

**BEFORE HEARING COMMISSIONERS
FOR SELWYN DISTRICT COUNCIL**

UNDER the Resource Management
Act 1991

IN THE MATTER Variation 1 to the Proposed
Selwyn District Council

AND

IN THE MATTER Submissions V1-0028, V1-
0029, V1-0066, V1-0070, V1-
0087 and V1-0098

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

URBAN DESIGN AND LANDSCAPE

04 May 2023

TABLE OF CONTENTS

1.	INTRODUCTION	3
2.	CODE OF CONDUCT.....	4
3.	SCOPE	4
4.	STRATEGIC DIRECTIONS	5
5.	EXISTING ENVIRONMENT.....	8
6.	V1-0028	9
7.	V1-0029 - TOSSWILL ROAD	10
8.	V1-0066 – BIRCHS ROAD.....	12
9.	V1-0070 – BALLANTRAE RESIDENTS GROUP	14
10.	V1-0087 – SPRINGS ROAD.....	15
11.	V1-0098 – TRICES ROAD.....	16

1. INTRODUCTION

- 1.1 My full name is Hugh Anthony Nicholson. I am a Director at UrbanShift which is an independent consultancy that provides urban design and landscape architecture advice to local authorities and private clients.
- 1.2 I hold a Post-Graduate Diploma of Landscape Architecture from Lincoln University and a Post-Graduate Certificate in Urban Design from the University of Sydney. I have more than twenty years' experience in both the public and private sectors. I am a registered member of the New Zealand Institute of Landscape Architects (NZILA).
- 1.3 Prior to my current role, I worked as the Design Lead for the *Ōtākaro Avon River Regeneration Plan* for Regenerate Christchurch for two years, and as a Principal Urban Designer for Christchurch City Council for ten years. Before this I worked as an Urban Designer for the Wellington City Council for seven years.
- 1.4 I am a chair / member of the Nelson City / Tasman District Urban Design Panel and the Akaroa Design Review Panel. I was a member of the advisory panel for the development of the National Guidelines for Crime Prevention through Environmental Design (CPTED) for the Ministry of Justice, and a member of the Technical Advisory Group for the Wellington Waterfront.
- 1.5 My experience includes:
 - a. Project leader for the establishment of the Christchurch Urban Design Panel which reviews significant resource consent applications and significant Council public space projects (2008);
 - b. Project leader for *Public Space Public Life Studies* in Wellington (2004) and Christchurch (2009) in association with Gehl Architects which surveyed how people used different public spaces around the city centre, and how the quality of these public spaces could be improved;

- c. Steering group and design lead for *Share an Idea* and the Draft *Christchurch Central Recovery Plan* including associated draft district plan amendments to the central city zones which were subsequently reviewed and incorporated into the *Christchurch Central Recovery Plan*;
- d. Expert urban design witness for Christchurch City Council to the Independent Hearings Panel for the Christchurch Replacement District Plan on the Strategic Directions and Central City chapters;
- e. Design reviewer for more than fifty resource consent applications for major central city rebuilds for the Christchurch City Council including the Justice & Emergency Precinct, the Central Library, the Bus Interchange and the Christchurch Hospital Outpatients and Acute Services Buildings.
- f. Urban design and landscape peer reviewer and expert witness at nine private plan change hearings for the Selwyn District Council including PCs 67, 69, 71, 72, 73, 74, 79, 81 and 82. I have been an expert witness in Environment Court mediations for two of these plan changes.

2. CODE OF CONDUCT

- 2.1 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

3. SCOPE

- 3.1 I have been asked by the Selwyn District Council to carry out a peer review of urban design and landscape matters relating to submissions V1-0028, V1-0029, V1-0066, V1-0070, V1-0087 and V1-0098 on Variation 1 to the

Proposed Selwyn District Plan. These submissions are located in or around Prebbleton.

- 3.2 I have previously carried out an urban design and landscape review for PC79, a private plan change on the same site as V1-0066, which sought to rezone the site from General Rural (GRUZ) to Medium Density Residential (MRZ) with an associate commercial zone (B1). That peer review highlighted the key urban design issues as the lack of contribution to a compact and consolidated urban form, the low levels of connectivity and accessibility¹. The review also highlighted a number of issues with the Outline Development Plan, however, the issues with the ODP were largely resolved at the hearing.
- 3.3 My assessment is focused on the urban design effects in relation to the urban form of Prebbleton and does not consider the urban form implications for Greater Christchurch.

4. STRATEGIC DIRECTIONS

- 4.1 In my peer review and in providing evidence I have drawn strategic direction on good urban form from three sources, the National Policy Statement on Urban Development (**NPSUD**), the Canterbury Regional Policy Statement (**CRPS**) and the Proposed Selwyn District Plan (**proposed SDP**), all of which provide overarching guidance.
- 4.2 The **NPSUD** seeks to provide “*well-functioning urban environments*”² that enable more people to live near a centre or employment opportunities, and which are well serviced by public transport³.
- 4.3 In particular the **NPSUD** promotes urban environments that provide good accessibility between housing, jobs, community services, and natural and

¹ PC79 Statement of Evidence H A Nicholson, Urban Design and Landscape, 05 April 2023

² National Policy Statement on Urban Development 2020, Objective 1, p.10

³ Ibid, Objective 3, p.10

open spaces, support reductions in greenhouse gas emissions, and are resilient to the likely effects of climate change⁴.

- 4.4 The **CRPS** seeks to manage the urban form and settlement pattern of Christchurch through the consolidation and intensification of urban areas.
- 4.5 The objectives of the **CRPS** direct that residential development should be of a high quality and incorporate “good urban design”⁵.
- 4.6 The **CRPS** also seeks housing developments that give effect to the listed principles of good urban design, and to those in the NZ Urban Design Protocol 2005. These principles refer to the need for well-integrated places that have high-quality connections including walking, cycling and public transport, and that are environmentally sustainable⁶.
- 4.7 The strategic directions of the **proposed SDP** seek that *“Urban growth is located only in or around existing townships and in a compact and sustainable form that aligns with its anticipated role”*⁷.
- 4.8 The urban growth policies in the **proposed SDP** seek to establish high-quality urban environments by *“maintaining the amenity values and character anticipated within each township”* and *“preserving the rural outlook... through appropriate landscape mitigation... or development controls at the interface”* with rural environments⁸.
- 4.9 The urban growth policies in the **proposed SDP** also direct that the zoning of land demonstrates how it will integrate with existing urban environments including *“prioritising accessibility and connectivity between the land and adjoining neighbourhoods, commercial centres, ...reserves, and community facilities, including education... and health services”*, and *“requiring safe, attractive and convenient transport infrastructure that promotes walking,*

⁴ Ibid, Policy 1, p.10-11

⁵ Canterbury Regional Policy Statement, Objective 6.2.3 Sustainability

⁶ Ibid, Policy 6.3.2 Development form and urban design

⁷ SD-UFD-01 Compact and Sustainable Township Network, Proposed SDP

⁸ UG-P10 Urban Form, Proposed SDP

*cycling, and access to public transport and public transport facilities to encourage energy efficiency and improve peoples' health and wellbeing*⁹.

