

Before the Independent Commissioner
Appointed by the Selwyn District Council

Under the Resource Management Act 1991

In the matter of a hearing on Plan Change 79 to the Operative Selwyn District Plan

Birchs Village Limited

Proponent

Statement of Evidence of Nicole Lauenstein – reply

11 May 2023

Proponent's solicitors:

Alex Booker | Samantha Gardner

Anderson Lloyd

Level 3, 70 Gloucester Street, Christchurch 8013

PO Box 13831, Armagh, Christchurch 8141

DX Box WX10009

p + 64 3 379 0037 | f + 64 3 379 0039
alex.booker@al.nz

**anderson
lloyd.**

Qualifications and Experience

- 1 My name is Nicole Lauenstein. I prepared a statement of evidence dated 17 April 2023 in relation to urban design aspects of the proposed rezoning. My qualifications and experience are set out in that statement of evidence. I repeat the confirmation given in that statement, that I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court.
- 2 I have been asked to consider whether areas identified in Mr Clease's Officer's Report – reply (Figure 1 Alternative Capacity Options) can accommodate infill development. I have previously considered some of these areas as part of preparatory work for PC79.
- 3 My desktop analysis is attached to my evidence as **Appendix 1**.

Conclusion

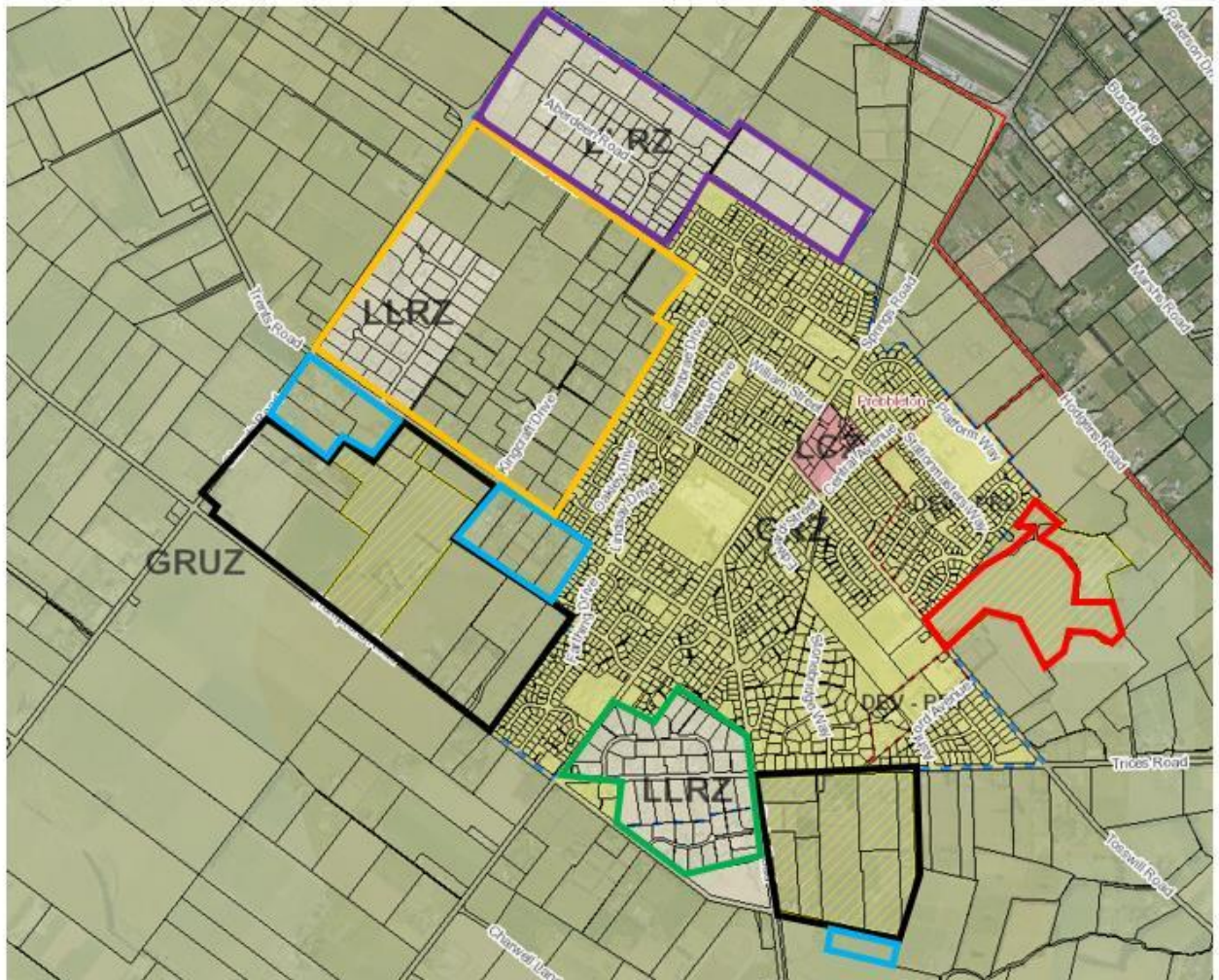
- 4 From an urban design perspective the only infill areas identified by Mr Clease that would be suitable for MDRZ type development to a density of approx. 12hh/ha are the smaller BLUE pockets and the Orange NW area.

