

BEFORE THE WAIMAKARIRI DISTRICT PLAN REVIEW HEARINGS PANEL

IN THE MATTER OF the Resource Management Act 1991

AND

IN THE MATTER OF the hearing of submissions and further submissions on the Proposed Waimakariri District Plan

AND

hearing of submissions and further submissions on Variations 1 and 2 to the Proposed Waimakariri District Plan

Hearing Stream 12E: Rezoning Requests

**SUMMARY OF EVIDENCE OF NICOLE LAUENSTEIN
(URBAN DESIGN)
FOR RICHARD AND GEOFF SPARK
(PDP SUBMITTER 183 / VARIATION 1 SUBMITTER 61)**

Dated 19 August 2024

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SUMMARY OF EVIDENCE OF NICOLE LAUENSTEIN

1. My full name is Nicole Lauenstein, I am an Architect and Urban Designer and director of a+urban.
2. I prepared the following statements on behalf of Richard and Geoff Spark (PDP Submitter 183 / Variation 1 Submitter 61):
 - (a) First Statement of Evidence dated 4 March 2024; and
 - (b) Supplementary Statement of Evidence dated 2 August 2024.
3. The officers' report included several urban design related matters of the ODP and narrative needing further consideration. Those matters have been responded to in my supplementary statement including, where applicable, proposed changes to address these.
4. Most urban design matters raised by the s42 report have been resolved, clarified or addressed. These include the following:
 - (a) **REL Block B** – No private driveways from the REL road along the edge of Block B are proposed and the ODP provides for a buffer zone / planting along this edge via vegetated bund and stormwater systems to ensure amenity for residents.
 - (b) **Community and commercial support** is provided via two local commercial centres. A small, specialised commercial node in the north of Block A at the REL and Northbrook trail intersection capitalises on the amenity of that space and longer views towards Maukatere (Mt Grey). A slightly larger potential commercial node has been identified in Block B as a possible location should it be needed. The proposed node is located south of Boys Road and is identified as a potential site primarily to service local residents in the future. It accounts for the distance from commercial and community spaces north of Block A. The proposed service node has been identified south of Boys Road. While it is very much a matter for consideration in the future, it could consist of a cluster of convenience shops in smaller buildings or similar.
 - (c) **A 15hh/ha as a minimum residential density can be achieved.** The proposal is able to accommodate and support a density of minimum 15hh/ha within the development by placing denser parts of the development adjacent to the various green spaces, along the REL in Block A and in proximity to several SMAs, where the additional open space will provide a higher amenity and outlook.

- (d) The **ngā tūranga tupuna cultural landscape**, which represents the former extent of a podocarp forest centred on Rangiora, will be incorporated into the design as per revised narrative.
- (e) **Block C** is included in the South-East Rangiora development area with an explanation outlining its potential suitability for commercial or industrial uses.

Remaining urban design matters

- 5. Any remaining urban design matters are consequences resulting from the difference in interpretation of the purpose and detailed design of the REL road and other traffic and connectivity related matters, i.e. road alignment, intersection type and spacing and safety consideration around the railway corridor.

Access to private driveways from the REL in Block A

- 6. The recommendation to disallow access to private driveways from the REL road along its extent through Block A can negatively affect the residential amenity of the streetscape as it creates a sense of separation resulting in a less cohesive character. Accessways can have a traffic calming effect on residential streets which benefits the local pedestrian and cycling community and local residents. The open nature of driveways also provides added passive surveillance increasing the sense of safety experienced by all road users.

Second road connection across the Northbrook

- 7. There is allowance for a future second road connection across the Northbrook to be established if required. This is not currently included for ecological reasons, to prevent traffic shortcuts through Block A and the corresponding rat-run that this creates, and to promote walking and cycling transport through the development ahead of vehicular movement. A second connection is also counter-intuitive considering the eastward shift of the REL and the proximity this would have with this second connection. Future development north of the Northbrook would also feature stormwater areas in their south and shifting any development northwards, making this space more suitable for use as greenspace than roading connections.

Road alignment and connectivity

- 8. Abandoning the grid like pattern of Rangiora and introducing curved roads are a direct response to the natural overland flow paths of the Site to ensure the development pattern does work with the natural drainage of the land. The proposed layout provides good connectivity with Boys Road and the REL. From an urban design perspective, I consider

the intersections with the REL along the edge of Block B should be retained at a minimum as green links that contain pedestrian and cycle connections and can be retrofitted to become vehicular connections in the future. The vehicular connections to the REL are not critical to my overall opinion with regard to connectivity.

9. The proposal elevates cycling and walking over vehicular connections and provides the most connectivity through the interconnected pedestrian and cycling network, this occurs primarily along green corridors running north south and east west and secondary uses the local road layout.
10. Pedestrian and cycling connections to the west however are limited as the railway creates a significant obstacle to any connecting networks. The proposed pedestrian/cycle connection in Block B across the railway corridor is therefore important and recommended from an urban design perspective.

Conclusion

11. Overall, I consider the rezoning and the changes proposed to the ODP and narrative suggested in the supplementary evidence are appropriate from an urban design perspective. With or without the changes suggested by the reporting officers, my opinion remains the same.

Nicole Lauenstein

19 August 2024