## Appendix 17: Record of meeting with Selwyn District Council

aston CONSULTANTS
resource management & planning

**Meeting Minutes:** Selwyn District Plan Review - Trices Road Rezoning Group Submission

Location: SDC Rolleston

Date: 20/8/20

Time: 11am

Attendees:

For landowners:

| | |
|---|---|
| Barbara George (BG, landowner) | Evan Jeffs (EJ, landowner) |
| Katherine Forward (KF, Duncan Cotterill Lawyers) | Fiona Aston (FA, Aston – planner) |
| Nicole Lauenstein (NL, a+urban – urban design) | Carl Fox (CF, Fox & Assocs – surveyor) |
| Lindsay Blakie (LB, e2 Environmental – stormwater) | |

For SDC:

| | |
|---|---|
| Robert Love (RL, planning) | Derek Hayes (Greenspace) |
| Murray England (ME, Assets – servicing) | Andrew Mazey (AM, Assets – traffic) |
| Gabi Wolfer (GW, urban design) | |

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Introduction

Background information & plans were pre-circulated.

FA - In light of the National Policy Statement – Urban Development ('NPS-UD') the Trices Road Rezoning Group ('The Group') are now considering an urban residential rezoning submission as well as 'urban future proofed' rural residential rezoning.

Proposal

NL outlined key features of the rural residential and residential concept plans + tabled an additional plan showing a possible principal urban roading layout for the entire block & revised concept plans (see **Appxs**). The n-s connector road will have a 22m road reserve width. Approach to design – what can the site support? Takes into account existing amenity, existing house sites, existing shelterbelts.

RL – urban residential will provide more 'significant' housing capacity (appx 200 lots) than RR (50 lots). Development must contribute to good urban form and have good transport links. District Plan Review General Residential Zone will have minimum lot size 500m$^2$ and average 650m$^2$.

Stormwater

LB – the natural drainage is to the east. Propose to utilize existing drain on land to east. Will attenuate stormwater on the development site to pre-development conditions. Within Halswell catchment. Stormwater Management Area (SWMA) appx 1.1 ha.

Geotech report indicates there are gravels between 0.3-1m below the surface. Soakage will be to ground where feasible ie. there will be a partial discharge to land.

CK – is it feasible for the SWMA to be offsite e.g. on low lying land to east?

ME – SDC will require a stormwater utility reserve and full access i.e. not via easements and good access from the road. ME will talk to Operations team re this.

RL – if stormwater is appropriately dealt with, the SWMA can be offsite. However, shouldn't constrain future urban growth area (eg. east from site to Tosswill Rd).

Sewer

CF – propose low pressure network. Propose to install pipework now for residential and RR development.

ME – low pressure Ok for RR. Residential will require a gravity network and may require installation of a pump station. Sewer will potentially be the hardest aspect in terms of servicing as the network in this location as at capacity.

Water

ME – RR will be restricted supply. Max. 3000l/day. Should provide for fire fighting flows through the water network.

Roading

NL explained the proposed roading hierarchy & road widths. Initially proposed roading design for RR which could then be 'extended' for full residential. If residential is to happen 'sooner', then best to build to residential standards now.

AM –design should make provision for potential future road linkages (2) to east. RR development should have footpath on one side of the road. Residential – footpath both sides for the primary road network. Hamptons, Birchs and Trices Road need to be upgraded but not to same extent if RR. Seal and provide footpath for RR For full residential requires kerb & channel and street lighting.

Don't favour 'scrunching' swales for full residential. Require kerb & channel. Also driveway crossing is an issue for urban development with swales. In SDC's experience, swales may not be maintained properly by the developer which leads to complaints.

Road link into the subdivision should be equidistant between Birchs/Trices corner and main n-s road along Trices Rd. There are some existing safety concerns at the Birches/Trices and Hamptons/Birchs intersections which will need to be addressed for the full residential proposal. Could have roundabout at Hamptons/Birchs intersection in future.