Nicole Lauenstein

Dated this 11th day of May 2023

APPENDIX 1 - INTENSIFICATION OF EXISTING AREAS IN PREBBLETON

In his final statement Mr Clease identified area for intensification within the existing urban area of Prebbleton as per image below.



We have tested these areas to check their ability to accommodate infill - for that we have used Canterbury Maps latest aerial photographs from 15 December 2020.

This desktop exercise would normally be followed by ground-truthing to verify the analysis on the ground. We would expect that in areas that have roading established and services connected empty properties in 2020 will most likely be developed in 2023. So far, his ground truthing has only been undertaken in selected spots to confirm that development has continued in a similar LLRZ pattern with a very low density, in particular within the PURPLE, GREEN and parts of the ORANGE area.

This further reduces their ability to accommodate infill to higher densities, with more high-end dwellings to be considered/integrated, making access to infill properties more difficult and preventing good internal layout and connectivity. In addition, the ownership structure is becoming more complex and achieving a cohesive outcome within a reasonable timeframe 5-10 years will be a challenge.

BLACK and RED

The areas in Black (PC72 and PC68) are already approved to be developed to an urban density (12 hh/ha) and have therefor been excluded from this desktop study. The area in Red is a greenfield site outside of the existing developed urban area.

PURPLE

It is my understanding that part of the purple area has covenants that do not allow for further subdivision, nevertheless for the purpose of this exercise we have set that legal hurdle aside.

We have broken the purple area into 3 parts - purple west, middle and east reflecting the existing densities.

PURPLE WEST - better suited to LLRZ

The far west is still devoid of development and could be developed to a 15hh/ha density, this would require:

- amalgamation of properties,
- all owners to agree to develop at the same time based on one agreed masterplan layout,
- removal of all boundary vegetation as that is unsuitable for this development density,
- direct access off Blakes Road and ideally direct access off Shands Road to avoid having to provide internal access

- provision of a green space/reserve
- possible SW area to be excluded from the density calculations (approx.10%)
- provide connectivity to the north south, west and east via a fine grain road /ped/cycle network



Although theoretically this area can accommodate intensification to MDRZ it is a smaller pocket surrounded by LLRZ and rural lifestyle and would not provide a sense of cohesion within the urban form.

The area is also in close proximity to the motorway and will start visually 'filling the gap' between Prebbleton and Christchurch encouraging amalgamation of the town with the larger city. It would therefore be more suitable for a LLRZ type development density.

