

Before an 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 David Compton-Moen

17 April 2023

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**anderson
lloyd.**

Qualifications and Experience

- 1 My full name is David John Compton-Moen.
- 2 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 have been 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.
- 3 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.
- 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:
 - (a) 2021 – Working for Waimakariri District Council, I prepared Urban Design evidence to assist with Private Plan Change 30 – Ravenswood Key Activity Area (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.
 - (b) 2020-21 – Working with Waimakariri District Council to assist with developing structure plans for Kaiapoi, Rangiora Northeast, Rangiora Southeast and Rangiora West.
 - (c) 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:
 - (i) Madras Square – a mixed use development on the previously known 'Breathe' site (+90 homes);
 - (ii) 476 Madras Street – a 98-unit residential development on the old Orion Site;

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

² https://www.selwyn.govt.nz/_data/assets/pdf_file/0020/22880/Prebbleton-Structure-Plan.pdf

- (iii) 258 Armagh Street – a 33-unit residential development in the inner city; and
 - (iv) 33 Harewood Road – a 31-unit development adjacent to St James Park in Papanui.
- (d) 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.
- (e) 2020-22 – Working for several different consortiums, I have provided urban design and landscape advice for the following recent private plan changes in the Selwyn District:
 - (i) Lincoln South, Lincoln (PC69);
 - (ii) Southeast Rolleston, Rolleston (PC78);
 - (iii) Extension to Falcons Landing, Rolleston (PC75);
 - (iv) Trents Road, Prebbleton (PC68);
 - (v) Holmes and Skellerup Block, Rolleston (PC73);
 - (vi) South Skellerup Block, Rolleston (PC81);
 - (vii) Two Chains Road Block (B1 zone plan change), Rolleston (PC80); and
 - (viii) Wilfield, West Melton (PC67).
- (f) Acland Park Subdivision – master planning and landscape design for a 1,000-lot development in Rolleston (2017- current) adjacent to PC75 and 78.
- (g) Plan Change 57 by GW Wilfield Ltd to rezone existing Living 2 and Living 2A land at West Melton to Living (West Melton South) Zone, south of State Highway 73 at West Melton. Urban design advice to the Residential Chapter of the Selwyn District Plan Review (2017).
- (h) Graphic material for the Selwyn Area Maps (2016).
- (i) Stage 3 Proposed District Plan Design Guides – Residential (High, Medium and Lower Density and Business Mixed Use Zones) for Queenstown Lakes District (2018-2020).

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

² [https://www.selwyn.govt.nz/_data/assets/pdf_file/0020/22880/Prebbleton- Structure-Plan.pdf](https://www.selwyn.govt.nz/_data/assets/pdf_file/0020/22880/Prebbleton-Structure-Plan.pdf)

- (j) 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.
- (k) Jacks Point and Henley Downs – Urban Design Advice for Queenstown Lakes District Council Proposed District Plan Stages 1 and 2 (2016-2019).

Code of Conduct for Expert Witnesses

- 5 While this is not a hearing before the Environment Court, I confirm I have read the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2023 and I have complied with it when preparing my evidence. Other than when I state I am relying on the advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Scope of Evidence

- 6 This evidence is provided in support of Birchs Village Ltd (**BVL**) Private Plan Change to rezone approximately 37 ha of land from Inner Plains to Living Medium Density Prebbleton and Business 1 in an area south of Hamptons Road, west of Birchs Road and east of Springs Road, Prebbleton (**PC79**). My role has been to provide advice in relation to urban design, landscape character (including rural) and visual amenity.
- 7 I prepared an assessment dated 8 April 2022 which outlined the urban design, landscape and visual amenity aspects of PC79 to the Operative Selwyn District Plan. I have visited the site on numerous occasions and I am familiar with the site and area.
- 8 In preparing this statement of evidence I have considered the following documents:
 - (a) planning provisions relevant to my area of expertise;
 - (b) Section 42A Report Re-Zoning Framework prepared by Ben Baird (24 September 2021) and addendum dated 1 July 2022;
 - (c) National Policy Statement on Urban Development;
 - (d) Canterbury Regional Policy Statement (July 2021);

