

## **Summary Statement – Nicole Lauenstein**

1. I prepared a statement of evidence dated 17 April 2023 in relation to urban design aspects of the proposed rezoning. My qualifications and experience are set out in that statement of evidence. I repeat the confirmation given in that statement, that I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court.
2. The proposed ODP of PC79 will make for a suitable and well-functioning urban environment in accordance with the National Policy Statement on Urban Development 2020 by providing a variety of housing types and suitable commercial facilities that integrate to facilitate and support a diverse population.

### **Connectivity and Accessibility**

3. PC 79 has a good level of connectivity and accessibility to existing Prebbleton township, the neighbouring Kakaha Park, and the wider Selwyn area. Connectivity is promoted and provided by Birchs Rd, the rail-trail and bus routes to Rolleston, Lincoln, and Christchurch City.
4. Internally connectivity and accessibility throughout the PC79 ODP is very good, with a high degree of permeability, easy access to several green spaces, a north south green corridor and several east west green links connecting through the site to potential future connections to development westward
5. Accessibility to commercial facilities is also enhanced via the secondary commercial area at the northern end of PC79. This primarily supports the PC79 community but also places a commercial facility within walking distance of Kakaha Park, PC72 and other residential areas in the south of Prebbleton.

### **Housing Variety and Diversity**

6. The PC79 ODP facilitates a variety of housing options to cater for a diverse community. Several high-quality shared, public spaces allow for an intensification in housing of min. 15hh/ha while retaining community spaces, thus fostering community relations.

### **Māori cultural traditions and norms**

7. PC 79 is very specific in the way it underpins the entire design process, the design strategy and the revised ODP with Māori cultural values and principles. This is reflected in the underlying structure supporting the hydrological processes of the land, and it's the orientation creating tangible visual connections to Te Poho o Tamatea (Port Hills).

### **Additional beneficial urban design outcomes initiated by PC 79 that contribute that a well-functioning urban environment**

8. The changes of Birchs Rd to an urban street provides many benefits to both the PC79 Site and neighbouring Kakaha Park. Passive surveillance is promoted, providing increased safety and security for residents and users of the park.

9. The activation of the street as a space in itself, and the subsequent provision of access across the road, connects the PC Site and Kakaha Park. In this, the urbanisation of the street makes sure it is a connecting system not only along its length, but its width as well.
10. The rail trail running along the length of Birchs Rd the internal green corridor and the east-west links provided between them and across the road to Kakaha Park further connectivity and promote cycling and walking above the use of the car.
11. The commercial facilities at the north of the Site face both Birchs Road and the PC79 Site to service the local community and those traveling along the road. It also provides opportunities for a variety of smaller local businesses, local employment and services Kakaha Park.

### **Blue and Green network**

12. The ODP builds on the natural hydrology of the Site. This allows water to flow along its natural pathways building resilience into development. From this green spaces follow creating green links across the site to the wider natural environment. This structure then informs the movement network of the PC79 Site so it can exist in a manner that it limits interruption of the Sites natural flow paths as far as is practical.
13. These blue and green network, in particular the green spaces, serve to break up the built form of the urban environment, mitigating the visual impacts the development density may have. Instead of being perceived as one large development this compartmentalises the space creating a finer grain and an appropriate scale and character for Prebbleton.

### **Progressive discussion with Mr Nicholson**

14. At a meeting on Friday 28 April I had a chance to explain the Ngai Tahu narrative and involvement in the project, as well as the revised design strategy and the resulting revised ODP in more depth to Mr Nicholson. The aim of our meeting was to provide him with the opportunity to ask any further questions related to the proposed changes to the ODP and if possible to identify specific areas of agreement or disagreement.
15. At the time of our meeting Mr Nicholson had not yet had the chance to fully familiarize himself with all the evidence and information provided and we decided to treat this meeting not as witness conferencing but more as an exchange of information and a preliminary discussion of the urban design matters raised in the S42a report.
16. We discussed the urban form and growth of Prebbleton and it was clear that there is a fundamental disagreement between us with regard to the need to provide for growth in Prebbleton beyond its current urban boundaries. Mr Nicholson considers Hamptons Road to be the current boundary of the urban form and sees no need for further growth in this direction.

