

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 Nicole Lauenstein (Landscape)

Dated: 13 September 2021

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STATEMENT OF EVIDENCE OF NICOLE LAUENSTEIN

INTRODUCTION

- 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).
- 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
- 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.
- 4 Prior to my arrival in NZ 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.
- 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.

- 6 My most recent urban design and architecture work includes:
- 6.1 Papa Otakaro Avon River and East/North Frame concept design, Christchurch Central City;
 - 6.2 Kirimoko residential development in Wanaka Stages 1 – 6;
 - 6.3 Urban analysis and strategic plans for Selwyn District Council, Hurunui District Council, Christchurch City Council, Queenstown and Lakes District, Nelson and Buller District, Wellington CBD and Auckland City and the greater Auckland urban area;
 - 6.4 Masterplans for urban development in Lincoln, Rolleston, Taitapu, Amberley, Rangiora, Ohoka, Ashburton, Christchurch, Westport Wanaka and Queenstown, Auckland;
 - 6.5 Mixed Use development Hagley Avenue, Christchurch;
 - 6.6 New Tait Building and Masterplan, north-west Christchurch;
 - 6.7 Several commercial and residential 'rebuild' projects in Christchurch;
 - 6.8 Master Plans for post-earthquake Inner-City block infill and brown field conversions in Christchurch;
 - 6.9 ODP's for rebuild projects in the Christchurch CBD;
 - 6.10 Analysis and identification of Character Areas within Christchurch as part of the District Plan Review; and
 - 6.11 Several private plan changes.
- 7 I have been involved in tertiary education and lectured in urban design at Lincoln University at both graduate and post graduate level. I am currently a guest lecturer at ARA Institute of Technology, teaching architecture and urban design. I have also delivered professional development workshops for both architects and urban designers.

CODE OF CONDUCT

- 8 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.

BACKGROUND

- 9 I have been asked to peer review the Plan Change 73 (PC73) application where it relates to urban design matters, and to review the urban design evidence provided by Mr David Compton Moen and Mr Hugh Nicholson. As such I am familiar with 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.
- 10 I have not been involved in the preparation of PC73 itself and therefore rely on the information provided in the application together with discussions with the applicant represented by Mr Tim Carter, discussions with the project planner Mr Phillips, and the evidence of Mr Compton-Moen as well as the urban design report by Mr Nicholson appended to the S42 report.

SCOPE OF EVIDENCE

- 11 My evidence will deal with the following:
- 11.1 Urban growth and development patterns in Rolleston including sequencing of growth;
 - 11.2 Connectivity;
 - 11.3 Density character and edge treatment; and
 - 11.4 The Officer's Report - with a focus on areas of disagreement around urban form, sequencing and connectivity, and the perceived requirement for a "bigger picture" urban /planning analysis to determine the urban growth path of Rolleston.

SUMMARY OF EVIDENCE

- 12 I consider that:
- 12.1 Rolleston is a key regional centre and growth is to be expected and directed around such centres. However, Rolleston has limited opportunities for urban growth based on the existing

constraints such as the gradually reducing noise contour, the Gammack estate (conditions of tenure), sewage treatment plants and related sensitivities, and State Highway 1 severance (road of national significance).

- 12.2 With regard to consolidated urban form, PC 73 is a logical sequence of urban development for Rolleston and fits within the overall direction of several planning documents in particular the direction of growth given by the Rolleston Structure Plan.
- 12.3 The timing of PC 73 is appropriate within the context of the urban growth rate which has accelerated post earthquakes and to some extent superseded/changed the planned sequences of growth as anticipated by the Structure Plan in 2009.
- 12.4 Areas west of Dunns Crossing Road including PC73 are best developed to an urban density of 12hh/ha, so they can provide significant capacity within the context of Rolleston, do will not create future impediments to connectivity and urban growth and support well functioning urban environments as per the National Policy Statement on Urban Development 2020 (NPSUD).
- 12.5 The internal and external connectivity of the revised ODP's for the Holmes and Skellerup blocks are providing a well connected and well functioning urban environment in close proximity to an urban centre.
- 12.6 Plan changes by nature are part of the urban planning environment with opportunities for dialogue and public input. They are a good tool to inform and test urban development as they provide certainty around land availability and the willingness to development as well as more detailed information regarding connectivity, density and character etc. than structural, big picture planning.

URBAN GROWTH AND URBAN FORM

- 13 Mr Compton Moen provides a good, succinct summary of the growth pattern of Rolleston and I agree with his observations but would like to add some clarification around the unique and difficult urban form of Rolleston, the changes that were introduced by the Structure Plan and how this has influenced and solidified the layout, connectivity and the growth pattern of Rolleston.
- 14 Rolleston started as a small settlement centred around the SH1 but quickly grew into a township with a centre focused on the southern side turning its back to the highway corridor, this was further consolidated with establishment of the IZone to the north and all urban residential, commercial and community growth being guided to the south, east and west but

remaining south of the highway. The highway has since established itself as a hard northern boundary to the township.

