC79);
 - (e) Extension to Falcons Landing, Rolleston (PC75); and
 - (f) Rolleston Southeast (PC78).
- 4.9 Acland Park Subdivision, Rolleston – master planning and landscape design for a 1,000-lot development in Rolleston (2017-current). I am currently working with the owner to establish a new neighbourhood centre in the development. The HAASHA development was originally 888 households before we redesigned the development to increase its density to ~14.5hh/ha;
- 4.10 Graphic material for the Selwyn Area Maps (2016);
- 4.11 Stage 3 Proposed District Plan Design Guides – Residential (High, Medium and Lower Density and Business Mixed Use Zones) for Queenstown Lakes District (2018-2020); and
- 4.12 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.
- 5 I am familiar and have assisted with the design of the plan change application by Rolleston West Residential Limited (the Applicant) to rezone approximately 160 hectares of land in two separate locations on Dunns Crossing Road, Rolleston to enable approximately 2,100 residential sites and two commercial areas.

CODE OF CONDUCT

- 6 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the Code of Conduct for Expert Witnesses contained in Part 7 of the Environment Court Practice Note 2014. I have complied with it in preparing my evidence. I confirm that the issues addressed in this statement of evidence are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

SCOPE OF EVIDENCE

- 7 My evidence will provide a summary of the key urban design and landscape aspects of the proposal. It will then go on to provide specific responses to issues related to urban form, amenity and character raised by submitters, and then provide responses to matters raised in the section 42A report (the Officer's Report) with particular regard to Mr Nicholson's evidence.
- 8 In preparing this evidence I have reviewed:
- 8.1 The Application;
 - 8.2 National Policy Statement on Urban Development;
 - 8.3 Our Space 2018-2048;
 - 8.4 NZILA Guidelines on Best Practice Guide - Landscape Assessment and Sustainable Management (2010);
 - 8.5 Operative Selwyn District Plan;
 - 8.6 Selwyn District Council Subdivision Design Guide (2009);
 - 8.7 Submissions lodged in relation to the Application; and
 - 8.8 The Officer's Report, including the Urban Design report prepared by Hugh Nicholson and appended to the Officer's Report. The key points of contention with Mr Nicholson's evidence are:
 - a. The urban form and encouragement of a practical growth shape (in-sequence) through a more strategic approach than a Private Plan Approach;
 - b. Walkable catchments and each blocks' proximity to schools, shops, sportsfields, medical facilities, and

accessibility for pedestrians and cyclists (Policy 4.2.10) and a well-functioning urban environment;

- c. Consistency with Our Space 2018-2048, the Rolleston Structure Plan and the CRPS;
- d. The bund, the nature of Burnham School Road and connectivity to future development site; and
- e. The change to landscape character being moderate-high impact.

9 I completed an Urban Design Statement, with Inovo, and a Landscape and Visual Impact Assessment in November 2020. The findings of the final reports, including the description of the receiving environment, are still relevant with changes proposed to the ODPs as outlined later in evidence below with one correction to be noted. On page 11, Policy 4.2.10 the preferred block length should read 80-120m. I consider the following aspects to be the main urban design and landscape issues:

- Urban Form and Constrained Growth;
- Connectivity and Walkability;
- Density, Character and Rural Interface; and
- Landscape and visual effects.

10 In the preparation of my evidence I have also reviewed the urban form of Rolleston and the way in which it is evolving as a township, taking into account not only this plan change but also the other proposed plan changes, their density, and their roading network, currently lodged with Selwyn District Council being:

- Plan Change 64 – Faringdon Southwest and Faringdon Southeast (42.32ha + 35.56ha, 935 households based on 12.45hh/ha);
- Plan Change 70 – East Rolleston (53ha, 660 households – 12.7hh/ha);
- Plan Change 71 – Faringdon Far West (63ha, 800 households – 12.7hh/ha);
- Plan Change 75 – Extension to Falcon’s Landing (24ha, 280 households - ~12hh/ha);
- Plan Change 76 - East Maddisons Road (13ha, 155 households – 11.9hh/ha); and
- Plan Change 78 – Southeast Rolleston (63ha, 280households - ~ 12hh/ha).

URBAN FORM AND CONSTRAINED GROWTH

11 The growth of Rolleston township has been well documented over the past twenty years, from a small settlement of a few houses around the state highway and train station to the current footprint which extends 4km southeast from the State Highway. Since 2000 Canterbury’s population has increased from 493,000 people to

645,900 in 2020¹. An increase of 31%. For Rolleston the growth rate has been even greater with Rolleston's population growing from 9,555 in 2012 to 17,500 in 2017 based on the last census².

- 12 The growth of the town slowed in 2009-2010 with the Global Financial Crisis after high growth levels in the early 2000's. At this time the Rolleston Structure Plan was finalised and released (2009) with the intention of identifying areas for residential growth. With the Canterbury earthquakes, the growth of the town commenced again and has continued to grow at a significant rate.
- 13 Residential growth typically focused along the southern edge of the state highway and on either side of Rolleston Drive. Lowes Road at the time was the southern edge of higher density (still low density) development with large lot residential properties located along the road's southern boundary. While a lot of these properties have now been intensified, the lack of connectivity south from Lowes Road is noticeable with most roads being cul-de-sacs and do not continue through to either Goulds Road or Oak Tree Lane. The section of Lowes Road between East Maddisons and Broadlands Drive is 1.115km with no intermediate through road. Broadlands Drive was constructed in 2010 with Clearview Primary School. The disbenefits of placing larger residential lots along the current edges of settlements is highlighted by the lack of connectivity along Lowes Road.
- 14 Growth of Rolleston to the east was and is limited by the airport's 50 dBA noise contour. To the north, residential growth is prevented by industrial landuse and several issues created by the state highway / motorway and the rail corridor.
- 15 To the south, the Faringdon development started in 2012³ jumping across Lowes Road and Foster Park, accessed from Goulds Road. Faringdon is continuing to develop the block bordered by Dunns Crossing, Selwyn and Springston-Lincoln Roads. The Borough and Greens (part of Faringdon) are located to the east of Springston-Rolleston Road. Selwyn Road is the southern edge of development with the Gammack Trust block preventing development further south.
- 16 In the southeastern corner of Rolleston, Braithwaite, Acland Park and Falcon's Landing are all nearing completion or are completed. Acland Park was an HAASHA (Housing Accords and Special Housing Areas Act 2013) project approved in 2016 under the name of Chelsea Green. The development was for 888 households and