GB – placement of wheelie bins can also be problematic with swales.

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Retrofitting Approach

AM - Retrofitting RR for full residential development can be problematic – this has been SDC's experience at Rolleston. GW described retrofitting as a 'nightmare'. She feels uneasy with this approach.

FA/CF/NL – in this case, there will be legal requirements on titles which facilitate retrofitting including encumbrances which require lot owners to relinquish land for roading, placement of driveways and dwellings etc.

GW – concerned that SDC will get applications for changing specified driveway positions. Full residential from the outset is 'cleaner'. + need to consider placement of minor residential dwellings (previously known as family flats).

Reserves

NL – the Jeffs garden has numerous mature trees and a high amenity. We propose to retain this as a small reserve (appx 1000m$^{2)}$ at the n-s road Trices Road entry; or could have a widened road entry here.

DH – need arborist to confirm that trees are healthy and suitable to retain. Could be Local Purpose Landscape Reserve rather than Recreation Reserve.

CF – need to ensure that recreation reserve credits still apply.

NL – propose to connect Birchs Road footpath to the SWMA with an offroad pedestrian route which then connects via the SRMA to Hamptons Road.

CF – the n-s road will have trees on one side only if the concept is urban future proofed RR. If full residential now, then can have street trees on both sides.

GW – street trees on both sides creates a promenade effect and helps reinforce the road hierarchy and is preferred.

Urban Design

GW – need to consider the urban/rural interface on the eastern boundary (rural amenity and reverse sensitivity issues). Suggest longer deeper lots here with larger dwelling setback.

FA – existing house and garden areas can be identified as 'future development sites' i.e. at time of subdivision need to show that can be subdivided to meet the urban residential minimum density standards and consent notice on title will require this.

GW – urban residential is a more efficient use of the land and will contribute to good urban form. Need to consider location in relation to business land and transport links. Growth should be as compact as possible. In time, logical for the urban form to be 'squared up' to Trices Road to east.

Planning

RL – NPS-UD doesn't give any direction regarding what is 'significant capacity'. It will depend on the context. At Prebbleton an additional 200 residential lots is significant. The

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DPR will include the Rural Residential Strategy preferred rural residential areas as a future growth overlay. Main purpose is to prevent incompatible land uses in the meantime.

DPR Outline Development Plans will require a criteria based approach for locating medium density housing areas, rather than specifying their locations on the ODP.

GW – we support small clusters of medium density housing throughout a subdivision, rather than significant concentrations in a few locations.

FA – what has SDC response been to Christchurch City Council submissions opposing urban rezonings at Kirwee and Leeston on the grounds of adverse downstream traffic effects for the city?

AM – the concern is impacts on congestion eg at Brougham Street. The extra traffic generation from these two plan changes is miniscule in the context of total traffic flows and the flows are '2 way' in any case ie flows out of as well as into the city. If CCC is concerned about effects at Leeston and Kirwee, they are likely to be concerned about Prebbleton effects given it is much closer to the city. However the Greater ChCh Partnership doesn't generally favour single member objections on proposals, as their focus is on collaboration.

<u>Appendices</u>

Appendix A: Background information – concept plans, servicing, future proofing
Appendix B: Rural residential and urban future proofed preliminary draft concept plans
Appendix C: Location plan
Appendix D: NPS-UD – relevant objective, policy & criteria for 'unanticipated' development including as preliminary assessment as applies to Prebbleton & Trices Road Rezoning Group land

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**Appendix A:**

**Background Information – Concept plans, servicing, future proofing**

Rural Residential & Urban Future Proofed Subdivision Concept Plans
Key Features:

- north-south road link between Trices and Hamptons Roads plus a road link to the west
- on to Birchs Rds. Facilitates pedestrian link between proposed Hamptons Rd reserve
- and reserve north of Trices Rd (Tosswill Rd)
- stormwater management area is proposed to be located at low point & is sized for RR
- & future proofed development (increase depth for urban development)

