

Before the Selwyn District Council

---

*under:* the Resource Management Act 1991

*in the matter of:* Proposed Private Plan Changes 81 and 82 to the  
Operative District Plan: Dunns Crossing Road, Rolleston

*and:* **Rolleston Industrial Developments Limited** and  
**Brookside Road Residential Limited**  
*Applicant*

Statement of Evidence of David Compton Moen (Urban design and  
landscape)

---

Dated: 26 August 2022

---

Reference: JM Appleyard (jo.appleyard@chapmantripp.com)  
LMN Forrester (lucy.forrester@chapmantripp.com)

chapmantripp.com  
T +64 4 499 5999  
F +64 4 472 7111

PO Box 993  
Wellington 6140  
New Zealand

Auckland  
Wellington  
Christchurch



## **STATEMENT OF EVIDENCE OF DAVID COMPTON MOEN**

### **INTRODUCTION**

- 1 My full name is David John Compton-Moen.
- 2 I am a Director at DCM Urban Design Limited, which is a private independent consultancy that provides Landscape and Urban Design services related advice to local authorities and private clients, established in 2016.
- 3 I hold the qualifications of a Master of Urban Design (Hons) from the University of Auckland, a Bachelor of Landscape Architecture (Hons) and a Bachelor of Resource Studies (Planning and Economics), both obtained from Lincoln University. I am a Registered Landscape Architect of the New Zealand Institute of Landscape Architects ('NZILA') since 2001, a full member of the New Zealand Planning Institute since 2007 and a member of the Urban Design Forum since 2012.
- 4 I have worked in the landscape assessment and design, urban design, and planning fields for approximately 25 years, here in New Zealand and in Hong Kong. During this time, I have worked for both local authorities and private consultancies, providing expert evidence for urban design, landscape and visual impact assessments on a wide range of major infrastructure and development proposals, including the following relevant projects:
  - 4.1 2021 – Working for Waimakariri District Council, I prepared Urban Design evidence to assist with Private Plan Change 30 – Ravenswood Key Activity Centre (KAC) which sought to rezone parts of an existing ODP to increase the amount of Business 1 land and remove a portion of Residential 6A land;
  - 4.2 2020-21 – Working for Mike Greer Homes, I have worked on the master planning, urban design and landscape design for the following Medium Density Residential and Mixed Use Developments;
  - 4.3 Madras Square – a mixed use development on the previously known 'Breathe' site (+90 homes);
  - 4.4 476 Madras Street – a 98-unit residential development on the old Orion Site;
  - 4.5 258 Armagh Street – a 33-unit residential development in the inner city;
  - 4.6 33 Harewood Road – a 31-unit development adjacent to St James Park in Papanui;

- 4.7 2020-21 – Working with Waimakariri District Council, I have assisted with the development of four structure plans for future urban growth in Rangiora and Kaiapoi;
- 4.8 2020-21 – Working for several different consortiums, I have provided urban design and landscape advice for the following recent private plan changes in the Selwyn District:
  - (a) Wilfield, West Melton (PC59 and PC 67);
  - (b) Lincoln South, Lincoln (PC69);
  - (c) Trents Road, Prebbleton (PC68);
  - (d) Birchs Village, Prebbleton (PC79);
  - (e) Extension to Falcons Landing, Rolleston (PC75); and
  - (f) Rolleston Southeast (PC78).
- 4.9 Acland Park Subdivision, Rolleston – master planning and landscape design for a 1,000-lot development in Rolleston (2017-current). I am currently working with the owner to establish a new neighbourhood centre in the development. The HAASHA development was originally 888 households before we redesigned the development to increase its density to ~14.5hh/ha;
- 4.10 Graphic material for the Selwyn Area Maps (2016);
- 4.11 Stage 3 Proposed District Plan Design Guides – Residential (High, Medium and Lower Density and Business Mixed Use Zones) for Queenstown Lakes District (2018-2020); and
- 4.12 Hutt City Council providing urban design evidence for Plan Change 43. The Plan Change proposed two new zones including a Suburban Mixed-use and Medium Density Residential as well as providing the ability for Comprehensive Residential Developments on lots larger than 2,000m<sup>2</sup> (2017-2019). The Medium Density Design Guide was a New Zealand Planning Institute Award winner in 2020.

5 I am familiar with:

- 5.1 The plan change application by Rolleston Industrial Developments Limited to rezone approximately 28 hectares of rural land in Rolleston to Living MD (PC81); and

- 5.2 The plan change application by Brookside Road Residential Limited to rezone approximately 110 hectares of rural land in Rolleston to Living MD and Business 1 (PC82).

together the *Proposed Plan Changes*, and Rolleston Industrial Developments Limited and Brookside Road Residential Limited together the *Applicants*.

- 6 I prepared the urban design assessment that formed part of the section 32 evaluation report for PC81. Whilst I did not prepare the urban design assessment that formed part of the section 32 evaluation report for PC82 (which was prepared by Ms Lauenstein) I am familiar with it and agree with its contents and conclusions.
- 7 I also prepared a brief of evidence dated 13 November 2021 with regard to the urban design and landscape effects of proposed private plan change 73 (PC73) to rezone approximately 160 hectares of land in two separate locations on Dunns Crossing Road, Rolleston.

#### **CODE OF CONDUCT**

- 8 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the Code of Conduct for Expert Witnesses contained in Part 7 of the Environment Court Practice Note 2014. I have complied with it in preparing my evidence. I confirm that the issues addressed in this statement of evidence are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

#### **SCOPE OF EVIDENCE**

- 9 I am of the view that urban design and landscape effects of the Proposed Plan Changes and the Holmes-Skellerup Blocks (whether as Living 3 or PC73) are best considered together as it allows a more holistic assessment. The combination of the three provides greater certainty that connections and provision of open space will be addressed in a cohesive manner. My evidence therefore considers the key urban design attributes of the Proposed Plan Changes and PC73 (collectively, *West of Dunns Crossing Road*).
- 10 In preparing this evidence I have reviewed:
- 10.1 Applications for the Proposed Plan Changes;
  - 10.2 National Policy Statement on Urban Development;
  - 10.3 Our Space 2018-2048;



- 10.4 NZILA Guidelines on Best Practice Guide – Landscape Assessment and Sustainable Management (2010);
- 10.5 Operative Selwyn District Plan;
- 10.6 Selwyn District Council Subdivision Design Guide (2009);
- 10.7 Submissions lodged in relation to the Proposed Plan Changes;
- 10.8 Commissioner’s recommendation for PC73.
- 11 The combined total area of PC81 and 82 is approximately 130ha. The Proposed Plan Changes will not be an isolated pocket of residential development.
- 12 I consider the following aspects to be the main urban design, landscape and visual amenity issues and which I have addressed below:
  - 12.1 Urban Form and Constrained Growth;
  - 12.2 Connectivity and Walkability;
  - 12.3 Density, Character and Rural Interface; and
  - 12.4 Landscape and Visual Effects.