- 15 Ongoing expansion created a more and more imbalanced urban form and a centre with limited growth capacity combined with issues around high amenity connections between residential developments and linkages to the centre. The Structure Plan introduced the bigger vision for Rolleston and it has since developed into a key regional township with a main commercial centre to the north and several well distributed sub-centres to the south east and west. The Structure Plan has also introduced a large centrally located reserve (Foster Park) with a variety of community, educational and recreational facilities creating a second central hub. The community footprint has therefore extended significantly southwards starting to balance out the original irregularly expanding and disconnected urban form. (Refer Figure A and B, **Appendix 1**).
- 16 Rolleston in its current form is still working on overcoming the limited connectivity within the older residential areas and the disconnect between the original commercial centre and the new community hub around Foster Park but it is clear when looking at the Structure Plan that the connectivity within the new areas and the east-west and south connectivity through Foster Park will assist greatly in creating a better functioning urban environment. However, due to the position of the original towncentre to the north in close proximity to the SH1, Rolleston will most likely always have issues with consolidation of urban form and connectivity impacting on the function of the urban environment.

FUTURE URBAN GROWTH AND SEQUENCING

Sequencing of growth

- 17 Sequencing of development is not an exact science and can rarely be fully controlled or predicted as it is a result of many underlying conditions and pressures. This includes, but is not limited to:
 - 17.1 property size;
 - 17.2 location;
 - 17.3 ownership structure;
 - 17.4 land availability and suitability;
 - 17.5 historic development patterns;
 - 17.6 surrounding developments and sensitivities;
 - 17.7 landscape characteristics;
 - 17.8 ground conditions and terrain;

- 17.9 specific events;
- 17.10 land use;
- 17.11 market pressure;
- 17.12 planning and zoning requirements;
- 17.13 national and regional policies;
- 17.14 individual circumstances;
- 17.15 availability and capacity of infrastructure;
- 17.16 transport and services;
- 17.17 connectivity and access;
- 17.18 competition;
- 17.19 design trends;
- 17.20 finances and budgets; and
- 17.21 project timelines.

- 18 Along with these factors there is the desire to develop, or resistance to develop, on both a personal level, and as a community. Some of these parameters are controllable, measurable and visible, while others are less tangible. Some are interconnected, others are isolated issues, but all of these and many others not listed above will influence the sequence of development.
- 19 Anticipating and guiding larger scale development in our discipline is often done through structural, spatial and master planning. It combines strategic, spatial and structural design and planning and goes beyond the pure planning with figures and linkages, traffic and services etc. This process actually lays down a spatial structure for a town to grow into at its own pace/ sequence.
- 20 With regards to sequencing of development to achieve a consolidated urban form it would be ideal if growth was always centric moving outwards. However that is utterly unrealistic, brings with it issues of efficiencies, and is in itself not organic nor sufficiently responsive to most of the issues driving development. Townships often develop in 'chunks' based on market pressure, ownership structures, personal circumstances of owners, landscape features, land availability paired with planning and infrastructure guidance.

Future growth of Rolleston

- 21 The areas originally identified in the Rolleston Structure Plan in 2007/2009 (RSP) and the Future Development Areas FDA (Refer Figure C, **Appendix 1**) are all clearly filling up with either development completed, construction in

progress or are part of a plan change process. This leaves only a few isolated areas of infill to the north of Selwyn Road to be resolved until the Structure Plan vision is completed. It is notable that almost all of the areas identified in the Structure Plan sequencing in 2009 have been developed or are in the process of development. (Refer Figure B, **Appendix 1**). However, they were developed in an altogether different sequence and in a much faster time frame than initially expected and set out in the Structure Plan due to influences outside of the control of the Council. For example, Figure 5.4 of the Structure Plan shows development areas of Rolleston anticipated to be developed in 2041-2075, which have already been developed. The sequencing noted in the Structure Plan is therefore significantly outdated.

- 22 I agree with Mr Compton Moen's conclusion with regard to the constraints around the town and the resulting remaining growth directions. (Refer to Figure 1 in the evidence of Mr Compton Moen). Most of these constraints are known quantities and provide a good level of certainty. To the east there is a possibility the noise contour restriction (CIAL) may retreat gradually over time with improvements in aviation technology which could provide some additional opportunities for residential development. These opportunities would however be limited as the proposed District Park identified in the Structure Plan creates an edge to development in this direction.
- 23 As set out in the evidence of Mr Carter, the Gammack Estate to the south of Selwyn Road is held in a perpetual charitable trust that prevents the land from being sold or subdivided for urban development, and requiring it to be used for agricultural purposes. As such, growth to the south is considerably constrained. Whereas the sewage treatment plant, related sensitivities and State Highway 1 severance being a road of national significance will remain impediments to development to the north and north-west and therefore present definitive and defensible 'boundaries' to development.
- 24 As a result of the above mentioned restrictions the next sequence of development is bound to jump across the roads to the south-east (across Lincoln Rolleston Road) and south-west (across Dunns Crossing Road) where there are no physical constraints to development. Although not yet identified as an FDA, the western side of Dunns Crossing Road is therefore a logical next step in the sequence of development within the urban growth pattern of Rolleston, as initiated by the Structure Plan.
- 25 Looking back at the specific history of development in Rolleston the Structure Plan has set the overall directions and all development since has followed in this direction. Plan Change 73 is a logical next step in this sequence and a natural continuation of the existing Rolleston urban environment.