¹ <http://nzdotstat.stats.govt.nz/wbos/Index.aspx?DataSetCode=TABLECODE7979>

² <https://www.stuff.co.nz/the-press/news/123429830/plans-for-nearly-1000-new-rolleston-homes-opposed-over-transport-and-land-use-worries>

³ <https://www.faringdon.co.nz/developer/faringdon-history>

includes a commercial area and associated open space. Acland Park is zoned Rural Inner Plains in the Operative District Plan and General Rural zone in the Proposed District Plans. The final stages of Acland Park are currently in design with all other stages sold out, including the comprehensive and super lot sites. PC75 and PC78 will largely complete the southeastern corner before development will 'jump' the Lincoln-Rolleston Road and Selwyn Road, to the east of the Gammack Trust Block.

- 17 According to the Rolleston Structure Plan Development Sequence (2009), the southeastern 'quadrant' was not due for implementation until 2041-2075. The Our Space 2018-2018 (2018) Figure 16⁴ also adopted the study area of the Rolleston Structure Plan
- 18 Growth to the west towards Dunns Crossing Road includes the development of Stonebrook and then Newman Park, West Rolleston School, Kajens Country (larger residential lots) and now PC76 and PC70 – refer to Figure 1. The previous Outline Development Plans 39 and 40 provide for residential development on the western side of Dunns Crossing Road, and with a small area of Living 2 with lots ranging in size from 0.5 - 1.0 hectares. Further to the west is the Pines Wastewater Treatment Plant and Resource Recovery Park. These facilities provide a fixed edge to urban development in this direction.
- 19 Overall, given the context described above I consider that urban development should and will inevitably grow to the west, southwest and southeast of Rolleston with the Holmes and Skellerup blocks being natural, in-sequence extensions of existing urban areas. Rolleston's growth rate is well above the predicted forecasts and the areas identified in the 2009 Structure Plan have largely been developed or with Plan Changes proposed. The Structure Plan forecasts growth to 20,000 residents in 2044⁵, a milestone which may have already been reached (17,499 residents in 2018⁶).
- 20 Below, I outline how these blocks can contribute to well-functioning urban environments.

CONNECTIVITY AND WALKABILITY

- 21 Possible future connections to surrounding developments are included in the proposed plan change, helping to foster positive connections to existing and proposed development. For both blocks,

⁴ <https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-consultation/Draft-Our-Space-2018-2048.pdf>

⁵ https://www.selwyn.govt.nz/__data/assets/pdf_file/0018/14364/090923-01-Executive-Summary-and-Introduction.pdf

⁶ <https://statsnz.maps.arcgis.com/apps/webappviewer/index.html?id=6f49867abe464f86ac7526552fe19787>

Dunns Crossing Road will become a slower speed environment and more urban in character. Footpaths, cycleways, more frequent intersections and crossing points will assist with unifying West Rolleston School and the Plan Change blocks into Rolleston in a more integrated and connected manner than the previous Living 3 ODP's would have achieved.

- 22 In Figure 2 of Appendix 1, I have highlighted the blocks' ability to connect with adjacent residential areas and their proximity to existing amenities. For the Holmes Block, West Rolleston Primary school forms part of its block providing a key amenity for future residents readily accessible by foot, bicycle or scooter (subject to good footpaths).
- 23 It is worth noting that Rolleston, without stating the obvious, has grown into a substantial urban settlement with a series of smaller urban catchments surrounding the future town centre (under development). There are several small commercial centres scattered through the town including Stonebrook (within 5 minutes walk of the Holmes Block), Faringdon, Faringdon Far West (PC70), and Acland Park (Broadway-in planning). Small local centres are proposed in both blocks, located on Dunns Crossing Road where they are highly accessible, to supplement the existing nodes. The scale of these centres is such that they will not compete with the main town centre but provide amenities and services for local residents within their catchment (walkable).
- 24 Internally, the proposed plan change, though not displaying the finer grain roading network (only primary and secondary routes are shown), promotes the ability for residential blocks to have a north – south aspect and varying block length between 80 – 120m. This provides block lengths that are small in scale to allow for walkability and easy navigation without overly relying on roading. The use of green networks throughout the sites also encourage a high degree of connectivity and permeability within and in/out of the proposal, with focus around connectivity to Rolleston West Primary School and Brookside Park. Off-road shared paths further encourage alternative modes of transport such as cycling and walking.
- 25 Open green spaces are provided within a 500m walkable catchment as per Selwyn District Council policy. Foster Park, along with Rolleston College, the aquatic centre are all within relative proximity to the two blocks and are easily accessible via Goulds or Lowes Road.
- 26 Overall, both Plan change blocks are considered to meet the outcomes of Policy 4.2.10 of the Selwyn District Plan, being close to schools, shops (current and proposed), and recreational facilities. Medical facilities are located within the town centre, but given the

growth of the settlement it is likely more medical facilities will establish in local neighbourhood centres.