#### **URBAN FORM AND CONSTRAINED GROWTH**

- 13 The growth of Rolleston township has been well documented over the past 20 years, from a small settlement of a few houses around the state highway and train station, to the current footprint which extends 4km southeast from the State Highway. Since 2000 Canterbury’s population has increased from 493,000 people to 645,900 in 2020<sup>1</sup>, an increase of 31%. For Rolleston, the growth rate has been even greater with Rolleston’s population growing from 9,555 in 2012 to 17,500 in 2017 based on the last census<sup>2</sup>.
- 14 The growth of the town slowed in 2009-2010 with the Global Financial Crisis after high growth levels in the early 2000’s. At this time the Rolleston Structure Plan was finalised and released (2009) with the intention of identifying areas for residential growth. With the Canterbury earthquakes, the growth of the town commenced again and has continued to grow at a significant rate.

---

<sup>1</sup> <http://nzdotstat.stats.govt.nz/wbos/Index.aspx?DataSetCode=TABLECODE7979>

<sup>2</sup> <https://www.stuff.co.nz/the-press/news/123429830/plans-for-nearly-1000-new-rolleston-homes-opposed-over-transport-and-land-use-worries>

- 15 Residential growth is typically focused along the southern edge of the state highway and on either side of Rolleston Drive. Lowes Road at the time was the southern edge of higher density (although still low density) development with large lot residential properties located along the road's southern boundary. While a lot of these properties have now been intensified, the lack of connectivity south from Lowes Road is noticeable with most roads being cul-de-sacs and not continuing through to either Goulds Road or Oak Tree Lane. The section of Lowes Road between East Maddisons and Broadlands Drive is 1.115km with no intermediate through road. Broadlands Drive was constructed in 2010 with Clearview Primary School. The disbenefits of placing larger residential lots along the current edges of settlements is highlighted by the lack of connectivity along Lowes Road.
- 16 Growth of Rolleston to the east was and is limited by Christchurch Airport's 50 dBA noise contour. To the north, residential growth is prevented by industrial land use and several issues created by the state highway / motorway and the rail corridor.
- 17 To the south, the Faringdon development started in 2012<sup>3</sup> jumping across Lowes Road and Foster Park, accessed from Goulds Road. Faringdon is continuing to develop the block bordered by Dunns Crossing, Selwyn and Spingston-Lincoln Roads. The Borough and Greens (part of Faringdon) are located to the east of Springston-Rolleston Road. Selwyn Road is the southern edge of development with the Gammack Trust block preventing development further south.
- 18 In the southereastern corner of Rolleston, Braithwaite, Acland Park and Falcon's Landing are all nearing completion or are completed. Acland Park was a HAASHA (Housing Accords and Special Housing Areas Act 2013) project approved in 2016 under the name of Chelsea Green. The development was for 888 households and includes a commercial area and associated open space. Acland Park is zoned Rural Inner Plains in the Operative District Plan and General Rural zone in the Proposed District Plan. The final stages of Acland Park are currently in design with all other stages sold out, including the comprehensive and super lot sites. PC75 and PC78 will largely complete the southeastern corner before development will 'jump' the Lincoln-Rolleston Road and Selwyn Road, to the east of the Gammack Trust Block.
- 19 PC71 to the east is the first private Plan Change proposed on the eastern side of Lincoln-Rolleston Road, noting that the Rolleston Structure Plan extends the FUDA out to Weedons Road in this direction. I am currently working on a project for 24ha on the

---

<sup>3</sup> <https://www.faringdon.co.nz/developer/faringdon-history>

eastern side of Lincoln-Rolleston Road which is looking to provide an additional 50 houses.

- 20 According to the Rolleston Structure Plan Development Sequence (2009), the southeastern 'quadrant' was not due for implementation until 2041-2075. The Our Space 2018-2048 (2018) Figure 16<sup>4</sup> also adopted the study area of the Rolleston Structure Plan. Rolleston has, and is, continuing to develop at a pace that was not anticipated by either the Rolleston Structure Plan (2009) or Our Space 2018-2048. In Figure 1 appended to my evidence at Appendix 1, the plan shows the current Plan Changes along with current development under construction.
- 21 Growth to the west towards Dunns Crossing Road includes the development of Stonebrook and then Newman Park, West Rolleston School, Kajens Country (larger residential lots) and now PC76 and PC70 – refer to Figure 1. The previous Outline Development Plans 39 and 40 provide for residential development on the western side of Dunns Crossing Road, and with a small area of Living 2 with lots ranging in size from 0.5-1.0 hectares. Further to the west is the Pines Wastewater Treatment Plant and Resource Recovery Park. These facilities provide a fixed edge to urban development in this direction.
- 22 Overall, given the context described above I consider that urban development should and will inevitably grow to the west, southwest and southeast of Rolleston with the West of Dunns Crossing Road being a natural, in-sequence extension of existing urban area. Rolleston's growth rate is well above the predicted forecasts and the areas identified in the 2009 Structure Plan have largely been developed or with Plan Changes proposed. The Structure Plan forecasts growth to 20,000 residents in 2044<sup>5</sup>, a milestone which may have already been reached (17,499 residents in 2018<sup>6</sup>).
- 23 Below, I outline how the Proposed Plan Changes can contribute to well-functioning urban environments.

### **CONNECTIVITY AND WALKABILITY**

- 24 Possible future connections to surrounding developments are included in the Proposed Plan Changes, helping to foster positive connections to existing and proposed development. Dunns Crossing Road will become a slower speed environment and more urban in

---

<sup>4</sup> <https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-consultation/Draft-Our-Space-2018-2048.pdf>

<sup>5</sup> [https://www.selwyn.govt.nz/\\_\\_data/assets/pdf\\_file/0018/14364/090923-01-Executive-Summary-and-Introduction.pdf](https://www.selwyn.govt.nz/__data/assets/pdf_file/0018/14364/090923-01-Executive-Summary-and-Introduction.pdf)

<sup>6</sup> <https://statsnz.maps.arcgis.com/apps/webappviewer/index.html?id=6f49867abe464f86ac7526552fe19787>

character. Footpaths, cycleways, more frequent intersections and crossing points will assist with unifying the western side of Dunns Crossing Road and West Rolleston School to existing and soon to be developed urban areas of Rolleston in an integrated and connected manner.