17. Mr Nicholson sees Prebbleton as a monocentric town. I am of the opinion that Prebbleton has already outgrown the monocentric ideal of a village due to the ongoing growth over the last 15-20 years in particular which has moved mainly east, west and south and now places the towncentre at the far north of the township. With PC 72 and PC 68 both within the southern margins a secondary smaller local centre is needed to improve accessibility to services for these southern areas.
18. We decided to put this fundamental matter aside and considered that if Prebbleton was to grow beyond its current form which direction would be the most logical and appropriate to ensure that new development contributes to a well-functioning urban environment.
19. We agreed that growth to the north and east is not really an option if Prebbleton is to maintain a sense of separation from Christchurch with Hornby and Halswell extending southwards to the Selwyn District boundary. It is also constrained by transmission corridors and to the east with existing waterways and generally lower lying land.
20. Growth to the west is possible in principle, but would require stepping across Shands Road which is considered an important arterial road as it allows traffic to flow efficiently past Prebbleton to connect to the motorway. Growth to the west is also compromised due to the transmission corridor and the underlying ownership structure. It would not be able to facilitate 15 hh/ha development with the need to integrate several established smaller rural lifestyle blocks.
21. In my opinion, this area west of Prebbleton is best suited to LLR type development that can accommodate both of these constraints with larger lot sizes and maintain a more rural edge treatment towards the main road corridors.
22. In addition, the already developed LLR and lifestyle blocks between Shands Road and Springs Road do not allow for permeability in an east-west direction through to the town centre. All connectivity and accessibility is reliant on Trents Road and Blakes Road. As a result, the area immediately west of Shands Road has a similar walking distance to the town centre as PC 79, but without the benefit of the direct cycle/walking connection via the existing rail trail and the public transport link via Birchs Road. For that reason, I would consider the level of connectivity and accessibility to the town centre to be less than that of PC79.
23. Our last discussion point was the revised ODP which we considered on its own merit. Mr Nicholson acknowledged that many concerns he raised in his initial assessment had been addressed but he would need to study the ODP, and in particular the narrative, in more detail to form a full opinion.
24. We were able to briefly touch on several details and my understanding was we generally agreed in principle that the revised ODP addresses the following urban aspects in a positive manner:
  - a. Birchs Road presents as an urban street with speed reduction, pedestrian crossing points and direct access onto private properties.
  - b. PC 79 provides the necessary passive surveillance to Kakaha Park along its Birchs Road frontage

- c. the commercial area is better located and now interfaces with both Birchs Road and the PC79 residential area,
  - d. the additional east-west a road through the commercial area activates the area and provides access to the northern part of the ODP
  - e. the blue and green network informs the overall layout of the development and to builds more resilience into the development
  - f. the 'soft' landscape based treatment to the rural environment provides flexibility and allows for future connections
  - g. the ODP has the ability to integrate pockets of retirement living in close proximity to the commercial and community hub
  - h. the ODP has the ability to integrate a school (if required) in close proximity to the community hub and Kakaha Park
  - i. the proposal provides the opportunity for local runanga to be a key partner in the project allowing for the integration and expression of Maori cultural values throughout.
25. This is my understanding of the conversation, but as I noted above Mr Nicholson had not yet had the chance to fully familiarise himself with all the evidence and information provided so he has address you on his position in more detail.

### **Alternative location (Mr Fraser)**

26. Mr Fraser in his submission suggests alternative locations for urban growth and identifies the area west of Shands Road as a better option. Alternative locations also need to pass other 'test' such as contributing to a well-functioning urban environment.
27. From an urban design perspective, this area west of Shands Road is not well suited for urban growth of a medium density nature of 15hh/ha. As mentioned in my discussions with Mr Nicholson the underlying development structure, the power transmission corridor and the nature of Shands Road cannot support development of such a high urban intensity and character. I would not recommend to consider this area as a suitable urban growth path for MD living environments for the reasons stated in paragraphs 19-21. The establishment of Kakaha Park with its recreational area and sport fields is a clear indicator and a strong reason for urban growth to continue in a southward direction along Birchs Road.