

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

Summary of Evidence of Dave Compton-Moen (Urban Design,
Landscape and Visual amenity)

Dated: 29 September 2021

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SUMMARY OF EVIDENCE OF DAVID COMPTON-MOEN

INTRODUCTION

- 1 My name is David Compton-Moen.
- 2 I am the director of DCM Urban Design Limited, a Christchurch based urban design and landscape architecture company which was established in 2016. My qualifications and project experience are outlined in my evidence. There is one correction to the Urban Form Map in my evidence with an updated copy attached as **Appendix 1** to this summary. The correct version includes the area identified for growth out to Weedons Road as per the Rolleston Structure Plan (2009).
- 3 I am of the opinion that the proposed Private Plan Change to rezone the Site from Living 3 to Living Z, as an extension of the existing residential zone is an appropriate use of the land from an urban design and landscape perspective. I have read the Officer's report and supporting information.
- 4 I was involved in conferencing with the other Urban Design Experts, being Mr Hugh Nicholson (Consultant Urban Designer for Selwyn District Council) and Ms Nicole Lauenstein (Consultant Urban Designer for the Applicant), at our offices on Thursday 23rd September 2021, and assisted with the writing of the Joint Witness Statement and updating of the ODPs.
- 5 The 3 of us were in agreement on many aspects of the revised ODPs (in my evidence) with one minor amendment made to the Holmes block ODP following discussion. These are:
 - 5.1 An additional pedestrian/ cycle link to Dunns Crossing Road;
- 6 Prior to conferencing I considered that the key urban design and landscape aspects of the Plan Change in my evidence to be:
 - 6.1 Consolidated Urban Form and Growth;
 - 6.2 Connectivity and Walkability;
 - 6.3 Density and Character; and

6.4 Landscape and visual effects.

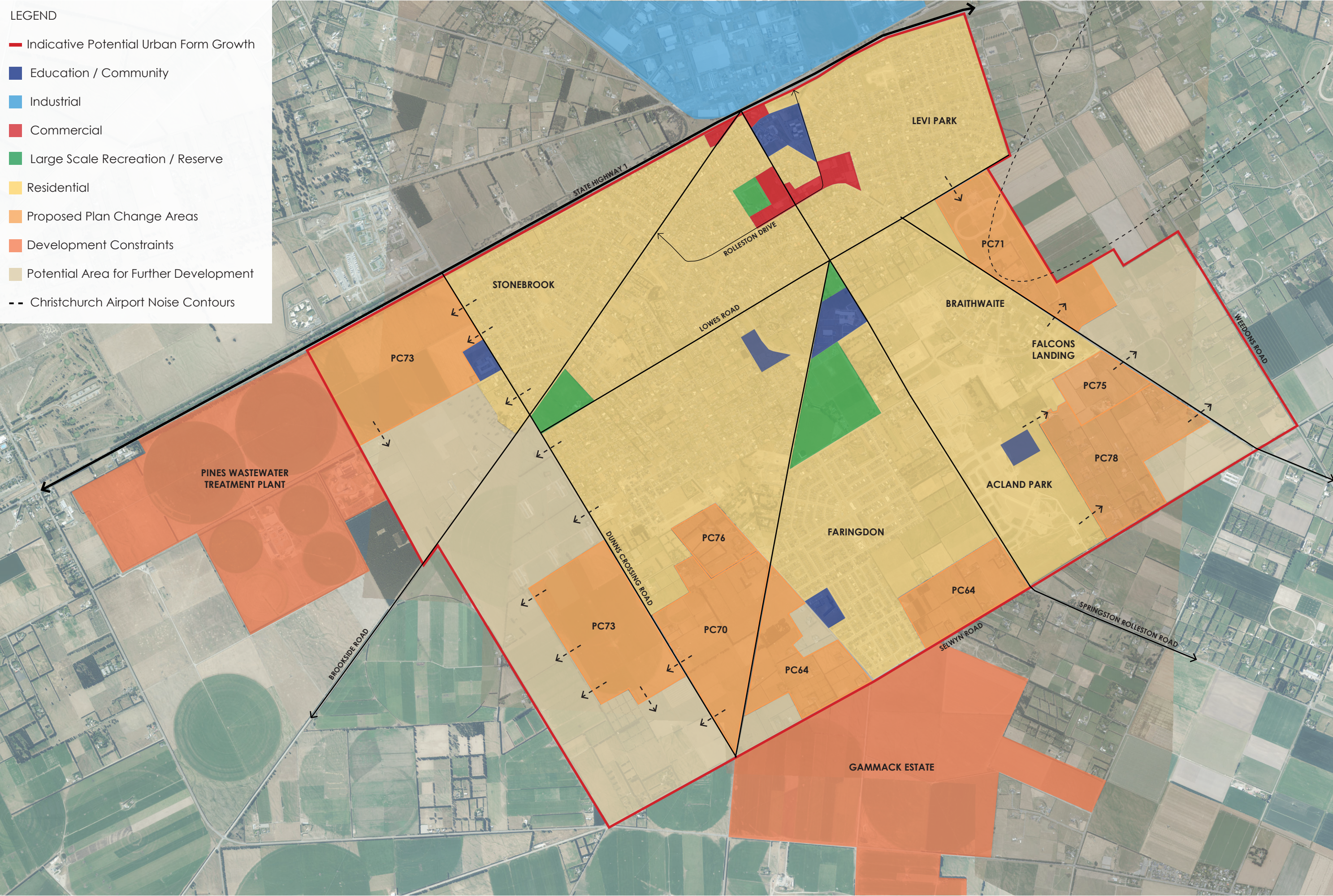
- 7 I consider that following conferencing we have addressed items 2 and 3 above in the revised ODPs (attached as **Appendix 2** to this summary).
- 8 For Item 1., I recognise that we are still in disagreement about the future Urban Form of Rolleston and its growth pattern, although we all recognised the role the Rolleston Structure Plan had played in the town's growth and direction. I am of the opinion that the structure plan is important as a guide for growth but its relevance is reducing due to its lack of updating. If the document were treated as a 'live' document, continually reviewed and updated to address current conditions then it would have more relevance and application. However, HOW the document is updated though is a planning matter rather than an urban design matter. I consider that we have shown, through the revised ODPs, that good urban design can be achieved, creating well-functioning urban environments independent of any process.
- 9 I consider that growth to the west and southwest is the logical next move for Rolleston with the Holmes and Skellerup blocks being the first sections to be rezoned. Both ODPs have now been updated to show greater connectivity into adjoining blocks (adjacent to Dunns Crossing Road) to ensure future connectivity and development is not precluded.
- 10 Lastly, with the resolution of the urban design matters, the only other outstanding issue in my field of expertise is the change in character resulting from the density change and the impact this will have on adjacent residents. I consider the magnitude of this change to be low, given that residential activity on both blocks is already anticipated, it is just at a higher density.