- 25 In Figures 5 and 6 of Appendix 1, the ODP's highlight the ability to connect to the western side of Dunns Crossing Road with adjacent residential areas and their proximity to existing amenities (whether PC73 or the Living 3 blocks are developed). Footpaths, shared paths and green links are all proposed within the development area to ensure that residents have a high level of connectivity and accessibility, extending from the State Highway in the north to Selwyn Road in the south.
- 26 Intersection improvements including crossing points can be established and are likely given that many of the students of West Rolleston Primary live east of Dunns Crossing Road<sup>7</sup>.
- 27 A primary north-south connection is proposed running through PC82 (West of Dunns Crossing Road) which could be extended through the Skellerup Block (in either scenario as Living 3 or PC73) and then into PC81. There are 10 (Living 3 option) and 13 (PC73 option) east-west connections which allow for the Proposed Plan Changes to integrate well with the existing urban network while also allowing for future development out to Edwards Road. The ODPs proposed does not preclude future development. One of the east-west connections aligns with the proposed east-west primary road through PC70, Faringdon, Acland Park and Falcon's Landing (PC75).
- 28 It is worth noting that Rolleston, without stating the obvious, has grown into a substantial urban settlement with a series of smaller urban catchments surrounding the future town centre (under development). There are several small commercial centres scattered through the town including Stonebrook (within 5 minutes walk of the Holmes Block), Faringdon, Faringdon Far West (PC70), and Acland Park (Broadway-in planning). Small local centres are proposed in both blocks, located on Dunns Crossing Road where they are highly accessible, to supplement the existing nodes. The scale of these centres is such that they will not compete with the main town centre but provide amenities and services for local residents within their catchment (walkable).
- 29 Internally, the Proposed Plan Changes, though not displaying the finer grain roading network (only primary and secondary routes are shown), promotes the ability for residential blocks to have a north-south aspect and varying block length between 80 – 120m. This provides block lengths that are small in scale to allow for walkability

---

<sup>7</sup> <https://www.westrolleston.school.nz/enrolment/enrolment-zone>

and easy navigation without overly relying on roading. The use of green networks throughout the sites also encourage a high degree of connectivity and permeability within and in/out of the proposal, with focus around connectivity to Rolleston West Primary School, Farindon Far West and Brookside Park. Off-road shared paths further encourage alternative modes of transport such as cycling and walking.

- 30 Open green spaces are provided within a 500m walkable catchment as per Selwyn District Council Parks, Reserves and Open Spaces Strategy. Brookside Park, Foster Park, along with Rolleston College and the aquatic centre are all within relative proximity to the two blocks and are easily accessible via Goulds or Lowes Road.
- 31 Overall, the Proposed Plan Changes are considered to meet the outcomes of the proposed District Plan objective and policies relating to Urban Form and Growth, being close to schools, shops (current and proposed), and recreational facilities. Medical facilities are located within the town centre, but given the growth of the settlement it is likely more medical facilities will establish in local neighbourhood centres.
- 32 As highlighted in Figure 9 appended to my evidence at Appendix 1 and the description above under Connectivity and Walkability, the ODP is in relatively close proximity to current and future amenities. I consider that Rolleston has a decentralised approach to its layout but will change as the town centre develops and matures. The decentralised approach is highlighted by the several small neighbourhood centres, new primary schools and community facilities all of which are outside of a walkable distance from the town centre. Rolleston now extends 4km from SH1 to the south and Dunns Crossing Road will play an important role in the movement network, as the southern entrance to the town.

### **DENSITY, CHARACTER AND RURAL INTERFACE**

- 33 I consider that the Proposed Plan Changes, and the whole of West of Dunns Crossing Road, are consistent with current urban development practice with a view to creating densities of 12hh/ha and greater. I am supportive of this approach in Rolleston having worked on Acland Park and seen the variation and diversity of lot sizes allowing a wider demographic entry into the housing market.
- 34 For the rural edges of PC81 and 82 on Brookside, Edwards Road and Selwyn Road, the likely effects will be similar to that of Faringdon where it meets Selwyn Road. The road provides a break between land use types to reduce potential reverse sensitivity. Where an ODP border is sitting adjacent to rural land, there is a possibility in some locations that the land will eventually be developed into residential. We have investigated the placement of lower density, large lot,

residential sections along the edges of the ODP area and this may happen, but it would be something that is developed at subdivision stage. It is my preference that it does not occur though, with a view to creating greater residential capacity and not creating a barrier to potential future growth beyond the block(s).

- 35 The density is considered appropriate to meet the outcomes desired by the NPS:UD (2020). Any amenity effects on existing residents and the ability to create well-functioning urban environments for future residents can be successfully mitigated through the proposed ODP. There is a noticeable change but it is an acceptable change.