PURPLE MIDDLE – very limited intensification and unreliable

This middle area has some ability can accommodate infill based on a purely yield focused study with no consideration for green space, servicing, access to properties and no consideration for amenity or connectivity, streetscape, street tree planting etc the area could double its density. Some larger properties could accommodate up 4 additional houses, selected medium properties 1-2 houses but the majority of the existing properties cannot accommodate any additional dwellings. In most scenarios the existing dwelling occupies the centre of the site with large gardens, tennis courts and swimming pools or other hard landscape structures and trees preventing further subdivision.

As a result of this development pattern the area does not really allow for any intensification apart from the odd individual property where a house is not located centrally and allows for access either past the dwelling or directly off a road. However, there are very view properties were this applies. For those that have space, many would still require reducing existing outdoor areas, removing established soft landscaping and many will require neighbours to agree/sign off.

Intensification in this area cannot be relied upon. This middle part of the PURPLE area is not really suitable for intensification and should not be counted as adding any capacity.



Typical layout X indicate “available space” - where gaps between dwellings are large enough for infill.

Although theoretically there is “space” available on some lots, adding dwellings is not reasonably practicable and not a feasible exercise. It would compromise the existing dwellings significantly and devalue them, so is highly unlikely to occur.



X indicates “available space” - mainly on empty properties and on road frontages, empty properties(2020) may not be available in 2023

NOTE - the studies are investigation to determine overall feasibility and reasonable practicality of intensification and do not constitute well- functioning urban environments. They are indicative only and do not constitute concept designs and are not to be used as such. They will not provide a well-functioning urban environment within themselves unless a more in-depth and informed design process is undertaken that considers the wider context, ground conditions such as geotech and hydrology overarching blue and green network, open space and reserves, retention of specimen trees servicing, access to all properties, connectivity of the road layout, amenity of the streetscape, street tree planting etc

PURPLE EAST

This area features larger properties and could be intensified. However, this area has restricting covenants making further subdivision and intensification impossible.

In theory, if ignoring the covenants, for this intensification to occur it would need:

- to integrate all existing dwelling including established garden areas (approx. 3000-4000m² average) will reduce density
- all owners to agree to develop at the same time based on one agreed masterplan layout,
- to make provisions of a green space/reserve
- to set aside a SMA area (excluded from the density calculations)
- to provide connectivity to the north, west, south and east
- to integrate setback to transmission line

Taking all these restrictions into consideration a maximum density would be approx. 6-8hh/ha



NOTE - the studies are investigation to determine overall feasibility and reasonable practicality of intensification and do not constitute well- functioning urban environments. They are indicative only and do not constitute concept designs and are not to be used as such. They will not provide a well-functioning urban environment within themselves unless a more in-depth and informed design process is undertaken that considers the wider context, ground conditions such as geotech and hydrology overarching blue and green network, open space and reserves, retention of specimen trees servicing, access to all properties, connectivity of the road layout, amenity of the streetscape, street tree planting etc

ORANGE

It is my understanding that small parts of the ORANGE area have covenants that do not allow for further subdivision, again for the purpose of this exercise we have set that legal hurdle aside.

The large ORANGE area identified by Mr Clease contains a variety of existing densities and zones that can be broken into 2 main areas.

A. ORANGE NW (corner of Shands and Blakes Road), with little to no development and/or still zoned rural .This area can be developed to a higher urban density but requires:

- amalgamation of properties,
- all owners to agree to develop at the same time based on one agreed masterplan layout,
- removal of all boundary vegetation as that is unsuitable for this development density,
- direct access off Blakes Road and ideally direct access off Shands Road to avoid having to provide internal access
- provision of a green space/reserve
- provision of a SMA area (to be excluded from the density calculation)
- good connectivity to the south and east via a fine grain road/ped/cycle network

ORANGE N-W



Even if the ORANGE NW area can overcome the hurdle of multiple ownership a MDRZ density of 15 hh/ha may not be achievable considering the geometry, the lack of existing road connections as well as the requirement for larger lots along Shands Road to provide a setback and the requirement to provide a green, recreational space. The density will more likely be closer to 10-12hh/ha.