DENSITY, CHARACTER AND RURAL INTERFACE

- 27 A key consideration of this Plan Change is that the blocks are already zoned for residential development. It is only a change in density, character and rural interfaces which is proposed. Whilst described as a rural-residential zone, the Living 3 zoning is effectively a residential zone that has attempted to mitigate its residential-rural interface with 'countryside' areas or strips.
- 28 I consider that the proposed plan change is more consistent with current urban development practice with a view to creating densities of 12hh/ha and greater. I am supportive of this approach in Rolleston having worked on Acland Park and seen the variation and diversity of lot sizes allowing a wider demographic entry into the housing market. In Acland Park a mix of Small Lot Residential, comprehensive lots and 3 super lots were developed to provide a range of house types and house prices.

Table C.12.1 Living Z rules (SDP) provides for:

Low Density: Average allotment size of 650m² with a minimum individual allotment size of 550m²

Medium Density (Small-lot): Maximum average allotment size of 500m², with a minimum individual allotment size of 400m²

Medium Density (Comprehensive): Maximum average allotment size of 350m², with no minimum site size.

- *Comprehensive Medium Density residential development will be identified by a consent notice on the subdivision consent and will be located within Medium Density areas as identified on the ODPs - Appendix 38; and*
- *Within a comprehensive Medium Density residential development, a section 224 certificate shall only be issued following the erection (to the extent that the exterior is fully closed in) of the dwellings that are to be subdivided.*

- 29 For the residential-rural interface, there are several considerations:

29.1 Dunns Crossing Interface (current) – the original ODP's proposed 'countryside areas' or strips between 50-60m in depth along the road frontage before any residential development. While this would have provided a degree of openness, creating an actual 'country area' is unlikely given its relative width. These buffer strips, either larger lots or landscape strips, can work in the short term but overtime can

create barriers to a more compact, more efficient development if poorly designed. An example of this occurs along Lowes Road where larger residential lots were established in the early 2000's which are now hard to 'retrofit' into higher density sections. The intention of the current design is for future properties along Dunns Crossing Road to have a positive relationship to the street with direct vehicle access.

- 29.2 For the Holmes Block with SH1, a landscaped bund and fence will be created as exists further to the east within Rolleston. Pedestrian and cycle connectivity
- 29.3 On the western edge of the Holmes block bordering the Pines Wastewater Treatment Plant, a large green buffer is proposed to ensure no reverse sensitivities are created
- 29.4 For the Burnham School Road, the treatment has been updated to allow for a positive relationship with the road, recognising that the road will become urban over time and it is appropriate for direct vehicle access (para. 10.4 of Mr Nicholson's evidence). This would not preclude the Living 2 area on the southern side of Burnham School Road being intensified.
- 29.5 For the rural edge on the Skellerup Block towards Edwards Road and Selwyn Road, the likely effects will be similar to that of Faringdon where it meets Selwyn Road. The road provides a break between land use types to reduce potential reverse sensitivity. Where the ODP border is sitting adjacent to rural land, there is a possibility, in some locations, that the land will eventually be developed into residential. We have investigated the placement of lower density, large lot, residential sections along the edges of the ODP area (most notably the Skellerup Block North, West and South boundaries) and this may happen, but it would be something that is developed at subdivision stage. It is my preference that it does not occur though, with a view to creating greater residential capacity and not creating a barrier to potential future growth beyond the block(s).
- 30 In summary, I consider the issue to be of density rather than activity. Residential activity was already proposed for these blocks, but at a lower density. The proposed density, with a 12hh/ha minimum, is considered a positive change in line with other developments in Rolleston to provide significant development capacity. The density is higher than the recommended density in the Township objectives and policies for the Living Z zone, but is considered appropriate to meet the outcomes desired by the NPS:UD (2020). Any amenity effects on existing residents and the ability to create well-functioning urban environments for future

residents can be successfully mitigated through the proposed Outline Development Plan. There is noticeable change but it is acceptable change.

LANDSCAPE AND VISUAL EFFECTS

- 31 The proposal will result in an overall change in character from open and rural (current) to one that is denser and more suburban than is anticipated with the operative Living 3 zoning. Both the Holmes and Skellerup blocks already allow for residential development, 97 and 51 dwellings respectively, with a 50-60m wide 'countryside area' enclosing any residential dwellings from adjoining residential areas.
- 32 The purpose of this 'countryside area' strip is somewhat redundant now with the growth of Rolleston to the west, and would create a barrier, albeit small, to connectivity and continuity of development. As outlined above, I consider that the development of both the Holmes and Skellerup is a natural extension of urban development, and to achieve the intentions of the NPS: Urban Development the greater density should be provided for.
- 33 In terms of landscape character and values of the area, subject to the mitigation measures proposed, the proposal will result in an acceptable magnitude of change on the existing rural landscape character and values. The existing character of the Plan Change areas are already highly modified with no natural features of note. The partially open character of the site will change to a character which is more compartmentalised into smaller units, but which can be partially mitigated through fencing controls and landscape planting to retain a high level of amenity (items which are sorted out during the subdivision consenting stage). This change to the open character is already anticipated in the current Living 3 zoning.
- 34 The receiving environment will maintain aspects of openness through the creation of green corridors. Management of fencing and bulk and location of the development will also help create a sense of openness throughout the site. The highest likely effects on visual amenity, after mitigation, will be experienced by those residential properties closest to the proposal, along Dunns Crossing Road. Though there is a change from rural to suburban, from this location the magnitude of change is considered low as the proposal is an extension of the existing development present on the other side of Dunns Crossing Road. Motorists have a temporary view of the development and are anticipated to expect change in land from rural to suburban as they travel to/from Rolleston township. Overall, the scale and bulk and location of the proposal would allow it to appear as a natural extension of existing development within Rolleston, with an anticipated low, and acceptable, magnitude of change.