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

² https://www.selwyn.govt.nz/_data/assets/pdf_file/0020/22880/Prebbleton-Structure-Plan.pdf

- (e) Our Space 2018-2048;
 - (f) NZILA Guidelines on Best Practice Guide - Landscape Assessment and Sustainable Management (2010);
 - (g) Proposed Selwyn District Plan;
 - (h) Selwyn District Council Subdivision Design Guide (2009);
 - (i) The urban design evidence by Ms Lauenstein; and
 - (j) The revised ODP and narrative.
- 9 In the assessment of urban design, landscape and visual amenity aspects, I have assessed the following scenarios, all of which can achieve a minimum residential density of 15hh/ha:
- (a) **Enabled development:** an upper limit of approximately 856 residential allotments is enabled, based on a minimum net allotment size of 400m². The proposed MDRS standards would enable up to three residential units per site (as a permitted activity), which if the application site were developed to the full potential of the zoning, could equate to approximately 2,568 residential units. These estimates, while enabled by the proposed MDRS, are considered fanciful and highly unlikely to occur in the short, medium or even long term.
 - (b) **Realistic development:** a realistic yield of 527 allotments (each with one residential unit) which equates to an average allotment size of 650 m². Three residential units per site will be enabled (as a permitted activity), which could equate to 1,581 residential units. The resultant density under the realistic scenario is between 15 and 46 households per hectare.
 - (c) **Revised ODP:** under the revised ODP proposed by Ms Lauenstein which would follow a process of consultation with Mana whenua, it is likely more land would be given over to open space connections, community facilities and communal areas. Taking these aspects into account, the ODP will still achieve a minimum density of 15 households per hectare.

Prebbleton's Current Urban Form

- 10 The growth of Prebbleton Township was somewhat stymied by Meadows Mushrooms until it moved from the township in 2011-12. The relocation of the factory, along with the Canterbury Earthquakes, has resulted in the growth of Prebbleton's population over the past 18 years¹: The Prebbleton Structure Plan

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

² https://www.selwyn.govt.nz/_data/assets/pdf_file/0020/22880/Prebbleton-Structure-Plan.pdf

(The Future of Prebbleton) was adopted by the Selwyn District Council in February 2010, prior to the Canterbury Earthquakes. At the time it was designed to provide a 'framework for guiding development over the next 30 years to achieve a high level of town planning and urban design.'² The structure plan expected the village to grow by an additional 1,295 households by 2041, with a minimum lot size in the Living 1 (L1) zone of 800m².

- 11 The Structure Plan includes a table (Table 4) which outlines the town's Residential Development land already zoned, with an estimate of potential sections of 560. It assumed the old Meadow Mushroom site would yield 85x800m² sections sometime between 2021-40. This site is currently under construction by Somerset Retirement Village offering 290 dwellings being a mix of villas, cottages and serviced apartments designed for aged residents.
- 12 Table 5 of the Structure Plan outlines additional Potential Sections as a result of land allocated through Change 1 to the Canterbury Regional Policy Statement, providing an additional 682 sections, and a total Residential Capacity of 1,244 lots. The 682 sections are distributed across 4 Outline Development Plan (ODP) areas which have all been completed with the last sections sold in 2021-22.
- 13 All the zoned land as identified in the Prebbleton Structure Plan has now been developed. Lot sizes have decreased in recent years from the 'typical minimum of 800m²' to just over 500m² which was highlighted in the design of the final stage of Prevelles in Prebbleton where most sections ranged from 500-700m² in size.