Dated: 29 September 2021

David Compton-Moen

APPENDIX 1

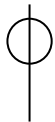
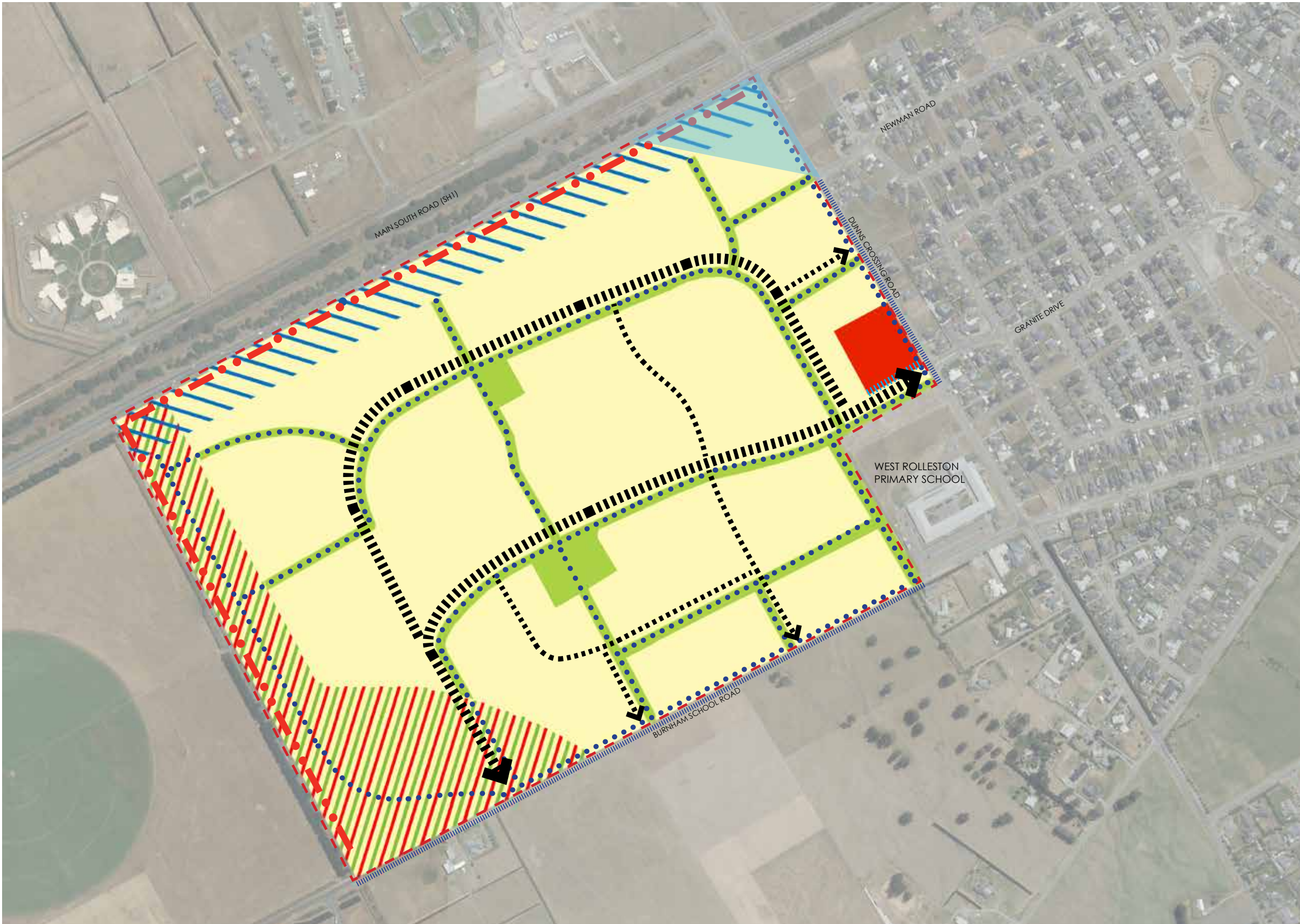
- LEGEND
- Indicative Potential Urban Form Growth
 - Education / Community
 - Industrial
 - Commercial
 - Large Scale Recreation / Reserve
 - Residential
 - Proposed Plan Change Areas
 - Development Constraints
 - Potential Area for Further Development
 - Christchurch Airport Noise Contours



APPENDIX 2

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



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