RESPONSE TO SECTION 42A REPORT

- 35 I have reviewed the Council's Section 42a Report as well as reviewed the Urban Design and Landscape Evidence prepared by Mr Hugh Nicholson and there are several aspects I do not agree with:

- 35.1 That the development of the blocks is out of sequence, will form a 'peninsula' urban forms extending out from West Rolleston, or that a more comprehensive and strategic approach would be of benefit.
- 35.2 That the development will not create walkable catchments, will not achieve Policy 4.2.10 or create a well-functioning urban environment.
- 35.3 The change to landscape character being moderate-high impact.

Out of Sequence

- 36 Rolleston has, is continuing to develop at a pace that was not anticipated by either the Rolleston Structure Plan (2009) or Our Space 2018-2048. In Figure 1 appended to my evidence, the plan shows the current Plan Changes proposed along with current development under construction. The private plan change is not a '*first-come-first-served*' approach (para 14.6 of Mr Nicholson's evidence) but is a recognised method for people/entities to have input into a public document (the District Plan). The private plan change approach does not preclude good urban design outcomes and it is likely that a more-strategic approach to development would end with the same outcome, albeit at a slower pace. It is likely that in time development will occur to the south of the Holmes, filling the gap to the Skellerup block before extending south to Selwyn Road. As shown in Figure 1 of my evidence, residential growth in Rolleston is constrained to the north, south and east with 'corridors' available to the southwest and southeast, making growth up to the Pines WWTP important for the continued urban development of Rolleston.

Well-functioning Urban Environments and Policy 4.2.10

- 37 As highlighted in Figure 2 appended to my evidence and the description above under Connectivity and Walkability, both blocks are in relatively close proximity to current and future amenities. Mr Nicholson places significant weight on the Rolleston Town Centre as the key node when the town has a decentralised approach to its layout. This is highlighted by the several small neighbourhood centres, new primary schools and community facilities all of which are outside of a walkable distance from the town centre. Rolleston now extends 4km from SH1 to the south.
- 38 The plan change ODPs allow for the development of 'walkable' catchments with a high level of connectivity to adjoining neighbourhoods. Footpaths, shared paths and green links are all proposed within the developments to ensure that residents have a high level of connectivity and accessibility. We have recognised that there are several recommendations from Mr Nicholson's evidence

and council staff relating to connectivity which I agree with, and with Ms Lauenstein's assistance, these have been incorporated into the updated ODPs. The major amendments are:

- 38.1 HOLMES – The original intention was to have no direct access onto Burnham School Road given the proposal for a continuous acoustic bund. However, given the poor connectivity this would result in and recognising the potential for future growth to the south of the block, it is recommended that Burnham School Road is treated as an urban road with typical site frontages and direct lot access (and alternative means of addressing acoustic requirements).
- 38.2 HOLMES – Intersection improvements including crossing points can be established and are likely given that many of the students of West Rolleston Primary live east of Dunns Crossing Road⁷. The ODP text and rules require intersection upgrades (signals at Granite and Burnham School Road, and an upgrade at Newman Road) and it is likely these upgrades would provide for pedestrian and cycle phases. However, I do not consider this level of detail necessary on an Outline Development Plan.
- 38.3 HOLMES AND SKELLERUP– It was always the intention for pedestrian and cycle facilities to be provided through the blocks, including along Dunns Crossing Road in consultation with SDC as per good urban design outcomes. The exact position and form would be developed at the subdivision stage when there is a greater degree of layout certainty.
- 38.4 HOLMES – in consultation with the Ministry of Education, interface treatment is proposed for the south side of the Business 1 (Local Centre) zone to maintain the amenity of the West Rolleston School.
- 38.5 SKELLERUP – One primary north-south connection is proposed running through the site and three east-west connections. A southern-most primary road connection aligns with the proposed east-west primary road through PC70, Faringdon, Acland Park and Falcon's Landing (PC75).
- 38.6 SKELLERUP – Two pedestrian crossings have been proposed at the northern and central primary east-west roads where they meet Dunns Crossing Road as suggested to enhance the block's connectivity.

Landscape and Visual Amenity

⁷ <https://www.westrolleston.school.nz/enrolment/enrolment-zone>

- 39 For Landscape Character, I disagree with Mr Nicholson that the landscape character change would have a moderate-high impact given that both blocks are already zoned for residential development. In the Living 3 zone, proposed dwellings would be clearly visible across Dunns Crossing Road and the 'countryside' area which in all likelihood have an urban, albeit high amenity, character. I agree that there will be a change, but that any adverse effects of the change as opposed to the impact, will be low. Views in the permitted baseline scenario (Living 3) will be shortened when compared to the PC73.