Density & layout:

- RR lots must have RR character – spacious feel. Can either have smaller RR lots at edge where can 'borrow' spacious outlook from surrounding rural landscape (e.g. village surrounded by open farmland); or have gradual transition in densities with larger lots closer to rural boundary (e.g. city edge setting). Prebbleton – a mix of both approaches can work.
- Build on existing amenity features (incl. established landscaping & vegetation) especially for RR (some existing landscaping e.g. shelterbelts may not be suitable for urban development).
- Retained existing dwellings and curtilage areas with established landscaping in design (unless landowners advise otherwise). They can be retained as larger Future Development Lots under urban future proofed design, provided can demonstrate how they can be subdivided to achieve the urban minimum density requirements & consent notices on titles require this for any future subdivision.
- 'Belly' of the Site (central portion) more open with less existing amenity features.
- Stormwater basin will add amenity here. Propose 'smaller' RR lots around this, with an outlook onto the basin and creating an enclave of 4-5 RR lots of a more generous size to create a sense of openness.

Roading

- SDC Traffic Engineer has confirmed preference for individual driveway accesses from properties onto Birchs Rd. Urban design benefit for lots to 'face towards' the road.
- Proposed road cross section has same road reserve width (20m) for rural residential and future proofed residential. One side of the road will stay the same.
- Other side will have a transition zone – allowing for the sealed road width (carriageway)
- will widen for urban development by steepening and narrowing the swale width (can plant up if too steep for mowing).
- Can't accommodate street trees on both sides i.e. Avenue style planting unless increase road reserve width by another 2m. Trade off – lose some land for sections.

Wastewater

- Low pressure sewer system (with small pump stations on individual properties) preferred, especially for rural residential development (gravity system with pumping station not viable for appx. 50 sections). May be appropriate for sections fronting Trices Rd.
- Suggest lay rural residential & urban future proofed sized pipes in roading corridor from outset. RR pipe becomes redundant if & when proceed with urban development.

Stormwater

- Site is outside the Prebbleton global stormwater consent area. Ground conditions generally not suitable for soakage to ground (TBC). Need to connect to nearest existing drainage network.

- Site within Halswell catchment which drains to Lake Ellesmere. Need to hold back stormwater up to 60 hours in 50-year return period storm event (over and above the predevelopment runoff).
- Natural drainage is e/se, across neighbour's land (equestrian block). Need easement to drain across this land, unless at pre-development levels. Preferred alternative is to se across Hamptons Rd.
- Options to reduce runoff include roof tanks + possibly some drainage to land in parts of the Site (central area?). Some options may include significant fill.

Other Services

- No concerns anticipated. SDC to confirm at presubmission meeting.

Future Proofing

- Some apparent anomalous RR lot boundaries are due to future proofing requirements e.g. zig zag.
- RR dwellings must be sited wholly within a future proofed urban lot & meet the urban zone setback requirements. RR boundary planting can then remain if and when developed to urban densities.
- Urban residential roads should be no build areas and secured by easements.
- Future proofed plans incl. good mix of larger & smaller lots – $600m^2$ – $900m^2$ range.
- This suits the Prebbleton town edge setting. Overall density just under 10 hh/ha. There is an ability within the proposed lot layout for further intensification.

