

Before the Independent Commissioner  
Appointed by the Selwyn District Council

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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

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**Statement of Evidence of Nicole Lauenstein**

17 April 2023

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## Qualifications and Experience

- 1 My name is Nicole Lauenstein.
- 2 I have the qualifications of Dipl. 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. Before moving to New Zealand, I became a member of the BDA (German Institute of Architects) and the AIA (Association Internationale des Architectes). I was an elected member of the Urban Design Panel for the Christchurch City Council from 2008 to 2016 and am a member of the UDF (Urban Design Forum).
- 3 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.
- 4 I practised as an Urban Designer and Architect for the first 8 years in Germany, Netherlands, England and 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.
- 5 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 designing sustainable developments in sensitive areas within very stringent development guidelines.
- 6 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, to medium and high. I have prepared several urban analyses, development strategies and design concepts, for both urban and rural residential areas within the Canterbury region (Lincoln, Rolleston, Tai Tapu, Ohoka, Rangiora, Kaiapoi, Lake Hood, Ashburton). I have also done this for Akaroa and the wider South Island, namely developments in Queenstown, Wanaka, Invercargill, Marlborough Region, Hurunui District, and Buller District.

- 7 My most recent urban design and architecture work includes:
- (a) Urban analysis and strategic plans for Selwyn District, Council Huruui District Council, Christchurch City Council, Queenstown and Lakes District, Nelson and Buller District, Wellington CBD and Auckland City and the greater Auckland urban area;
  - (b) Masterplans for urban development in Lincoln, Rolleston, Taitapu, Amberley, Rangiora, Ohoka, Ashburton, Christchurch, Westport, Wanaka, Queenstown, and Auckland;
  - (c) Kirimoko residential development in Wanaka Stages 1 - 6;
  - (d) Mixed Use development Hagley Avenue, Christchurch;
  - (e) New Tait Building and Masterplan, north-west Christchurch;
  - (f) Several commercial and residential 'rebuild' projects in Christchurch;
  - (g) ODP's and Master Plans for post-earthquake Inner-City block infill and brown field conversions in Christchurch;
  - (h) Urban design consultation on large private and public rebuild projects in the Christchurch CBD justice and emergency services precinct;
  - (i) Analysis and identification of Character Areas within Christchurch as part of the District Plan Review;
  - (j) Several private Plan Changes; and
  - (k) Papa Otakaro Avon River and East/North Frame concept design, Christchurch Central City.

#### **Code of Conduct for Expert Witnesses**

- 8 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.

## Introduction

### *Background*

- 9 On 9 June 2021 Birchs Village Limited (**BVL**) lodged a private plan change request (**PC79**) to rezone approximately 37 hectares of current rural land in the south of Prebbleton to residential and business land (**Site**), enabling approximately 400 residential sites. In response to the Medium Density Residential Standards contained in the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, PC79 was amended to enable medium density housing along with a commercial centre.
- 10 NTP Development Holdings Ltd (**Ngāi Tahu**) has since partnered with BVL and become a joint proponent. Ngāi Tahu will become the future developer of Birchs Village should PC79 be successful.
- 11 In November 2022, I was engaged by BVL to peer review the original plan change application with a focus on two key points:
  - (a) The wider urban integration of PC79 into the growing Prebbleton township; and
  - (b) The introduction of the four pillars of Te Rūnanga o Ngāi Tahu to the overall project.
- 12 In December 2022, I provided initial feedback to BVL and Ngāi Tahu based on more in-depth research into the four pillars of Te Rūnanga o Ngāi Tahu and a revision of my analysis of the growth pattern and changing urban form of Prebbleton. This feedback has now been further developed into a design process and design strategy for the site and a revised ODP and Narrative. These are attached as appendices and I will explain them in more detail towards the end of my evidence.

### **Planning Framework**

- 13 In preparing this evidence, I have consulted several statutory and non-statutory documents. Urban design related reference materials were also consulted, including, but not limited to:
  - (a) Our Space 2018-2048;
  - (b) Prebbleton Structure Plan 2010;
  - (c) Selwyn Rural Residential Strategy 2014;
  - (d) Operative Selwyn District Plan;

- (e) Proposed Selwyn District Plan and all related directions and variations;
  - (f) New Zealand Urban Design Protocol 2005;
  - (g) Canterbury Regional Policy Statement (CRPS);
  - (h) Selwyn District Fencing Guide;
  - (i) Selwyn District Subdivision Guide; and
  - (j) National Policy Statement on Urban Development 2020 (NPS-UD).
- 14 I have worked on several private developments and plan changes in Prebbleton over the last 15 years and am familiar with the urban development pattern of the township. As part of my review, I have updated my urban analysis in light of the strategic planning direction introduced by the Proposed Selwyn District Plan Review, Variation One to the Proposed Selwyn District Plan, and particularly in response to Prebbleton being identified as an 'urban environment' pursuant to the NPS-UD (an area which is, or is intended to be part of a housing and labour market of at least 10,000 people).

#### **Scope of Evidence**

- 15 The first part of my evidence consists of my peer review which considers:
- (a) the Site and its immediate environment, its relationship to Prebbleton township, and its potential within the wider development context, including growth patterns and the changing urban form of the township; and
  - (b) investigates how a development on the Site can best contribute to a well-functioning urban environment in Prebbleton; and provides key urban recommendations for the Outline Development Plan.
- 16 The second part of my evidence introduces the key principles / four pillars of Te Rūnanga o Ngāi Tahu and how they will provide the foundation for development of PC79 and subsequently structure the design process throughout its various project phases.
- 17 Finally, I will introduce a design strategy and process that incorporates the urban design review recommendations and facilitates the integration of the Te Rūnanga o Ngāi Tahu principles, and will present a revised ODP and associated Narrative that will guide the development and better reflect the Ngāi Tahu principles and urban design approach.

## Peer Review of Original Application

### *Urban Context – Urban Form and Growth Progression - Site and Immediate Context*

- 18 The Site is located on the outskirts of Prebbleton at the corner of Hamptons Road and Birchs Road opposite the new District Park, Kakaha Park. Refer DCM Graphic Attachment page 2.
- 19 A full discussion of the immediate surrounding environment is provided in the PC79 application. In summary, the surrounding environment contains:
- (a) Existing and proposed residential developments north of the site, across Hamptons Road.
  - (b) Immediately to the north of the Site, is a Large Lot Residential development with capacity for some intensification via infill over time, this would increase the density of this area thus bringing the urban fabric of Prebbleton right adjacent to the PC79 Site.
  - (c) PC72, north of Kakaha Park, is a residential development proposing a standard urban density of 15hh/ha, with a small pocket of LLR to integrate an existing large rural residential dwelling. This brings the extent of the urban growth of Prebbleton right to the edge of the PC79 Site on the Hamptons Road intersection.
  - (d) Most neighbours to the west are rural lifestyle blocks with rural residential characteristics, featuring larger dwellings with landscaped curtilage of approximately 2000-3000 sqm. And lifestyle sized paddock between dwellings used for typical, very small-scale, low intensity rural lifestyle activities; such as horse paddocks for grazing, some 'hobby' horticulture, or farm pasture.
  - (e) The rural neighbour to the south is a typical farm environment with shelterbelts and fencing interspersed among pastoral land with occasional functional farming related structures.

### *Existing Access and Connectivity*

- 20 Hamptons Road and Birchs Road provide the main access and connectivity to adjacent areas and the Prebbleton township from the Site. Development on the Site benefits from the direct route via Birchs Road and the Rail Trail connection to the Prebbleton central commercial facilities, as discussed in detail by Ms Williams.

## Wider Context – Prebbleton Township

- 21 Prebbleton is a fully established township in its own right, with a fast-growing population supported by a small-town centre and some established businesses and community services, including a recently established supermarket as well as a primary school. Its distinctive, small town character coupled with the proximity to Christchurch, Rolleston, and Lincoln make it a very desirable location to live. It does, however, in turn rely on the well-established connections to these larger centres for commuting to work, as work opportunities, albeit growing, are limited within the township itself.
- 22 Prebbleton offers a variety of lifestyle options. In the past, it has attracted a range of people, from retired farmers to larger families looking for a quieter lifestyle on larger properties with larger outdoor areas, people working in the southern parts of Christchurch looking for an affordable smaller suburban section, to Lincoln University staff looking for a suitable place close to larger centres and their facilities, while still living within close proximity of their workplace. It is this proximity to Christchurch, and to a lesser extent to Lincoln and Rolleston, which has prompted the rapid growth rate over the past 2 decades.

## Historic Development Patterns

- 23 To fully understand the urban characteristics of Prebbleton I have undertaken a more in-depth study of the underlying structure and development pattern of the township over the past 20 years. The following paragraphs are a summary of a more in-depth study of the historic growth patterns, urban development and expanding form as by the Prebbleton Structure Plan (**PSP**), Rural Residential Strategy (**RSS**), and Canterbury Regional Policy Statement (**CRPS**) over the last 20+ years. Refer to appendix 5 for detailed explanation of this growth pattern analysis.
- 24 The PSP (2010) provides the skeleton of the urban form, density distribution, land use and general connectivity of the township and has directed growth within an urban limit set before the Canterbury Earthquakes. It also provides guidance on character, historic references and other relevant urban design matters. This document has served its purpose, but is still a valuable source of information regarding key characteristics and values of the township. The constraining urban limits, growth directions, and population expectations however, are no longer up to date.
- 25 The RRS 14 provided similar guidance for the purpose, location and extent of rural residential lifestyle developments. Several areas were identified of which only a few have been implemented on the western periphery towards Shands Road. Most of the remaining RRS areas, that have not yet been developed, are currently in the process of intensifying these areas to urban densities as part of

the PSDP review and in response to the NPS – UD (i.e. Area 8 or PC72 and Area 9).

- 26 While the PSP and RRS are now superseded in some areas by the new NPS, they still provide valuable context for Prebbleton regarding its character, amenity, and community expectations.