RESPONSE TO SUBMISSIONS

- 40 I consider my evidence above has addressed the various landscape and urban design concerns raised in submissions with additional comment on the following submissions:
- 40.1 Submission PC73-0003 (Parker) outlines concerns over the development of the Skellerup Block due to an increase in traffic, people and noise pollution. That development will result in reduced speed limits and affect transit. In urban design terms, PC70 will already have an effect on the rural aspect and operating environment of Dunns Crossing Road. It is possible for the road to be designed in manner that provides a high amenity, safe operating speed but with the construction of PC70 it is likely to have a reduced operating speed in any case unless PC70 'turns its back' on Dunns Crossing Road which is not a desirable urban design outcome.
 - 40.2 Submission PC73-0004 (Mitchell) oppose the submission due to a loss of rural views and West Rolleston School becoming overcrowded. They also have concerns over Dunns Crossing Road becoming more unsafe, in particular the intersection with SH1. Upgrades to Dunns Crossing Road and the state highway intersection are anticipated in the private plan change with a view to making Dunns Crossing Road safer and less of a barrier to movement. The road is already in a transitional state from a rural-urban fringe road to one which will become more urban as Rolleston grows. With the current ODP's there would have been residential development on both blocks changing the character of the area from the current rural outlook. As outlined above in my evidence, there will be a change in character but I consider that any adverse effects from additional housing can be mitigated so that the effects are minor.
 - 40.3 Submission PC73-0015 (Smith, Boyd and Blanchard) has been addressed with an additional road connection added to the southern boundary of the Skellerup Block.
 - 40.4 Submission PC73-0048 (Ministry of Education) has been addressed with the inclusion of a Business 1 zone interface treatment along the blocks southern boundary to ensure that any potential adverse effects on amenities relating to visual impact, bulk and location, noise and traffic. A road connection and greenway with a shared path has also been added into the corridor between the school and the Business 1 zone with a clear 'gap' between the school and the proposed business zone.

- 40.5 Submission PC73-0049 (Environment Canterbury) is concerned about the ability for the blocks' to achieve well-functioning urban environments amongst other aspects. PC73 will have a variety of home types in terms of price and which cater to a wide range of the market. Having worked on Acland Park which has a wide range of typologies, including a percentage of affordable homes (under \$410k at the time of approval), the current rules for Living Z allow for this to occur. Both blocks are well connected to existing schools, current and future commercial centres, open spaces and have the ability for active transport modes to be incorporated. Both blocks have a high level of accessibility and do not preclude the establishment of public transport services.

CONCLUSIONS

- 41 Overall, I consider that the proposed updated ODP's for both the Holmes and Skellerup blocks (Plan Change 73) are in sequence and will create well-functioning urban environments for the following reasons:
- 41.1 The growth of Rolleston is prevented from extending south (Gammack Estate), north (industrial) and east (airport noise contours) restricting growth to the west and southeast. Growth to the west past the Holmes block is restricted by the Pines Wastewater Treatment Plant (WWTP) which forms a barrier to future growth in this direction.
 - 41.2 Dunns Crossing Road is not considered the western urban edge of Rolleston. The Pines WWTP is considered the western edge with future residential development likely between the Holmes and Skellerup block and to the south of the Skellerup block north of Selwyn Road. In all likelihood development is likely to occur further to the west incorporating Edwards Road in time.
 - 41.3 The blocks are natural extensions of urban Rolleston, and with PC70 for the Skellerup block, are well-connected to existing areas and amenities (schools, commercial, reserves). Road connections, intersection improvements, and green links are all proposed to link with Rolleston West School, Stonebrook and PC70;
 - 41.4 The growth rate of Rolleston is much quicker than both the Rolleston Structure Plan and Our Space 2018-2048 have anticipated with the identified 'growth' areas already either largely developed or in the process of being developed.
 - 41.5 Residential activity was already proposed for these blocks, albeit at a lower density. The proposed density, with a 12hh/ha minimum, is considered a positive change in line with other developments in Rolleston to provide significant development capacity. In terms of the National Policy Statement: Urban Development, Policy 8, the proposed Plan Change will add significant residential capacity with a proposed density ranging between 12 and 15 hh/Ha. This is

higher than the recommended density in the Township objectives and policies for the Living Z zone, but is considered appropriate to meet the outcomes desired by the NPS:UD (2020). Any amenity effects on existing and future residents can be successfully mitigated through the proposed mitigation measures.

- 41.6 In terms of creating well-functioning urban environments, as per Policy 8 of the NPS:UD, the Outline Development Plans address each of the Selwyn District Plan's Objectives and Policies in B4: Growth of Townships to ensure a high level of amenity, connectivity and accessibility.
- 41.7 In terms of landscape character and values of the area, subject to the mitigation measures proposed, the proposal will result in an acceptable magnitude of change on the existing rural landscape character and values. The existing character of the Plan Change areas are already highly modified with no natural features of note. The partially open character of the site will change to a character which is more compartmentalised into smaller units, but which can be partially mitigated through fencing controls and landscape planting to retain a high level of amenity (items which are sorted out during the subdivision consenting stage). This change to the open character is already anticipated in the current Living 3 zoning.
- 41.8 In terms of visual amenity, the adjacent rural properties will experience a change in the openness of views across the space. Adjoining suburban residential properties, current and future, overlooking the Plan Change areas will have a mix of open, partial, and screened views of future development. Changes to the experience of these residents is considered low given the character of existing views and existing boundary treatment.
- 42 In this regard the proposal is considered consistent with the National Policy Statement for Urban Development 2020.