### **LANDSCAPE AND VISUAL EFFECTS**

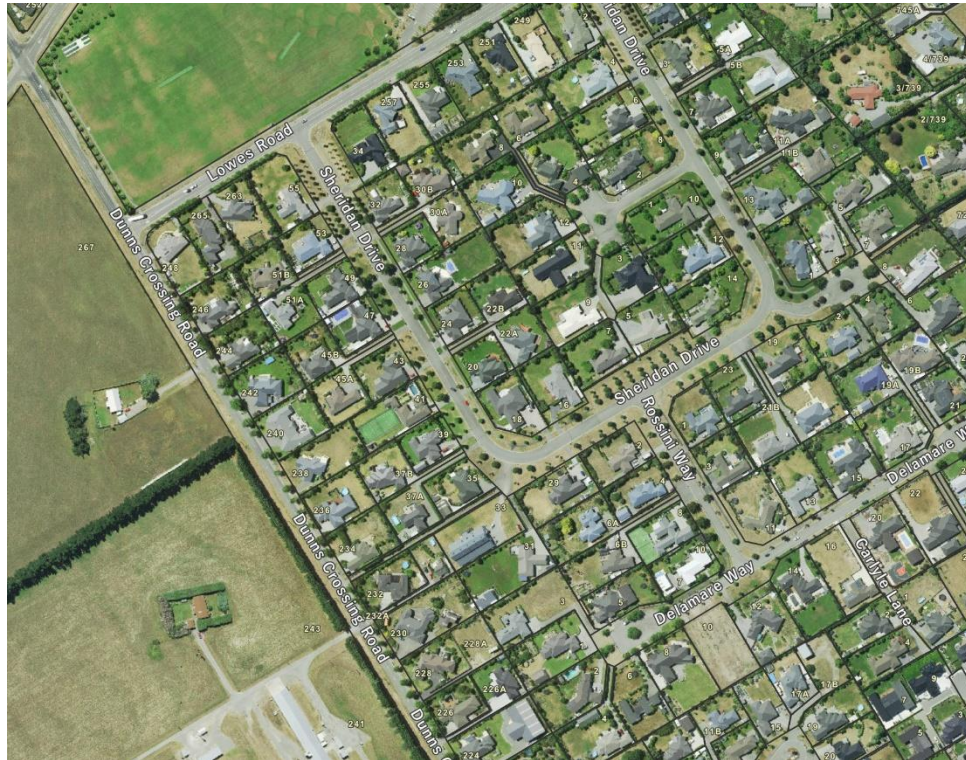
- 36 As outlined above, I consider that development is already occurring on the western side of Dunns Crossing Road with the proposed ODPs viewed as a natural extension of urban development, and to achieve the intentions of the NPS:UD the greater density should be provided for.
- 37 In terms of landscape character and values of the area, subject to the mitigation measures proposed, the Proposed Plan Changes will result in an acceptable magnitude of change on the existing rural landscape character and values. The existing character of West of Dunns Crossing Road is already highly modified with no natural features of note. The partially open character of the site will change to one which is more compartmentalised into smaller units, but which can be partially mitigated through fencing controls and landscape planting to retain a high level of amenity (items which are sorted out during the subdivision consenting stage). I also note that the open character could change with the planting of boundary shelter belts along Dunns Crossing Road, as a permitted activity. This change to the open character is already anticipated with the Living 2 and Living 3 areas which already exist to the west of Dunns Crossing Road.
- 38 The receiving environment will maintain aspects of openness through the creation of green corridors. Management of fencing and bulk and location of the development will also help create a sense of openness throughout the site. The highest likely effects on visual amenity, after mitigation, will be experienced by those residential properties closest to the proposal, along Dunns Crossing Road. Though there is a change from rural to suburban, from this location the magnitude of change is considered low as the proposal is an extension of the existing development present on the other side of Dunns Crossing Road. Motorists have a temporary view of the development and are anticipated to expect change in land from rural to suburban as they travel to/from the Rolleston township. Overall, the scale and bulk and location of the proposal would allow it to appear as a natural extension of existing development within

Rolleston, with an anticipated low, and acceptable, magnitude of change.

## RESPONSE TO SUBMISSIONS

- 39 I have read the submissions received on the proposed Plan Changes with particular reference to the following submissions:
- 40 Tania Croucher (PC81-0005) – Regarding her comment of: *“The impact on 890 Selwyn Road have not been considered. The report has incorrectly assessed the impact on 796 Selwyn Road”*. The effects on 890 Selwyn Road are considered to be Less than Minor. The proposed plan change is separated from 890 Selwyn Road by Goulds Road and PC70 (Faringdon Far West). Goulds Road, as part of safety improvements, is to be realigned to intersection with Dunns Crossing Road further to the north, away from Selwyn Road. PC70 proposes low density residential development in proximity to 890 Selwyn Road.
- 41 The effects on 796 Selwyn Road are still considered Indiscernible given distance and intervening vegetation.
- 42 Charlaine McConachy (PC82-0004) – *“The proposed plan [change] will obstruct my view”* (from 324 Brookside Road). The view south from the street frontage of this property will change from the current open view across a grass paddock to one which is characterised by residential dwellings and associated infrastructure. It is worth noting that the open view would be lost if the owner of the proposal site were to plant a boundary shelter belt (permitted activity), potentially obstructing any view to the south by a larger degree than the proposed PC82.
- 43 The road frontage of 324 Brookside Road is planted with a mix of species including large eucalyptus trees, cabbage trees and conifers limiting views from the dwelling house to the house. The garage and water tanks are also located on the south side of the dwelling further restricting any views. Overall, I consider the Plan change will have a Less than Minor effect on current views from this property.
- 44 Linda Woltersdorf (PC82-0009) – In reference to this submission regarding the change in rural character, there will be a change in character due to the proposed Plan Changes but the larger sections of Kajens Estates will still retain a high degree of amenity given there lot size and internal setbacks. Without the Plan Changes, the character of Dunns Crossing Road is going to change with the State highway improvements making Dunns Crossing Road the southern entrance into Rolleston, and subsequently carrying more traffic. Kajens Country is characterised by large residential properties ranging size from 1,300-2800m<sup>2</sup> with large residential dwellings and

gardens. Some dwellings have tennis courts and swimming pools but I do not consider the development to have rural characteristics. The image below is snipped from Canterbury Maps showing the layout and density of Kajens Country:



*Figure 1: Kajens Country urban pattern (source: Canterbury Maps)*

- 45 Hill Street Limited (PC82-0012) – PC81 and PC82 have been designed to allow for future growth into the adjoining sites on the eastern side of Edwards Road. No specific boundary treatments are proposed such as a Large lot buffer or a special interface, and future possible road connections have been incorporated into the proposed ODP for both PC81 and 82. This method will ensure future growth into these properties is not precluded.



## RESPONSE TO OFFICER'S REPORT

- 46 I have the read the officer's Section 42a report and the accompanying evidence of **Mr Nicholson** with regard to Urban Design issues. In regard to urban form and connectivity, I disagree with the officer's report that the Plan Changes do not achieve Objective B3.4.5.<sup>8</sup> The ODPs for PC81 and 82 have been updated to include a total of 6 connection points across Dunns Crossing Road, connecting into existing and future urban areas of Rolleston.
- 47 The total length of Dunns Crossing Road is just over 4km, from the State Highway through to Selwyn Road. At present there are only 2 crossing points being Burnham School and Brookside Roads. With the development of the Holmes and Skellerup blocks combined with PC81 and 82 the number of crossing points is 11 (refer to Figure 6). If PC73 were to be developed as proposed then 15 connections (refer to figure 5) would be established over the 4km length. This equates to one every ~260m, noting that the ODPs do not show tertiary roads which are likely to increase the level of connectivity further. Internally the ODPs have a high level of connectivity.
- 48 Greenways and cycle/pedestrian routes are included in the ODPs along with proposed pedestrian crossings and intersection upgrades.
- 49 As a point of comparison the section of Lowes Road between East Maddisons Road and Goulds Drive, a distance of 1.8km, there is one connection through to the south being Broadlands Drive.
- 50 I consider the Plan Changes achieve Objective B3.4.5.
- 51 In terms of Objective B3.4.4, *'Growth of existing townships has a compact urban form and provides a variety of living environments and housing choices for residents, including medium density housing typologies located within areas identified in an Outline Development Plan'*, I consider the Plan Changes can achieve all aspects of this objective. The Plan Changes physically 'touch' existing and future urban areas, being a natural extensions of the town's form. In this respect, and with the proposed density, I consider Rolleston's form is compact.