Even at this slightly reduced urban density the MDRZ area would be surrounded by LLRZ type properties and rural lifestyle blocks creating an anomaly in built form and character. To retain a sense of cohesion within the urban fabric along Shands road and within this western part of Prebbleton it would be more appropriate to develop this area as LLRZ with a minimum lot size of 2000 and average lot size 3500-4000.

B. ORANGE SW and EAST are already developed areas similar to PURPLE and can accommodate only limited intensification.

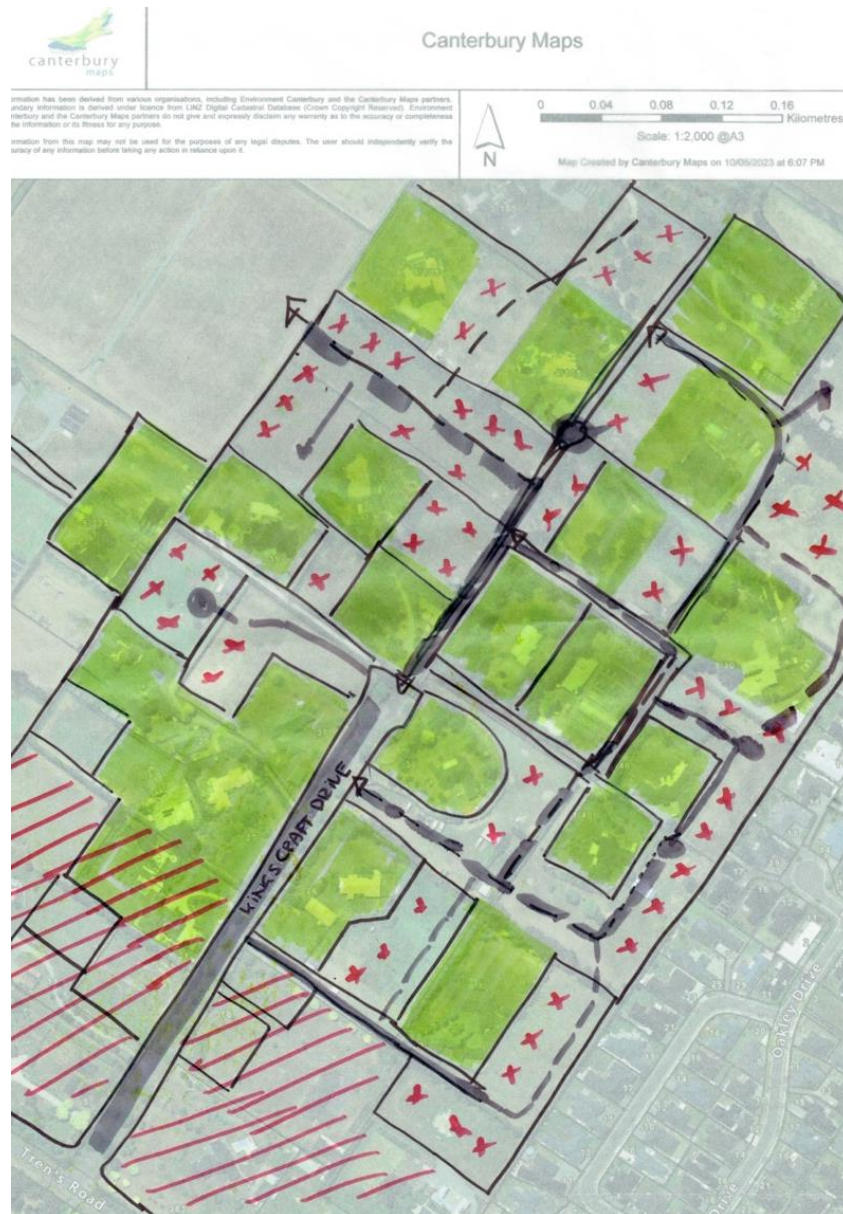
ORANGE SW

In this area there are infill locations on either empty sites or as secondary dwelling on existing properties, but this is very rare. Most dwellings are very new, of a high value and located right in the centre of the site with no space for access to the rear of the property. Unless the property already has a main road boundary, infill will most likely not occur. Where infill of back areas is possible this will result in a few houses here and there and will often require owners to agree to boundary adjustments and cross easements. The area would also be limited by established gardens, auxiliary structures etc. and has restricting covenants on part of the land.



