

Before the Independent Hearings Panel
at Selwyn District Council

under: the Resource Management Act 1991

in the matter of: Proposed Private Plan Change 80 to the Operative
District Plan

and: **Two Chain Road Limited**
Applicant

Summary of evidence of Nicole Lauenstein (urban design)

Dated: 20 October 2022

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SUMMARY OF EVIDENCE OF NICOLE LAUENSTEIN

- 1 My name is Nicole Lauenstein. 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, particular within the crossover area of urban development, master planning, and comprehensive spatial developments.
- 2 I have been engaged by the applicant to provide a peer review of the urban design assessment prepared by Mr Compton-Moen in relation to this plan change request.
- 3 I agree with Mr Compton Moen's assessment and summary, that the character of the site will shift from open and agriculturally focused, to having an industrial character as a result of the change in land use introduced by PC80.
- 4 As a result of this and in the context of visual amenity, the adjacent properties to the west will experience change in surroundings from semi-open views across the rural land to views that are likely to be more restricted and screened by vegetation. The visual amenity for the rural properties to the north will not change substantially as they will continue to experience a similar outlook across a rural road onto a large shelterbelt.
- 5 I agree with Mr Compton Moen that the effects on visual amenity have been addressed appropriately through mitigation measures, primarily landscape treatment, along the road boundaries of Walkers Road and Two Chain Road. In particular, the very wide Two Chain Road corridor, combined with the revised proposal of a bund and planting strategy, will be able to mitigate most of the effects experienced by existing rural properties which currently are the most sensitive to the changes PC80 introduces.
- 6 The landscape experts are in disagreement with regard to landscape treatments along the southern boundary and the potential impact of industrial development on the visual amenity of SH1 and the rail corridor. From an urban design point of view I do not consider the SH1 nor the railway to be an environment that is sensitive to the proposed landuse change. I would advocate for a maximum level of flexibility to be retained to allow rail sidings to be established.
- 7 In general, any expansion to an urban area will alter people's experience of that area, however, it is unreasonable to expect that townships remain static. The National Policy Statement on Urban Development 2020 (NPS-UD) expressly anticipates that urban environments, including their amenity values, will develop and change over time.
- 8 Beyond the review of Mr Compton Moen, I have considered PC80 within the wider urban context of Rolleston, a key activity centre in the Selwyn District, with a focus on urban growth and compact urban form, accessibility, and connectivity.

- 9 The proposal would contribute to a well-functioning urban environment and fit very well into the existing urban structure and development pattern of Rolleston. It ensures that industrial development remains located north of SH1, clearly separated from the residential and commercial activities to the south.
- 10 It will logically complete the compact urban form, filling a rural gap between the existing I-Zone to the east and the correctional facilities to the west. Therefore becoming a logical and sequential extension of the I-Zone westwards.
- 11 Should the eastern area of the proposed Site be excluded from the industrial re-zoning due to the NPS-HPL, this would not necessarily impact the ability of the remaining Site to provide a functioning industrial zone, but from an urban perspective it would be better to have the proposed site and the I-Zone to visually connect directly without an undeveloped gap.
- 12 The Site is well-connected to main transport corridors, including both road and rail network. The main benefit of the site however, is the direct connection to the rail corridor itself, allowing it to pull sidings into the site if required.
- 13 The proposal is also a logical development for the Site when considering the proposed roading and associated traffic distribution changes proposed by Waka Kotahi as part of the SH1 intersection upgrades and the Rolleston Flyover. The proposed rerouting of traffic flows from SH1 into and out of the existing I-Zone, via either Two Chain Road/Walker Road or Jones Road /Weedons Road, will change the streetscape and street character of all these roads.
- 14 The proposal does fit well into the objectives and policies. The Business 2A Zone (B2A) rules package is appropriate regarding build standards and interface treatment with adjacent residential or rural zones and will guide the development accordingly.
- 15 Rolleston is a key regional centre in the Selwyn District and growth is to be expected and directed around such centres. This is clearly in-line with the directions set out by the NPS-UD.
- 16 Industrial activities are part of a natural urban growth and need to be carefully considered and accommodated, with the aim to minimise and or mitigate effects on sensitive receptors such as residential areas.
- 17 Rolleston has established a clear separation of industrial activities from all other urban activities through strategically placing the I-Zone north of the major transport corridor. Introducing a further industrial zone to extend the I-Zone along the rail corridor is a logical continuation of the urban structure and compact form of Rolleston.
- 18 I agree with the conclusion drawn by the planning officer, Ms White, that the proposal contributes to a well-functioning urban environment, as it:
 - 18.1 pro-actively and specifically manages the use and development of industrial land adjoining the existing industrial zone boundary;

- 18.2 is located in close proximity to key transport links, including SH1 and the main north-south rail corridor;
- 18.3 assists with reducing adverse rural character and visual effects that might otherwise arise by concentrating buildings and activities adjacent SH1 / the rail corridor, existing Rolleston urban boundary to the south, and the existing business zone to the east;
- 18.4 can effectively avoid or mitigate potential adverse effects from industrial development on the adjacent environments, through compliance with the operative District Plan rules for the zones, coupled with a proposed ODP and associated additional mitigation measures; and
- 18.5 enables the community to provide for its economic wellbeing, thereby contributing to its social wellbeing.

Dated: 20 October 2022

Nicole Lauenstein