- 4.10 The residential objectives in the **proposed SDP** direct that a “*range of housing typologies and densities are provided*”¹⁰ and that “*increased densities occur in close proximity*” to activity centres, public transport and open spaces¹¹. They also require that “*residents have access to a range of community, recreation, education, health, and corrections activities and facilities that support... the residential amenity*”¹²
- 4.11 The **proposed SDP** defines Prebbleton as a ‘service town’ which functions independently with a range of residential, commercial and industrial activities while providing support to Rolleston, smaller townships and the surrounding rural area¹³.
- 4.12 Drawing on the strategic directions outlined above I have reviewed the changes to the urban form proposed in the submissions in terms of:
- a. The extent to which they create a consolidated and compact urban form, and the spatial distribution of densities;
 - b. The level of connectivity with the existing urban environment;
 - c. The accessibility to a range of services using a range of travel modes including walking, cycling and public transport;
 - d. The residential amenity values and character, and the treatment of the urban / rural interface.
- 4.13 Connectivity refers to creating streets that are joined together in city-wide networks that provide more choices, and support increased resilience and safer places¹⁴. Well-connected street networks support walking and cycling.
- 4.14 Accessibility relates to providing access to public services and facilities particularly within easily walkable or cyclable distances¹⁵. The New Zealand

⁹ UG-P12 Urban Form, Proposed SDP

¹⁰ RESZ-03 Residential Objectives, Proposed SDP

¹¹ RESZ-04 Residential Objectives, Proposed SDP

¹² RESZ-07 Residential Objectives, Proposed SDP

¹³ Part 1 Definitions: Township Network, Proposed SDP

¹⁴ *People Places Spaces: A design guide for urban New Zealand*, Ministry for the Environment, 2002, p.32

¹⁵ *New Zealand Urban Design Protocol*, Ministry for the Environment, 2005, p.21

Household Travel Survey (NZHTS) found that the average walking trip was 1.0km, and the average cycle trip distance was 4.0km¹⁶.

5. EXISTING ENVIRONMENT

- 5.1 Prebbleton is a small township situated approximately 1.5 kilometres south of State Highway 76 (SH76) near Hornby. The original settlement was established in the 1850's by the Prebble brothers¹⁷ and clustered around a store and a hotel. Prebbleton School was opened in 1857 and the original All Saints Church was built in 1873.
- 5.2 In the last two decades Prebbleton has been transformed from a small rural service town to a rural / lifestyle settlement with many residents commuting to Christchurch. Between 2006 and 2018 the population of Prebbleton grew by more than 225%¹⁸ with a significant proportion of the new dwellings on large-lot or rural residential sections. The growth of the township between 1940 and 2023 can be seen in Figures 2 and 3. The recent Prebbleton Village retail development reflects the changing demographic of the town.
- 5.3 The original settlement and the early growth (including the Meadow Mushrooms factory) occurred along Springs Road. Much of the later lifestyle growth has occurred in low density subdivisions to the east and west of Springs Road.
- 5.4 The Selwyn District Council has commenced a five-year programme to develop a new district park, Kakahu Park`, along Birchs Road which will include bike tracks, sports fields, stretches of native bush, and a dog park. The new park is intended to service the wider Springs Ward as well as Prebbleton.
- 5.5 Figure 4 shows 400, 800, 1,200 and 1,600 metre buffers around the central business area. These give some indication of walkable distances although

¹⁶ New Zealand Household Travel Survey, Ministry of Transport, 2015-2018, <https://www.transport.govt.nz/statistics-and-insights/household-travel/>

¹⁷ <https://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc03Cycl-t1-body1-d6-d4.html>

¹⁸ <https://www.stats.govt.nz/tools/2018-census-place-summaries/prebbleton#population-and-dwellings>

actual walking distances will generally be greater than the buffers due to the orientation of the streets. Almost all of the existing residential areas in Prebbleton are within the 1,600 metre buffer.

6. V1-0028

- 6.1 V1-0028 seeks to rezone four areas of rural land (GRUZ) between Hamptons, Shands and Trents Roads as MRZ. In the proposed SDP these areas are generally bounded by MRZ or LLRZ zones on two or more sides. The proposed rezoning fills in enclaves of rural land left as a result of PC68. One area is completely surrounded by residential zones, two areas are surrounded on three sides by residential zones and the last property on the corner of Shands and Hamptons Road has residential zones on two internal boundaries.
- 6.2 I consider that rezoning these four areas would contribute to a compact and consolidated urban form by rationalising the urban boundary along Shands and Hamptons Roads and creating a consistent residential zoning across the block bounded by Trents, Shands and Hamptons Roads.
- 6.3 The site has the potential to be well connected with Hamptons, Shands and Trents Roads along the boundaries of the block, and with five connections from the adjacent PC68 land. I have proposed an amendment to the ODP for Prebbleton – South West (see Figure 5) to include these areas of land, to provide for connections to the primary and secondary roads in the PC68 ODP, and to create one new connection onto Shands Road, and four new connections onto Trents Road.
- 6.4 With the amendments to the ODP I consider that the proposed site would have a *moderate-high* level of connectivity.
- 6.5 I note that two of the areas are largely outside the 1,600 metre buffer (see figure 4), one of the areas is between the 1,200 and 1,600 metre buffers and one is between the 800 and 1,200 metre buffers. The actual walking distances to the town centre are likely to exceed these distances given the

orientation of the roads. I do not consider that the areas are within easily walkable distances of the town centre and public facilities. Although there are proposed neighbourhood parks on the adjacent PC68 land, the provision of these is dependent on the PC68 development programme.

- 6.6 The areas are generally within the 4km average trip distance for cycling trips identified in the NZHTS, however, there are no cycling facilities or paths outside the site to provide safe cycling routes into the town centre.
- 6.7 The nearest bus route is approximately 1.5km away on the corner of Birchs and Springs Road. I consider that the majority of journeys would be likely to be made with cars, and that the site would have a *low* level of accessibility to the town centre and other public facilities.
- 6.8 Given the distance from the town centre and the relatively poor accessibility, there is some argument for zoning these areas for a lower residential density. I note that the proposed amendments to the ODP for Prebbleton – south west (fig. 5) provides for a strip of lower density along Shands Road, and that the remainder of the site would have the same zoning as the adjacent PC28 land.
- 6.9 In **summary**, with the proposed amendments to the ODP for Prebbleton - South West (see figure 5), I consider that the rezoning proposed in V1-0028 would contribute to a compact and consolidated urban form for Prebbleton by infilling four rural enclaves with residential zoning on two or more sides. In doing so it would have a *moderate-high* level of connectivity and a *low* level of accessibility. The proposed amendments to the ODP would provide for the site to be integrated with the adjacent PC68 land.

