

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

Summary of Evidence of Nicole Lauenstein (urban design)

Dated: 12 September 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



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 in particular within the crossover area of urban development, master planning, and comprehensive spatial developments
- 2 Planning and urban design directives at a national level clearly instruct and guide future urban development and intensification towards existing urban areas in particular around Key Activity Centres. Rolleston has been identified as the Key Activity Centre in the Selwyn District and can and needs to support such urban growth. Whilst not located in a future development area (FUDA), PC 81 and 82 are consistent with overarching objectives and policies of the Operative and Proposed District Plan and also assist in meeting the requirements for residential intensification and provision of additional development capacity anticipated by the NPSUD. .
- 3 The urban analysis of Rolleston and the assessment of urban growth options and constraints (refer to page 3 of the appendix in Mr Compton Moen's evidence) clearly show that the land west of Dunns Crossing is not only available and suitable for urban development, but is a natural growth sequence and is the only realistic direction of urban residential growth in Rolleston outside of infill development.
- 4 Since lodgement of PC 82 and PC 81 more information is available which gives a better understanding of the intensifying urban context surrounding these PC areas. This includes:
 - 4.1 a submission on PC 82 (Hill Street Limited) and various submissions to the Proposed District Plan review are seeking the inclusion of the land west of Dunns Crossing Road as urban areas;
 - 4.2 the expected residential rezoning and development of the PC 70 land;
 - 4.3 clarifications on traffic related matters such as the intersection upgrade at SH1/Dunns Crossing Road creating the western entry into Rolleston, and the role of Dunns Crossing Road as a key entry and north-south distributor into Rolleston bringing with it an urbanisation of those roads;
 - 4.4 the proposed overpass to the I-Zone opening up pathways to a future fast commuter rail connection to Christchurch;
 - 4.5 further progress in urban infill development east of Dunns Crossing Road; and

- 4.6 the recent decision to decline PC 73 due to concerns around odour and urban form which has been appealed and is currently in mediation.
- 5 Regardless of the outcome of PC 73 the environment adjacent to PC 82 will be predominantly of a residential nature, with a pocket of rural and L2 to the north, L3 or LZ to the south (PC73) and LZ or L1B to the east. The environment adjacent to PC 81 will be of a residential nature on two sides with either L3 or LZ to the north (PC73) and LZ to the east (PC 70).
 - 6 Individually each ODP for PC81 and PC82 can be connected to existing residential areas and will work well on their own, regardless of whether PC73 is ultimately granted or not. Both provide good connections to the existing urban fabric and linkages to potential future development. Both have good access to local commercial centres and neighbourhood reserves as well as other community facilities, all within acceptable walking and cycling distances.
 - 7 Small adjustments have been made to both ODPs, responding to changes occurring in the surrounding environment and in response to submissions, the Officer's Report and urban design statement by Mr Nicholson. These refinements improve the distribution of the local commercial centres across the entire area and associated greenspaces, and result in minor adjustments to the road layout as a flow on effect. The underlying design concepts, connectivity and accessibility however remain the same in principle.
 - 8 All plan changes west of Dunns Crossing Road, including PC81/82 (and PC73), are owned by a single entity willing to develop and have no impediment to development such as multiple ownership and related boundary constraints, or integration of existing rural dwellings, access routes and established gardens. This makes the design process comprehensive, well integrated and cohesive and above all provides a very high level of certainty that the design outcomes will be achieved.
 - 9 Advising on urban design, in particular urban form, requires strategic oversight and PC81, PC82 and PC 73 should not fall victim to 'procedural constraints'. From an urban form, connectivity and accessibility perspective they should never be considered in total isolation from each other and in relation to only existing conditions. To best understand the contribution each individual PC makes to the wider urban fabric it should be seen as a key part of a cohesive, connected and compact strategy for urban growth west of Dunns Crossing Road, even if presented as individual ODPs and with slightly offset timelines.
 - 10 When looking at all the residential rezoning proposals west of Dunns Crossing Road (i.e. PC 73, 82 and 81 and the possible urbanisation

of the L2/rural pocket), a strong, cohesive overall development and growth strategy clearly presents itself. However, the risk of ending up with either two isolated L3 developments or a piecemeal mix of urban densities randomly interspersed with very low L3 densities still remains should these plan changes not proceed.

- 11 Without a doubt, the best compact urban form for this western edge of Rolleston, the best connectivity and accessibility and most certainty that development will result in a well-functioning urban environment will be achieved if all these plan changes work together. Both PC 82 and 81 make considerable contributions towards this and in particular PC 82 is a keystone linking the entire area together.
- 12 Any remaining concerns related to either technical matters such as the settling of the odour setback, procedural planning matters and temporary concerns around connectivity related to staging or timing can be resolved independently and they do not materially affect the urban form and inherent urban qualities of the PC proposals.

Dated: 12 September 2022

Nicole Lauenstein