CONNECTIVITY

- 26 There are several aspects to consider when addressing or assessing connectivity:

26.1 Internal connectivity within the development;

- 26.2 External connectivity to existing environments;
 - 26.3 External connectivity to possible future developments;
 - 26.4 Type of connectivity - i.e. mode of transport (pedestrian, vehicle, cycle, and public transport);
 - 26.5 Amenity and safety provided within the movement network (experience of the journey);
 - 26.6 Desire lines and distances to destinations from local shortcuts to larger movement corridors to key destinations with logical placement of connections;
 - 26.7 Physical and visual connectivity to enable a sense of orientation and clarity in wayfinding i.e. linking pedestrian and cycling with green network, consistency in design language; and
 - 26.8 Hierarchy of movement from primary larger routes to finer grain local pedestrian/cycle network.
- 27 All of the above aspects have been reviewed and addressed in the revised ODP's to provide the best possible solution with regard to connectivity for each individual block, Holmes and Skellerup respectively.

Holmes Block - North and West

- 28 The Holmes Block presents clear connectivity constraints to the north and west due to SH1 and the Sewage Treatment area. However, the setback to the west has been used to create a landscape area with a public walkway extending through and connecting north-south as well as linking back into the block at several points.
- 29 Physical connections providing direct access to SH1 to the north have been avoided but green visual linkages are available to break up the built form and reduce block perimeter length. Along the southern and eastern boundary a variety of links are proposed creating a high level of connectivity to adjacent existing and future residential developments.

Holmes Block - Internal

- 30 Internal connectivity is of a fine grain and high amenity using green spaces and dedicated pedestrian/cycle ways along primary roads combined with the local road network where travel speeds and traffic flows are reduced. This make for a safe and efficient pedestrian and cycling network that avoids conflicts with other transport modes. Additional dedicated crossing points on Dunns Crossing Road and green linkages to the existing school provide safety.
- 31 The internal pedestrian/cycle network and the road network emphasizes east to west connectivity leading to the local commercial zone, the school and the

Dunns Crossing Road, but also ensure direct linkages to the south are integrated.

Holmes Block – south and east

- 32 All linkages to the east are logical and strategic connections are provided to the existing neighbourhood, to the upgraded SH1 crossing point in the north east corner, and to the school. The proposed linkages to the south are of varying type and evenly distributed to provide optimal future connectivity for urban residential development to the south.

Holmes Block – street environs

- 33 As explained by Mr Compton Moen, Dunns Crossing Road and Burnham School Road will change in character with reduced travelling speeds and a residential streetscape. To achieve this residential character, direct engagement with the road is paramount and properties should have direct vehicular access off these two roads (apart from the SH1 intersection upgrade zone). This change is a critical component of the proposal to ensure connectivity and visual cohesion between residential neighbourhoods.

Holmes Block and connectivity to wider community/commercial destinations

- 34 The wider destinations are mostly related to either work, education, recreation, commerce or community activities and transport and can be found across various areas in Rolleston (refer to Figure A, **Appendix 1** and Figure 2 in the evidence of Mr Compton Moen):

- 34.1 work/employment - I Zone north of SH1 / offices and shops at the commercial town centre and neighbourhood/local commercial centres / community and education facilities i.e. schools, swimming pool, library, Selwyn District Council – at the northern town centre at the community hub north of Foster Park and distributed throughout Rolleston.
- 34.2 education – primary schools distributed throughout Rolleston with a concentration around Foster Park (Rolleston College and several primary schools) and Rolleston West Primary right at the edge of PC73 Holmes.
- 34.3 recreation – Foster Park, neighbourhood parks, future District Park Rolleston domain, dog park, and larger green existing and planned corridors leading to Foster Park and in closer proximity the 1ha neighbourhood green, Brookside Park located approximately 600m south of the Holmes block on Dunns Crossing Road
- 34.4 commerce - I Zone north of SH1 / town centre and several neighbourhood/local centres.
- 34.5 transport to Christchurch City – park and ride Weedons Road/SH1 and possible future rail connection north of SH1.

- 35 Connections to all listed destinations will be facilitated via the proposed linkages to Dunns Crossing Road to the east. Additional routes to key recreational areas in Foster Park, important educational facilities and to southern neighbourhood centres will also be possible with developments further south and south-east between Dunns Crossing Road, East Maddisons Road and Goulds Road being completed or opened up for infill development.
- 36 In closer proximity West Rolleston Primary School and the large Brookside Park both located on Dunns Crossing Road will support the growing community in this western part of Rolleston.

Skellerup Block – connectivity constraints

- 37 There are no real physical constraints preventing good connectivity of the Skellerup block to the surrounding environment apart from current rural land use and residential developments not yet fully reaching across to Dunns Crossing Road in its entirety. The eastern side of Dunns Crossing Road has already been identified as a FDA and development proposals are well underway in the form of either residential subdivision under construction or as plan changes (PC 70 and PC76).