---

<sup>8</sup> Ms White, at 220-221

## CONCLUSION

- 52 Overall, I consider the Proposed Plan Changes which form part of the subject land for West of Dunns Crossing Road, Rolleston will create well-functioning urban environments for the following reasons:
- 52.1 The combination of PC81 and 82, when combined with the Living 3 Blocks (Holmes and Skellerup) and the Living 2 block (between Burnham School Road and Brookside Road) creates a continuous block of residentially zoned land on the western side of Dunns Crossing Road extending from the state highway through to Selwyn Road.
  - 52.2 Whether PC73 is incorporated, or whether the Living 3 zones are retained, PC81 and PC82 create a well-functioning urban environments, as per Policy 8 of the NPS:UD, and are consistent with the Township Objectives and Policies for urban form and growth of the Operative District Plan. The ODPs ensure a high level of amenity, connectivity and accessibility which is highlighted in the attached figures. The ODPs provide for the integration of any future development further to the west incorporating Edwards Road in time.
  - 52.3 The growth of Rolleston is prevented from extending south (Gammack Estate), north (industrial) and east (airport noise contours) restricting growth to the west and southeast. Growth to the west past the Holmes block is restricted by the Pines WWTP and Resource Recovery Park which forms a barrier to future growth in this direction.
  - 52.4 The blocks are natural extensions of urban Rolleston and are well-connected to existing areas and amenities (schools, commercial, reserves). Road connections, intersection improvements and green links are all proposed to link with Rolleston West School, Stonebrook and PC70 (Faringdon Far West).
  - 52.5 The growth rate of Rolleston is much quicker than both the Rolleston Structure Plan and Our Space 2018-2048 have anticipated with the identified 'growth' areas already either largely developed or in the process of being developed.

- 52.6 The proposed density, with a 12hh/ha minimum, is considered a positive change in line with other developments in Rolleston to provide significant development capacity. In terms of the National Policy Statement: Urban Development, Policy 8, West of Dunns Crossing Road will add significant residential capacity with a proposed density ranging between 12 and 15hh/Ha. This is considered appropriate to meet the outcomes desired by the NPS:UD. Any amenity effects on existing and future residents can be successfully mitigated through the proposed mitigation measures.
- 52.7 In terms of landscape character and values of the area, subject to the mitigation measures proposed, the proposal will result in an acceptable magnitude of change on the existing rural landscape character and values. The existing character of West of Dunns Crossing Road is already highly modified with no natural features of note. The partially open character of the site will change to a character which is more compartmentalised into smaller units, but which can be partially mitigated through fencing controls and landscape planting to retain a high level of amenity (items which are sorted out during the subdivision consenting stage).
- 52.8 In terms of visual amenity, the adjacent rural properties will experience a change in the openness of views across the space. Adjoining suburban residential properties, current and future, overlooking the rezoning request areas will have a mix of open, partial and screened views of future development. Changes to the experience of these residents is considered low given the character of existing views and existing boundary treatment. In this regard the Proposed Plan Changes are considered consistent with the NPS:UD.

Dated: 26 August 2022

---

David Compton Moen

PC 81 and PC82 EVIDENCE MAPS  
**ROLLESTON INDUSTRIAL DEVELOPMENT LIMITED**

26 AUGUST 2022  
PROJECT NO. 2022\_168  
REVISION B



Project no: 2022\_168  
Document title: PC81 AND 82 EVIDENCE FIGURES  
Revision: B  
Date: 26 AUGUST 2022  
Client name: ROLLESTON INDUSTRIAL DEVELOPMENT LIMITED

Author: David Compton-Moen | Sophie Beaumont  
  
File name: 2022\_168 Rolleston Industrial PC81, 82 Evidence Figures\_B

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	22/08/2022	DRAFT	DCM	NL (A+URBAN)	
B	26/08/2022	MINOR AMENDMENTS	DCM	NL (A+URBAN)	



DCM URBAN DESIGN LIMITED

Unit 10, 245 St. Asaph Street  
Christchurch 8011

COPYRIGHT: The concepts and information contained in this document are the property of DCM Urban Design Limited. Use or copying of this document in whole or in part without the written permission of DCM Urban Design Limited constitutes an infringement of copyright.

