

**BEFORE THE SELWYN DISTRICT
COUNCIL HEARINGS PANEL**

UNDER	the Resource Management Act 1991
IN THE MATTER	Proposed Selwyn District Plan
AND	
SUBMITTER	DPR0436 – PB and JC Nahkies

**SUMMARY OF EVIDENCE OF HUGH ANTHONY NICHOLSON
ON BEHALF OF SELWYN DISTRICT COUNCIL**

URBAN DESIGN AND LANDSCAPE

1st MARCH 2023

1. SUMMARY OF EVIDENCE

- 1.1 My name is Hugh Anthony Nicholson. I have prepared a brief overview of the key urban design and landscape matters for the Selwyn District Council with respect to DPR0436 to the Proposed Selwyn District Plan.
- 1.2 I have subsequently reviewed the planning and submitter rebuttal evidence of Mr Richard Johnson (dated 17/02/23), and Mr Peter Nahkies (dated 17/02/23) respectively.
- 1.3 I confirm that from an urban design perspective I consider that there are two alternative blocks of undeveloped rural land identified in the *Ellesmere Area Plan 2031* which are closer to the township that would make a greater contribution to a compact and consolidated urban form for Dunsandel. I acknowledge that once these two areas are developed Mr Nahkies site would be a logical area for further urban growth.
- 1.4 Mr Nahkies is concerned at some of the distances provided in my original memo. For clarity I have re-measured these on Canterbury Maps from a point midway between the two vehicle entrances on the proposed ODP. No allowance is made for walking distances within the site and it is likely that actual walking distances for most of the houses would be greater than the measured distances.
- Dunsandel Domain (outside community centre): 0.9km
 - Leeston Dunsandel Road 1.1km
 - Commercial frontage on Main South Road 1.0km
 - Dunsandel School 1.9km
- 1.5 Given that the New Zealand Household Travel Survey (NZHTS) found that the average walking trip was 1.0km¹, and there are no continuous pedestrian or cycling facilities from the site to the township, I consider that a significant proportion of trips from the site within Dunsandel would be likely to be made by car.

¹ New Zealand Household Travel Survey, Ministry of Transport, 2015-2018, <https://www.transport.govt.nz/statistics-and-insights/household-travel/>

- 1.6 Mr Nahkies is also concerned that I have rated the accessibility of a rezoning at Doyleston higher than the accessibility of this site. I note that, as with most small rural service towns, the majority of employment and supermarket / shopping trips in both Dunsandel and Doyleston are likely to be made by car. The difference in my rating of accessibility reflects the different levels of walkability of the sites within their respective townships.
- 1.7 I confirm my opinion that the connectivity of the site is *low-moderate* reflecting that Tramway Road is the only connection and that there are no continuous pedestrian or cycle connections.
- 1.8 Both Mr Nahkies and Mr Johnson address the possibility of providing a shared path along the 'legal road / strip of reserve land' adjacent to the railway line, and the ODP makes provision for a connection through to Tramway Road. I did not address this option in my original memo and I consider that if it was possible to implement a shared path from the site to the Browns Road crossing along this corridor it would improve the connectivity of the site to *moderate*. I note that this would require the agreement of the Council and Kiwi Rail.
- 1.9 If the rezoning request is approved I recommend that the ODP is amended to show a shared path on Tramway Road extending along the frontage of this site to be delivered as part of this proposal.
- 1.10 I note that Mr Johnson has recommended that the existing shelterbelt and fencing are retained along the western boundary as a rural interface. I am not opposed to this solution but note that future residential owners are often keen to remove shelterbelts to reduce shading and improve views, and recommend that a planted buffer is required if the shelterbelt is removed.
- 1.11 At the current time I consider that the proposed rezoning is out of sequence and does not contribute to a compact or consolidated urban form for Dunsandel. The proposed ODP would have *low-moderate* levels of connectivity and accessibility.



Hugh Nicholson

1st March 2023