

**BEFORE HEARING COMMISSIONERS
FOR SELWYN DISTRICT COUNCIL**

UNDER

the Resource Management
Act 1991

AND

IN THE MATTER

Private Plan Change Request
79 (PC79)

**RESPONSE TO MINUTE NUMBER 3 OF COMMISSIONER THOMAS
ADDRESSING QUESTIONS FOR MR HUGH NICHOLSON
ON BEHALF OF SELWYN DISTRICT COUNCIL**

URBAN DESIGN AND LANDSCAPE

24 May 2023

1. QUESTION FROM THE COMMISSIONER FOR MR NICHOLSON

- 1.1 In Mr Clease summary statement he identified the areas of Prebbleton that he considers are feasible options for development capacity and meet the requirements of Clause 3.6(1)(b) of the NPS HPL. The “Area in red” is described as “a greenfield area identified in the Proposed Plan as having an urban growth overlay (and therefore is not HPL).”
- 1.2 The second matter is whether the “Area in red” can reasonably be expected to meet the requirements of a well-functioning urban environment as defined by the NPS UD. As it has been identified as an urban growth overlay in the SPDP, then it can reasonably be expected that evaluation of the potential of the site has been undertaken and cleared of any “fatal flaws”. This matter may therefore be able to be responded to by Mr Nicholson for the Council with existing reports and/or evidence.

2. RESPONSE FROM MR NICHOLSON

- 2.1 I have recently completed a review of urban form matters for submissions on Variation 1 to the Proposed Selwyn District Plan in and around Prebbleton¹. This review included the “Area in red” which is titled *V1-0029 – Tosswill Road*. I have copied the relevant section of the report below and attached a plan showing the site in relation to Prebbleton as well as an amended ODP (plan and narrative).

3. V1-0029 - Tosswill Road

- 3.1 V1-0029 seeks to rezone land at 93 Tosswill Road from GRUZ to MRZ. The proposed ODP allows for an extended reserve and stormwater treatment area along the Dawson Creek with an overlay providing for the existing high voltage transmission lines.
- 3.2 Residential zoning of the site is anticipated through the Urban Growth Overlay, and the Tosswill Road frontage addresses Prebbleton Domain.

¹ https://www.selwyn.govt.nz/_data/assets/pdf_file/0006/1830516/Appendix-6-Review-of-urban-form-matters.pdf

There is an existing extensive reserve area with stormwater facilities to the north of the site which is extended in the ODP (Prebbleton 5 Development Area) to the east. There are existing waterways with proposed esplanade reserves along the eastern and southern boundaries. In my opinion would contribute to a compact and consolidated urban form for Prebbleton.

- 3.3 Two street connections are proposed in the ODP, one onto Edward Law Boulevard to the north and one onto Tosswill Road with a loop road to provide access to the remainder of the site. Walking/cycling tracks are proposed around the esplanade and stormwater reserves to the east and south connecting with proposed tracks in the existing reserve to the north and providing good pedestrian and cycle connectivity.
- 3.4 I have proposed amendments to the ODP (see figure 6) to rationalise the street layout and to provide for future connections to the east should this land be developed in the future. I have also added a paragraph to the narrative to ensure that where possible local roads are provided adjacent to the edges of reserves and waterways as part of CPTED best practice to promote public access and provide passive surveillance.
- 3.5 With the proposed amendments to the ODP I consider that the site would have a *moderate-high* level of connectivity.
- 3.6 The Tosswill Road entrance to the site is approximately 0.7km from the town centre and Fresh Choice supermarket. This is within the 1km average walking trip distance and the 4km average cycling trip distance identified in the NZHTS. In my opinion the site has a *moderate-high* level of accessibility.
- 3.7 The proposed open space and stormwater facility adjacent to the Prevelles stormwater management area and the reserve adjacent to McGills Drain together with proposed walking / cycling trails have the potential to create a multifunctional space for stormwater management and recreational use for Prebbleton residents.

3.8 In **summary**, with the recommended amendments to the ODP - Prebbleton 5 Development Area (see Figure 6), I consider that the proposed rezoning would contribute to a compact and consolidated urban form for Prebbleton, and would have a *moderate-high* level of connectivity and a *moderate-high* level of accessibility. I consider that the proposed open spaces and stormwater management areas have the potential to provide water quality enhancements and recreational value for Prebbleton.