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INDICATIVEFUTURE RURAL RESIDENTIAL SUBDIVISION LAYOUT

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TRICES ROAD REZONING / RR8 / RURAL RESIDENTIAL

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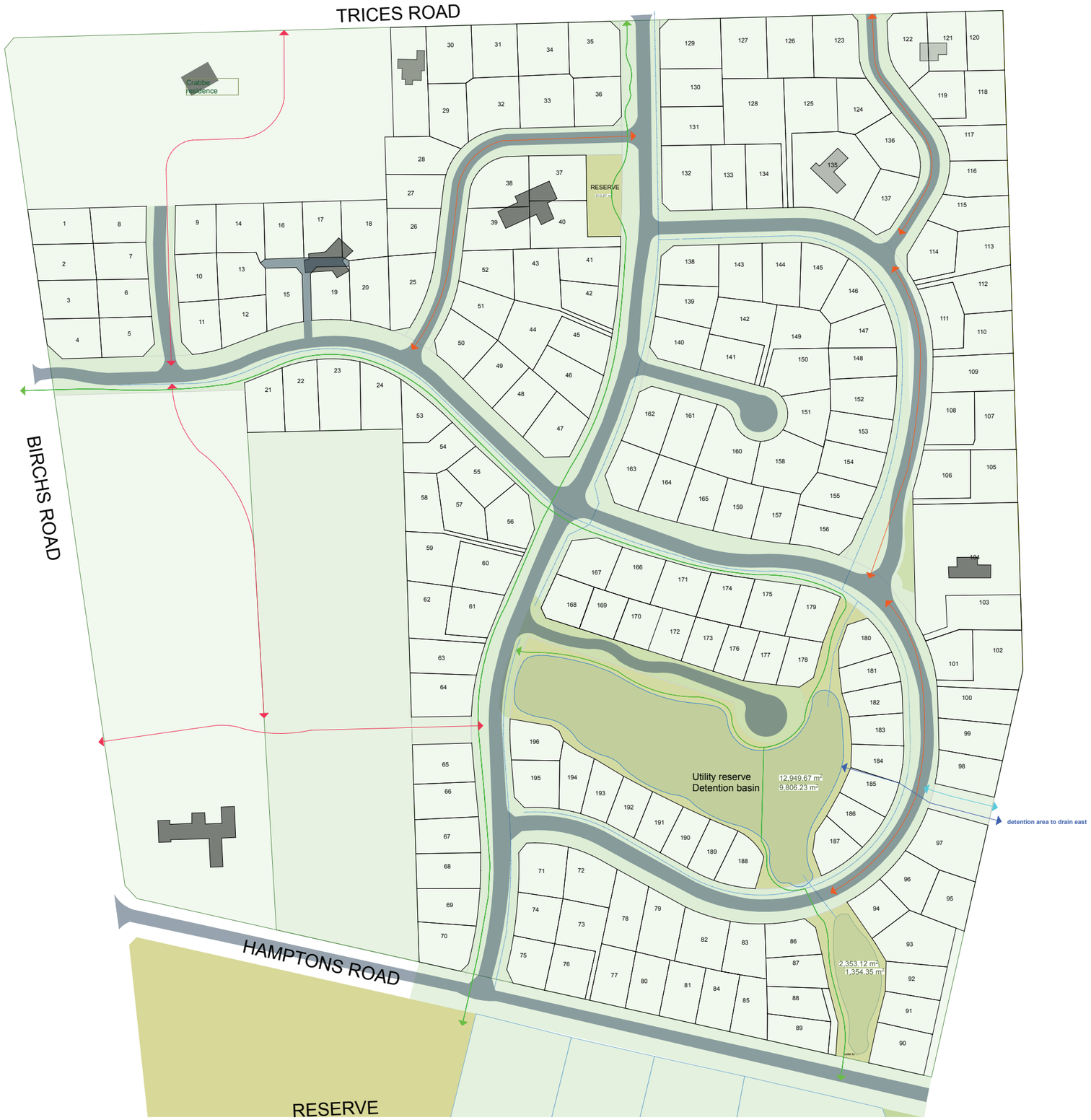
sheet RR

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INDICATIVEFUTURE PROOFED RESIDENTIAL SUBDIVISION LAYOUT

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INDICATIVE RURAL RESIDENTIAL
SUBDIVISION LAYOUT with Aerial

