

Before the Independent Hearings Panel  
at Waimakariri District Council

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*under:* the Resource Management Act 1991

*in the matter of:* Proposed private plan change RCP31 to the Operative  
Waimakariri District Plan

*and:* **Rolleston Industrial Developments Limited**  
*Applicant*

Supplementary evidence of Garth James Falconer

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Dated: 5 September 2023

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## **SUPPLEMENTARY EVIDENCE OF GARTH FALCONER**

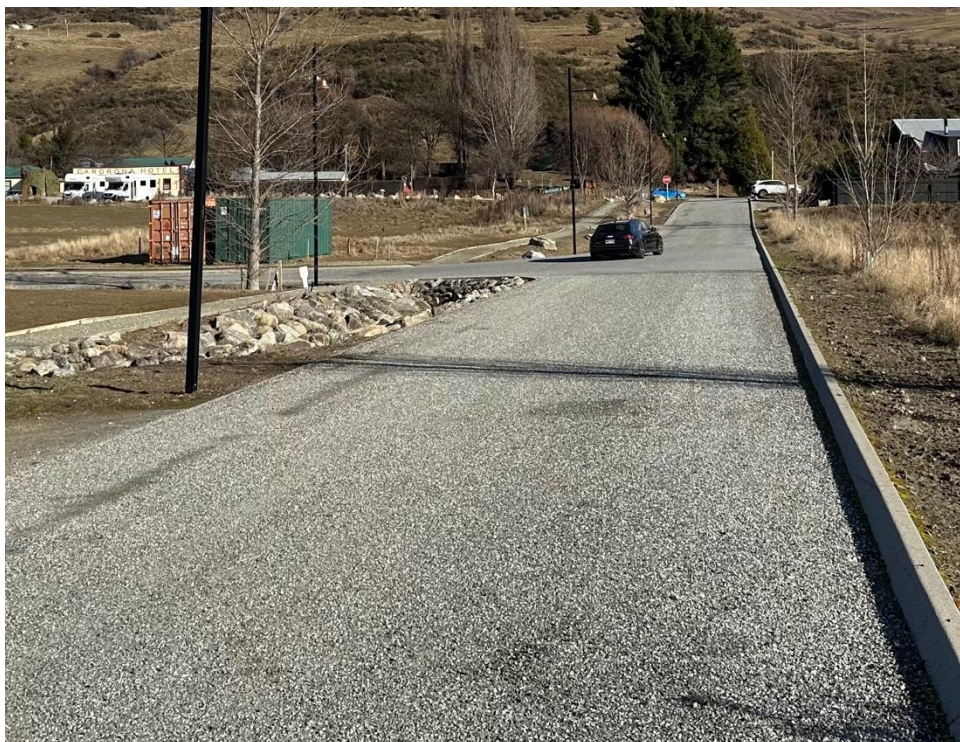
- 1 My full name is Garth James Falconer.
- 2 My qualifications and experience are set out in my evidence in chief dated 7 July 2023.
- 3 The purpose of this supplementary evidence is to respond to some specific matters requested in the Panel's Minute 6, and comment further on new matters that have arisen since I presented my evidence at the hearing.

### **Matters raised by Panel related to three waters joint witness statement**

- 4 The Panel has asked that I consider "*any urban design consequences if, as raised by the stormwater experts, 26ha of the site along Whites Road were found to be unable to be attenuated and precluded from the development.*"
- 5 I understand from the joint witness statement by the stormwater experts that further detailed assessment is required before this can be determined and that depending on that assessment, it is possible this 26ha area may need to be developed at a lower density, or not at all.
- 6 If this were to occur and development was prevented within this area, it would result in a parallel shifting of the subdivision layout to the west towards Bradleys Road.
- 7 The result would be the consequent loss of residential lots and along Whites Road would either be a broad reserve section (if no development could occur) or larger lots (if limited development could occur). A key point is maintaining the connectivity to Whites Road via roading and pedestrian/cycleway connections, which I understand could be maintained. The Commercial area opposite the Domain on Whites Road would similarly be shifted away from Whites Road and that land could be utilised for reserve, parking, or an extension to the market. Overall the integrity of the proposed development would be resilient to such a change, and the conclusions on urban design matters contained in my evidence in chief would remain the same.
- 8 The Panel also asked that I consider "*any urban design impacts of kerb and channel in the context of Ōhoka 'village character'.*"
- 9 Again, I understand from the joint witness statement by the stormwater experts that further detailed assessment is required before it can be determined the locations of where kerb and channels would be required (as opposed to swales) and that the

final detailed design of the plan change may well include a combination of both swales and kerb and channels.