Urban Growth and Development

- 14 The proposed rezoning area is considered to naturally extend existing residential development in Prebbleton towards the south (please see **Appendix A**) along Birchs Road. Located at the edge of existing residential settlement, the continuation of residential dwellings at similar or slightly higher density is likely to be seen as a natural extension when viewed within the broader context. While the proposed density of 15hh/ha is relatively high compared to the existing land use, it is appropriate for newer residential developments to achieve greater housing supply, and is required by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. The site is well connected and serviced by the existing road network, public transport, a major cycle route and Karaha Park making it a good location to promote greater housing supply, while also noting the smaller urban land parcels within the site along Birchs Road, and that it will be difficult to retrofit many of the existing residential lifestyle properties closer to the centre of Prebbleton into higher density developments.

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

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- 15 With a minimum density of 15hh/ha there will be a variety of house types, lot sizes and densities to ensure that the development caters to a large proportion of the housing market, including the possibility of creating affordable housing.
- 16 PC79 will add significant development capacity ¹ that contributes to well-functioning urban environments. The rezoning area is an in-sequence development adding to the development capacity of Prebbleton and considers the anticipated population growth of the town. The proposed commercial and community area within PC79 will assist in providing amenities for future residents and Kakaha park visitors without the need to use a car.
- 17 PC79 has given careful consideration and application of design treatment to such matters as road hierarchy, spatial layout, pedestrian networks and proposed blue and green networks to create a well-functioning urban environment. A degree of spaciousness will be created through the road reserves and proposed green network while also recognising the need to provide greater housing stock. Fencing of front yards will be designed to create a perceived 'wider' street corridor while also providing a higher level of passive surveillance over the public realm. PC79 proposes pedestrian and cycle links to the park to ensure future residents can enjoy its facilities.
- 18 The revised ODP includes a green corridor with a shared pedestrian / cyclist connection through the development to Kakaha (District) Park, creating a high level of public amenity and connectivity. Medium density development is proposed within the PC79 development, and this is supported by the provision of a green corridor with a road frontage. These aspects will greatly aid the mitigation of built form and retention of open and spacious character by providing high amenity corridors to 'break up' the development. Kakaha Park once complete will provide significant amenity values for future residents while greater use of the space will also provide greater natural surveillance in the facility.
- 19 There are no natural features of note within the rezoning area. Existing vegetation consists largely of exotic species sporadically placed through the site. Where possible, existing large trees will be maintained and incorporated into the design as this will assist with providing an established feel to the development and additional amenity. The proposed green network is to be landscaped to a high level of amenity, ensuring an open character is maintained close to higher density housing and allowing future residents to easily access to Kakaha Park immediately across Birchs Road. The incorporation of shared pedestrian / cyclist networks

¹ Statement of Evidence of Fraser Colegrave dated 17 April 2023

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

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through these corridors will allow for a high level of natural surveillance across the public spaces.

- 20 Larger sections have not been proposed alongside adjoining rural properties as it is considered this interface can be dealt with through landscape and fencing controls. It is proposed to create a 5m wide strip along the western and southern boundaries, consisting of native species to form a dense buffer. (please see **Appendix A**)
- 21 The revised ODP, though not displaying local roading, promotes the ability for residential blocks to have a north – south aspect and varying between 80 – 120m in length. This provides block lengths that are small in scale to allow for walkability and easy navigation without relying on roading to provide connectivity. The block layout will allow easy access to Kakaha Park for all future residents of the PC79 area.
- 22 The use of green networks throughout the site also encourages a high degree of connectivity and permeability within and in/out of the PC79 Site, particularly where these connect to existing networks. Shared paths further encourage alternative modes of transport such as cycling and walking. It is intended for these paths to link through to Kakaha Park, the PC79 commercial area, the bus stops on Birchs Road and the Lincoln-Prebbleton cycleway. The development is serviced by the Number 80 and 81 buses with an existing bus stop already located adjacent to the proposed shops.
- 23 Possible future connections to surrounding developments are included in the revised ODP, helping to foster positive connections to existing and future development. Development will face internally where practical to provide a stronger relationship between dwellings and internal streets. Future designs will account for the road classification of Birchs Road, its transport function requirements and create connections to Kakaha Park.
- 24 PC79 adjoins existing residential zones to the north and to Kakaha Park to the east. While the park (Designation D421) has an underlying zoning of General Rural zone, the future character is urban in character, albeit with an open feel. The Proposal will ensure that this Urban Park is used efficiently, and its value maximised through the adjoining residential proposal (compared with rural land holdings). It is quite likely further urban areas will develop up to, but not beyond the transmission lines south of the Site, forming a neat urban edge to the southern edge of Prebbleton.