7. V1-0029 - Tosswill Road

- 7.1 V1-0029 seeks to rezone land at 93 Tosswill Road from GRUZ to MRZ. The proposed ODP allows for an extended reserve and stormwater treatment area along the Dawson Creek with an overlay providing for the existing high voltage transmission lines.

- 7.2 Residential zoning of the site is anticipated through the Urban Growth Overlay, and the Tosswill Road frontage addresses Prebbleton Domain. There is an existing extensive reserve area with stormwater facilities to the north of the site which is extended in the ODP (Prebbleton 5 Development Area) to the east. There are existing waterways with proposed esplanade reserves along the eastern and southern boundaries. In my opinion would contribute to a compact and consolidated urban form for Prebbleton.
- 7.3 Two street connections are proposed in the ODP, one onto Edward Law Boulevard to the north and one onto Tosswill Road with a loop road to provide access to the remainder of the site. Walking/cycling tracks are proposed around the esplanade and stormwater reserves to the east and south connecting with proposed tracks in the existing reserve to the north and providing good pedestrian and cycle connectivity.
- 7.4 I have proposed amendments to the ODP (see figure 6) to to rationalise the street layout and to provide for future connections to the east should this land be developed in the future. I have also added a paragraph to the narrative to ensure that where possible local roads are provided adjacent to the edges of reserves and waterways as part of CPTED best practice to promote public access and provide passive surveillance.
- 7.5 With the proposed amendments to the ODP I consider that the site would have a *moderate-high* level of connectivity.
- 7.6 The Tosswill Road entrance to the site is approximately 0.7km from the town centre and Fresh Choice supermarket. This is within the 1km average walking trip distance and the 4km average cycling trip distance identified in the NZHTS. In my opinion the site has a *moderate-high* level of accessibility.
- 7.7 The proposed open space and stormwater facility adjacent to the Prevelles stormwater management area and the reserve adjacent to McGills Drain together with proposed walking / cycling trails have the potential to create a

multifunctional space for stormwater management and recreational use for Prebbleton residents.

- 7.8 In **summary**, with the recommended amendments to the ODP - Prebbleton 5 Development Area (see Figure 6), I consider that the proposed rezoning would contribute to a compact and consolidated urban form for Prebbleton, and would have a *moderate-high* level of connectivity and a *moderate-high* level of accessibility. I consider that the proposed open spaces and stormwater management areas have the potential to provide water quality enhancements and recreational value for Prebbleton.

8. V1-0066 – Birchs Road

- 8.1 V1-0066 seeks to rezone 36.58ha of rural land (GRUZ) to medium density residential (MRZ). I have previously carried out an urban design and landscape review for PC79, a private plan change on the same site as V1-0066, which also seeks to rezone the site from GRUZ to MRZ with an associated commercial zone (B1)¹⁹. I have summarized the findings of the PC79 review here but further detail can be found in the original report.
- 8.2 In my opinion the site would not contribute to a compact and consolidated form for Prebbleton. In particular the site is more than 1.5km away from the Town Centre (see figure 4) which is significantly further away than existing residential areas, and less than 5% of the edges would adjoin existing residential areas in Prebbleton. In effect the proposed plan change would create a 'peninsula' of higher density residential land to the south of Prebbleton surrounded rural and open space land uses on more than 95% of its edges.
- 8.3 In my opinion Hamptons Road forms the southern edge of Prebbleton and the location of Kakahu Park as a significant public open space helps to define Hamptons Road as the southern edge.

¹⁹ https://www.selwyn.govt.nz/_data/assets/pdf_file/0009/1772226/Appendix-4-Urban-Design-Hugh-Nicholson.pdf

- 8.4 V1-0066 proposes creating a second commercial zone in Prebbleton on Birchs Road. Both Rolleston and Lincoln are polycentric district centres with a primary town centre and smaller local or neighbourhood reserves that service more distant residential areas. The smaller rural service centres including West Melton, Prebbleton, Darfield and Leeston have a single town centre which provides a commercial and social focus for the community and contributes to their 'village' character.
- 8.5 I consider that providing a second commercial are in Prebbleton could have potential adverse effects on the existing town centre. In particular it is likely to attract patronage from traffic along Birchs Road, and from users of the Little River Rail Trail and Springs Reserve who otherwise might have visited the town centre.
- 8.6 In my opinion V1-0066 would have a *low-moderate* level of connectivity with the existing Prebbleton township. While the internal connectivity can be adequately provided for, the site has limited adjacency with the township and the external connections are primarily reliant on access to Birchs Road.
- 8.7 The walking distance from the northern end of the north-south primary road to the town centre via Birchs and Springs Roads is approximately two kilometres. Considering that most houses in the plan change area would be significantly further away than this, I consider that the site would not support easy walking access to the town centre.
- 8.8 The site is within the 4km average cycling distance to the town centre. While the site is adjacent to the Little River Rail Trail, the rail trail changes from a separated cycle path to a painted on-road cycle lane between the intersection with Hamptons Road and the town centre. The Metro bus route 80 Lincoln-Parklands runs along Birchs Road adjacent to the site.
- 8.9 A strip of commercially zoned land is proposed on the ODP at the northern end of the site on Birchs Road. The owners of the section of land identified for commercial zoning have submitted on PC79 that they oppose the plan

change and do not intend to sell this land or develop it for commercial uses. In my opinion the proposed commercial area cannot be relied on.

- 8.10 In my opinion V1-0066 would have a *low* level of accessibility. This reflects the poor walkability to the town centre, the lack of pedestrian / cycle facilities around the edge of the site, and the lack of certainty regarding the proposed commercial zone on Birchs Road.
- 8.11 I consider that the proposed ODP has a number of issues and requires additional work to clearly identify the key spatial moves proposed V1-0066. These include conflicting plans and drawings, and a lack of detail regarding road cross sections and boundary treatments.
- 8.12 In **summary** I consider that V1-0066 would not contribute to a compact and consolidated urban form for Prebbleton, and the proposed commercial zone could adversely affect the town centre. In my opinion V1-0066 would have a *low-moderate* level of connectivity with the wider township, and a *low* level of accessibility to the existing town centre. I consider that the proposed ODP has a number of issues and requires additional work to clearly identify the key spatial moves proposed as part of V1-0066.