#### **The Enabling Housing Act 2021 / NPS-UD**

- 27 The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 guides intensification of residential environments and will enable medium density residential development throughout the township. The NPS-UD provides further directives to urban growth and intensification relevant to the urban form and future growth pattern of Prebbleton.
- 28 The NPS-UD directs urban development in relevant areas in New Zealand by setting higher density targets and requiring that new developments are in themselves well-functioning urban environments and contribute to a compact urban form. As such the RRS, PSP and the still operative district plan have not yet been reconsidered in light of the NPS-UD, in particular with regard to densities and urban limits.
- 29 For areas that have been identified as urban environments this automatically enables higher density, and for some they are significantly above the existing density. This will bring with it a change from low density urban characteristics to higher density characteristics with increases in built form and a reduction in the sense of open space, and will be most notable in reasonably small townships. Prebbleton falls into this category and as a result will undergo a fast transition from a small township with still some village characteristics to a mid-sized township.
- 30 Coupled with increased densities the NPS-UD requires planning decisions to contribute well-functioning urban environments which in turn requires new developments to be well-functioning urban environments within themselves.
- 31 Policy 1 of the NPS-UD defines well-functioning urban environments as: urban environments 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 their cultural traditions and norms; and
  - (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and



- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open 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;
  - (e) and support reductions in greenhouse gas emissions; and
  - (f) are resilient to the likely current and future effects of climate change.
- 32 The review of PC 79 has been guided by these specific criteria in a wholistic and detailed manner and references to housing variety and choice, cultural expression and diversity, accessibility and connectivity, and resilience are addressed through the evidence.

### **Proposed Selwyn District Plan review and Variation 1**

- 33 Together with Rolleston and Lincoln, Prebbleton has been included in Variation 1 to the PSDP as a locality that is required to give effect to the medium density residential standards which is a clear direction to accommodate urban growth and increased densities. For Prebbleton specifically, this means there is an expectation to accommodate a population of at least 10000 residents<sup>1</sup> through primarily medium density residential zoning (MDRZ).
- 34 Variation 1 changes the future of Prebbleton as it is no longer perceived as a small village in character as described in the PDP and it also make the RRS 14 for Prebbleton dated. From an urban design perspective, this removes those planning constraints and allows urban growth/new development to be positioned in the most suitable locations where it can best contribute to a well-functioning urban environment.

### **Current Urban Form of Prebbleton**

- 35 As a result of working on several developments in the region, and in the absence of 'live' documents, I regularly update my own urban form analysis of townships in the wider Canterbury region. In preparation for this statement, I have revisited my own urban analysis of the compact urban form of Prebbleton. Whilst recognising that this is a change to the Operative Selwyn District Plan, I have taken the directions and guidance from the Proposed Selwyn District Plan (**PSDP**). Where still relevant, I have also taken into account the PSP, and RRS.

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<sup>1</sup> Definition of Urban Environment in NPS-UD.

In addition, other district, regional, and national, statutory and non-statutory, planning and urban design documents have informed my understanding.

- 36 Although the key growth directions and patterns have not necessarily changed for Prebbleton since the release of the PSP in 2010 and the RRS in 2014, some progressive changes have occurred affecting the urban form and in particular the urban densities within Prebbleton. These include:
- (a) General growth of the township and demand for housing has continued to accelerate;
  - (b) The Southern Motorway extension has been completed, changing the character of the rural “gap” between Prebbleton and Templeton/Christchurch and presenting a hard, impermeable boundary;
  - (c) The residential areas north of Trices Road and east of Tosswill Road have been further established and continue to grow eastwards and southwards extending the urban form of Prebbleton along these edges;
  - (d) Kakaha Park to the south of Hamptons Road with construction now completed; and.
  - (e) RRS Areas 4, 5, and 6 have been developed on a Rural Residential basis, but RRS areas 7 and 8 will be developed to a higher residential density of 12hh/ha (possibly 15hh/ha) consistent with the plan change approvals granted for these blocks. A PSDP submission seeks full urban rezoning for Area 9.
- 37 Recently granted Plan Changes 68 and 72 provide a further insight into the expanding urban form of Prebbleton as they have already stepped beyond the original urban limit and are pulling the urban fabric southwards. In collaboration with my colleague Mr. Compton-Moen, I have studied all the ‘moving parts’ and developed a growth map based on the existing and projected growth pattern under this updated planning framework. Refer to DCM graphic attachment page 6.

#### **Future Growth and Residential Intensification**

- 38 Prebbleton currently has a mix of urban densities, with a fairly large percentage of low-density residential living environments giving it a specific leafy, village type character. Around the perimeter of the township, the rural land has gradually been subdivided into 4ha lifestyle blocks to provide the market with rural residential living in close proximity to Christchurch. Lifestyle dwellings on very small rural properties are randomly spread around the fringes of Prebbleton, in particular to the west around Shands Road, and the entire northern and eastern edge. Parts of the of the southern fringes also display this development pattern blurring the township edges.

There is no cohesion to this type of rural residential living with meandering driveways and patches of left-over pasture between large landscaped gardens.

- 39 In the current and future planning and urban design context this type of rural lifestyle and low-density residential development is problematic as it completely underutilizes land and creates unmanageable barriers to future urban growth. They are very difficult to include into future development and cannot really contribute to a well-functioning urban environment, rendering most of these areas unavailable for compact and well-connected urban growth.

#### *Growth Through Infill Development*

- 40 While the density of these areas can be increased through further subdivision of the individual properties, but this has its limitation. Firstly, due to covenants preventing further subdivision and secondly due to the practical difficulties to integrate existing dwellings which often results in a compromised layout with less effective internal distribution. Connectivity to the outside can be achieved but the permeability through the infill area is often less effective. Due to the nature of the larger dwellings and established domestic curtilage the required density of 15hh/ha is rarely achieved. Depending on the amount of dwellings to be incorporated the increase in density can be as low as 4hh/ha up from 2hh/ha
- 41 In addition, these potential infill areas fall into multiple ownership making cohesive and well-designed intensification extremely difficult. Several owners will develop just their site, maximising yield without necessarily considering wider context and connections leading to uncoordinated piecemeal development.
- 42 Others may organise a joint venture and provide a more cohesive layout but will often want to retain development along existing individual boundaries to be able to develop their piece when it suits the individual circumstances. Here the overall urban outcomes are better but there is still a high risk of creating layouts that are constraint by the internal boundaries and the individual expectation of each owner, affecting internal distribution resulting in convoluted layouts and less than optimal lot geometries. These joint ventures are difficult to coordinate and often take a very long time to progress as it requires all to agree and work to a single common goal. Many do not make it through the initial legal phases and resort to every owner developing their own.
- 43 A final option is for a single developer to buy several low-density or RRS properties with existing building stock.
- 44 The areas we have been able to identify for possible infill are recently completed RRS developments which I would consider "unavailable" for intensification for the above mentioned reasons and due to existing covenants preventing further subdivision. And there are some older low-density developments that may have

some potential for an additional dwelling here and there. But neither will achieve densities anywhere near the 15hh/ha.

- 45 On most low-density properties, the existing dwelling sits central within the site limiting the ability to position more dwellings with appropriate access. Roads are often not designed for additional capacity and may need refurbishing, additional driveways, etc at the risk of losing street trees and general amenity. RRS properties have more capacity for infill but due to their size of approx. 5000m<sup>2</sup> have similar constraints.
- 46 In summary, the ability for Prebbleton to intensify through infill is very small. It would be misleading to include infill development as a key contributor to intensification and growth. For Prebbleton to facilitate the anticipated growth of up to 10,000 residents, it will need to step outside of its current urban form.

### **Recent plan changes**

- 47 PC 68 (800 dwellings) and PC72 (320 dwellings) have been granted recently. Both are located to the south of Prebbleton and extend the urban limit set by the PSP. Both PC's started as rural land, progressed through the RRS process and have subsequently adapted their proposals to first 12 and now have been notified in Variation 1 of the PSDP for 15 hh/ha in line with the NPS-UD and PSDP requirements for densities in Prebbleton.
- 48 Considering all of the above, the growth map represents the current status of development and the immediate growth that can be considered with some level of certainty. In summary, Prebbleton has maxed out the development capacity within those confines.

### **Limitations to Growth beyond the Current Urban Limit**

- 49 There are constraints to further development beyond the identified urban limits to the north, east and west of Prebbleton in the form of major powerlines, waterways, district boundaries and the southern motorway.

#### *North*

- 50 The Southern Motorway to the north of Prebbleton is an impenetrable barrier with limited crossing and access points. It has created a clear severance and new boundary between Christchurch and Prebbleton. At the same time, the motorway can bring with it associated transport oriented, large scale industrial functions and land use that tends to establish alongside such major transport corridors. Residential growth towards the north is therefore limited.
- 51 In addition to the motorway the district boundary between Selwyn and Christchurch hugs the northern edge of the Prebbleton township and presents a legal / planning

boundary to cohesive development. Christchurch has already expanded towards this district boundary and will most likely continue to do so. If Prebbleton is to retain a sense of separation from Christchurch, which is critical for its survival as a small township, this gap to the metropolitan centre needs to be retained and ideally strengthened.

#### *West*

- 52 Shands road is a key access route to the motorway and is emerging as the western boundary of the current urban form of Prebbleton. It contains denser urban environments to the eastern side and rural lifestyle (LLRZ) developments to the west filling the gap towards the motorway. Major powerlines are also a constraining factor for development to urban densities. In comparison to Medium Density Residential, the very low-density environments west of Shands Road can integrate the power lines within their spacious layouts.

#### *East*

- 53 Power lines in combination with unsuitable site hydrology are major constraints to development on the eastern side of Prebbleton. In addition, meandering waterways form a reasonable strong threshold and could be used as strong defensible natural boundaries to the township along this eastern edge. RRS area 9 is a good example for the limitations experienced along this eastern edge.

#### *South*

- 54 There are few real constraints to development to the south of the township apart from having to integrate larger dwellings on RRS properties in some areas.
- 55 As a result of the earlier mentioned restrictions, the reasonably large lifestyle blocks and remaining larger rural areas to the south of Hamptons Road and Trices Road will be the most likely growth direction for Prebbleton to accommodate the required increase in households. Of these, the PC79 area is the best location due to its direct interface with Kakaha Park, the ability to provide sufficient capacity, the limited amount of existing dwellings to be integrated and the fact that a single developer with majority ownership is seeking to progress the development.