Skellerup Block – internal connectivity

- 38 Internal connectivity is well resolved through the clear road layout and road hierarchy. Similar to the Holmes Block internal connectivity is of a fine grain and high amenity is provided using green spaces and dedicated pedestrian/cycle ways along primary roads combined with the local road network where travel speeds and traffic flows are reduced. This makes for a safe and efficient pedestrian and cycling network that avoids conflicts with other transport modes.
- 39 The internal pedestrian/cycle network and the road network emphasises east to west connectivity leading to the local commercial zone and to Dunns Crossing Road, but also ensure direct linkages through the block north to south. In addition the green network interconnects the larger open spaces and provides high amenity and safe movement corridors along all primary roads. A strong focus has been placed on the permeability of the entire block for pedestrian and cyclist with a variety of local shortcuts and green linkages to break up the built environment and provide logical and well placed connections. The green network is a critical component of this high amenity connectivity strategy to reduce the reliance on the car by creating safe and enjoyable walking and cycling environments for all ages.

Skellerup Block – connectivity to the outside

- 40 The primary roads create the key vehicular connections to all adjacent environments with additional local roads and pedestrian/cycle only connections providing the finer grain.

Skellerup Block – East

- 41 Connections to Dunns Crossing road have been aligned with proposed connections from PC70 and are otherwise located in regular intervals to ensure multiple and varied entry points into the block from the east.

Connectivity across Dunns Crossing road is a key element to ensure the southern parts of Rolleston in particular neighbourhood facilities in the Faringdon subdivision and the recreational areas in Foster Park are within a walkable distance.

Skellerup Block – West, north and south

- 42 The revised ODP provides several linkages to potential urban residential environments to the north, south and west to ensure appropriate connectivity can be achieved with these areas should they be developed. The aim of these connections is to not only physically link but to also break up the built environment and create smaller block perimeters. Linkages vary from larger primary road connections to short pedestrian /cycle connection within green links.

Skellerup Block and connectivity to wider community/commercial destinations

- 43 Key destinations beyond the site are the closest neighbourhood centres in the Faringdon subdivision, the recreational areas in Foster Park the local high school and other primary schools and pre-schools distributed throughout the south and east of Rolleston.
- 44 Similar to the Holmes block most connectivity to these and other wider Rolleston destinations will be facilitated via connections to Dunns Crossing Road and through the existing and proposed developments to the east. In this context the proposed commercial area will play an important role in interconnecting the Skellerup Block with the emerging community to the east. High amenity pedestrian and cycling connections have therefore been focussed in this location and away from the primary vehicular connection further south. This includes a future bus stop and a separate pedestrian/cycle path/green link within the road reserve of this central primary road.

Street environs

- 45 Dunns Crossing Road will over time change from a rural to a residential street in its entirety in response the ongoing development to the east and the changes proposed by PC73 and PC70. This will include upgraded carriageways, direct access to individual properties, formed pedestrian and cycle paths, several pedestrian crossing points and reduced traveling speeds.

DENSITY, CHARACTER AND EDGE TREATMENT

- 46 As Mr Compton Moen states in his evidence, the PC73 areas are already zoned for residential development. A key consideration of this Plan Change is that the blocks are already zoned for residential development and it *is only a change in density, character and rural interfaces which is proposed*.
- 47 Although density, character and edge treatment are urban matters that are often discussed and assessed as standalone elements they are interrelated and within the context of this plan change at the edge of Rolleston need to be considered in conjunction.

Residential development at the edge of a township

- 48 There are several different scenarios and aspects to consider when determining the appropriate density and character of a residential development at the edge of a settlement or town.

Scenario A

- 49 There are clearly defined and definite natural boundaries available that clearly determine and limit the extent of urban growth no further expansion beyond these is possible - a very rare scenario. In such a case certainty is given and development growth between the edge of town and the well-defined natural boundary will not be required to account for future growth or connectivity. Depending on size, location, market demand, etc it can take the form of full urban densities or gradually decreasing transitioning densities or low densities as long as any reverse sensitivities are addressed and it achieves the desired residential character in keeping with the existing settlement.

Scenario B

- 50 The 'maybe position' where no clear boundaries are available and no clear growth paths are detectable so possible future expansion or infill could theoretically occur but is too far in the future, or might not occur. This is a fairly common scenario particularly around smaller settlements in the Canterbury region. In this case development can have various densities from low densities to full urban densities but low density developments need to be 'future proofed' to allow for future infill, and all layouts need to have the right level of permeability to ensure a high level of connectivity to the adjacent open land should further growth occur.

Such 'future proofing' of low density developments is achievable and feasible but it requires careful design solutions with stringent legal and planning mechanisms to be successful i.e. identification of no built areas, temporary easement etc.

Scenario C

- 51 The 'most likely' position, where no real physical constraints to development are present and future expansion can fairly reasonably be expected around the site. This is a common scenario around larger townships on flat terrain. In this case full residential development to an urban density with a high level of permeability and connectivity should always be pathway. This ensures that long term growth is not impeded and the difficult scenario of retrofitting unsuitable low density areas with ill-fitting in fill developments is avoided.
- 52 There is also the option of NO development until 'all is certain'. This is a safe but unrealistic approach as it is extremely slow and always reactive not proactive and a step behind the real growth rate.
- 53 Smaller towns, villages and settlements predominantly fall into a mixture of A and B with partially defined boundaries and some detectable growth paths but uncertainty in timing and extent and location (i.e. Tai Tapu). Small towns and villages in proximity to larger centres tend to fall into Scenario B or C (i.e. Prebbleton). Medium sized to larger townships with established centres

almost always fall into Scenario C unless very clear natural boundaries exist (i.e. Queenstown).