A handwritten signature in black ink, consisting of the letters 'H' and 'N' intertwined within a square border.

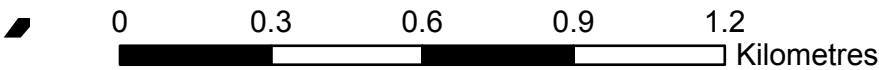
Hugh Anthony Nicholson

24 May 2023

Figure 4 - Prebbleton Walkable Catchments

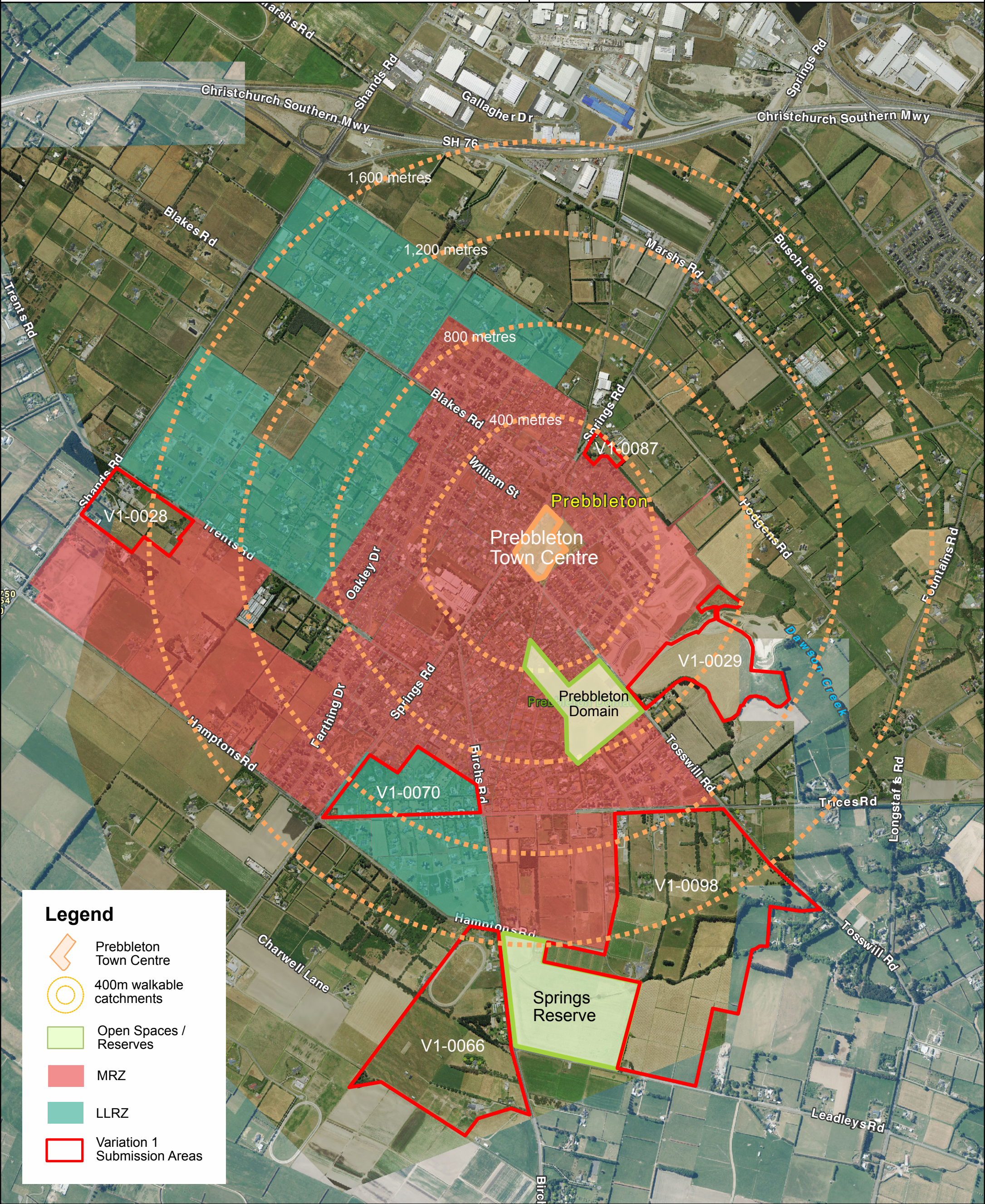
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Scale: 1:15,000 @A3