### **Opportunities for Growth**

- 56 The review of the growth and development pattern clearly shows that the urban form of Prebbleton is not static; it continues to evolve and expand in a connected, coherent manner. Conversely, there are also opportunities for growth:
- (a) where connectivity to adjoining existing urban areas can be achieved i.e. around the new Kakaha Park, a large urban recreational space adjacent, or

- (b) where accessibility to range urban facilities can support development or new facilities can be provided within the development itself,
  - (c) where areas are large enough to create a cohesive urban environment and there is a willingness to develop
- 57 Kakaha Park at the southern end to the township is one of the most recent planned extensions to the urban fabric of the township and is a key driver pulling the extension of the urban form of Prebbleton southwards along Birchs Road . The PC79 Site sits right adjacent to Kakaha Park making it an ideal location for urban residential development and associated small commercial area.
- 58 Kakaha Park is currently near completion, I have recently visited the park and have noticed the changes it has introduced to the surrounding area:
- (a) The urbanisation of Birchs Road and Leadleys Road; with streetlights, curb and channel, reduced speed limits to 60km and larger carparks added on Birchs Road and Leadleys Road;
  - (b) Fully fenced in Dog park typical for urban environments;
  - (c) Removal of the urban shelterbelt along Birchs road frontage changing the edge treatment from rural to urban to enable views across the carpark into the park, clubrooms and sport fields;
  - (d) Installation of floodlights that illuminate the area to level that allows sport activities continue in the evenings higher, than normal residential streetlighting levels;
  - (e) Fully formed pathways and street furniture, seating, shade umbrellas, urban style signage and wayfinding;
  - (f) New bus stop and public toilets;
  - (g) Landscaped areas around carpark and edges to the site with a very urban aesthetic/character;
- 59 All together this demonstrates a change to the area and in particular to Birchs Road and Leadleys Road from a rural area outside of Prebbleton to an urban area situated within the boundaries of Prebbleton township.
- 60 Mr Cleese has interpreted Kakaha Park as a strong defensible urban edge (refer to para 134 and para 179 OR report):

*"134 - Of particular relevance to this plan change is the change in urban form created by the park development. The RRS-14 was based*

*on rural residential development forming a low-density edge to townships, enabling a transition from suburban densities through to large lots on the margins, and then to farmland. The acquisition of the park means that the park now provides a clear alternative (and strongly defensible) southern edge to the township that was not available when the RRS-14 was developed. The ability of the park to provide a clear urban edge was a key element in the decision to rezone PC72 to a suburban rather than rural residential density."*

*"179 - The RRS14 in particular sought to create firm edges to the southern side of the township through locating rural residential areas between the suburban parts of the township and Hamptons Road. Hamptons Road was therefore intended to be the southern boundary and a clear gateway or transition from rural areas to the township. The recent acquisition of the park has strengthened this urban edge by creating a large and permanent area of open space on the southern side of Hamptons Road. Whilst parks are not rural activities per se, large 20ha+ district parks nonetheless comprise extensive areas of open space and mature tree planting and are visually and functionally quite different from suburban residential areas. The current form of Prebbleton therefore has a clear, defensible urban edge on its southern side formed through the park, Hamptons Road, and the existing rural residential areas on the northern side of Hamptons Road providing a visual transition from farmland to the township."*

- 61 Low density edge to townships enabling a transition from suburban densities through to large lots on the margins are problematic in many ways. As townships in such close proximity to cities inevitably grow over time, these development densities do not allow for a cohesive and compact urban form and are detrimental to future through connectivity and infill, as discussed earlier.
- 62 Replacing this idea of transitioning into rural with an urban park may on paper look like a solution but this is not the case here. The nature of a recreational park such as Kakaha Park requires active edges and passive surveillance from urban areas. It is good urban design practice to provide two active street edges to a public park to give it active, publicly accessible frontages, and utilise other urban edges ideally residential or commercial activities on private land along the remaining sides to ensure passive surveillance occurs all day and into the evening from private dwellings, the “eyes on the street principle”.
- 63 There are many examples of recreational reserves of a similar type as Kakaha Park that may have started as ‘on the edge’ green spaces but very quickly where surrounded by urban development to activate the edges and the parks themselves,

in essence making them safer. Good examples are Halswell Domain and Foster Park in Rolleston.

- 64 For Parks to become strong defensible boundaries they need to be not only of a reasonable size but more importantly, need to have a primary function that is based on the natural attributes of the park i.e. the Adventure Park in Christchurch or Bottle Lake Forest, and the Halswell Quarry Park. Kakaha Park is a classic example of an urban Park, it does not fall into the category of a green space that has a defensible boundary.
- 65 Kakaha Park has also been laid out in a manner that emphasises Leadleys Road as an access point by placing the sports fields, dog park access and carparking on this edge. If this park was to provide an edge to development it would have been laid out differently with a strong landscaped edge on Leadleys Road retaining the rural shelterbelts etc.

### **Benefits of Developing PC79**

#### *Residential variety, choice, diversity, cultural and social aspect*

- 66 The revised PC 79 introduces not only a variety of housing choices as a result of the MDRZ typologies, like most other developments, but also offers the unique location opposite Kakaha Park that will create more variety and diversity catering for a wide range ages and being particularly attractive to families.
- 67 However, the real point of difference that PC 79 brings with it is the incorporation of diverse cultural and social aspects that TRoNT have introduced to the design process. With continuing involvement of the local runanga throughout the consecutive design and construction stages it will be possible to create unique and different urban environment with stronger ties to the land, and a focus on whanau/ community.
- 68 In many urban developments the underlying principles that drive the design are not always congruent with the cultural values of the Māori. Consultation with the local Runanga is undertaken but it does not often inform the design at the initial strategic level. Through the involvement of NTP PC 79 is able to follow a different process.

### **Connectivity to Town Centre and Wider Area**

- 69 For urban residential development, the Site is well connected to the Prebbleton town centre via Birchs Road and Springs Road, the main local road through the centre of Prebbleton. It leads directly to the local school and main commercial area.
- 70 Hamptons Road connects to Springs Road and further on to Shands Road, which provide direct connection northwards to the southern motorway and Christchurch, and southwards directly to Lincoln and Rolleston. Birchs Road, to the east of the



Site, is the shortest route to Lincoln township to the south. This makes access to all facilities within these larger centres fast and easy.

- 71 The Rail Trail is a well-used recreational and commuting cycle route from Prebbleton, through to Lincoln, further on the old rail connection via Tai Tapu and Motukarara, and finally ending in Little River (Banks Peninsula). It provides a safe cycle link to Christchurch offering an alternative commuting mode to the car. In particular, the south-western suburbs of Christchurch and the Hornby commercial area are within a 3-5km distance from Prebbleton. The Rail Trail runs parallel to Birchs Road and is immediately accessible from the Site.
- 72 Prebbleton benefits from 1 direct fast bus link between Christchurch City centre and Lincoln and the Lincoln to Parklands line. They run at regular 15 min. intervals directly through Prebbleton town centre and follow along Birchs Road to Lincoln town centre and further on to Lincoln University. A bus stop is currently situated just south of the Hamptons Road intersection in a less than ideal location. A new location as part of a Birchs Road upgrade could be included to match the new bus stop being created north of the main car park directly opposite on Birchs Road using part of the reserve land.

### **Commercial, Community and Education Facilities**

- 73 A variety of shops including a supermarket within the town centre, community facilities, and the primary school provide the day-to-day services for the township. This gives Prebbleton not only a community hub, but also a sense of independence from the larger neighbouring towns. However, for more specialist services, secondary and tertiary education, as well as work, Prebbleton residents will need to travel between 3-7 km to access bigger facilities in Christchurch, Lincoln or Rolleston.
- 74 With the ongoing growth and already approved plan changes, there will be the need to provide new commercial, community, and possible education facilities in strategic locations within walkable distances of new residential development.

### **Availability and Ownership**

- 75 Singular ownership of the land is ideal for multiple reasons. It avoids the piecemeal development that may result from multiple ownership and it ensures a cohesive and coherent development across a site. The PC79 Site presents such an opportunity. The majority of the Site will be in single ownership.
- 76 The revised ODP is sufficiently flexible to incorporate the two opposing submitters' lifestyle blocks until they are developed. This will provide connectivity throughout the Site without affecting the privacy and amenity of any concerned parties or the functionality of the development of the Site

## HPL and Urban Form

- 77 PC 79 does encroach into highly productive soils. Clause 3.6(5) States that territorial authorities must take measures to ensure that the spatial extent of any urban zone covering highly productive land is the minimum necessary to provide the required development capacity while achieving a well-functioning urban environment. PC79 addresses this by ensure the spatial extent of development is kept to a minimum whilst achieving required densities. The layout has been condensed in a compact manner whilst still providing the necessary connectivity accessibility and open space to support the denser living environments.
- 78 Beyond those, the following aspects of the definition of a well-functioning urban environments has had a significant impact in shaping the revised proposal for PC79:
- (a) enabling Māori to express their cultural traditions and norms; and
  - (b) creating a development that is resilient to the likely current and future effects of climate change
- 79 The natural hydrological processes of the site have been integrated into the layout and allow Māori cultural values that are embedded within the land form, scape and processes to be revealed, respected and expressed. The blue and green network create the natural spatial skeleton for this to occur and provide opportunities for Kaitiakitanga to be actively integrated into the development. The larger overland flow path physically manifests as a boundary to the development and a space for the treatment of all surface water runoff as well as the management of potential flooding in larger rain events. This underlying structure creates a level of higher-level resilience for residents and as well the wider community.
- 80 The underlying fertile soils can be harnessed through shared gardens further building resilience into the community. The treatment of the southern edge also has the capacity to contribute to the protection of the rural activities on adjacent productive land by managing potential reverse sensitivities between the rural and urban environments.

### **Green Spaces, Kakaha Park and recreational facilities**

- 81 The Site has the opportunity to contribute to the wider green network that is developing around Banks Peninsula and wider Canterbury. There is a concerted effort around the Canterbury region for the implementation of green spaces, nodal points for the propagation of native species to aid in the restoration of the native flora and fauna of the area.
- 82 One of these spaces is the new adjoining recreational, open space, Kakaha Park. It hosts a natural waterway flowing through and extensive native planting, from woody trees to wetland plants. This begins a green corridor from the Site towards the Port Hills.
- 83 The location of PC79 offers a unique opportunity to pull these natural qualities together into the Site. The connectivity establishes in two parts. A direct, physical connectivity between the Site and surrounding green spaces, and a visual connection to the surrounding landscape such as the Port Hills.
- 84 Kakaha Park is within walking distance to the Site, providing easy access to a large greenspace for PC79 residents. The Site itself will provide a variety of smaller green spaces within for the purposes of casual recreation, and to create a high amenity and sense of open space that is in keeping with the Prebbleton character.