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- 25 As a point of comparison, it is worth looking at the recently completed Foster Park in Rolleston. Located 1.5km from the new library or 2.0km from the council buildings, Foster Park provides significant amenities to the residents of Rolleston as well as the wider area. It also allowed for the original Rolleston Reserve to be 'downsized' to provide for greater commercial development within the town centre, where the council has master planned a new town centre. Foster Park is now surrounded by residential development or community facilities on all sides with Rolleston now extending out 4km from the council building to Selwyn Road. Foster Park has an open character with high amenity but is an urban park much like Kakaha Park.

Connectivity and Walkability

- 26 Walkability and connectivity are key principles of the revised ODP, with a hierarchy of street types and connections provided throughout the site and linking through to Kakaha Park, to contribute to a well-functioning urban environment. The aim of the movement network is to provide a range of modal options for residents, to reduce car-dependency for short local trips while recognising private vehicle use or public transport (buses in this case) are necessary for longer trips. Both primary and secondary routes will generally provide pedestrian and cycle facilities on both sides of the road, street trees and parking while the bus stops on Birchs Road are readily accessible noting the revised ODP.
- 27 Smaller tertiary streets (not shown on the revised ODP) or local/neighbourhood streets will ideally be connected to create a permeable neighbourhood. These roads are not shown to allow future design flexibility at the final subdivision stage. The design of the local streets will encourage slow vehicle movements combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street. Supporting the road network, off road pedestrian and cycle paths will connect through to existing networks where they exist.
- 28 Overall, PC79 is considered to meet the outcomes of Operative Selwyn District Plan, being close to recreational facilities. Medical facilities are anticipated to be operating within the town centre by December 2023, approximately 1.2km from the PC79 site at 585 Springs Road.

Landscape Character Effects

- 29 The character of the receiving environment is urban fringe with a mix of residential properties, lifestyle blocks and a district reserve. The area has undergone significant modification with the development of Kakaha Park, and when finished will create a more urban character to the receiving environment, albeit with a high level of space and amenity (please see **Appendix A**). PC79 will modify the

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character of the landscape from a more open and rural-residential to a more suburban character, where infrastructure and amenities are concentrated. Aspects of the existing character will be maintained through controls on fencing, provision of green spaces and the provision of landscape planting but there will be a noticeable change from rural residential to urban. In the urban areas of Prebbleton, the character of existing housing is typically single storey detached dwellings but in areas of PC79 two-storey dwellings may become more prevalent – this is not considered a negative or adverse aspect.

- 30 The natural landscape character is highly modified, having been cleared for agricultural land use, this is reflective in the quality and quantity of exotic vegetation in the area and active agricultural practices. Existing amenity of the natural landscape is to be enhanced and retained through the planting and development of green/stormwater corridors through the site. The network of blue and green corridors enhances the amenity of the site and provide pedestrian/cyclist connections to adjoining developments, existing networks, and access to areas which are not currently accessible.
- 31 Overall, the character and land use of the area will shift from open and rural residential to a more concentrated, high amenity residential development. Through mitigation measures, the development will retain a high level of amenity while utilising the recreational (formal play) and open space (informal play) benefits of Kakaha Park.