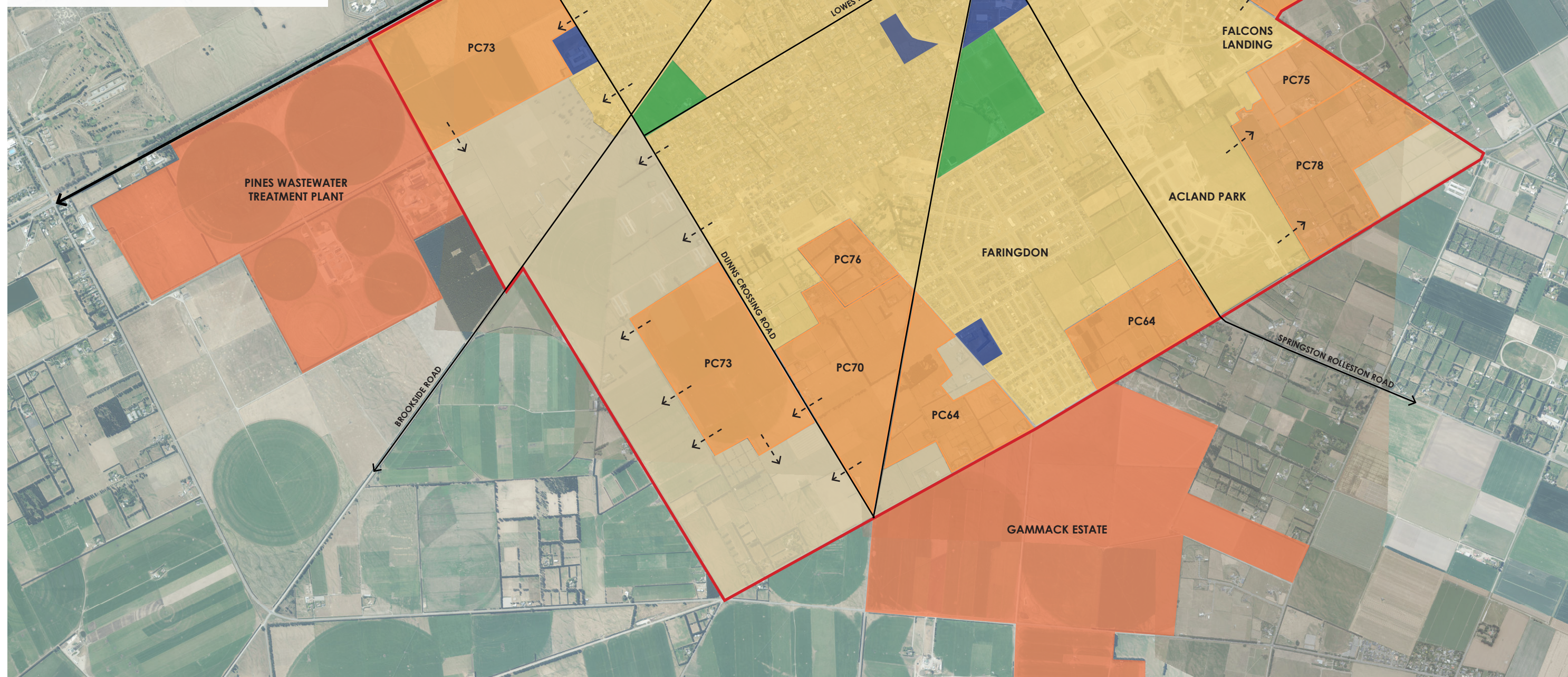
Dated: 13 September 2021

David John Compton-Moen

APPENDIX 1

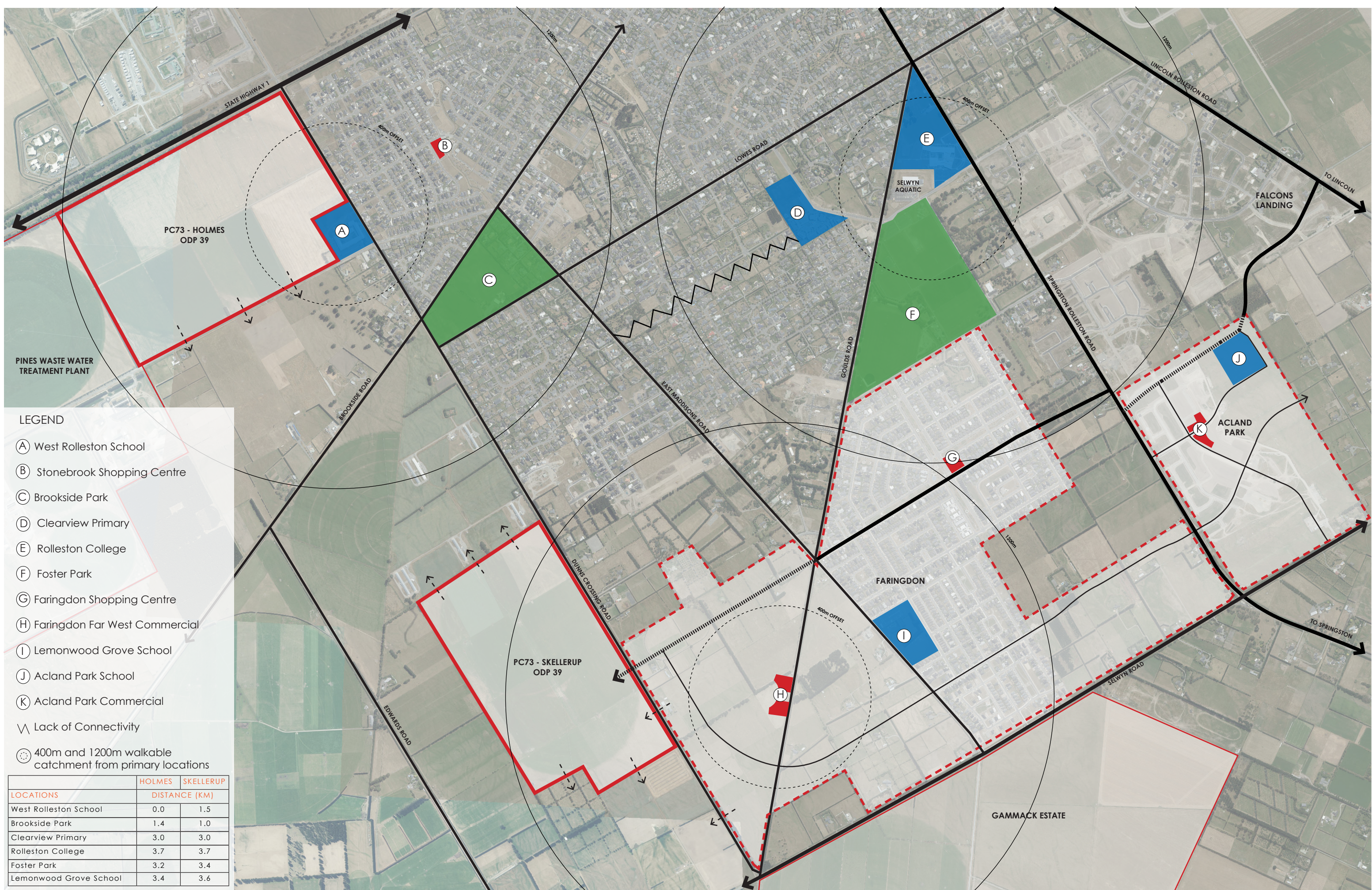
LEGEND

- Indicative Potential Urban Form Growth
- Education / Community
- Industrial
- Commercial
- Large Scale Recreation / Reserve
- Residential
- Proposed Plan Change Areas
- Development Constraints
- Potential Area for Further Development
- Christchurch Airport Noise Contours



ROLLESTON URBAN FORM AND GROWTH CONSTRAINTS

ROLLESTON WEST PLAN CHANGE 73, ROLLESTON



ROLLESTON SOUTH WEST CONNECTIVITY

ROLLESTON WEST PLAN CHANGE 73, ROLLESTON

HOLMES BLOCK