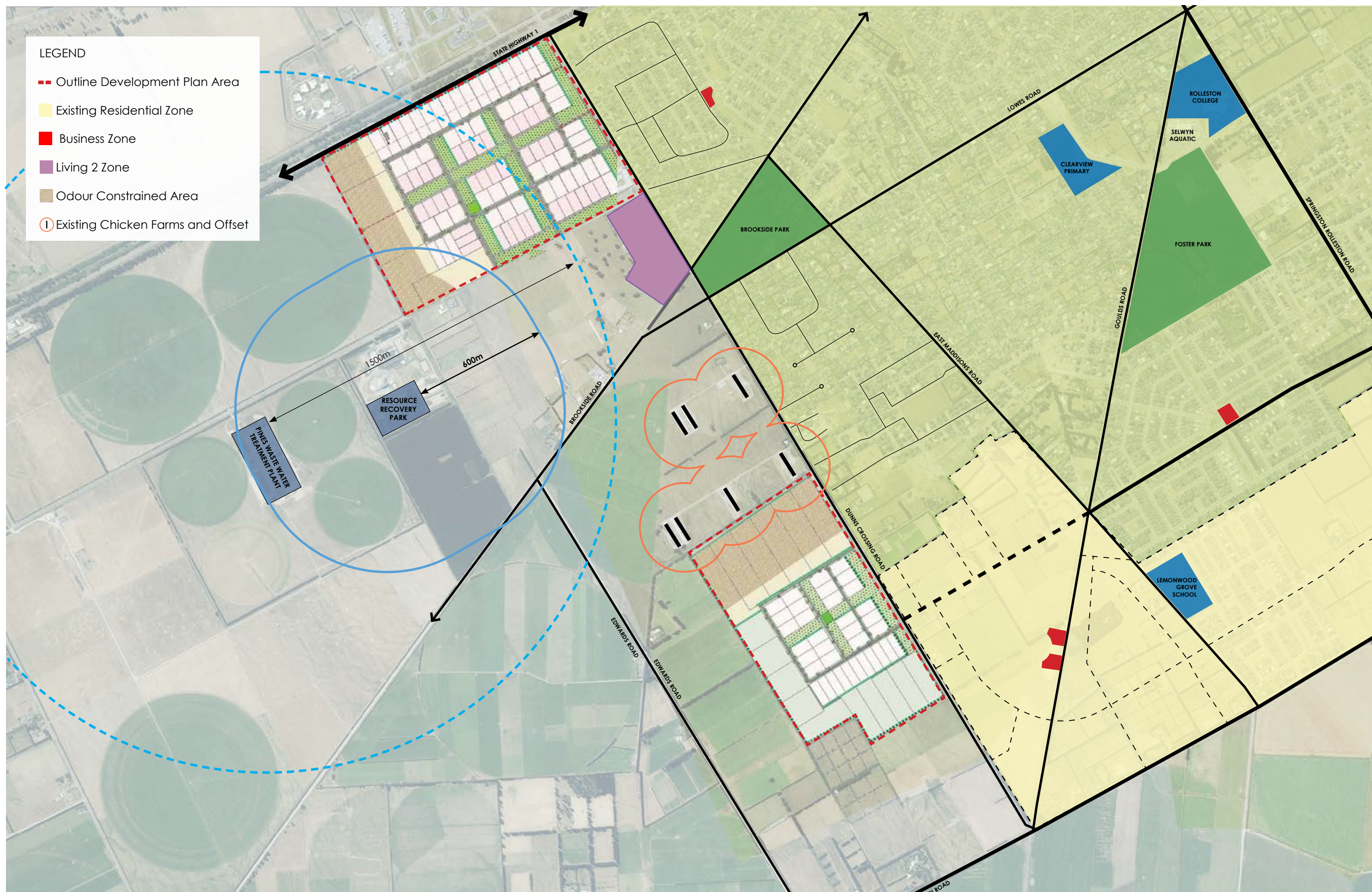
CONTENTS

- 1. PC73 MEDIATION VERSION - ROLLESTON FUTURE URBAN FORM + SOILS
- 2. CURRENT RECEIVING ENVIRONMENT
- 3. OUTLINE DEVELOPMENT PLAN - PC81 AND PC82 + PC73
- 4. OUTLINE DEVELOPMENT PLAN - PC81 AND PC82 + LIVING 3
- 5. OUTLINE DEVELOPMENT PLAN - PC81 (1:7500)
- 6. OUTLINE DEVELOPMENT PLAN - PC82 (1:7500)
- 7. OUTLINE DEVELOPMENT PLAN - PC73 HOLMES (1:5000)
- 8. OUTLINE DEVELOPMENT PLAN - PC73 SKELLERUP (1:5000)
- 9. CONNECTIVITY PLAN