### **Synergies Between Kakaha Park and the Revised PC79 ODP**

- 85 The application D88 for the designation of the open space provides detailed information regarding the purpose and aim of Kakaha Park and how it integrates with Prebbleton<sup>2</sup>.
- 86 The revised PC79 ODP integrates well with adjoining Kakaha Park, with many of the objectives for both sites aligning. The re-introduction of vegetation originally found in the area that is planned to occur in Kakaha Park is congruent with the opportunities provided by the green and blue network in PC79 revised ODP that is very likely to integrate native vegetation in particular along stormwater conveyance channels and as part to the stormwater treatment area and overland flow paths. The sites can work together to enhance the others aim towards serving the local community, ecology, and the principle of creating green corridors and nodal points for the wider ecological wellbeing in Canterbury.
- 87 The road frontage improvements along Birchs Road will improve connectivity from Kakaha Park across the road to PC79 and directly link the park to a residential

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<sup>2</sup> <https://www.selwyn.govt.nz/property-and-building/planning/strategies-and-plans/selwyn-district-plan/designations/notice-of-requirement-d20088-to-designate-land-for-recreation-reserve-purposes,-prebbleton>

area. The proposed pathways along Birchs Road tie well to the PC79 ODP, especially with a drop in the speed of traffic (as proposed in Application-D88), providing a continuity in greenspace from Kakaha Park to the green spaces in PC79 and conjoining the two areas. At the same time, PC79 will further enhance the connectivity to the township of Prebbleton, providing a cohesion and an urban context to this southern aspect to Prebbleton. Considering this, PC79 is well suited to further provide Prebbleton with the area for growth that is anticipated.

- 88 The extent that Kakaha Park emphasises walking and cycling is congruent with the PC79 ODP, with many walk and cycle routes providing access directly to Kakaha Park Site and feeding to the Birchs Road Rail Trail.
- 89 The various types of housing proposed in PC79 applies well to the wider activities that will be found in Kakaha Park. Varied housing brings varied communities, and this diverse community will be well served by the adjoining park. It ensures there is a life and future to Prebbleton and that the town becomes a place fit for all people.
- 90 While not directly influenced or founded by Te Runanga o Ngai Tahu's four Pillars, the priorities and emphasis that Kakaha Park places on the ecology, amenity, and the community service capability of the Kakaha Park means it links with the PC79 proposal harmoniously and these two sites can act to serve the Prebbleton community with a sense of unity.
- 91 The Kakaha Park designation application highlighted the lack of passive surveillance over the activities within the park, the carpark and Birchs Road itself. PC 79 would provide:
  - (a) Activation of Birchs Rd especially round commercial area.
  - (b) Speed limit drop due to urbanization;
  - (c) Possibility/opportunity to locate community / educational facilities adjacent to Kakaha Park;
  - (d) Commercial functions that support activities within the Park;
  - (e) Residential area in walking distance to Kakaha Park;
  - (f) Opportunity to extend the green network that Kakaha Park provides into PC79;
  - (g) Viewshafts across Birchs Road and Kakaha Park to key landmark features; and
  - (h) A threshold to the southern end of the park along Birchs Rd via a roundabout at Leadleys Road.

- 92 In summary, while Kakaha Park is of benefit to the southern part of Prebbleton, and particularly to PC72 and PC79, PC79 is conversely beneficial to Kakaha Park for a variety of reasons. The most important benefit it provides is the critical passive surveillance needed for the public space and the interaction with a complimentary urban activity. This increases safety for all users of the park and Rail Trail through the active interface with both commercial and residential activities along Birchs Rd.
- 93 Comparing other similar sized parks originally located at a township's periphery, such as Foster Park in Rolleston, Nga Puna Wai in Christchurch, and Halswell Domain, there is a standard approach to surround parks with residential development for two key reasons:
- (a) These parks are for people and serve the immediate residential community; and
  - (b) The surrounding residential community serves the park via providing the necessary passive surveillance.
- 94 If it was not the intention to expand the urban edge of Prebbleton, then Kakaha Park would not have been located on Birchs Road or designed in the way it has been.

#### **How the Site Can Best Contribute to The Character and Urban Form of Prebbleton**

- 95 Stemming from my urban analysis of Prebbleton, and my peer review of the original proposal, I maintain that to contribute to the character and compact urban form of Prebbleton, to better engage with Kakaha Park, and to better align with the key Ngai Tahu values and principles the proposal / ODP needs to better address the following aspects:
- (a) Use a land-based design process that consider the natural features of and processes of the site. Consider overland flow paths along the southern boundary and the northern part to ensure the natural hydrological processes can continue to move across the Site, and use this underlying pattern as a key structuring element to refine the ODP layout.
  - (b) Establish an interconnected green network that aligns with the blue network. Create direct physical and tangible visual connections to the wider landscape, particularly the Port Hills, by pulling the green network from the Kakaha Park into, and through the Site;
  - (c) Create a development pattern and layout with a finer grain, interspersed by landscaped areas to create a point of difference and better align with the local character of Prebbleton;

- (d) Add to the variety of residential living environments of Prebbleton. This includes cultural diversity, resilience, flexibility, and environmental responsiveness;
  - (e) Provide a small commercial hub to service the growing community in the south of Prebbleton that does not compete with the town centre, by limiting its size, and ensure it interfaces with Birchs Road, the Kakaha Park and PC79 equally;
  - (f) Provide a community/cultural hub for the PC79 community within a strategic location of the Site and adjacent to a green space;
  - (g) Use the southern overland flow path to create a strong landscaped buffer along the southern edge of the Site that creates a defensible boundary and a transition from rural to residential, whilst still providing future possible connections, to not preclude development to the south should growth patterns require this in the far future;
  - (h) Create a landscape focused buffer along the western edge of the Site to transition to rural lifestyle but ensure it does not preclude future connectivity to the west by providing several pedestrian, cycle, and vehicular connections to ensure strong east-west permeability of the site that is to be able to support infill development to lifestyle blocks in the near to medium future;
  - (i) Provide an active urban edge to Birchs Road adjacent to the Kakaha Park to support its activities and provide passive surveillance; and
  - (j) With the introduction of Ngai Tahu as a partner in the project allow key Ngai Tahu principles to guide all aspects of the design process and outcomes.
- 96 These key recommendations have been discussed with the PC79 project team and in conjunction with Mr Compton-Moen they were incorporated into a new design process, and design strategy to subsequently inform the revision of the original ODP and Narrative. The details of which are discussed later in my evidence.

## **Key Ngai Tahu Principles**

### *Overview*

- 97 Behind the review sit key Ngai Tahu principles, values and cultural understanding which have been woven into the new design process and strategy. The following part of my evidence sets out how these principles and values will underpin the proposal.

- 98 The four pillars of Te Rūnanga o Ngāi Tahu (**TRoNT**) are:
- (a) Ngāi Tahutanga (Culture and Identity);
  - (b) Māturanga (Knowledge);
  - (c) Te Ao Tūroa (Natural Environment); and
  - (d) Oranga (Wellbeing).
- 99 The key goals of TRoNT are the implementation of these four pillars and Papatipu Rūnanga (local development), focusing on the implementation of the four pillars at a local level.
- 100 In addition to this, TRoNT has a climate change strategy with these three principles based on the Kahikatea tree:
- (a) Shelter, provided by the canopy - caring and protecting;
  - (b) Weaving, provided by the interconnected branches - communities, people, and environment interconnected; and
  - (c) Support, provided by the root system (interconnected, caring communities provide support for all).
- 101 The new PC79 design strategy is built upon these pillars: Ngāi Tahutanga (Culture and Identity), Māturanga (Knowledge), and Te Ao Tūroa (Natural Environment) all influence the design and process to promote Oranga (Wellbeing) for local iwi and the surrounding area and community.

### **Māturanga**

- 102 The design strategy requires for strong input from local Iwi in the design process and ensures that not only is local Ngāi Tahu culture and Māturanga influential in the design, but also for the entire process to have roots, and be grounded in, local iwi. This consultation and input of Ngāi Tahutanga from local Iwi, makes sure these concepts function as a foundation to the design and that surface level tokenism is avoided. The roots of this design being based in local Māori culture and identity allows for the further implementation and influence of Ngāi Tahutanga throughout the entire design process and not merely as a secondary objective.
- 103 The integration of Ngāi Tahutanga and community influence in the design relies on the implementation of local Māturanga to inform the design process. In this way, Ngāi Tahutanga can weave into the entire design and development process thus preserving this local knowledge, actively shaping the development and allowing the environment to further teach the community. Integrating this Māturanga in the

design in this way not only displays local Culture, Identity, and Knowledge, but preserves and encourages its spread to new audiences.

### **Te Ao Tūroa - The Natural Environment**

- 104 The most obvious way the design and process displays Ngāi Tahu input is in the natural environment or Te Ao Tūroa, the protection and enhancement of which is another pillar and goal of Te Rūnanga o Ngāi Tahu. A green spine, running north – south through the PC79 development, and the subsequent branches from this provides area for the re-implementation and protection of native species via the enhancement of their native habitats.
- 105 The implementation of a strong water treatment and filtration system with the green spine through the Site enhances and helps repair Te Ao Tūroa.
- 106 TRoNT aims that operations do not encroach on ecosystems and communities, and that resources are optimized and recycled to the greatest extent possible. The recycling of natural systems and the restorative opportunities that come with riparian planting around headwaters give opportunity for PC79 to help fulfil Ngāi Tahu's goals of increasing the quality of New Zealand's freshwater systems.
- 107 Water is a life-giving source/element and plays a key role in Maori culture from spiritual cleansing to nourishment. The protection of waterways and the treatment of surface water before it returns to either the ground or a body of water is an integral part of any development.
- 108 The PC79 layout follows the main drainage pattern of the Site, providing a northwest to southeast flow path within a larger green corridor. This green spine aims to make the natural processes of the land and water visible and tangible to the people. It is the backbone of PC79 of which all movement and connections feed into the community via smaller east west green links. This green network provides surface water collection, polishing and filtering areas and terminates in a utility reserve area at a natural low point at the southern end of the Site.
- 109 The interlinked nature of the green network lends itself to connect people with nature as well as with each other and is designed to include walkways and gathering spaces. The weaving together of the flow of people and the flow of water within significant green space becomes an avenue to tie local communities with their local environment. This promotes the Oranga of Te Ao Tūroa as well as the Oranga of local communities and facilitates the sharing of Māturanga and Ngāi Tahutanga.