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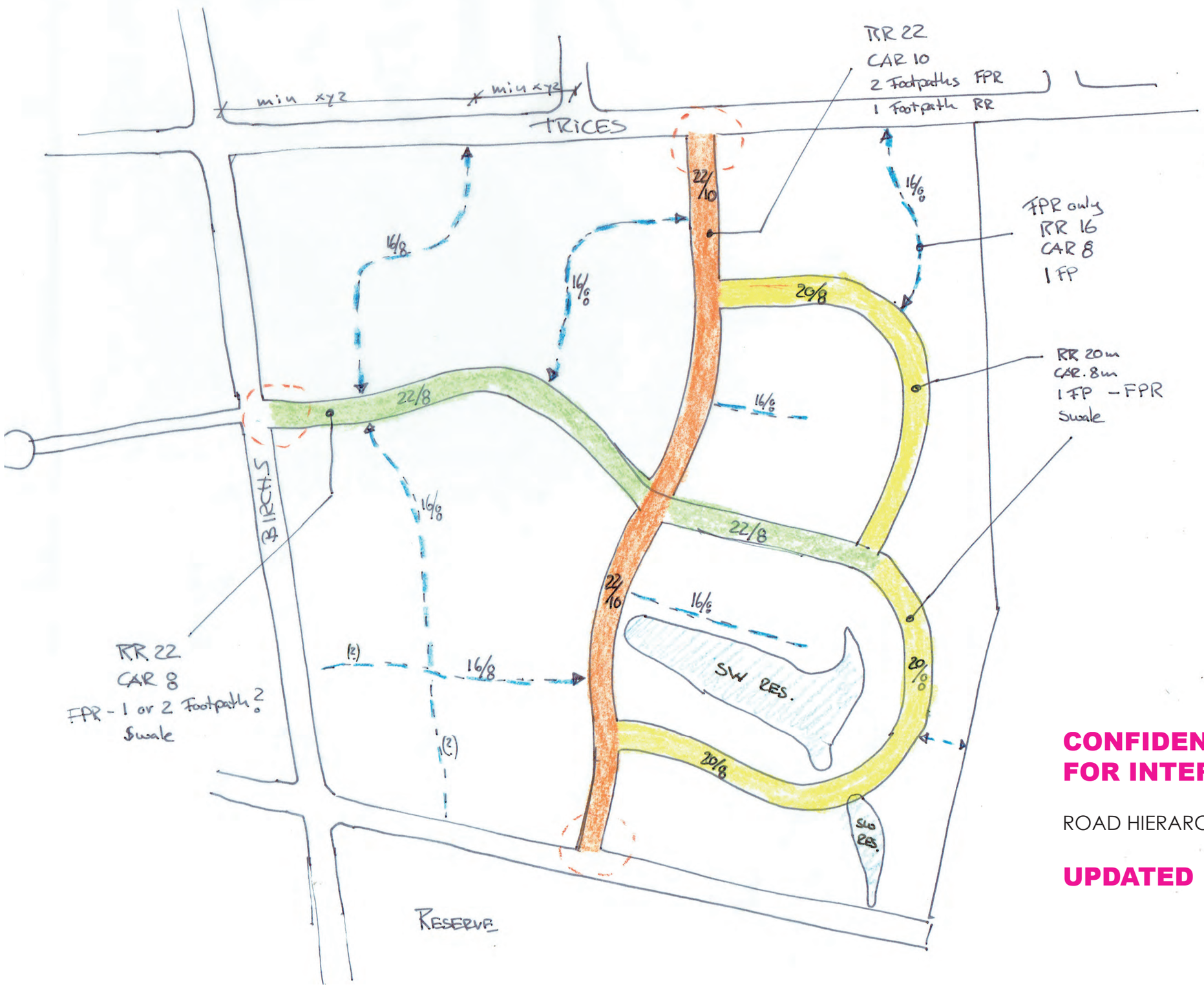