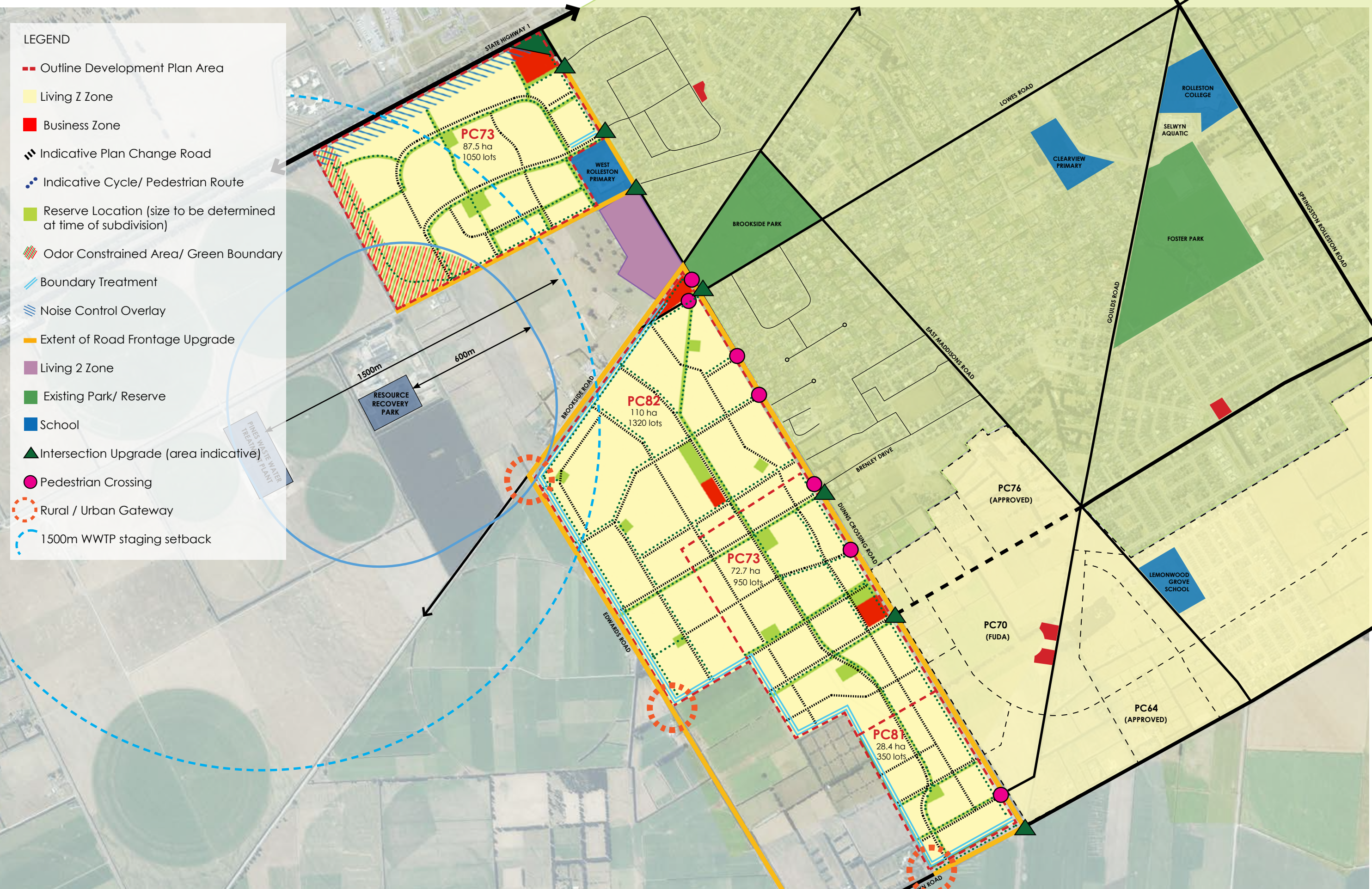




## CURRENT RECEIVING ENVIRONMENT

ROLLESTON WEST, PLAN CHANGE 81 AND 82 HEARING





# OUTLINE DEVELOPMENT PLAN - PC81 AND PC82 + PC73

ROLLESTON WEST, PLAN CHANGE 81 AND 82 HEARING





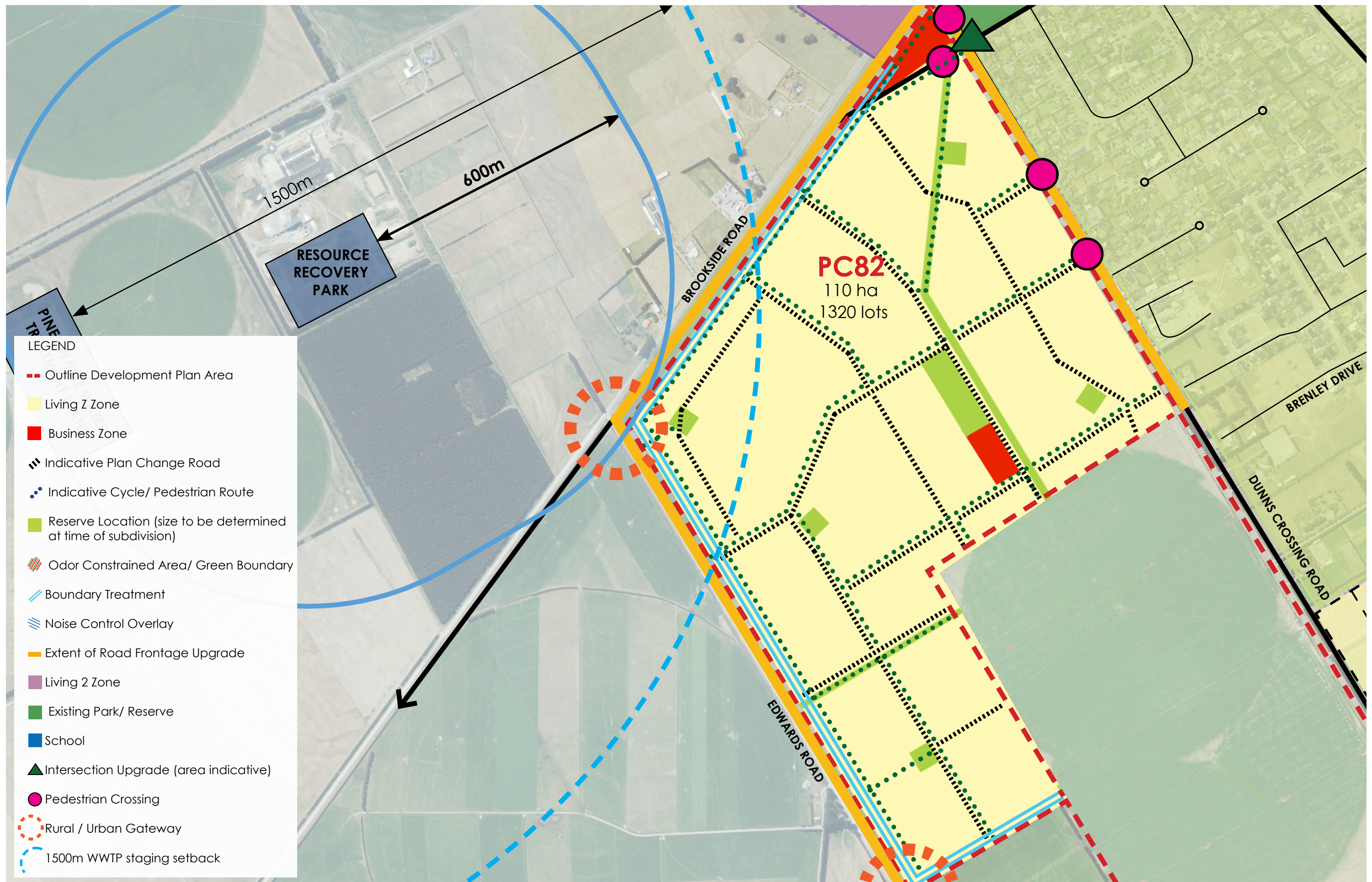




## OUTLINE DEVELOPMENT PLAN - PC81 (1:7,500)

ROLLESTON WEST, PLAN CHANGE 81 AND 82 HEARING