- 54 Rolleston clearly falls into scenario C. It already is a Key Centre and will continue to grow to service a growth in the wider district. It has an established commercial centre, a growing community footprint and large recreational areas to allow for growth. Over the last 15 years it has experienced a rapid residential growth rate. With no clear natural/physical boundaries and only 'manmade' development constraints. Further growth of the township along the directions initiated by the Structure Plan and beyond the identified FDAs is to be expected.
- 55 When looking at the current pace of growth and the available growth areas, the entire western side of Dunns Crossing Road offer some of the very few possible future growth paths for Rolleston and PC 73 is therefore the next logical step in the natural sequence of development.

Density

- 56 The operative low density environments provided for by the Living 3 zoning of the PC73 sites is therefore no longer suitable and should be replaced with full urban densities. I am aware that Mr Compton Moen has reached the same conclusion and believe that Mr Nicholson also has a preference of an urban density development over a rural density to preserve this future growth path and avoid having to deal with issues of connectivity when trying to retrofit this area.
- 57 The densities proposed by PC 73 are the appropriate response to the current development pattern of Rolleston and in line with the NPSUD requirements of density and capacity for developments in close proximity to key centre.

Change of Character at the edge of town

- 58 This discussion is a matter shared by urban design and landscape experts and has been discussed in Mr. Nicholson's and Mr Compton Moen's evidence I tend to agree with Mr. Compton Moen that when approaching the town from a rural environment a change from rural to urban can be expected. PC 73 shifts this change with regard to its location but does not affect the nature and the character this change.

OFFICERS REPORT

- 59 I have reviewed the parts of the Council's Section 42a Report where they relate to urban design matters and have reviewed the Urban Design and Landscape Evidence prepared by Mr Hugh Nicholson. I have taken the liberty to bundle my comments around the following topics where I disagree with some of Mr Nicholson's observations and conclusions:

59.1 Basic urban analysis of Rolleston;

59.2 Interpretation of sequencing of urban growth;

- 59.3 Some of his conclusions with regard to the compact urban form of PC 73;
 - 59.4 Some of his conclusions with regard to the ability of PC 73 to connect to Rolleston; and
 - 59.5 The importance placed on a wider assessment of Rolleston and growth in the region to ascertain the direction of future growth in Rolleston.
- 60 I agree in principle with the strategic directions set out in Mr. Nicholson's evidence and also agree with his comment with regard to a lack of internal connectivity of the original ODP.
- 61 The revised ODP's now provide a higher level of internal amenity and connectivity, improved and clearer movement hierarchy and a finer grain of connectivity to existing and possible future adjacent developments and provide an interconnected green network. These changes were made in response to the s42A report and the evidence of Mr Nicholson and will generate a more consolidated overall form and well-functioning internal environment for each block. The changes also allow both blocks to contribute to a consolidated growth pattern along the western periphery of Rolleston and will guide future connectivity in this area.
- 62 Mr Nicholson provides a short description of the township and places the town centre at Tennyson Street outside the new library with a roughly 400m walkable radius containing key facilities. It is correct that this constitutes the commercial town centre and encompasses several new community facilities but, in my opinion, that does not portray the full picture. Specifically, it neglects the importance of the main green space and recreational area of Foster Park located approximately 600m to the south of the main commercial centre and includes the aquatic centre, Rolleston High School and other smaller educational and recreational facilities while the park itself contains a variety of sport fields as well as passive recreational areas. For Rolleston this is a central and key community space and should be included as a key town centre destination of similar importance. Once added to the map in Fig 1 of Mr Nicholson's evidence and with the application of similar walkability rings of 400 to 1km and other key connectivity elements from the Structure Plan, a far more representative picture emerges positioning with closer connections to the PC73 site in particular the Skellerup Block (refer to Figure 2 in the evidence of Mr Compton Moen).

Urban form and sequencing of growth

- 63 I agree with Mr Nicholson that the Rolleston Structure Plan was a key instrument to facilitate integrated growth of Rolleston and has given a clear direction not just for residential growth but also provided the road map for Rolleston to overcome some of the urban imbalances in urban form derived from the historic growth pattern. However, I disagree with his notion that PC 73 is out of sequence. It may be out of the exact extent and sequencing of growth anticipated by the Structure Plan but we have to keep in mind that

this document was established in 2009 prior to the major events such as the Canterbury earthquakes. Growth in Rolleston has since accelerated and the sequential order of development has also changed significantly to adapt to the 'real scenarios on the ground' or natural, organic sequencing of growth. The Structure Plan has however not been specifically updated to reflect this neither in the extent of growth nor in the sequencing. As noted above, some areas identified in the Structure Plan for development in 2041-2075 have already been developed.

64 I would therefore use the Structure Plan still as a key document to guide the overall structure and direction of growth but would not necessarily consider the specific physical extent (urban limit and timelines) as finite. Plan Change 73 fits well within the overarching growth directions of the Structure Plan that the fact it is "out of sequence with the Structure Plan from 2009" would not result in adverse effects for Rolleston.