Visual Amenity Effects

- 32 The proposal would result in an overall change in character from open and rural-residential to one that is denser and more suburban in nature, noting that the receiving environment could be considered peri-urban and is compartmentalised in places with a relatively small visual catchment except along long road corridors or where boundary planting does not exist. The highest likely effects after mitigation will be experienced by those existing rural and rural residential properties closest to the PC79 Site south of the Park and Leadleys on Birchs Road. Though there is a change in the overall character of the receiving environment, a low magnitude of change is anticipated from these properties as the proposal will become an extension of existing development, will be viewed in context with the Kakaha Park which is being developed and it is possible to mitigate edge effects on the southern and western boundaries with landscape planting. Additional mitigation has been designed (please see **Appendix A**) to address this rural-residential interface issues.

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Revised ODP

- 33 The ODP has been revised following the involvement of Ms Lauenstein and Ngāi Tahu with the following changes:
- (a) A process has been incorporated to ensure iwi are involved throughout the subdivision and development stage to enable appropriate integration of the Birchs Village cultural overlay;
 - (b) The north-south greenway link extends through to Birchs Road and Kakaha Park;
 - (c) A road frontage upgrade is included along Hamptons and Birchs Road;
 - (d) A pedestrian priority crossing is provided across Birchs Road to improve accessibility to the Rail trail, Kakaha Park and existing bus stops;
 - (e) Future neighbourhood parks have been added to ensure all future residents live within 500m of an open space;
 - (f) A street frontage has been added along the central greenway. This was always the intention, but originally being a tertiary road was not marked on the ODP;
 - (g) A 5m wide landscape strip has been added along the western and southern boundaries to strengthen the rural-residential interface.
- 34 I agree with these changes and consider them appropriate to achieve a positive urban design outcome.

Officer's Report

- 35 I have read the Officers Report, in particular the Urban Design evidence of Mr Nicholson, and have the following comments:
- 36 (Para 6.7) The percentage of the site which fronts Hamptons Road and Kakaha Park are misleading in that a smaller site, i.e. with a small perimeter would have a higher percentage, when it is preferable to have a larger site for a plan change application. While I agree that Kakaha Park is an open space, it is not a rural activity or use. The District Park is an urban activity and this is highlighted in the Notice of Requirement document, Application - D88, which acknowledges urban growth of Prebbleton towards the Site and the need for the park to provide for current and future residents. The urban character of the park is further emphasised by the large light towers and carpark area.

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

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- 37 (Para 7.1 -7.4) The size and scale of the proposed commercial centre will unlikely have any effect on the commercial or social aspects of the existing town centre. The proposed B1 zoned land is small in nature and likely to only provide day-to-day amenities, including a childcare, for future residents of PC79 and park users. A small convenience store, a food outlet and possibly a hairdresser would be the extent of the amenities which would be provided. For larger or weekly shops, trips would need to be made into Prebbleton town centre, Hornby or Lincoln but this is not dissimilar to most suburban areas in Selwyn or Christchurch. It is questionable whether Prebbleton can still be considered to be a rural service town now given its current demographic-size and the character of the wider Prebbleton area which is identified as an Urban Environment for the purposes of the NPS-UD.
- 38 (Para 8.1 – 8) Mr Nicholson refers to the SDP seeking a rural gap between Selwyn and Christchurch City stretching from West Melton to Tai Tapu. PC79 is located on the southern side of Prebbleton while the original gap was intended to be on the northern side between Christchurch City and Prebbleton, which PC79 accords with
- 39 (Para 9.2 – 9.4) It is the intention for internal roads to continue to the west and south to ensure future development and growth of Prebbleton is not precluded. The north-south cycleway is intended to connect through to Birch Road, the proposed commercial area and with the provision of a future crossing facility to Kakaha Park. This crossing will also provide better accessibility for park users to the existing bus stops on either side of Birchs Road. I consider that the level of connectivity is high within the ODP area and much better than many existing areas of Prebbleton, and while the design is reliant on connections to Birchs Road this is not considered a negative aspect, just a point in fact.
- 40 (Para 10.1-10.5) How the proposed commercial area is from Birchs Road is a detail which can be resolved in the subdivision-resource consent stage and is not typically resolved at the Plan Change stage. A similar example existed in West Melton with the development of the commercial area there. It is possible for provisions for urban upgrades to Hamptons and Birchs Road to be incorporated into the ODP, including the provision of safe pedestrian and cycle priority crossings to access the wider township. I disagree with the comment that the ODP has a low level of accessibility with all aspects mentioned in Mr Nicholson's evidence being able to be addressed simply in detail design with the exemption of distance from the town centre.
- 41 The site benefits from being served by both Lincoln and Prebbleton town centres, each with different advantages. The Prebbleton town centre is slowly growing, reflecting the current residential growth of the town but is still to develop into a centre with the same amenities as Lincoln. Currently whether the town centre is