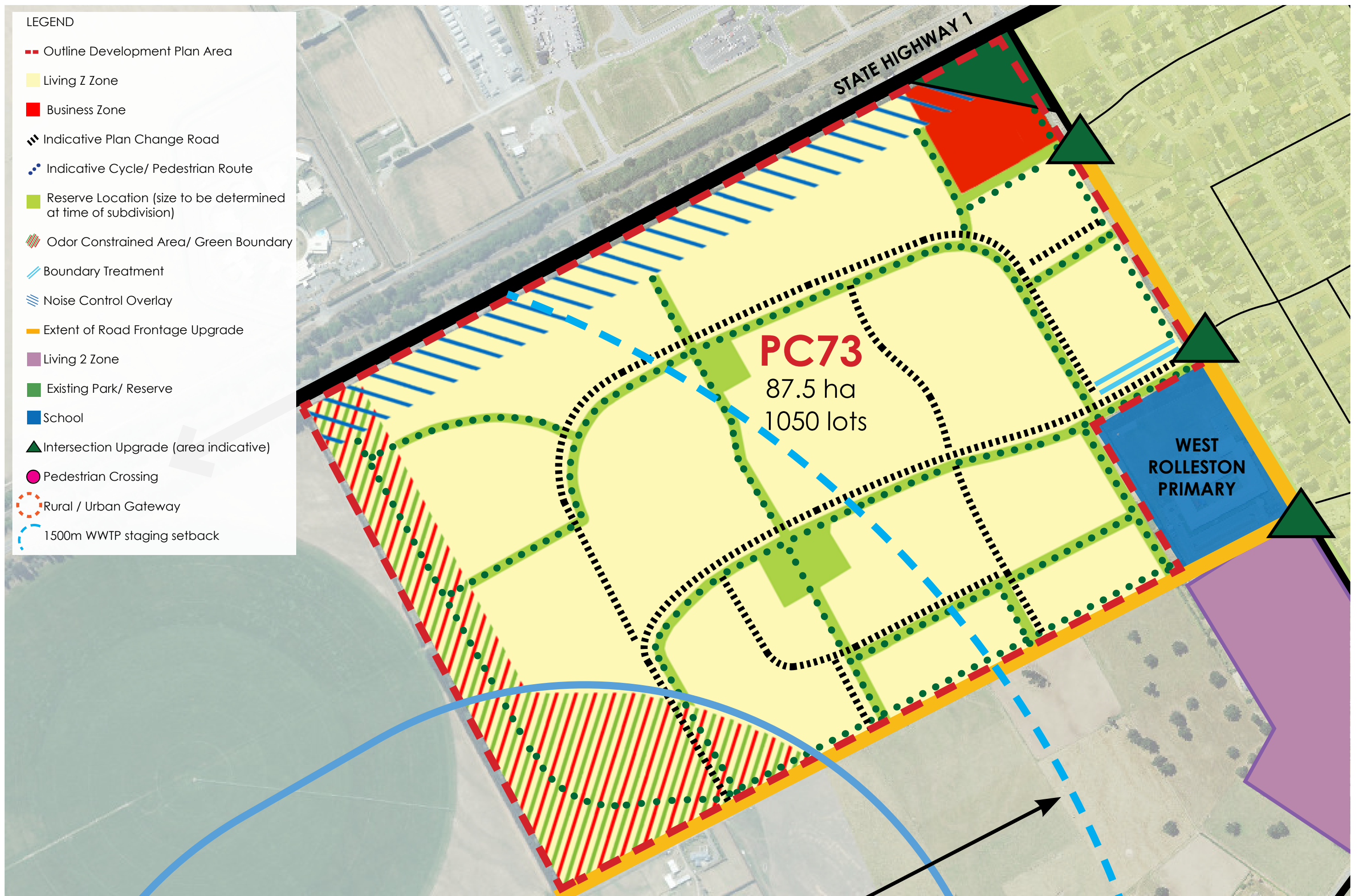




## OUTLINE DEVELOPMENT PLAN - PC82 (1:7,500)

ROLLESTON WEST, PLAN CHANGE 81 AND 82 HEARING

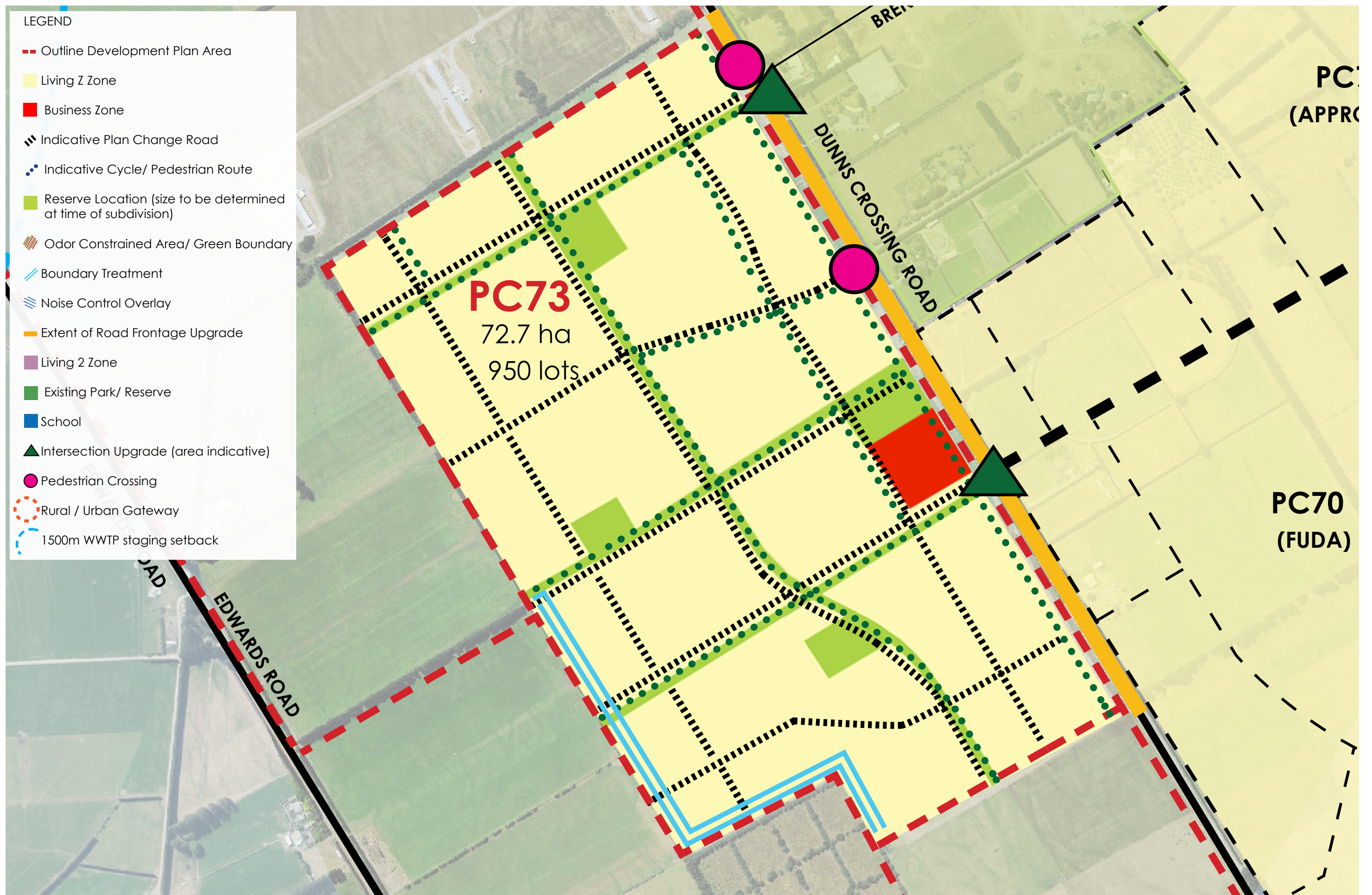




## OUTLINE DEVELOPMENT PLAN - P73 HOLMES (1:5,000)

ROLLESTON WEST, PLAN CHANGE 81 AND 82 HEARING





## OUTLINE DEVELOPMENT PLAN - P73 SKELLERUP (1:5,000)

ROLLESTON WEST, PLAN CHANGE 81 AND 82 HEARING