9. V1-0070 – Ballantrae Residents Group

- 9.1 V1-0070 seeks to rezone 12.6ha on the northern side of Trices Road from Large Lot Residential (LLRZ) to Medium Density Residential (MRZ). The site is currently subdivided into 24 lots with a minimum size of 5,000m². The site is surrounded on three sides by land that is zoned MRZ, and on the fourth side across Trices Road with land zoned LLRZ.
- 9.2 The majority of the site (20 lots) is between the 800 and 1,200 metre buffers from the town centre, and the site is well connected with Trices Road to the south, Springs Road to the west and Birchs Road to the east.

- 9.3 The site is currently developed for low density residential use. I consider that there are a range of benefits from an increased density²⁰ including:
- a. *Social*: improving social interaction and diversity, improving access to and viability of community services;
 - b. *Economic*: improving the economic viability of development and infrastructure;
 - c. *Transport*: supporting increased usage of public transport and reducing car travel;
 - d. *Environmental*: increasing energy efficiency and reducing demand for land.
- 9.4 In **summary** I consider that the rezoning request in V1-0070 would contribute to a consolidated urban form for Prebbleton by increasing the density of an existing residential area. The site is well connected and accessible, and the rezoning would up-zone an existing low-density enclave north of Trices Road with a consistent zoning to adjacent residential areas.

10. V1-0087 – Springs Road

- 10.1 V1-0087 seeks to rezone 1.2ha of rural land (GRUZ) to medium density residential (MRZ). The site is bounded by existing residential development to the south, a veterinary services clinic to the north-east, and the grounds of a cold store logistics freight company on the opposite side of Springs Road. The only adjacent rural land use is a 46 metre rear boundary to the south-west.
- 10.2 The proposal extends past the northern entrance to Prebbleton. The current ODP does not consider the entrance to Prebbleton along Springs Road, however, given the small scale and location it would generally support a consolidated and compact urban form.

²⁰ Carmona, M., Heath, T., Oc, T., Tiesdell, S., *Public Places, Urban Spaces: The Dimensions of Urban Design*, 2006, Architectural Press, p.183

- 10.3 The proposed ODP shows a single connection onto Springs Road with two cul-de-sacs servicing lots on either arm of the site, and a stormwater facility at the rear of the site. No further connections are possible due to the design of the adjacent residential subdivision.
- 10.4 The site is within 400 metres of the town centre and the Prebbleton Primary School although there are no walking or cycling facilities along this section of Springs Road. I recommend that if the submission is approved, the ODP is amended to include provisions requiring an urban upgrade of the Springs Road frontage with an appropriate treatment for the entrance to Prebbleton, and the construction of a safe shared pedestrian / cycle path from the site connecting to the existing path close to the corner of Springs Road and Stationmasters Way.
- 10.5 In **summary**, with the recommended amendments to the ODP, I consider that V1-0087 would support a compact and consolidated urban form. In my opinion with the recommended changes to the ODP it would have a *low* level of connectivity and a *high* level of accessibility. I note that it would impact the entrance to Prebbleton along Springs Road.

11. V1-0098 – Trices Road

- 11.1 V1-0098 seeks to rezone 68.68ha of rural land (GRUZ) between Trices, Tosswill, Leadleys and Hamptons Roads as medium density residential (MRZ). The site is bounded by existing residential development north of Tosswill Road and proposed residential development and Springs Reserve to the west, with rural land to the south and east.
- 11.2 The site extends approximately 1.2km both north-south and east-west. The closest part of the site is 1.3km from the town centre while the southern end is more than 2.3km distant. The site is bisected by a waterway running east-west and a high voltage transmission line running broadly north-south.
- 11.3 In my opinion parts of the site would contribute to a compact and consolidated urban form for Prebbleton. In particular the sections from 251-

289 Trices Road and the property at 2 Hamptons Road would effectively infill the urban area to a notional southern boundary along Hamptons Road and would provide a positive connection with Springs Reserve.

- 11.4 I consider that the remaining parts of the site would not contribute to a compact and consolidated urban form for Prebbleton and would create a significant urban extension into the surrounding rural land.
- 11.5 I consider that the northern and western parts of the site adjacent to Trices and Hamptons Road have *moderate* levels of connectivity and accessibility. In particular they would have good access to Springs Reserve and Prebbleton Domain, and although they would be slightly more than the 1km average walking trip distance from the town centre, they would have access to the Little River Rail Trail and public transport along Birchs Road.
- 11.6 In my opinion the southern and eastern parts of the site would have low levels of connectivity and accessibility. In particular they would rely on internal primary roads for access to the town centre via Tosswill Road.
- 11.7 In my opinion the proposed rezoning would have a *moderate-high* impact on the landscape and visual character reflecting the change from an open rural landscape with long views and a small number of built elements, to a suburban landscape with shorter views, enclosed spaces and a greater number of built elements. I note that Mr Compton-Moen considers that the visual impact of the proposed rezoning from selected viewpoints would generally be *low*²¹.
- 11.8 I note that Policy 6 of the NPS-UD specifically directs that changes to amenity values such as landscape character and visual amenity need to be balanced against the positive effects of increased housing supply and choice, and are not, of themselves, an adverse effect.

²¹ Table 1: Assessment of Effects on Visually Sensitive Receptors, Appendix F, DCM Urban Design, Landscape and Visual Assessment

11.9 In summary I consider that the rezoning of the sections from 251-289 Trices Road and the property at 2 Hamptons Road as MRZ would contribute to a compact and consolidated urban form for Prebbleton, and would have moderate levels of connectivity and accessibility. In my opinion the rezoning of the remaining sections of land in V1-0098 would not contribute to a compact and consolidated urban form for Prebbleton, and would have low levels of connectivity and accessibility.

A handwritten signature in black ink, consisting of the letters 'H' and 'N' inside a square border.