Map Created by Canterbury Maps on 12/04/2023 at 12:00 PM



Legend



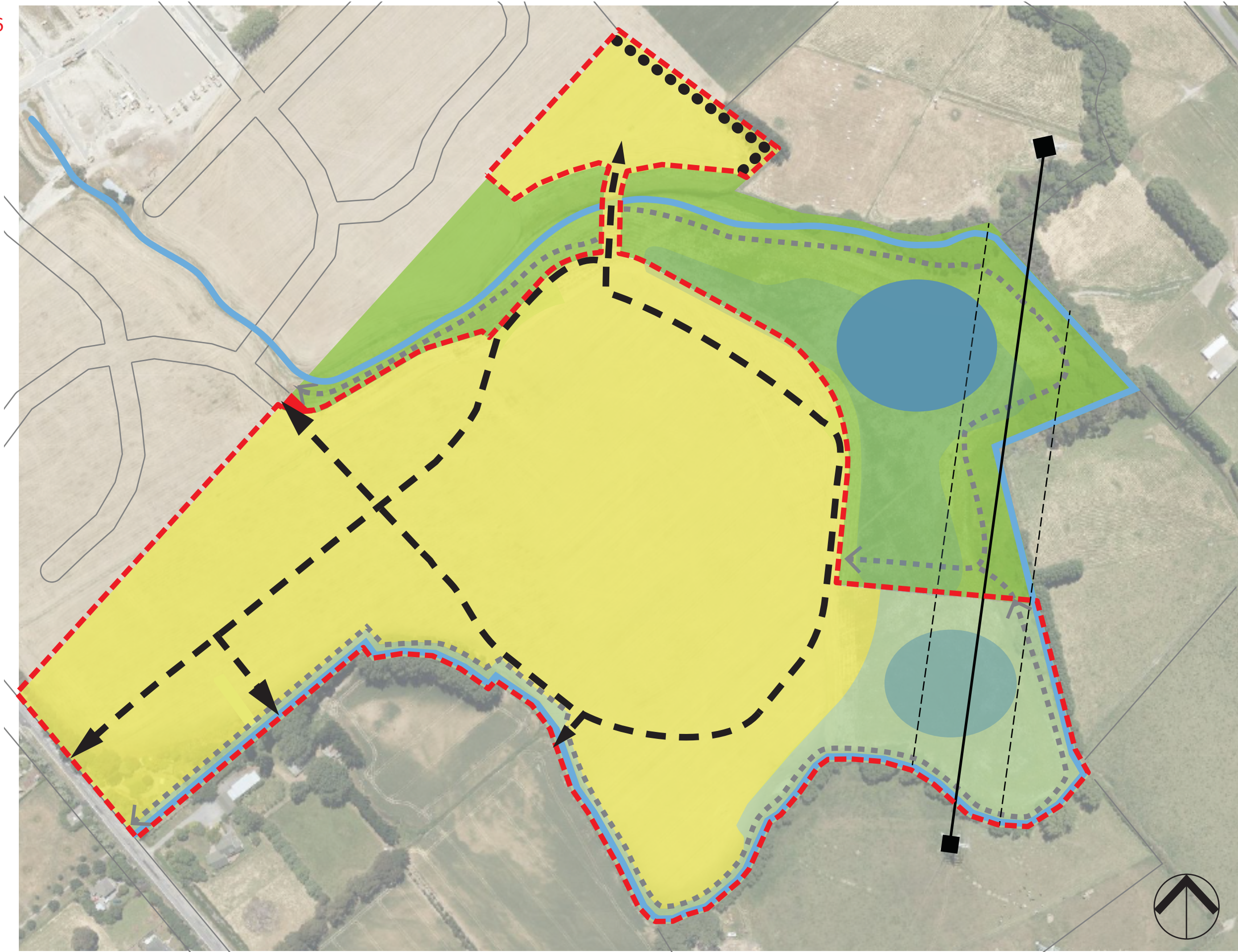
-  Prebbleton Town Centre
-  400m walkable catchments
-  Open Spaces / Reserves
-  MRZ
-  LLRZ
-  Variation 1 Submission Areas