## **Ngāi Tahutanga - Cultural Identity**

- 110 For Ngāi Tahu history and important cultural references are embedded in the local landscape. Visual and physical connection are tangible links to ancestors and therefore carry cultural significance, anchoring the people and serving as landmarks and reference point. Within the context of PC 79, Te Poho o Tamatea (the Port Hills) play a significant role with individual peaks representing direct ancestors. Similarly, the Canterbury plains and alps are significant cultural entities for Iwi.
- 111 PC79 was refined through Ngāi Tahu Mātauranga and builds the proposed layout around these cultural references that are embedded in the landscape to create identity both for those that identify with Maori culture and any others who feel a connection to these landscapes.
- 112 Green corridors are established, not only that promote the Oranga of local ecology and communities, but also in ways that provide views of the main peaks of the Port Hills. In this, the development is using Te Ao Turoa to further enhance the expression of Ngai Tahutanga within itself.

## **Oranga - Community and wellbeing**

- 113 This weaving together of Ngāi Tahutanga, Mātauranga, and Te Ao Tūroa fulfils one of TRoNT's founding principles for climate change by connecting people and their environments, sheltering local communities, flora, and fauna, and thus creating interconnected, caring, and supporting communities. This fulfils the last pillar of TRoNT, as the combination of these and the effects their incorporation will have on the development serve to increase the Oranga of all involved.
- 114 Oranga also necessitates the flexibility of a development to enable a diverse group of people to share the same environment. It is important to create living spaces for all generations with diverse living arrangements. A varying housing density achieving a minimum of 15hh/ha, where higher density housing is coupled with extensive shared greenspace provides appropriate housing for a diverse population sharing the same space. This variance in housing provides opportunities for multigenerational living.
- 115 Multigenerational living has significant benefits for the community and appeals to the four pillars of TRoNT. The sharing of Ngāi Tahutanga (Culture and Identity) and Mātauranga (Knowledge) is made easy when the community is diverse and any outdoor and recreational spaces shared and accessible. In this, the Oranga (Wellbeing) of the community is enhanced and community ties strengthened. Intergenerational living is also in accordance with TRoNT's Climate Change Strategy. The founding principles of this strategy are in shelter, weaving, and

support, all of which are addressed with intergenerational living, varied housing density, and shared community spaces.

- 116 PC79 includes medium and higher density areas around larger green spaces to provide a lively neighbourhood where public spaces provide additional outdoor living space for the denser areas, with a focus on community and sharing. These shared spaces extend into all areas of the development and will include productive gardens, active recreational areas, area to meet and greet, and more intimate spaces to relax and contemplate.
- 117 Shared green spaces and diverse communities build community ties and this interconnectedness provides the foundation for community shelter and support. This further promotes Oranga (Wellbeing) within the community and allows for the sharing of Ngāi Tahutanga (Culture and Identity) and Māturanga (Knowledge) between neighbours and across social and generational differences.

### **Resilience**

- 118 Resilience is emphasized in the TRoNT climate change strategy and is critical at a local community level. PC79 promote this through integration of the four pillars of TRoNT. This is made possible through the input of local Ngāi Tahu knowledge and its implementation in the design and development process and the results that this will have for the physical and community structure of the development.
- 119 Social resilience is built through interconnected communities and the way they shelter and support themselves. Cultural resilience is brought into the development through the same means. The embracing of the four pillars of TRoNT, especially the integration of Ngāi Tahutanga (Culture and Identity) and Māturanga (Knowledge) as input by local groups provides a foundation for a culturally and socially resilient community.
- 120 The integration of extensive shared green space, to support higher density living, provides the foundation to promote the health of Te Ao Tūroa (Natural Environment) and makes an environmentally resilient development.
- 121 The provision for a local commercial hub in the development lifts the economic resilience of the area. The ability for local communities to purchase from local shops means that their day-to-day goods can be obtained within their community. It intertwines the areas economic, environmental, and community development by encouraging shopping locally and shorter trips that can be undertaken by bike and on foot. This promotes Oranga (wellbeing) at both an individual and community level.

- 122 More interconnected communities create stronger, more resilient communities. This interconnecting of the local people, different demographics, the natural environment, and commercial assets thus makes for a strong community.

### **Integrated Design Process, Design Strategy, and Revised ODP**

- 123 Having peer reviewed the original ODP, I saw it already contains many elements that contribute to a well-functioning urban residential environment. However, with no direct input from the local iwi, local cultural aspects were not explored to an actionable degree. Ngāi Tahu's involvement in the plan change now provides the opportunity and expertise to include the four pillars of TRoNT and the specific interests of the local iwi into the project and most importantly in the design process itself - in recognition of 'te ao Māori'.
- 124 A revised ODP and narrative has been prepared for the hearing, based on a new design strategy. Together they will facilitate the key Ngāi Tahu/iwi concepts to be introduced to the project throughout the detailed development of PC 79 while implementing any changes stemming from the peer review process.

### **Design Process**

- 125 The aim is to ensure that the development embeds Ngai Tahu and local Runanga principles, not only into the design, but also into the design process itself. This will require a more formalised consultation with local Iwi at each significant step of the design process. For this purpose, we have created a flowchart showing the framework for this process, illustrating the inputs from all relevant parties. This can form the basis of a more detailed consultation document to support the detailed design process. - Refer to Appendix 1

### **Design Strategy**

- 126 The revised design strategy is a direct result of the design review and the introduction of the TRoNT pillars. It was developed in collaboration with Mr Compton-Moen to ensure it builds on the original proposal and incorporates all the urban design recommendation identified earlier - Refer to Appendix 2

### **Revised ODP and Narrative**

- 127 The design strategy forms the basis of the revised ODP and narrative (refer to appendix 3 and 4). The revised ODP still contains many of the original layout elements and external connections but has been refined to accommodate the recommendations of the design review in particular the inclusion of the Ngai Tahu pillars. It provides an overall structure that is more responsive to the underlying landform and surrounding landscape, that allows the site to better integrate with

Kakaha Park and provides clear guidance for the commercial area and the urbanisation of Birchs Road.

- 128 The green network and blue network are the key design elements and the basis for this more responsive landbased design approach which has been elevated and is clearly identifiable in the revised ODP.
- 129 The pedestrian and cycle networks have also been elevated above the vehicular network and has been integrated into the green and blue network.
- 130 As a result of these changes the roading layout has been adjusted and refined to provide stronger linkages through the Site. The original access points on Birchs and Hamptons Road have not changed.
- 131 Finally, the interface with all surrounding areas has been refined and appropriate edge treatment has been added to the rural boundaries.
- 132 The officer's reports had some minor recommendations to the original ODP. The revised ODP addresses these recommendations, though due to the nature of the ODP refinement they have not been done exactly as prescribed.
- 133 Recommendations as shown in Fig.7 of Mr Collins report:
- (a) make explicit that the Birchs and Hamptons Road frontages are to be upgraded to urban standards i.e. foot paths, kerb, and channel etc.
  - (b) show an additional north-south spine road running up the eastern side of the linear greenspace as a 'proposed secondary road'. This additional route is considered necessary to insure there is appropriate levels of internal connectivity.
  - (c) The ODP be amended to show an additional future road link in the west (at the northern end of the Site).
- 134 All these points have been addressed. Although the revised ODP changes the path of the green spine it retains it as a primary N-S road connection. A secondary road connection to the west has been added that extends across the entire site and links to the small commercial centre. A secondary north-south road has been added providing better internal distribution and a second future connection to the south.
- 135 The revised ODP also addresses the requests and concerns raised by Mr Nicholson and provides:
- (a) a key pedestrian crossing on Birchs Road;
  - (b) road frontage upgrades on Birches and Hamptons Road;

- (c) edge treatment to the rural interface;
  - (d) an interconnected pedestrian and cycling network;
  - (e) an adjusted commercial area with additional road access point.
- 136 Other points that cannot be shown graphically on the ODP have been addressed in the revised ODP Narrative.

## **Conclusion - Why the Development Is Good for Prebbleton**

### *Diversity and Variety of Living Environments*

- 137 This development provides much for wider Prebbleton. It provides a varying density of living to Prebbleton, encouraging a wider range of people to the area and providing housing to cater for people from all walks of life. This builds community diversity with a wide-ranging socio-economic reach and a range of ages, and cultural backgrounds that fosters strength and resilience.

### *Local community and commercial facilities*

- 138 The small commercial and community hub will help sustain the immediate local community that is within easy walking distance and support the activities with the neighbouring Kakaha District Park. The potential introduction of a new school would provide easy access to education for local resident within their community footprint.

### *Interaction with Kakaha Park*

- 139 The location opposite Kakaha Park increases active and passive surveillance for the area, adds security over the community and provides direct links from the Site to Kakaha Park activating this green space. The development makes these connections through a series of green corridors rather than the current single option of Birchs Road, thus the increase in passive surveillance and a desirable walking / cycling / active space throughout the community.

### *Point of difference*

- 140 The input of local iwi knowledge and the influence of TRoNT's four pillars, key goals, and climate change strategy means that a cultural element is introduced into the urban areas of Prebbleton with a strong focus on Te Ao Tūroa (Natural Environment).
- 141 This new development is set to be a real point of difference, both from Prebbleton and wider Canterbury. The input from local Iwi and the integration of Te Rūnanga o Ngāi Tahu's values into the design process will create a distinctly different

development to what is present in the area. It will inject unique cultural elements that are lacking in many developments being established.

142 PC79 is also well suited to improving the ecological health of the area, in doing so lifting the Oranga (Wellbeing) of the people within. This fulfils TRoNT's Climate Change Strategy foundations of creating support and interweaving the social aspect of the development with the ecological needs of the area. This approach to development utilizes the enhancement and protection of Te Ao Tūroa (Natural Environment) to improve the Oranga (Wellbeing) of the people.