Hugh Anthony Nicholson

04 May 2023

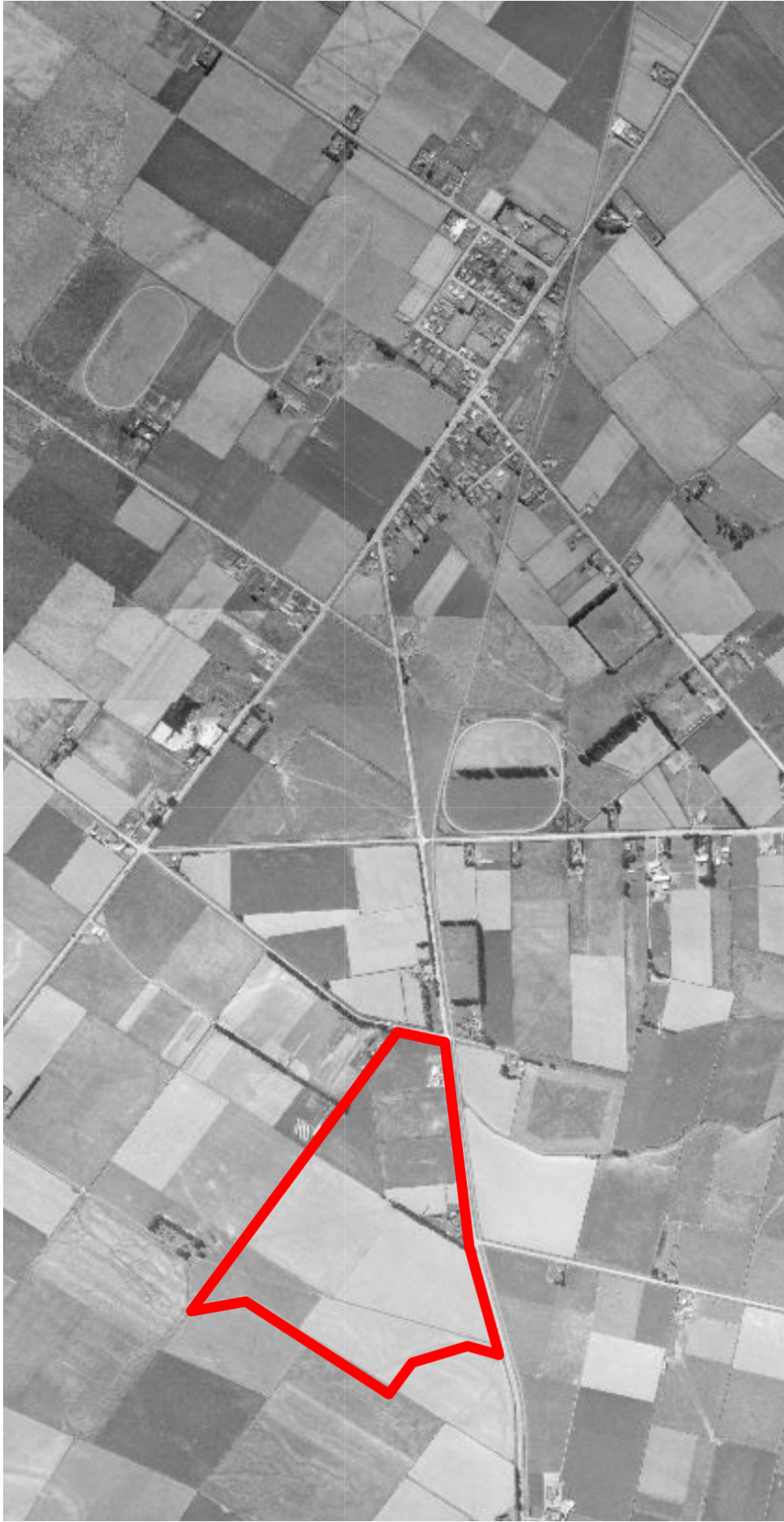
Figure 2: Prebbleton Aerials - 1940 to 1984
(PC79 outlined in red)