65 Mr Nicholson places significant weight on consolidation and compact urban form but this needs to be considered at two different scales:

65.1 at the scale of the actual growth (or PC) area: *'Objective B3.4.4 - Growth of existing townships has a compact urban form and provides a variety of living environments and housing choices for residents, including medium density housing typologies located within areas identified in an Outline Development Plan'*. Here the focus is on the internal consolidation of the growth area.

65.2 at the scale of the overall township *'Objective B3.4.5 - Urban growth within and adjoining townships will provide a high level of connectivity both within the development and with adjoining land areas (where these have been or are likely to be developed for urban activities or public reserves) and will provide suitable access to a variety of forms of transport'*.

Here, the focus is not so much on the actual physical form but on the permeability within the proposed growth area and the connectivity to the wider township.

66 At both the PC area scale and the overall township scale the revised ODPs will ensure consolidated form and good levels of permeability connectivity.

Isolation and ability to connect to Rolleston

67 I do not agree with Mr Nicholson's statement that PC 73 would create 'isolated urban peninsulas'. It is within the nature of sequential development that for periods of time the most recent developments experience some delay in achieving the planned connectivity to all other adjacent areas. As I mentioned earlier in my evidence development does occur in cluster and relies on the willingness of landowners to develop. This will always create some temporary anomalies in form and connectivity and this is evident throughout all the new areas of development in Rolleston. Once the 'gaps'

between the newest developments are completed the full extent of connectivity will be achieved and the desired consolidated urban form can be experienced.

- 68 With regard to leaving some smaller rural pockets of land surrounded by urban development on three sides, I assume that this refers to rural land in single ownership making up one farm versus any combination of rural land. I understand that PC 73 does not result in such scenarios. There is small pocket of rural land that may be surrounded on 3 sides by residential activity if PC70 and PC76 are approved. However, it sits to the east of Dunns Crossing Road and within a FDA, which means development can be expected and this status would only be a temporary occurrence and is common result of the real growth patterns / sequences on the ground. Until the owners of such a property decides to develop or the council decides to tidy up left over areas as part of a district plan revue such areas will remain rural.
- 69 Several parcels of land located between the two PC73 blocks are currently zoned rural but fall into a similar category as the PC land. They provide one of the few possible future urban growth paths for Rolleston and similar to PC 73 would be the next logical growth sequence. I would therefore not consider the situation of a parcel of land to be surrounded by residential development on three sides to be a long term scenario.
- 70 It is also important to put the PC 73 application for urban residential in the right context and compare it to the alternative Living 3 Zone development density enabled under the current District Plan but ill-suited to facilitate the consolidated form and connectivity required future urban growth. From that perspective PC 73 is a major improvement with regard to consolidate form and connectivity.
- 71 In para 9.4 to 9.6 Mr. Nicholson assesses the connectivity of the Skellerup block and Holmes block in relation to access to the Town centre. As set out earlier I believe the map on fig. 1 is not an accurate reflection of the community footprint of Rolleston. Mr. Compton Moen in his evidence has provided additional connectivity information for both Blocks (refer to his Figure 2). This south west Rolleston connectivity map shows the relation to the existing communities, the recreation hub around Foster Park and the commercial neighbourhood centres. With regard to the Skellerup Block I would also take into account the improved east-west connectivity that can be expected to be achieved under the guidance of the Structure Plan and the proposed connectivity through the FDAs to the east in particular PC 70 leading directly through to Farringdon and further on the Foster Park.
- 72 The way we travel and the need for travel is also changing with the introduction of e-scooters and e-bikes and more opportunities for several professions to work from a variety of places as long as they are well connected via broadband this includes the growing trend of working from home. Although this will not fully change travel requirements it will contribute to some reduction.

- 73 The choice to travel by foot or bike is not only influenced by the distance travelled but more often by amenity and safety as the actual experience of the journey is equally important. Studies in several European countries with similar climatic conditions have shown that the use of cycling significantly increases within radius of up to 5-6 km if a safe, well connected and high amenity cycle network is available. This is particularly noticeable for cycle commutes to work and schools.
- 74 The revised ODPs for PC 73 therefore place a strong emphasis on the amenity and safety of the pedestrian and cycle network within the PC area and its logical extension across Dunns Crossing Road into the wider network.

Are further assessment of growth in the whole region required to ascertain the direction of future growth in Rolleston?

- 75 In my opinion further growth options in Rolleston beyond the identified and rapidly filling FDAs are limited and a comprehensive and strategic investigation of alternative options (as suggested by Mr Nicholson) might provide slightly more oversight but would come to the same overall conclusions. The current constraints on development around Rolleston are clear and evident. The Rolleston Structure Plan has laid out the overarching structure and determined the direction and pattern of growth for Rolleston. Plan Changes within these limited available future growth paths are a logical continuation of the direction and patterns already in place.
- 76 Plan changes are not a 'first come first serve approach'. Plan changes reflect the willingness of landowners to develop and as such play a significant role the direction and manifestation of growth. Plan changes also provide a high level of detailed information specific to a PC site and the immediate surroundings which feeds back valuable information into the wider urban growth process. And last but not least plan changes are a recognised planning tool with public consultation and input through submissions that allow the community to contribute to the shaping of their town. Having been involved in several plan changes over the last 20 in years I do consider them to be a comprehensive and thorough urban design and planning tool.