143 PC79 has included in the ODP narrative a required to consult with Ministry of Education to add a new local primary school to the area which will provide easy access to education for local children allowing them to be educated in their own neighbourhoods, if required. For the local runanga this could also present an opportunity to investigate the feasibility of a emersion school surrounded by Ngai Tahu values and principles again giving avenue for the spread of Māturanga, one of TRoNT's four pillars and key goals.

## **Response to Section 42A Report and Submissions**

### *Section 42A report*

144 I have read the Officers Report where relevant to urban design matters. In a similar vein, I have also read Mr Collins traffic report with regard to connectivity and Birchs Rd treatment and the recommendations made for the original ODP, and Mr Nicholson's Report.

### *Urban Form*

145 I disagree with Mr Nicholson's assessment of Prebbleton as a rural / lifestyle settlement. This may have been the case in the past and is in parts a result of the RRS and PSP. However, Mr Nicholson fails to consider the changes that are already occurring on the ground as a result of ongoing growth and urbanisation of Prebbleton and does not acknowledge the fundamental changes introduced by the NPS-UD and SDC's recognition of Prebbleton as an Urban Environment appropriate for medium density. As discussed earlier the NPS-UD renders many parts of the urban form and urban limits and low densities of the RRS, PSP and even the still operative district plan redundant.

146 In paragraphs 6.1 to 6.8 Mr Nicholson provides a short overview of the historic growth of Prebbleton and acknowledges the recent rapid growth rate of 225%<sup>3</sup>. He mentions the low-density nature of past developments but fails to include the

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<sup>3</sup> Between 2006-2018

granting of the most recent developments such as PC 68 and PC 72 and most importantly the directional shift in the NPS-UD and Variation 1 of the PSDP. This might be a result of restricting his assessment to what he considers is relevant under the operative SDP, the PDP, RRS14 and CRPS. However, he acknowledges in his evidence that he has considered the NPS-UD and uses it to assess PC79 against its the definition of a well-functioning urban environment.

- 147 I consider there would be benefit to acknowledging Prebbleton's proximity to Christchurch and the fact that it has been included as an 'urban environment' in where growth and intensification is anticipated. With regard to Prebbleton the possible growth paths westward, northward, and eastward are constrained and thus the NPS-UD required growth can only go south or consist of infill development.
- 148 Mr Nicholson states that growth should be directed to the east and west, but does not consider the timing of these directives derived from the Prebbleton Structure Plan, which is outdated and mostly redundant. Furthermore, it is unclear to me if Mr Nicholson has considered the actual constraints to development to the east and west. Prebbleton has maximised its ability to grow into these directions since the PSP in 2010 and is now relying on infill development of low-density zones in these areas. The difficulty and limitation of which I have already explained in detail.
- 149 PC79 is simply a natural evolution of the ongoing growth pattern of Prebbleton; with growth to the north now constrained by the motorway and district boundary, growth to the west is constrained by high voltage pylons and growth to the east is constrained by high voltage pylons and waterways. The only area to grow into is in a southern direction. SDC's decision to establish Kakaha Park in this southern part of Prebbleton on Birchs Road predicted and reinforced this growth direction.
- 150 Mr Nicholson mentions the history of the inception of Kakaha Park but fails to discuss the effects that the development of this park will have on the extent of Prebbleton township and its changing urban form and character.
- 151 I disagree with Mr Nicholson's assessment that Kakaha Park is not an urban use but just an 'open space'. Kakaha Park is set to be a multi-purpose park facilitating several different sports, recreation, dog walking with associated infrastructure buildings formed pathways, carparking, floodlights etc. This shows the park to be an urban park that has already changed the rural nature of Birchs road and the immediate surrounding environment. Karaka Park has extended the urban form of Prebbleton. Refer to earlier discussion on Kakaha Park.
- 152 With regard to achieving a consolidated and compact urban form, Mr Nicholson relies heavily in on his assessment of the percentage of the site perimeter that in his opinion interfaces with an existing urban environment. Reducing the interface with an urban environment to just Hamptons Road fails to recognise the type and role of Kakaha Park and the effect it has on the urban fabric of Prebbleton

- 153 Following this the idea that PC79 forms a 'peninsula' in the overall urban form of Prebbleton does not follow as it adjoins Kakaha Park on its eastern boundary and the existing urban fabric of Prebbleton along its northern boundary allowing it to cohesively connect and contribute to a well-functioning urban environment of Prebbleton.
- 154 Mr Nicholson also bases his assessment that PC 79 does not contribute to a well-functioning urban form on the distance to the town centre being more than other existing areas in Prebbleton. This is an arbitrary measure as urban growth will inevitably extend the urban form beyond what is existing and if taken as a criteria no growth could occur. I would also consider a 1.5 to 2.5 km to the town centre an acceptable particularly if there is an alternative new commercial centre in a 500 to 800m within the PC 79 as part of the proposal.

### *Connectivity*

- 155 Mr Nicholson states that connectivity refers to roads that are joined together in city wide networks (para 9.1), I agree that roads are a key component of connectivity. They are, however, not the only way that connectivity is facilitated or manifest. Mr. Nicholson neglects a significant aspect of urban connectivity. Connectivity is not solely a function of street connections, but a combination of roading, cycle / pedestrian only links, and green spaces and corridors that create a multi-modal network.
- 156 Pedestrian and cycle only links do significantly enhance the permeability of a development if located strategically along key desire-lines. Mr Nicholson's focus on roads as the primary connectors is understandable but this emphasis continues to promote vehicular movement over walking and cycling as roads are inherently located, designed and aligned for efficient vehicular movement. A high amenity pedestrian / cycle network along natural desire lines should always be allocated first, to prioritise walking and cycling above vehicle movement.
- 157 The revised PC79 ODP is founded on the green and blue networks within the Site. Within these, key pedestrian and cycle links are integrated. Roads are then arranged to facilitate vehicular key connection, general access and internal distribution and in line with and support of the underlying green, blue, pedestrian, and cycle networks.
- 158 Collectively this gives a hierarchy of networks, where natural blue and green networks get priority and inform the subsequent pedestrian and cycle networks. These together inform the location of primary and secondary roading as these roads service the development.
- 159 Connections west have been designed to allow the lifestyle blocks bordering the Site to intensify via infill development in future. This area between PC79 and



Springs Rd is a possible growth area and PC79 provides the important links between this future infill development and Kakaha Park.

- 160 Pedestrian and cycle movement has priority throughout the Site with east – west connections tying Kakaha Park to PC79 and further west in future. The North – south green spine provides the central distribution and facilitates easy access to the local commercial centre. When combined all these connections tie the PC79 Site to all surrounding existing and potential future urban developments.
- 161 The geometry of PC79, with its narrow frontage on Hamptons Road, means that Birchs Road is the main axis to connect to the town centre. Birchs Road is also the most direct path to the town centre and therefore the logical point for PC79 to connect to.
- 162 A utility reserve sits north of the Site across Hamptons Rd, blocking connectivity. There is opportunity to create connection to the residential area west of the utility reserve with potential for some careful infill development occurring there in the future. This would facilitate connectivity at a very local level between residential neighbours and enable access for those residents to the commercial area, green spine, and Kakaha Park.

#### *Accessibility*

- 163 In para 10.1 – 10.6 Mr Nicholson covers his accessibility assessment and in para 10.7 he considers that PC79 would have a low level of accessibility due to the poor walkability to the town centre, the lack of pedestrian / cycle facilities around the edge of the site, and the lack of certainty regarding the proposed Business 1 land on Birchs Road.
- 164 The revised ODP has introduced road frontage upgrades to Birchs Road and Hamptons Road which will facilitate cycling and walking, the ODP improves the internal pedestrian and cycle network which further aid with accessibility.
- 165 The revised ODP now also provide certainty that the commercial area can be realised by removing it from the 142 Birchs Road property and south of the historical northern overland flow path. The Commercial area now has a strong link to Kakaha park and also an active frontage to the PC79 environment with a road access off Birchs Road improving access to the commercial facilities in PC 79 from all directions.
- 166 This leaves the walkability to the town centre which Mr Nicholson describes as poor. Mr Nicholson puts a lot of emphasis accessibility from PC 79 to the town centre services and looks at this walkability based solely on distance which is between 1.5 to 2.5 km. This is not a real assessment of accessibility. Accessibility should be assessed more holistically as per the NPS-UD definition of accessibility

- having good access for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.

- 167 In the same vein walkability, has many other components beyond just distance that need to be considered such as safety, purpose of the trip and destination, and amenity of the route.
- 168 Putting those matters aside, 1.5 to 2.5km are still acceptable walking distances within an urban context and when compared to other Selwyn District townships such as Rolleston or Lincoln, and even areas within Christchurch, these distances are more than reasonable (refer to DCM Graphic Attachment pages 7,8,9).
- 169 Distance is an important factor for pedestrians but so is amenity. People will often choose to walk a slightly longer distance if the trip is safer and a more enjoyable due to a higher amenity environment such as parks, smaller streets and green spaces.
- 170 Internally, PC79 provides high levels of amenity and passive surveillance for walking and cycling, and externally the Rail Trail provides a safe amenity for walking. Safety and amenity are two aspects that often outweigh minor increases in distance.
- 171 In addition, the small local commercial area brings facilities and services right into the PC79 area and the proximity of community and recreational facilities across Birchs Rd in adjoining Kakaha Park makes for a high level of pedestrian accessibility to key destinations. This small commercial centre is within 'easy walking distance of 400m' for most and within a general acceptable walking distance of max. 1km for all, equating to a 15min at a normal walking pace.
- 172 While walking is important it is not always the most practical. Trips such as grocery shopping will often require a car to carry loads, and accessibility via other modes of transport is available for access to Prebbleton i.e. via the bus and cycleways.
- 173 The Rail Trail facilitates a direct access route to the town centre via bike and also connects further to schools, university and other workplaces in nearby Lincoln and Christchurch – all within a cyclable distance 4-5km (15-20 min)
- 174 Furthermore, buses run at regular intervals and provide links to Lincoln and Christchurch, giving access to all facilities available in these larger towns and the metropolitan area.
- 175 Many people now partially or fully work from home with the ability to digitally connect, this trend has manifested after Covid and helps reducing the need to travel for work purposes. Traveling habits are also changing with the increased use of private electric scooters and bikes significantly extending distances that can

be travelled comfortably. This discussion of walkable distances provides the key reason for the establishment of an additional commercial area within PC79. The availability of a small commercial area in easy walking distance mitigates the slightly longer walking distance to the Prebbleton town centre.