ORANGE EAST

This area is a mix of larger lots well established and left over areas in between, these are available for development but not all are easily accessible, if all owners work together a solution could be developed that would be able to roughly double the density.



NOTE - the studies are investigation to determine overall feasibility and reasonable practicality of intensification and do not constitute well- functioning urban environments. They are indicative only and do not constitute concept designs and are not to be used as such. They will not provide a well-functioning urban environment within themselves unless a more in-depth and informed design process is undertaken that considers the wider context, ground conditions such as geotech and hydrology overarching blue and green network, open space and reserves, retention of specimen trees servicing, access to all properties, connectivity of the road layout, amenity of the streetscape, street tree planting etc

A key concern with infill of these orange SW and EAST areas is the lack of cohesion of the urban fabric, the lack of permeability and internal connectivity, the lack of green spaces and the problem with retrofitting of roads and property access that will not create a well-functioning urban

environment. Generally, the increase in density in these areas is negligible and cannot be relied upon. Some parts with the Orange south and east also have restrictive covenants and cannot be intensified.

Another hurdle to overcome for all orange areas that are not directly connected to Blakes or Trents Road is the lack of opportunities for connections to the east through existing development west of Springs Road, this makes accessibility to the town centre and internal connectivity to adjacent residential areas difficult.

GREEN North

I understand that this area has restrictive covenants and does not allow for subdivision, for the purpose of this exercise this has been put aside.

Some infill may be possible but will require existing established gardens to be removed and for lot owners to work together to create shared access to the back of their properties. The majority of the infill will rely on back properties being developed which is not good urban design practice and will most likely require neighbours' agreement. The only realistic/practical parts to intensify are small pockets with direct road access and areas fronting Springs Road.

The following example is again exercises based purely on achieving yield with no consideration for achieving a well-functioning urban environment.



The area should not be considered as contributing to intensification as it is extremely unlikely that any infill will be achieved due to covenants. Any infill would be piecemeal and has several issues to overcome.

- Roading infrastructure is not set up for more development
- Removal of street trees
- Problematic access to new properties
- Owners need to work together
- Infill would very likely create many conflicts with neighbours

I would not recommend this area for any infill as the underlying structure does not support this.

GREEN South

This area has a higher capacity to accommodate infill due to some larger still undeveloped properties, in particular the larger southern triangle. Where infill is directly located along the perimeter roads it will have good access and allowing for higher densities, areas within the block are less accessible and require:

- amalgamation of properties,
- all owners to agree to develop at the same time based on one agreed masterplan layout,
- provision of a green space/reserve
- provision of SW area (to be excluded from the density calculation)
- good connectivity via a fine grain road/ped/cycle network
- integration of existing dwellings

The southernmost area can be intensified to 10hh/ha, reduced from 15hh/ha due to the triangular geometry, the need to set back from utility areas and the need to accommodate one larger or several smaller SMA's for the entire block. The remainder of the block can only increase by maximum of 2hh for every existing dwelling.

Maximum density for the entire GREEN south area would sit at around 6hh/ha as a desktop exercise, but in reality this area is unlikely to achieve this as it needs to integrate too many of the existing dwellings which are recently build and of a high value with large garden areas and the multiple ownership will make this a very difficult task. There is very limited connectivity currently and it will be difficult to retrofit this into the already established parts. Only the southern part can provide a well-functioning urban environment. To improve the internal connectivity some of the existing dwellings will have to be removed. However, the most difficult aspect is the multitude of owners that would need to agree to working together.