- 10 Depending on detailing the edge to the carriageway and the devices controlling the runoff, there could be a mix of both hard and soft edging, of catch pits and rain gardens/soak pits for the kerb and channel design.
- 11 Kerbing detail can also include an angled upstand which lessens or softens the sense of a 'hard' edge. Ideally, a soft edge (which would be the case with swales) provides more of a 'rural' feel, though it is possible that kerb and channel design can be detailed to be recessive and result in a minor impact on the sense of a 'village character' (Figure 1 below). I do not consider that the potential requirement for kerb and channel infrastructure changes the conclusions contained in my evidence in chief regarding village character.



*Figure 1: Illustration of a combination of a swale and a vertical upstand kerb – Cardrona Village new subdivision*

### **Reduced Outline Development Plan**

- 12 I have also been asked to consider whether the 'reduced ODP' attached to **Mr Walsh's** supplementary evidence would be appropriate from an urban design perspective.
- 13 The 'reduced ODP' only reduces the number of lots and the extent of roading towards the southern boundary. The change in residential

zoning aligns with the strong waterway/riparian margins that create a natural framework with the change from Residential 2 to Residential 4a. Similarly the change from Residential 4a to Rural Lifestyle Zone follows the eastern two-thirds of the Ōhoka South Branch, with the final western third following the indicative collector road.

- 14 The integrity of the proposal master-planned development is retained and the conclusions in my evidence in chief would remain the same for this 'reduced ODP'.

#### **Commercial area**

- 15 I understand that the Council and some submitters do not consider the smaller commercial area proposed along Mill Road is appropriate. I have been asked to consider any urban design implications that may result from the removal of this smaller commercial area.
- 16 The proposed commercial zone fronting Mill Road is very much a secondary commercial area being much smaller and removed from the main commercial area proposed which is opposite the Domain.
- 17 This secondary area was intended to supplement the dispersed commercial land uses along Mill Road and provide a venue for alternative commercial outlets perhaps suited towards more workshop than retail. If it was to be removed and replaced with residential zoning there would be relatively little loss to the proposed development from an urban design perspective, such that the conclusions set out in my evidence in chief would remain unchanged.
- 18 For information purposes, if PC31 is approved without this smaller commercial zone then this area of land would be zoned Residential 2 and would provide for approximately 6 further residential sections.

#### **Further matters raised by WDC urban design experts**

- 19 In **Mr Nicholson's** summary of evidence, under his heading 'Compact and consolidated urban form', **Mr Nicholson** whilst acknowledging the illustrative masterplan shows a well-connected multi modal movement network (paragraph 7.5) contends most of the Site lies outside an abstract 800m walkable circle (shown in his figure 1), so is therefore not compact or consolidated.
- 20 This analysis fails to acknowledge or recognise that the majority of the smaller lots within the development are well within such a circle and are well connected in contrast to many existing lots within Ōhoka which are very poorly connected and have little in the way of a multi modal network.

- 21 **Mr Nicholson's** novel use of abstract block diagrams to demonstrate his concerns about the proportion of boundary interface as a measure of compactness and consolidation (shown in his figure 2) are interesting but inaccurate.
- 22 His assessment only takes into consideration the ¼ or 25% of the Site that faces onto Mill Road not the Whites Road edge which based on his calculations, would have to add another 25% and would look more like his block "C" than "D" (refer to his figure 3). It is unclear what he considers the boundaries of Ōhoka to be.
- 23 Regardless, I believe such reliance on these measures are blunt and inadequate devices to assess the spatial efficiency of an urban form which responds in sum to various elements that make up a place such as landform, waterways, vegetation, heritage and land uses.

### **CONCLUSION**

- 24 I remain confident, even with the potential changes to the detailed design of the proposal, that through comprehensive master-planning the proposed plan change can be successfully accommodated within the Ōhoka village and improve its functioning, amenity and sense of place. I remain of the view that the plan change would contribute to well-functioning urban environments.

Dated: 5 September 2023



**Garth Falconer**