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1km or 2km from PC79, most people would still drive to do their main weekly shop, take the dog to the vet, or any activity where they are likely to need to carry a large item. The small commercial area, including in a childcare, proposed in PC79 is designed to support future local residents as well as users of the new Kakaha Park for day-to-day needs as opposed to planned, larger expeditions. For larger trips, the plan change area is well served by both Lincoln and Prebbleton as well as Hornby and to a lesser extent Halswell.

- 42 (Para 11.1 -11.6) Several amendments have been made to the ODP to add additional information to the plan following work with Ms Lauenstein and Ngai Tahu, which also address many of Mr Nicholson's concerns. While many of these aspects are dealt with at the subdivision stage I am not against these aspects being added to the ODP to provide greater certainty of the final outcome, noting that ODP's offer a framework at best for the actual design as the design changes as more information of the site becomes known. The images shown in the proposal are simply to give a clearer understanding of the design intention for the Plan change area while also acknowledging that ODP's are often a simplified version which allow for flexibility as more information is gathered and markets change. It is proposed that the central linear park does include a road frontage (tertiary roads are not typically shown on an ODP) to ensure there is a high level of passive surveillance from passing cars and adjoining properties. A landscape strip has been added to the ODP along the western and southern boundaries to address any short-to-medium term rural interface issues while avoiding the use of larger rural-residential properties along the boundary which can lead to connectivity and urban form issues in the future as has occurred in other parts of Prebbleton.
- 43 (Para 12.1- 12.9) When assessing the effects on landscape character and visual amenity, it is important to acknowledge the permitted baseline which exists. The receiving environment has a mix of open and screened views with shelter belts compartmentalising the visual catchment into relatively small areas and allow for a new development to be readily absorbed into the landscape. For example, if the existing shelterbelts were to be retained along the southern portion of Birchs Road, it would be possible to screen any future houses from nearby existing houses.
- 44 Overall, I disagree with Mr Nicholson and consider many of the issues identified have been addressed with the revised ODP (which I acknowledge Mr Nicolson will not have seen). PC79 will be a well-functioning urban environment as it well served by the existing road network, public transport, a major cycle route and Kakaha Park. Policy 4.3.66 of the Selwyn District Plan no longer has any weight as Policy 5, Chapter 12 of the Regional Policy Statement has been removed and, in any case, referred to the northern side of Prebbleton, to create a rural gap between Christchurch City and Prebbleton. The northern side of Prebbleton now includes

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a mix of industrial activities, rural-residential properties and the southern motorway corridor.

- 45 I consider the growth of Prebbleton in a north-south orientation is not considered a poor outcome, or less preferable than west-east growth as suggested in the officer's report

National Policy Statement – Urban Development

- 46 The definition of a well-functioning urban environment under the NPS-UD is an urban environment that as a minimum:

- (a) Have or enable a variety of homes that:
 - (i) Meet the needs, in terms of type, price and location, of different households; and
 - (ii) Enable Māori to express the cultural traditions and norms, and
- (b) Have or enable a variety of sites that are suitable for different business sectors in terms of locations and site size; and
- (c) Have good accessibility for all people between housing, jobs, community services, natural spaces, and opens spaces, including by way of public or active transport; and
- (d) Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- (e) Support reductions in greenhouse gas emissions; and

- 47 Are resilient to the likely current and future effects of climate change.