NOTE - the studies are investigation to determine overall feasibility and reasonable practicality of intensification and do not constitute well- functioning urban environments. They are indicative only and do not constitute concept designs and are not to be used as such. They will not provide a well-functioning urban environment within themselves unless a more in-depth and informed design process is undertaken that considers the wider context, ground conditions such as geotech and hydrology overarching blue and green network, open space and reserves, retention of specimen trees servicing, access to all properties, connectivity of the road layout, amenity of the streetscape, street tree planting etc

BLUE

Mr Cleese identified 3 Blue areas, small left-over pockets, that are still zoned rural. Neither will be able to function as a productive rural area either due to size and/or location.

All are underdeveloped and can accommodate residential development. The areas, although suitable in principle, are very small to provide capacity of any scale and two have an established business that would need to be integrated reducing the area adding difficulties with regard to connectivity and potential for reverse sensitivities.

BLUE West - Trents Road west (Corner Shands Rd and Trents Rd)

Has capacity for intensification to 15 hh/ha with two road frontage - as long as all owners agree to develop together and amalgamate their land there is no reason for the area not to achieve a 15hh/ha density. Connectivity to PC 68 is provided for in several places so this particular corner can be treated as an extension of the urban fabric of PC 68, the only issue could be the larger lots along the PC 68 boundary preventing a finer grain connectivity. This corner does to some extent rely on the connectivity with PC 68 and the connection via Trents Road to the town centre to integrate into the urban fabric. Currently PC 68 only provides 2 connection but this matter can be resolved.



BLUE East - Trents Road east

This area has capacity for intensification but would require a tabula rasa approach to achieve 15 hh/ha. This is currently used for rural/commercial activity and for rural residential style living. All 5 owners would need to amalgamate their properties to achieve a well-functioning urban environment. Otherwise, this area will just be infill along boundary lines with no internal connectivity, which will reduce the density that can be achieved due to layout restrictions, roading and access, and setback requirements. All rural boundary treatment would need to be removed.



BLUE South – Hamptons Road

Very small but in a very suitable location opposite PC 72 and Kakaha Park

Depending on SW and Geotech this area should be able to provide a reasonably high density of 12-15 HH/ha – density might be slightly reduced as a result of being a “dead end” with limited ability for a through road. This area is also ideal for a second primary school. (no image provided)

In summary

To facilitate intensification all the areas covered will need:

- infrastructure upgrade,
- possibly road widening,
- intersection upgrades etc..
- SMA areas to treat the runoff from the increase in hardstand and road surfaces
- amalgamation of properties
- agreements between multiple owners to agree to work together
- willingness to intensify by majority of owners

For several areas the limited yield and the smaller sizes of available land will not be sufficient to make the intensification feasible and reasonably practicable.

Several infill areas would result in a lack of cohesion and connectivity with a disjointed road, cycle, and pedestrian network and although within the urban area of Prebbleton they would struggle to contribute to a well-functioning urban environment due to the underlying structural patchwork.

Excluding PC72, 68 from an urban design perspective the only infill areas identified by Mr Cleese that would be suitable for MDRZ type development to a density of approx. 12hh/ha are the smaller BLUE pockets and the Orange NW area.

All other areas are not suitable due to either,

- existing underlying LLRZ structures
- proximity to Christchurch (maintaining the gap)
- restrictive covenants

NOTE - the studies are investigation to determine overall feasibility and reasonable practicality of intensification and do not constitute well- functioning urban environments.

They are indicative only and do not constitute concept designs and are not to be used as such.

They will not provide a well-functioning urban environment within themselves unless a more in-depth and informed design process is undertaken that considers the wider context, ground conditions such as geotech and hydrology overarching blue and green network, open space and

reserves, retention of specimen trees servicing, access to all properties, connectivity of the road layout, amenity of the streetscape, street tree planting etc.