0 0.3 0.6 0.9 1.2 Kilometres
Scale: 1:15,000 @A3

1940-44



1960-64



1980-84

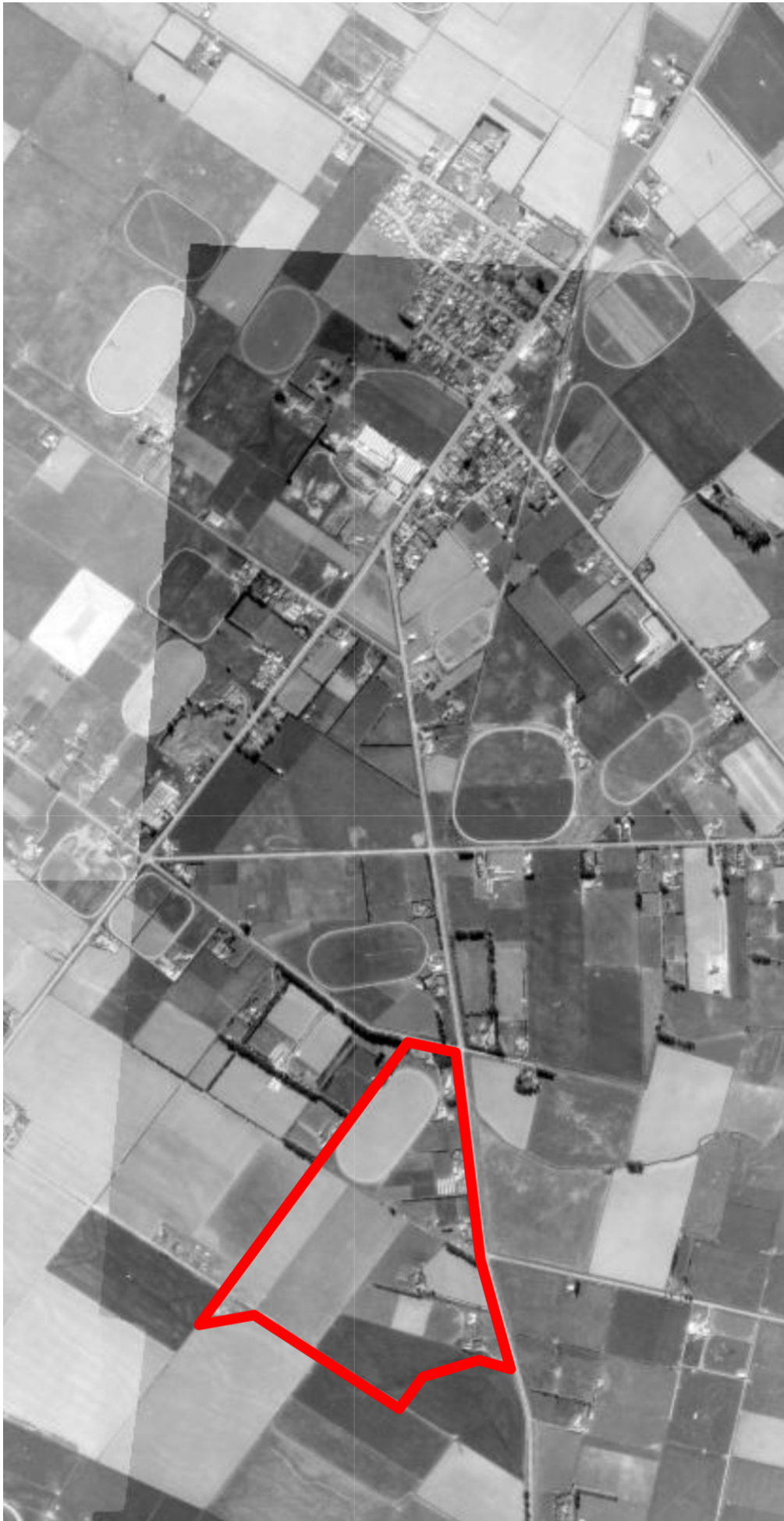
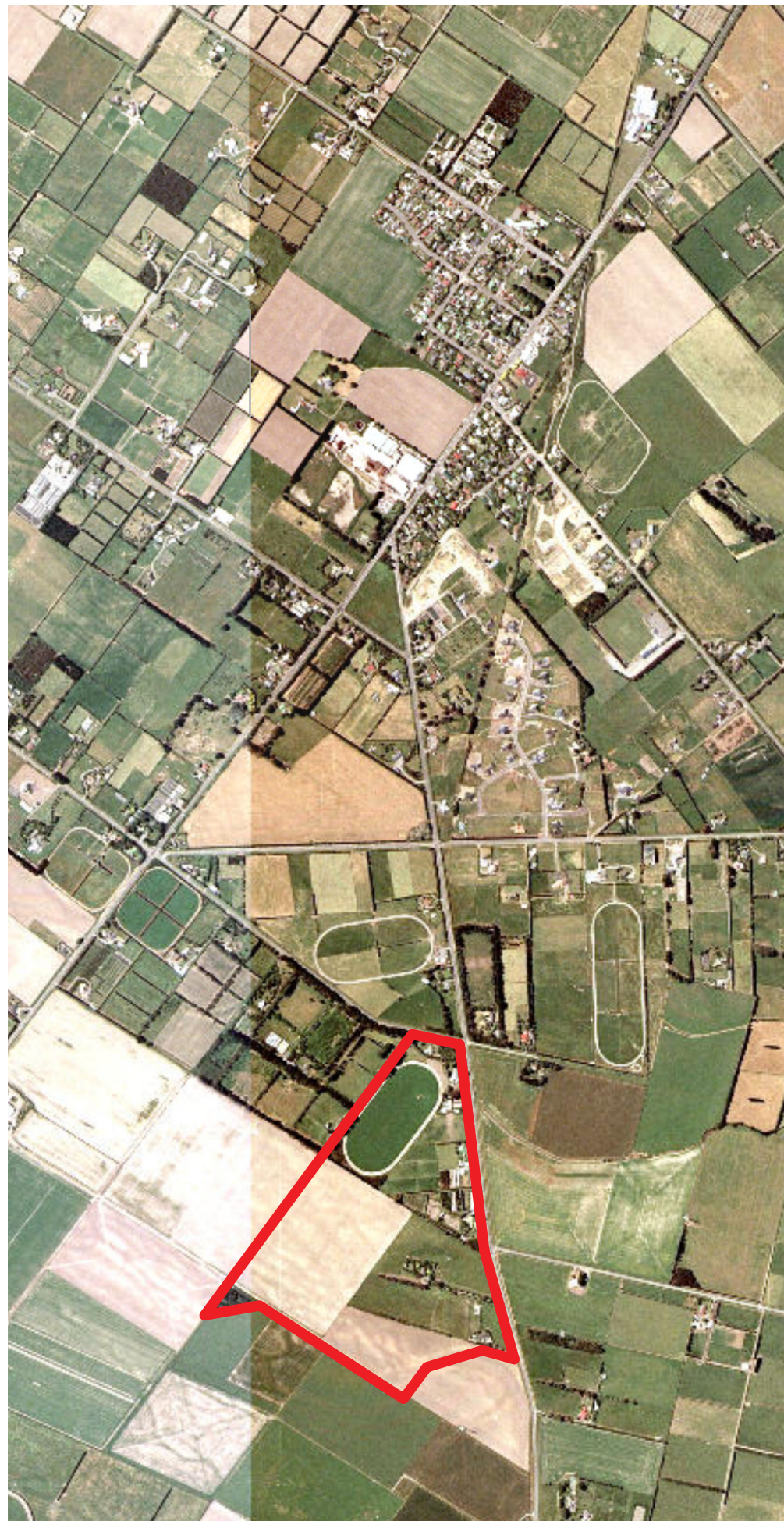


Figure 3: Prebbleton Aerials - 2000 - 2023

(PC79 outlined in red)