ROAD Hierarchy

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ROAD HIERARCHY

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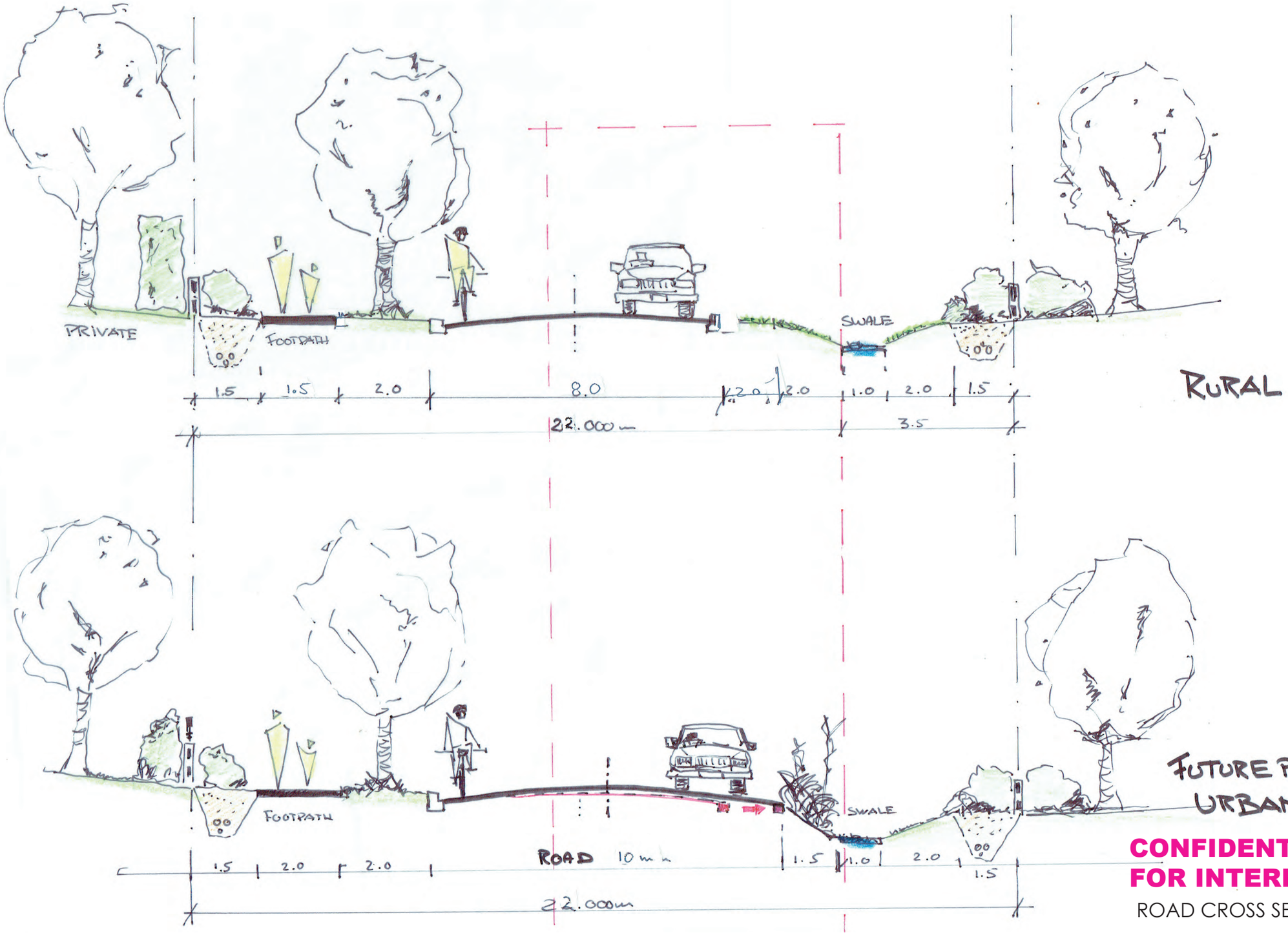