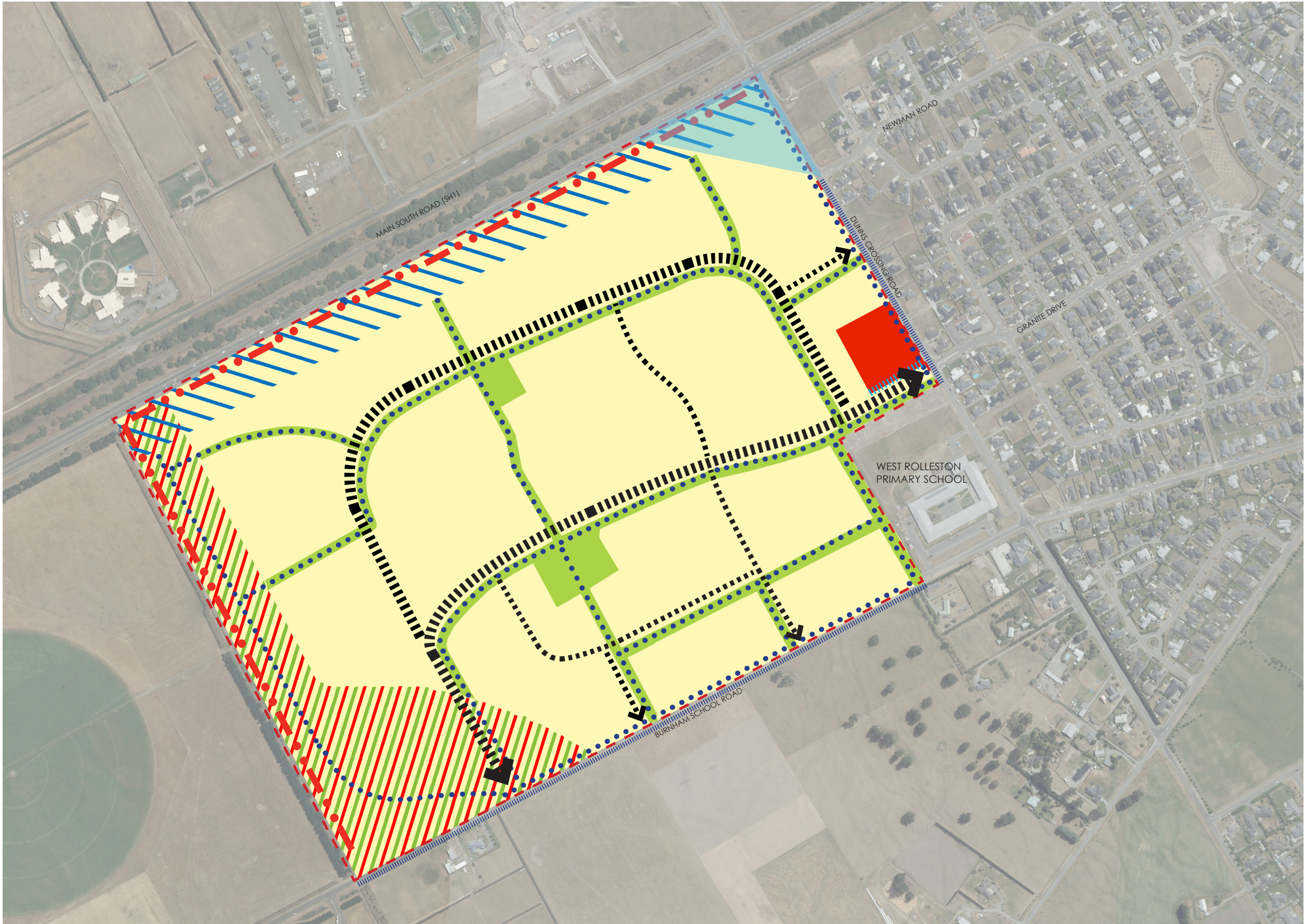


SKELLERUP BLOCK



OUTLINE DEVELOPMENT PLAN 39 - HOLMES BLOCK

- LEGEND
- Outline Development Plan Area
 - Living Z Zone
 - Business 1 Zone
 - Indicative Primary Road
 - Indicative Secondary Road
 - Indicative Cycle/Pedestrian Route
 - Reserve Location (size to be determined at time of subdivision)
 - Odor Constrained Area / Green Boundary
 - Boundary Treatment
 - Noise Control Boundary
 - Intersection Upgrade (area shown is indicative)
 - Business 1 Zone Interface Treatment / Potential Public Transport Stop
 - Extent of Burnham School Road / Dunns Crossing Road to be Upgraded