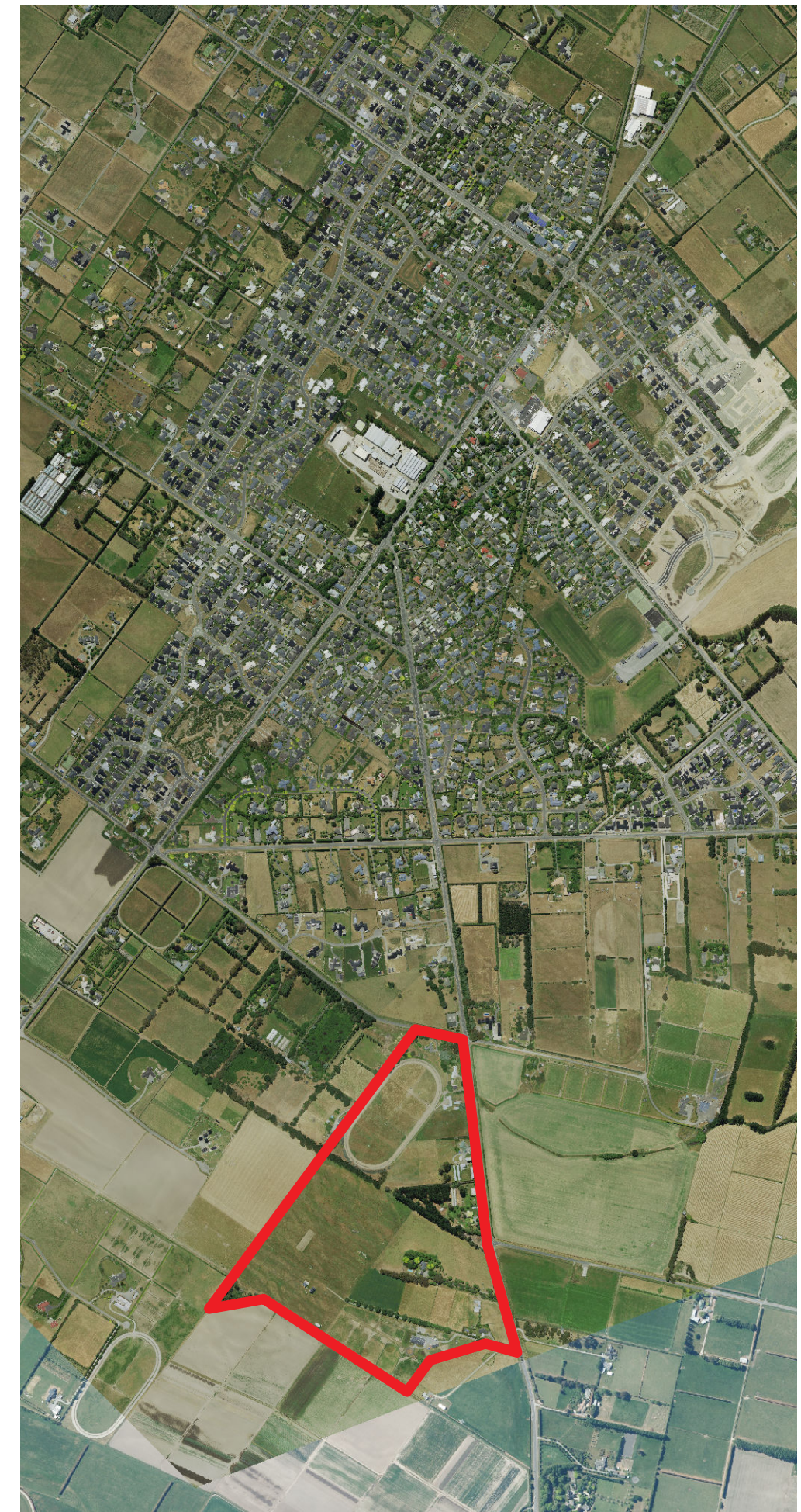
2000-04



2010-14



2000-23



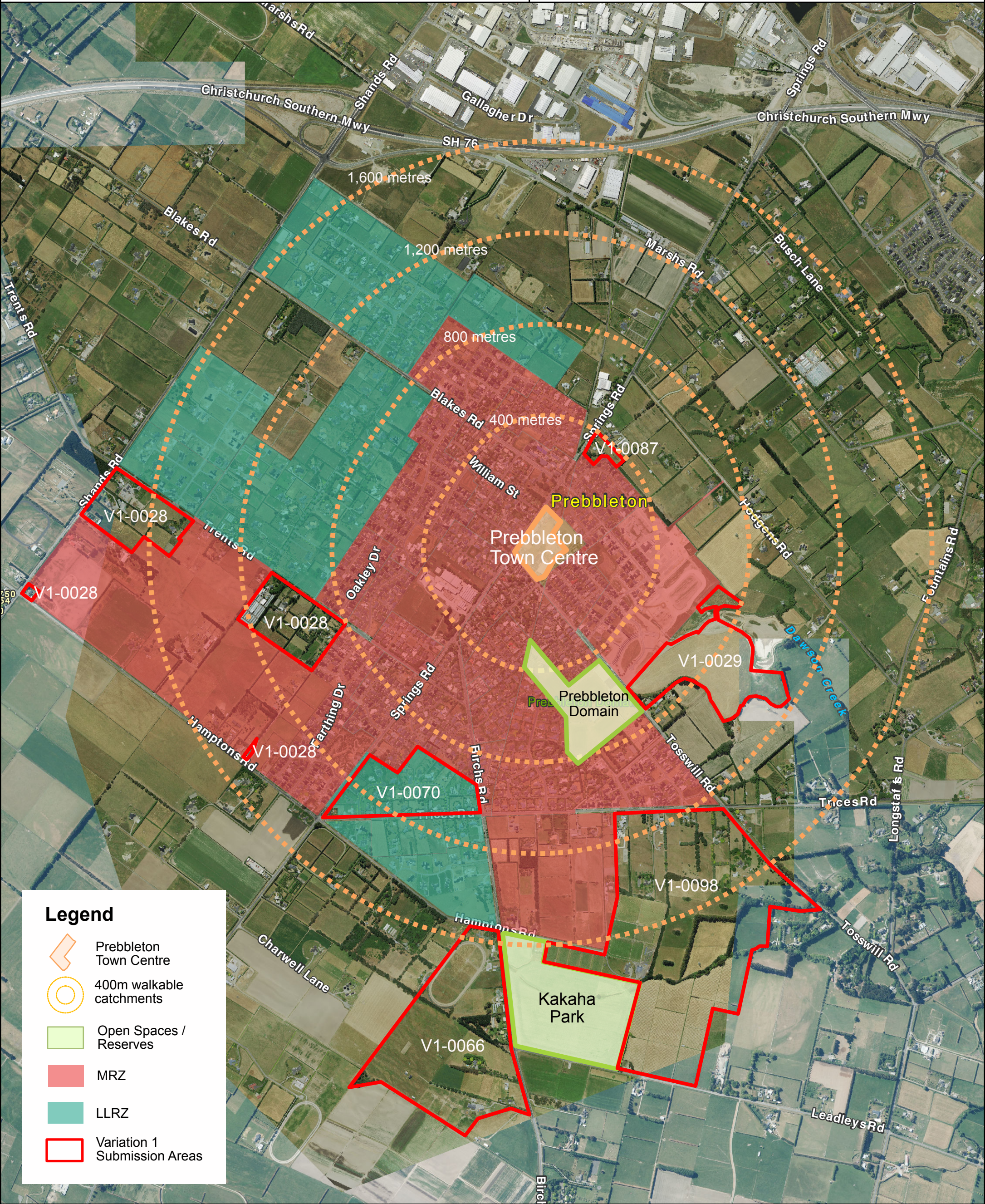
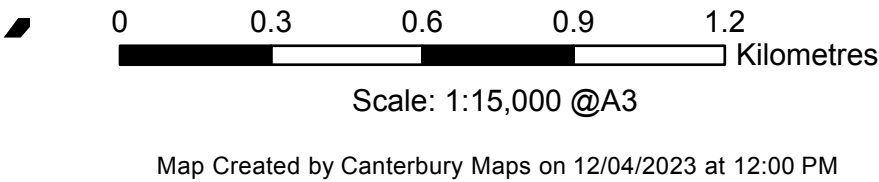
0 0.3 0.6 0.9 1.2 Kilometres