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ROAD CROSS SECTION (extended)

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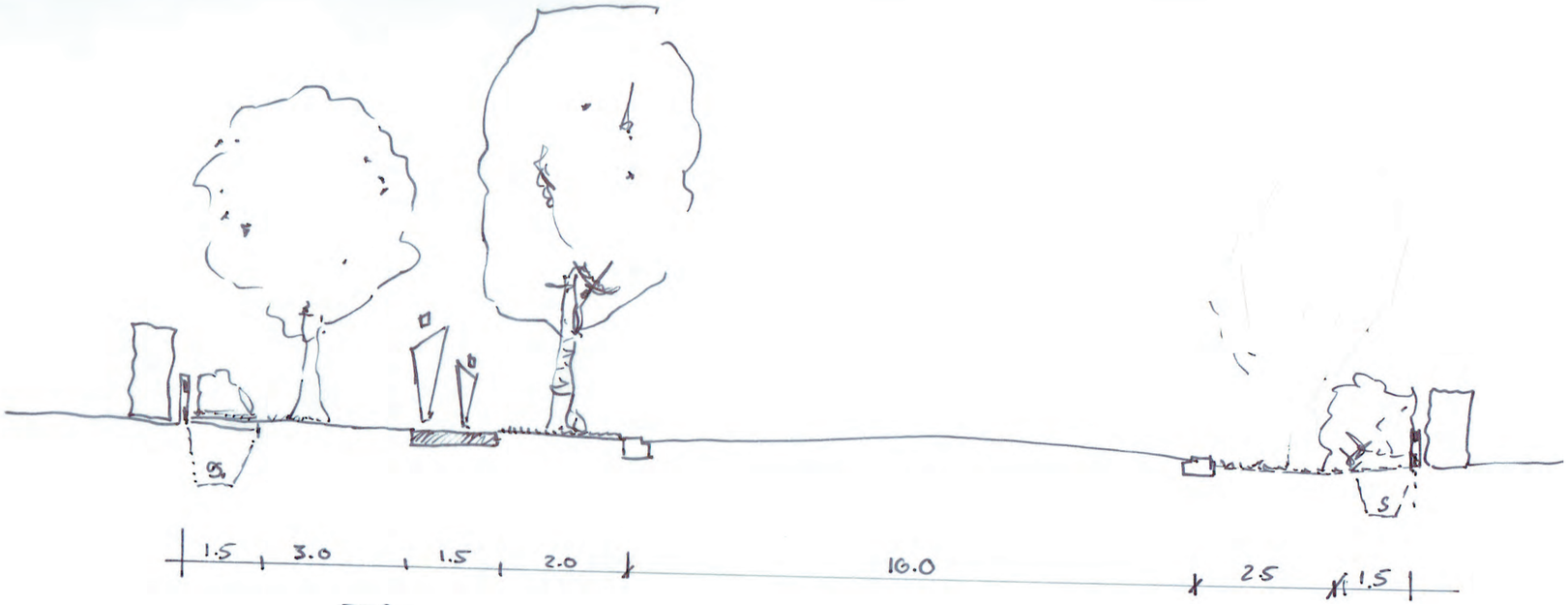