- 48 From my perspective, Plan change 79 'ticks' all the urban design boxes above with the ability for the development to provide for the well-being of future residents, including mana whenua. The Site has good accessibility for all people. The Site is located in close proximity to both town centres of Prebbleton and Lincoln as well the proposed commercial centre, including a childcare, within the development providing for day-to-day needs. The Site is well-served by existing cycle and bus routes while the internal design is focused around connectivity and accessibility for residents to get to Birchs Road and Kakaha Park. Green spaces and a greenway are proposed in the design to promote active transport modes for residents as well as provide a high degree of amenity. All future residents will be within a 500m radius of a public open space.

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- 49 An important aspect of this plan change which differs from other plan changes is the involvement of mana whenua in the design and development process to express cultural traditions and norms. This will likely lead to a greater degree of housing options, both in terms of functional requirements but also ownership options, being developed. The revised ODP lends itself to greater diversity of housing types and housing ownership models. It is also important to note the existing fragmented and large lot residential development which exists in Prebbleton which will restrict intensification occurring in more central locations. Previous planning 'thinking' was to provide rural-residential development as a buffer between residential and rural properties but this is now resulting in poor outcomes, and poor connectivity, where greater intensification is needed to provide greater housing supply. The proposed density and street layout is considered a positive design outcome, and with potential connections to the south and west emphasising connections to the west, the ODP will provide for a well-connected neighbourhood for future residents.
- 50 While the receiving environment is a modified rural-residential environment, working with mana whenua will ensure water treatment and low impact design techniques are incorporated into the development.

Conclusion

- 51 A range of housing typologies and densities are provided for, to ensure choice for the community and to cater for population growth and changing demographics with PC79 considered a natural extension to Prebbleton.
- 52 Any amenity effects on existing and future residents can be successfully mitigated with the use of appropriate design measures, landscape buffers and ensuring a minimum density of 15hh/ha is achieved. The revised ODP provides a high level of connectivity and is consistent with the context and character of the receiving environment and does not preclude future connectivity/growth.
- 53 In terms of landscape character and values of the area, PC79 will result in a low magnitude of change on the existing rural landscape character and values. The site will change from one which is rural residential and open in character to one which is more suburban in nature, with the change mitigated through fencing controls and landscape planting. Importantly, PC79 offers something unique – it will be led by Ngāi Tahu to develop a community which expresses the cultural values of the area.
- 54 In terms of visual amenity, the rural and rural-residential properties will experience a change in the openness of views across the space, noting that many of the

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

² https://www.selwyn.govt.nz/_data/assets/pdf_file/0020/22880/Prebbleton-Structure-Plan.pdf

adjoining properties are surrounded by well-established shelter belt and boundary plantings restricting views out, resulting in a relatively small visual catchment.

- 55 In terms of visual amenity effects, existing adjoining properties 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.
- 56 From an urban design perspective, and with reference to my earlier assessment, I consider PC79 creates a well-functioning urban environment, and is consistent with the policy direction of the NPS-UD. Development of the PC79 Site is directly consistent with the urban design aspirations and requirements of the CRPS, in particular Policy 6.3.2.
- 57 Based on the revised ODP, I can support PC79 from an urban design and landscape/visual effects perspective, as a more appropriate outcome than the status quo.

David Compton-Moen

Dated this 17th day of April 2023

¹ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton>

² https://www.selwyn.govt.nz/_data/assets/pdf_file/0020/22880/Prebbleton-Structure-Plan.pdf

Appendix 1 – Urban Design, Landscape and Visual Impact Graphic Attachment