Figure 6



- | | | | | | |
|--|--|--|---------------------------------|--|---|
| | Outline development plan area | | Medium Density Residential Zone | | Existing waterway |
| | Indicative road | | Open space reserve - existing | | Area identified for road |
| | Indicative cycle/pedestrian route | | Open space reserve - proposed | | 220 KV transmission lines [37m offset] |
| | General rural - general residential zone interface treatment | | Stormwater - existing | | Transmission line pylon and centreline location |
| | | | Stormwater - Proposed | | |

Appendix A - DEV-PR5– Prebbleton 5 Development Area

Context

This area covers 16.48 hectares of land that has legal access to Tosswill Road. The development area is bounded by residential development to the north-west and General Rural Zone to the north-east and south-east with Tosswill Road and Prebbleton Domain to the south-west.

Land Use

The development area shall achieve a minimum net density of ~~40~~ **12** households per hectare. Appropriate interface treatments at the boundary between the medium density residential and rural activities, and methods to protect these treatments in the long term, shall be established, including appropriate fencing, landscaping or minimum building setbacks.

This zone allows for a range of lot sizes, which responds to the consent of the surrounding area and supports variety in dwelling styles and diversity in housing typologies.

The area provides suitable locations for higher density housing. These will be located within the Site and adjacent to:

- High amenity open green space that assists in providing for a sense of scale, connectivity, and accessibility.
- Low traffic, high amenity street environments.
- Primary road corridors with high amenity cycling, pedestrian, and / or public transport facilities.
- Stormwater management areas (SMAs) / utility reserve.

Higher density areas are not specifically shown on the ODP and area to be identified as part of the detailed design at subdivision stage. This is to allow for sufficient flexibility and the ability to respond to technical roading and services related matters.

The proposed SMA in the eastern part of the site shall be vested in Council as reserve in conjunction with the existing adjoining SMA on the northern boundary of the site. These open space areas will preserve views towards the Port Hills and will increase the separation between future housing and Transpower's 220kV electricity pylons and lines.

Dwellings must front Tosswill Road to enhance passive surveillance and safety, while creating a high amenity streetscape. Appropriate design layout should take into consideration the shape, orientation and aspect of sections, with internal roads and access arrangements that support housing that fronts onto Tosswill Road.

Access and Transport

The proposed roading network ensures access from Tosswill Road and a road connection to the adjoining residential development via Conductors Road.

A loop road is proposed to ensure access throughout the site with internal roading to be designed at subdivision stage.

Active modes of transport will be supported through the main road connection through the site, with pedestrian footpaths and on-road cycling. Off road pedestrian and cycle networks will be provided

through the open space network with connections through to internal roading, and the adjoining residential subdivision.

Local roads will be provided adjacent to the edges of reserves and open space in order to provide public access and passive surveillance where these can be achieved without compromising subdivision layouts.

Open Space, Recreation, and Community Facilities

An open space corridor is shown on the Outline Development Plan providing a significant amount of open space and recreational amenity.

The Outline Development Plan requires a stormwater management area, which also has the function of a recreational open space.

Open space is also provided along the southern boundary of the site creating a landscape buffer between the proposed residential zone and the adjoining rural land. A 10m wide green space reserve shall be provided around the existing McGills Drain and will follow the drain along the southern boundary of the site and connect with the stormwater management area.

Provision of open space will also be provided adjacent to the existing Prevelles stormwater management area to increase the buffer with adjoining rural land and provide a rural outlook and maintain views towards the Port Hills.

Further investigations shall be undertaken at subdivision to determine the retention of existing trees within any future layout.

Servicing

The Outline Development Plan shows an indicative stormwater management area, which has been sized accordingly for the anticipated density of development. The stormwater management area should be integrated with the wider transport and reserve network and would treat and dispose of stormwater from the areas within the residential development.

Detailed stormwater management design is to be determined at subdivision stage and in accordance with Environment Canterbury requirements.