- 176 In summary, accessibility is not only defined by the ability to walk to the town centre but to have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport. Accessibility should not be solely assessed based on access to commercial facilities, it includes access to recreational areas, and educational and community facilities, all of which are well provided for in PC 79 and adjacent in Kakaha Park.
- 177 It is not clear if Mr Nicholson has taken all of these aspects into account when he assessed the accessibility as low. Based on all the above, I deem accessibility to be moderate to good with only the concern regarding walkable distance to the town centre remaining if the commercial area in PC 79 does not materialise.

#### *Commercial area*

- 178 Regarding the commercial area, Mr Nicholson raises concern in paragraph 7.2 that this may have potential adverse effects on the existing town centre. And in paragraph 7.1 he distinguishes Rolleston and Lincoln as polycentric whilst bundling Prebbleton in with West Melton, Darfield and Leeston and describes them as having single Town centres which provide a commercial and social focus for the community and contributes to their village character. I agree with Mr Nicholson's interpretation of the classification and general description for all of the townships mentioned, apart from Prebbleton.
- 179 Prebbleton has been identified as an urban environment and growth is anticipated this will generally increase the demand for commercial facilities further as well and the demand for community facilities which are often collocated if they provide general services.
- 180 Prebbleton has already outgrown the current commercial services available to the population and the addition of further commercial facilities is necessary in light of the already approved and anticipated future growth. I have recently visited the town centre and noted how every available area corner has been maximised for commercial development and associated parking. It is very compact and well used but there is no physical capacity to grow.
- 181 As additional commercial facilities can only be provided in a new location, it makes sense to co-locate a small centre with new development to support the new neighbourhood and at the same time satisfy the NPS-UD requirements for accessibility. With this anticipated growth and the extension of the urban form

towards the south of the township the introduction of smaller commercial zone as part of PC 79 is logical and beneficial.

- 182 Due to the rapid growth in the past Prebbleton is at the cusp of moving from a single centre to a polycentric township. I am not an expert in market economics or social studies but from an urban design perspective small local centres can be restricted in size, scale and function to reduce the risk of competition and to ensure they have a strong local focus and integrate well into the immediate neighbourhood they serve. The social benefits these small commercial area provide for the immediate neighbourhood are also important to consider. They gathering point and smaller focus areas for residents i.e. corner dairy, café, hairdresser, local bike shop and become part of the local social network. A function the town centre of Prebbleton can no longer provide for these areas that are located slightly further away.
- 183 Like Mr Nicholson said, Kakaha Park is a somewhat distanced area to the main commercial centre of Prebbleton (1.5km). A secondary local centre in PC79 will be able to service these parts of Prebbleton that lack easy walking access to the town centre (400m), such as Kakaha Park, the Rail Trail that runs along Birchs Road and other southern residential areas. The nature and scale of the proposed commercial area is small and limited which ensures it will not compete with the Prebbleton town centre.
- 184 Mr Nicholson rightly expressed concerns re. the risk that the commercial area in original ODP could revert to a strip development facing Birchs Road and his concern that it may not eventuate as it was located on 142 Birchs Road property. As mentioned earlier in my evidence the revised ODP and narrative, addresses these specific concerns via the requirement to have active interfaces towards Birchs Road and inwards towards the PC79 residential areas. The introduction of a road from Birchs road dissecting the commercial area breaks down the linearity of the commercial centre and allows the buildings to re-orient and engage better with the PC79 community.
- 185 The commercial centre has also been shifted southwards away from 142 Birchs Road to provide certainty.

#### *Urban / Rural Interface*

- 186 Regarding the rural/urban edge I agree that to retain a clear township identity a contrast between rural and urban areas is required, and a rural area that separates townships from each other is important. The northern part of Prebbleton is a good example of this where Christchurch and Prebbleton are nearly connected and risk of blending into each other. Considering the definition and separation of urban form to rural area PC79 does not erode the large gap between Prebbleton and Lincoln to the south.

- 187 By placing Kakaha Park along Birchs Rd, south of Hamptons Rd the urban fabric is pulled southwards which makes the PC79 area the most logical space within the southern part of Prebbleton for the required growth to occur as it reinforces the urban growth path established by the Kakaha Park.
- 188 I do disagree that Hamptons Road forms the southern boundary of Prebbleton. Roads are not boundaries but passages to be travelled both along and across and as such are continuations of a space rather than the border of that space.

#### **Other**

- 189 Mr. Nicholson has referenced an existing water race in his evidence, this is not entirely correct as there is no water race just a remnant landform of the old water way.

#### **Clarification re. Outline Development Plan**

- 190 The revised ODP consists of the graphic ODP diagram and the narrative. All other graphic information is supplementary to assist in the understanding and are indicative visual representations.
- 191 Road frontage upgrades and edge treatment are now included in the ODP and narrative. However, details related to road cross sections and edge treatment should be resolved in accordance with Selwyn District Council at detailed design stage.

#### **Response to Submissions**

##### *General*

- 192 I have read the relevant submissions and rather than catering to individual responses, I have identified the following key concerns:
- (a) Loss of village character and sense of community;
  - (b) Limited connectivity to township; and
  - (c) Exceeding perceived urban form and urban sprawl.
- 193 The latter points have been addressed in prior paragraphs within this document particularly in response to Mr Nicholson evidence.
- 194 Regarding the loss of village character, it is to some extent expected that some of the small village characteristics that are manifest within the low densities will be reduced in Prebbleton however many of the character traits that are not dependent on densities can be identified and included in new development. This includes historic references to the role of the rail way through naming of streets, materiality

and detailed design features. But also, and for PC 79 of more relevance, are the ties to the landscape setting, the natural processes and cultural references embedded in the landscape, and the underlying cultural, social and community values of TRoNT.

- 195 Regarding urban sprawl, Kakaha Park is a very recent addition to Prebbleton. When assessing the urban form of Prebbleton however, Kakaha Park and PC72 must be taken into account if an accurate assessment of urban form is to be given.
- 196 The deliberate decision to place Kakaha Park in this location has pulled any growth in Prebbleton southward down Birchs Road. This is a natural growth path and is reflected in designation Application-D88 for Kakaha Park.
- 197 Two submitters in opposition, are also landowners within the PC79 Site: John and Susan Sheaf and Tom and Helen Fraser. PC79 has been designed to ensure good design can be achieved with the exclusion of these properties if undeveloped in the short term.

### **Conclusion**

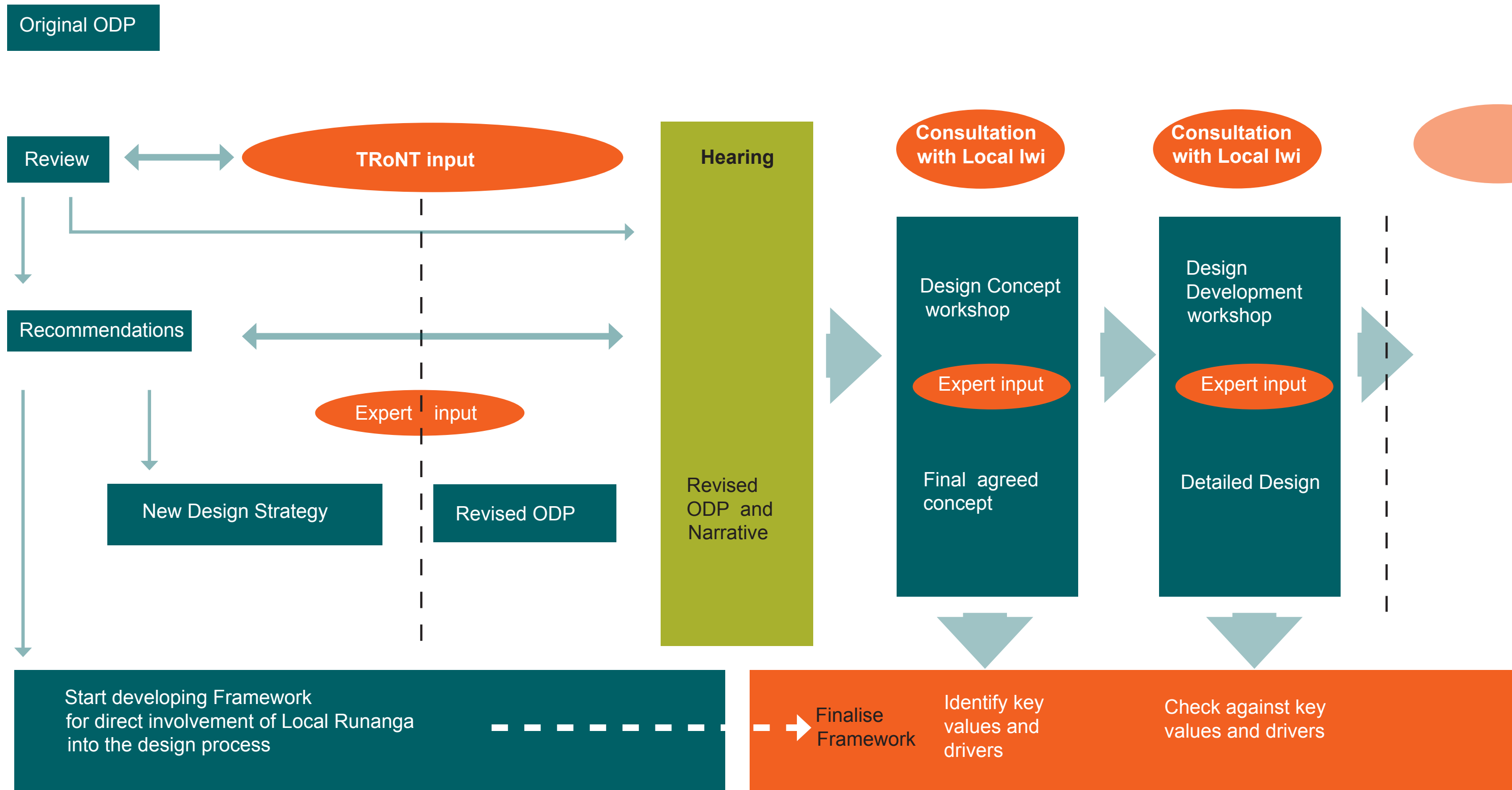
- 198 For the reasons I discuss above, and the amendments made to the revised ODP and narrative following my peer review, I support PC79 from an urban design perspective and consider the proposed rezoning is more appropriate than the existing zoning and will contribute to a well-functioning urban environment.