Scale: 1:15,000 @A3

Figure 4 - Prebbleton Walkable Catchments


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Prebbleton Town Centre




400m walkable catchments




Open Spaces / Reserves



MRZ



LLRZ



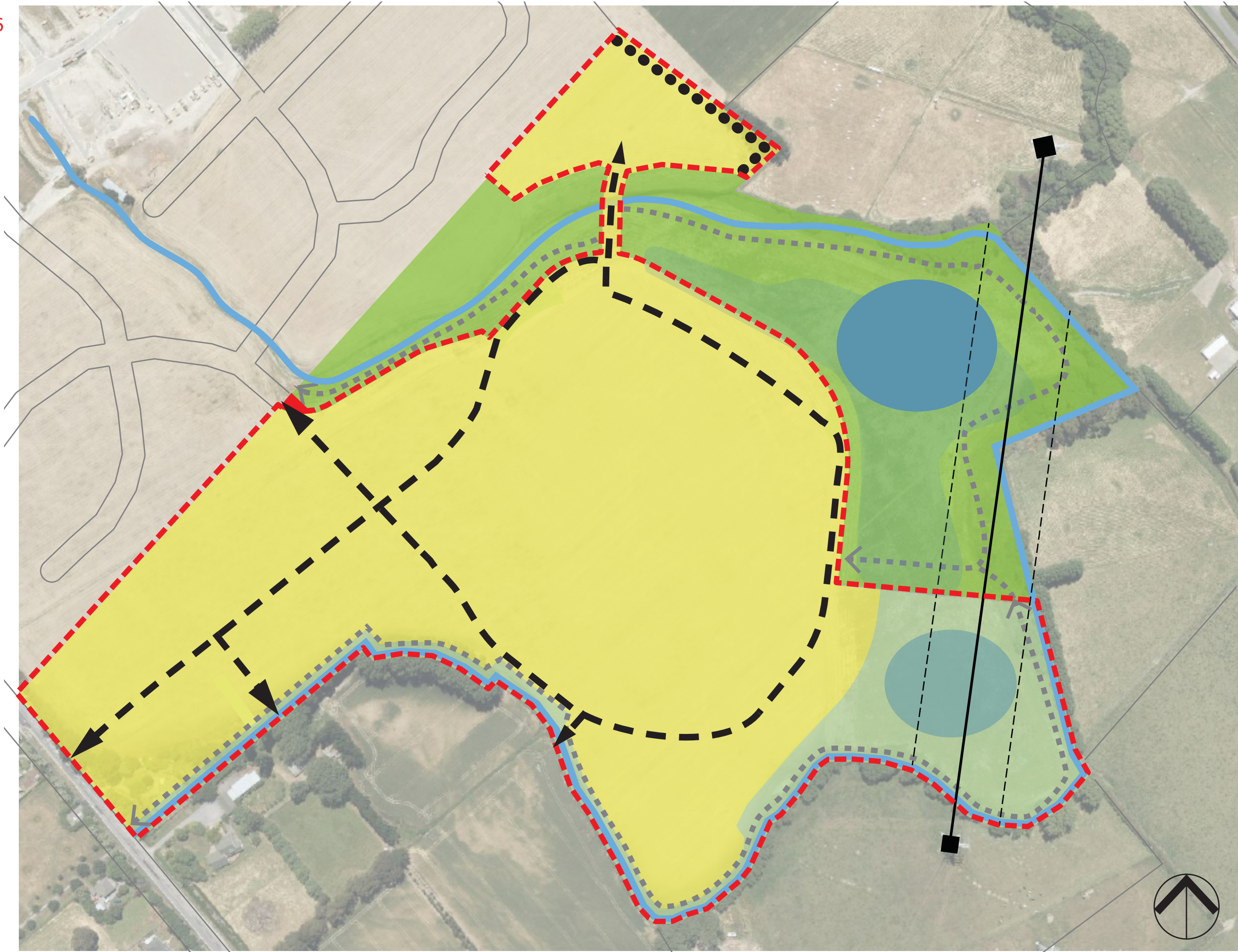
Variation 1 Submission Areas

Figure 5: **APPENDIX C**

Amended Outline Development Plan - Prebbleton - South West



Figure 6



- | | | |
|--|---------------------------------|---|
| Outline development plan area | Medium Density Residential Zone | Existing waterway |
| Indicative road | Open space reserve - existing | Area identified for road |
| Indicative cycle/pedestrian route | Open space reserve - proposed | 220 KV transmission lines [37m offset] |
| General rural - general residential zone interface treatment | Stormwater - existing | Transmission line pylon and centreline location |
| | Stormwater - Proposed | |

Appendix A - DEV-PR5– Prebbleton 5 Development Area

Context

This area covers 16.48 hectares of land that has legal access to Tosswill Road. The development area is bounded by residential development to the north-west and General Rural Zone to the north-east and south-east with Tosswill Road and Prebbleton Domain to the south-west.

Land Use

The development area shall achieve a minimum net density of ~~40~~ **12** households per hectare. Appropriate interface treatments at the boundary between the medium density residential and rural activities, and methods to protect these treatments in the long term, shall be established, including appropriate fencing, landscaping or minimum building setbacks.

This zone allows for a range of lot sizes, which responds to the consent of the surrounding area and supports variety in dwelling styles and diversity in housing typologies.

The area provides suitable locations for higher density housing. These will be located within the Site and adjacent to:

- High amenity open green space that assists in providing for a sense of scale, connectivity, and accessibility.
- Low traffic, high amenity street environments.
- Primary road corridors with high amenity cycling, pedestrian, and / or public transport facilities.
- Stormwater management areas (SMAs) / utility reserve.

Higher density areas are not specifically shown on the ODP and area to be identified as part of the detailed design at subdivision stage. This is to allow for sufficient flexibility and the ability to respond to technical roading and services related matters.

The proposed SMA in the eastern part of the site shall be vested in Council as reserve in conjunction with the existing adjoining SMA on the northern boundary of the site. These open space areas will preserve views towards the Port Hills and will increase the separation between future housing and Transpower's 220kV electricity pylons and lines.

Dwellings must front Tosswill Road to enhance passive surveillance and safety, while creating a high amenity streetscape. Appropriate design layout should take into consideration the shape, orientation and aspect of sections, with internal roads and access arrangements that support housing that fronts onto Tosswill Road.

Access and Transport

The proposed roading network ensures access from Tosswill Road and a road connection to the adjoining residential development via Conductors Road.

A loop road is proposed to ensure access throughout the site with internal roading to be designed at subdivision stage.

Active modes of transport will be supported through the main road connection through the site, with pedestrian footpaths and on-road cycling. Off road pedestrian and cycle networks will be provided

through the open space network with connections through to internal roading, and the adjoining residential subdivision.

Local roads will be provided adjacent to the edges of reserves and open space in order to provide public access and passive surveillance where these can be achieved without compromising subdivision layouts.

Open Space, Recreation, and Community Facilities

An open space corridor is shown on the Outline Development Plan providing a significant amount of open space and recreational amenity.

The Outline Development Plan requires a stormwater management area, which also has the function of a recreational open space.

Open space is also provided along the southern boundary of the site creating a landscape buffer between the proposed residential zone and the adjoining rural land. A 10m wide green space reserve shall be provided around the existing McGills Drain and will follow the drain along the southern boundary of the site and connect with the stormwater management area.

Provision of open space will also be provided adjacent to the existing Prevelles stormwater management area to increase the buffer with adjoining rural land and provide a rural outlook and maintain views towards the Port Hills.

Further investigations shall be undertaken at subdivision to determine the retention of existing trees within any future layout.

Servicing

The Outline Development Plan shows an indicative stormwater management area, which has been sized accordingly for the anticipated density of development. The stormwater management area should be integrated with the wider transport and reserve network and would treat and dispose of stormwater from the areas within the residential development.

Detailed stormwater management design is to be determined at subdivision stage and in accordance with Environment Canterbury requirements.