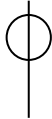
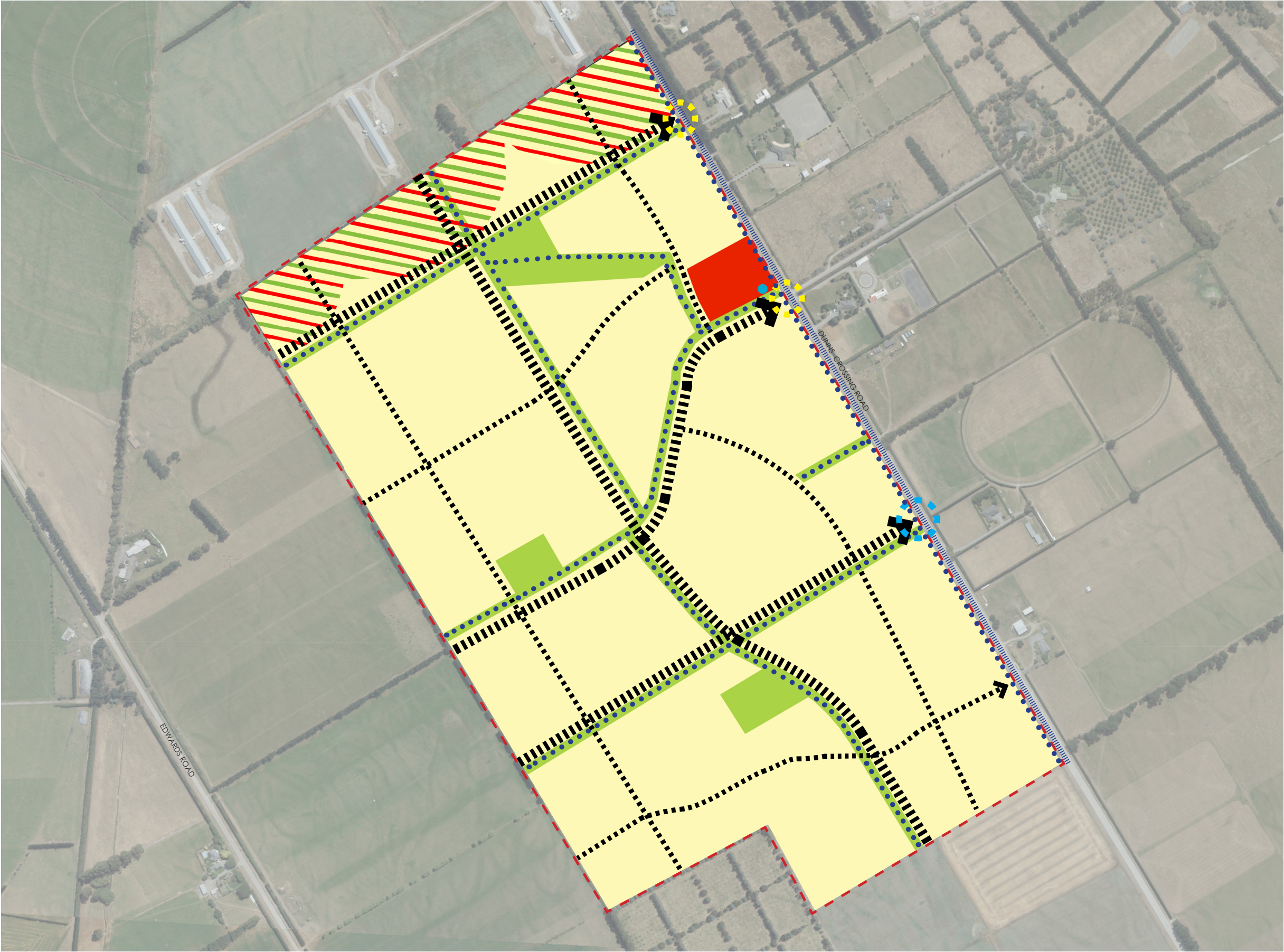


HOLMES BLOCK OUTLINE DEVELOPMENT PLAN

ROLLESTON WEST PLAN CHANGE 73, ROLLESTON

OUTLINE DEVELOPMENT PLAN 40 - SKELLERUP BLOCK

- LEGEND
- Outline Development Plan Area
 - Living Zone Z
 - Business 1 zone
 - Indicative Primary Road
 - Indicative Secondary Road
 - Indicative Cycle/Pedestrian Route
 - Reserve Location (size to be determined at time of subdivision)
 - Odor Constrained Area / Green Boundary
 - Proposed Pedestrian Crossing
 - Proposed Roundabout
 - Potential Public Transport Stop
 - Extent of Dunns Crossing Road to be Upgraded



SKELLERUP BLOCK OUTLINE DEVELOPMENT PLAN

ROLLESTON WEST PLAN CHANGE 73, ROLLESTON