**Nicole Lauenstein**

Dated this 17th day of April 2023

# A1

## Design Process





# A2 Design Strategy



central community node  
location for community facilities /education,  
healthcare etc (link to TRoNT pillars)



connection to the prebbleton  
community



green spine - linking all areas  
together internally



green links and visual connections to cultural references  
embedded in the landscape / hills  
(link to TRoNT pillars)



central commercial node  
with external street and internal community interface



residential areas designed around key Ngai  
Tahu cultural concepts of manaakitanga,  
kaitiakitanga, etc  
(link to TRoNT pillars)



important nodes/touchpoints for internal  
connections and linkages to the outside



key pedestrian network



main road connections



secondary road connections



water management treatment with public  
access (link to TRoNT pillars)



# A3 Revised ODP

## Key

- Development Boundary
- Proposed Living Medium Density Zone (minimum individual net area 400m<sup>2</sup>)
- R Proposed Reserve
- Business 1 Commercial
- Proposed Primary Road
- Proposed Secondary Road
- Intersection upgrade (roundabout)
- Indicative Pedestrian & Cycle Link
- Existing Pedestrian & Cycle Route
- Transmission corridor/ powerline
- Green spine / corridor
- Green links /viewshafts to Port Hills
- UR Utility Reserve  
Stormwater Management Area
- Edge treatment to rural interface
- Road frontage upgrade
- Key pedestrian crossing



# A4 Revised Narrative

## Introduction

This Outline Development Plan (**ODP**) is for the Birchs Road development area. This is proposed to be zoned Living MD Prebbleton and Business 1. The ODP includes 36.58 ha of land, comprising eight properties. The site is bounded by Hamptons Road to the north, Birchs Road and Kakaha Park to the east and rural uses of varying scales to the south, east, and west (**Site**).

The ODP provides an overarching structure framework to guide the future development of the land. The ODP includes Land Use, Movement, Green and Blue Networks and incorporates the wider strategic and community outcomes expressed in the Prebbleton Structure Plan. In detail, the ODP guides the following elements specific to this Site:

- Density;
- Road layout;
- Pedestrian and cycle elements;
- Connectivity;
- Servicing; and
- Edge treatment.

## Foundation of the ODP

The cultural principles embedded with the four pillars of Te Runanga o Ngāi Tahu underpin the design process and outcomes of the ODP.

The four pillars of Te Runanga o Ngāi Tahu are:

- |                  |                      |
|------------------|----------------------|
| ▪ Te Ao Turoa    | The Environment      |
| ▪ Mātauranga     | Knowledge            |
| ▪ Oranga         | Wellbeing            |
| ▪ Ngāi Tahutanga | Culture and Identity |

## Design Principles

The design principles that underpin this ODP are in line with the New Zealand Urban Design Protocol and accord with the Selwyn District Council Subdivision Design Guide (September 2009). The following environmental outcomes are to be achieved:

- Development that meets the District Plan policies, realises an overall increase in residential density to a minimum of 15hh/ha, applies urban consolidation principles and is consistent with the evolving settlement and growth pattern for Prebbleton.
- Provision for a range of section sizes and housing types to respond to the wider needs of the community, whilst achieving the prescribed minimum household densities and minimum average allotment sizes.
- Subdivision layout that integrate with the adjoining Kakaha Park and development north of Hamptons Road and incorporates existing land uses where appropriate.
- Layouts and urban design treatments that create a distinguishable sense of place, assist in enhancing the wider character and amenity of Prebbleton and deliver safe, vibrant, and healthy

living environments. Layouts should apply Crime Prevention through Environmental Design (CPTED) design principles at detailed design stage.

- Integrated and legible road layout with a clear hierarchy that supports safe and efficient connections promoting walking and cycling over vehicle movement. Road design and landscape treatments should contribute to the overall character of Prebbleton and assist in connecting residential development with Kakaha Park and other public assets and services within the township, such as the Domain, Primary School, Nature Park and the town centre via a focus on the Birchs Road movement corridor.
- Sustainable methods to manage, detain, and treat stormwater to protect groundwater resources and overland flows from contamination, while integrating with open space and reserves where appropriate.
- Installation of all the necessary infrastructure services within the ODP area, and the cost effective and efficient connection of those services to the wider network.

## Land use

A minimum density of 15 households per hectare shall be achieved through future subdivision. Intensification of residential density (less than 400 m<sup>2</sup>/unit) should be located near to key open spaces, green corridors (including Kakaha Park) and neighbourhood commercial area and avoid locating on the outer edge of the ODP area where it adjoins rural zoning.

## Subdivision

An application for subdivision of the ODP area shall include supporting transport and infrastructure assessments, with detailed design for the provision of water, sewer and stormwater to any allotments proposed. These assessments shall include analysis of the upper limit of residential units enabled by the zoning and any cumulative effects of demand on the transport and infrastructure (water and sewer) networks. This ensures the capacity of the networks is not adversely affected by the subdivision or can be mitigated through identified upgrades. At the time of subdivision, the need for, and nature of, any safety improvements required to the Hamptons/Birchs Road intersection and the proposed new road and Birchs Road connections will be considered in consultation with Selwyn District Council. The layout of the blocks will have a predominantly north-south orientation where possible to maximise solar gain into rear yards (outdoor living spaces) of all properties.

## Green and blue network

The Green network consists of a north – south spine and smaller east – west green links, creating a green skeleton that is the foundation of the development’s layout. The network incorporates several functions, these being;

- Providing amenity to a large number of residents;
- Assisting with stormwater management and conveyance;
- Incorporating primary roads and hosting key walking and cycling connections;
- Pulling the qualities of the neighbouring Kakaha Park into the Site;
- Providing viewshafts to the Port Hills and other significant landmarks;
- Interlinking of smaller recreational reserves within the Site;
- Supporting the natural processes of the land;
- Supports the residential intensification of the Site;
- Visually breaks the development into smaller spaces to integrate PC79 into the wider Prebbleton character;

- Supports native flora and fauna propagation acting as a nodal green space and corridor for these species;
- Assists in the creation of a sense of community, a space for people to interact and to enjoy.

Two smaller reserves within the project boundary will be required to provide amenity for residents, the majority of residents being within a 5-minute walk, or 500 m radius of the spaces. It is likely the sizes of the reserves will range between 3,000 m<sup>2</sup> and 6,000 m<sup>2</sup> with the exact size and position of these reserve being determined at the time of subdivision. These reserves will be tied to the location of higher density developments, providing amenity for residents on smaller sections.

### Movement network

Walkability and connectivity are key principles of the ODP, with a hierarchy of street types and connections provided throughout the area. 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 is necessary for longer trips. The ODP encourages connectivity using primary and secondary routes running through the area from north to south and east to west, with future primary connections from Hamptons and Birchs Road. Primary roads that sit within the green network require sufficient road reserve width to allow inclusion of a shared pedestrian/cycle path, separate from the main vehicle carriageway.

Smaller streets (not shown), or local/neighbourhood streets, will create a highly connected and permeable neighbourhood. These roads are not shown to allow future design flexibility at the final subdivision stage and should provide walkable blocks and avoid cul-de-sacs. 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 are located within the green network and connect through to Kakaha Park and the Rail Trail. North of the car park to Kakaha Park, a key pedestrian crossing is strategically placed adjacent to the commercial area of PC79.

#### KEY ASPECTS

- Street hierarchy providing different modal allocation;
- A well-connected network which combines with the green / blue network and existing facilities connecting to key destinations (school, childcare, etc.);
- A high level of legibility created through street hierarchy;
- Prioritising walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes;
- Direct vehicle access onto Birchs Road for individual properties is desired where this can be carefully managed to achieve an urban streetscape and promote passive surveillance whilst ensuring the safe and efficient functioning of Birchs Road ; and
- Streets with a high level of amenity.

### Road Upgrades

The Birchs Road and Hamptons Road frontages are to be upgraded to an urban standard in accordance with the Council’s Engineering Code of Practice. All frontage upgrades are to be developed in consultation with Council.”.

The primary road intersection with Hamptons Road will require consideration of safe intersection sight distance and should be supported by urban frontage upgrades and speed limits to ensure turning movements can be accommodated safely.

A new road and roundabout will be provided at the Leadleys Road – Birchs Road intersection. Design of this intersection will need to carefully consider the alignment of the new road noting the existing alignment of Leadleys Road is not perpendicular to Birchs Road. This roundabout shall also include safe crossing facilities for pedestrians and cyclists.

Along Birchs Road frontage from Leadleys Rd to the new bus stop and crossing, a shared pedestrian and cycle path is to be provided.

A secondary road intersection with Birchs Road has been indicated to provide for co-ordinated access to the business area however will require careful design to ensure it functions as a secondary rather than primary connection.

### Commercial

The commercial area will be a local centre of limited size to supplement and not compete with Prebbleton town centre. This commercial area has the dual purpose to support the activities in Kakaha Park as well as support the smaller day to day needs of the community in and around the Site. The layout of the commercial area is broken by the access road, a low level secondary road with slow travel speeds.

The commercial area must provide active interface with Birchs Road as well as PC79, thus fronting in both directions. Car parking is to be visually and physically integrated to preserve amenity and avoid affecting Prebbleton's village character with concrete and car dominant views.

### Edge Treatment to Rural

Soft landscape treatment to ensure that reverse sensitivities are addressed but future connectivity to the west and south is not precluded.

Both the western and southern boundary are to include a minimum 5m buffer within private property comprising of a mix of predominantly native planting capable of reaching minimum of 6m (average of 8m height) at maturity. Planted at intervals capable of achieving visual screening of dwellings.

Rural amenity planting to southern part of the Birchs Road boundary between Leadleys Road and southeast corner of Site to present a more rural interface towards rural properties across Birchs Road.

### Educational Facilities

At the time of subdivision, consultation with the Ministry of Education will consider whether it is appropriate and necessary for any land to be provided for education purposes within the Site, and the appropriateness of any amendments to the ODP to accommodate this.