CONCLUSIONS

- 77 Rolleston is a key regional centre and growth around its perimeter is not a matter of if but when. PC73 clearly sits in a future growth area for Rolleston and can accommodate part of that growth while other areas around the current edge of Rolleston experience development constraints. This south west growth path is consistent with the overarching direction initiated by the Structure Plan and the later identified FDAs and I consider this the proposed extension of Rolleston through PC 73 is a logical next step in the growth sequence of Rolleston.
- 78 The proposed ODPs for the Holmes and Skellerup Block provide well connected and permeable urban environments in direct response to their individual locations along the west of Dunns Crossing Road. Both provide high amenity residential environments with a variety of residential densities and

typologies and offer good connectivity to possible adjacent future residential areas.

- 79 PC 73 offers a far better path of urban development and growth than the operative L3 zoning and for that reason alone it should be approved.

Dated: 13 September 2021

Nicole Lauenstein

APPENDIX 1**Figure A: Rolleston Structure Plan – Overall**

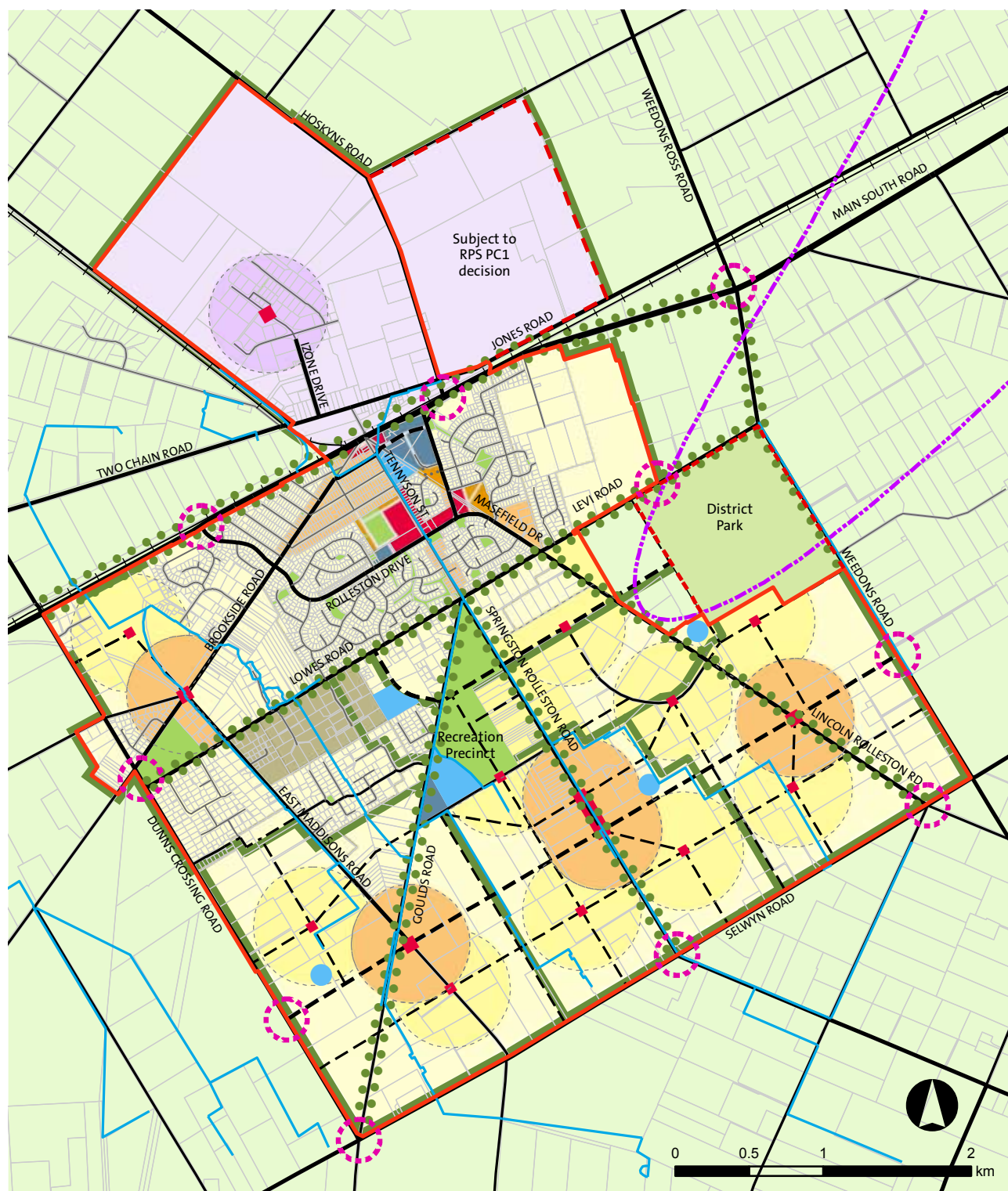


Figure 5.2: Rolleston Structure Plan

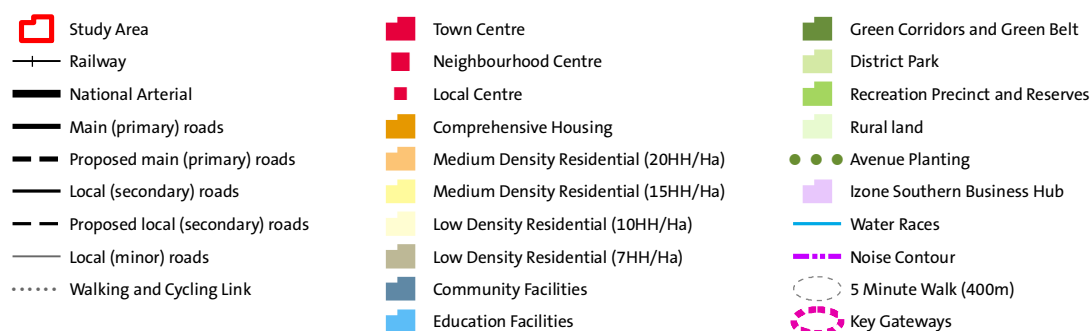


Figure B: Rolleston Structure Plan - Sequencing

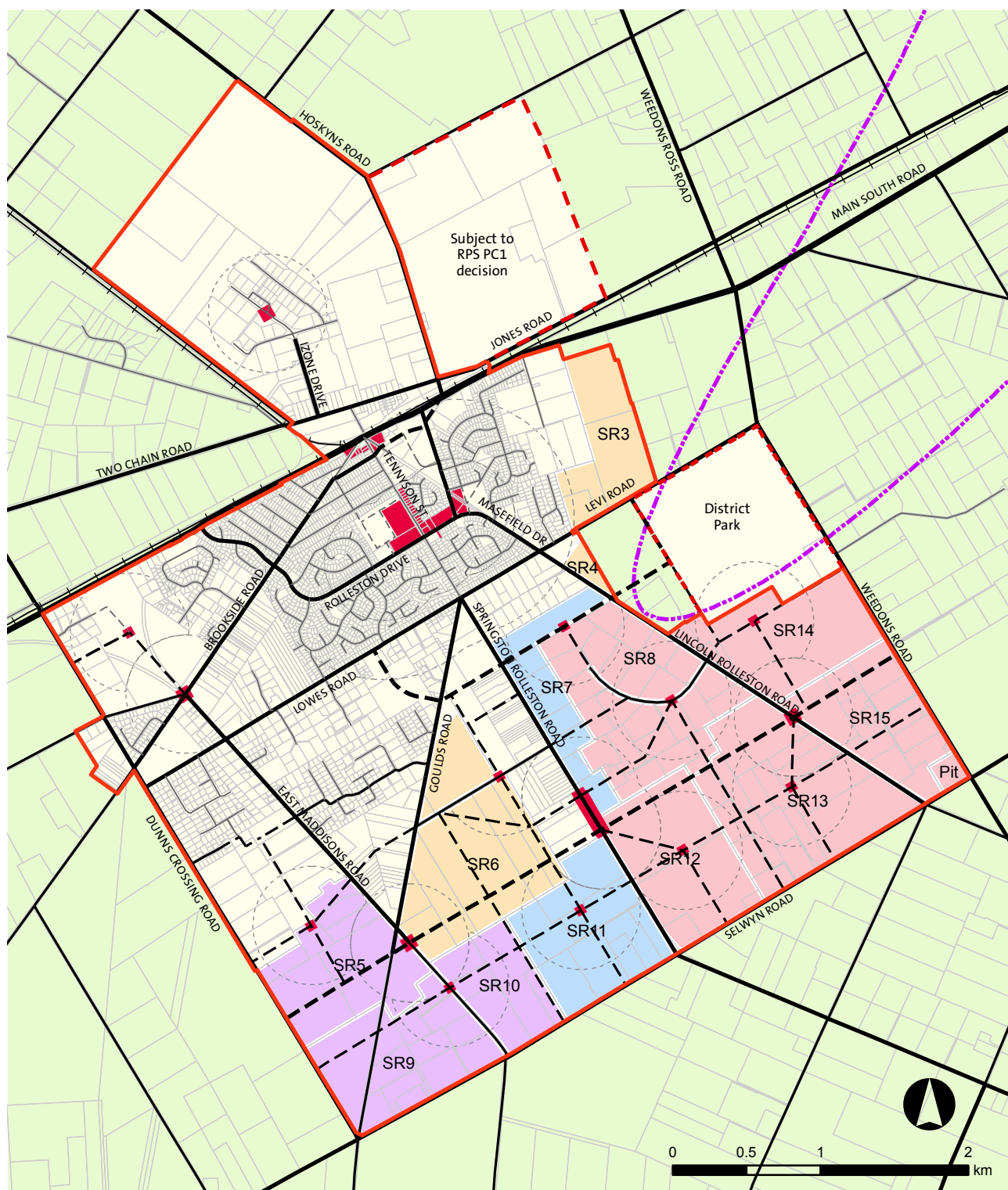


Figure 7.1: Rolleston RPS PC1 Development Sequence



Figure C: Rolleston Future Development Areas - FDAs (shown shaded in orange)

Rolleston