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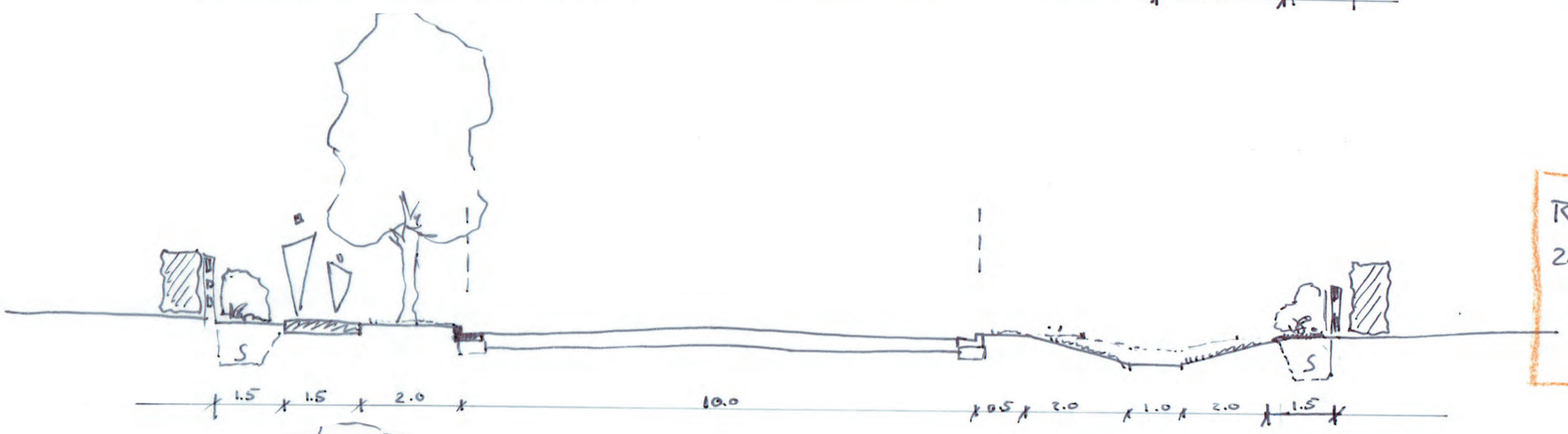


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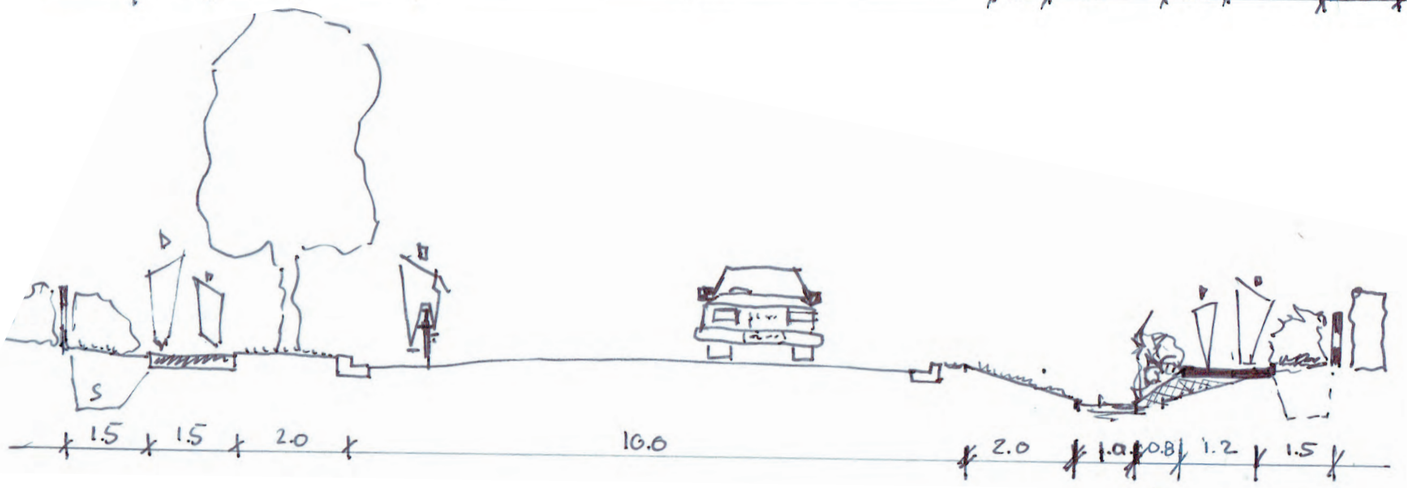


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ROAD CROSS SECTION 22/10 - N/S

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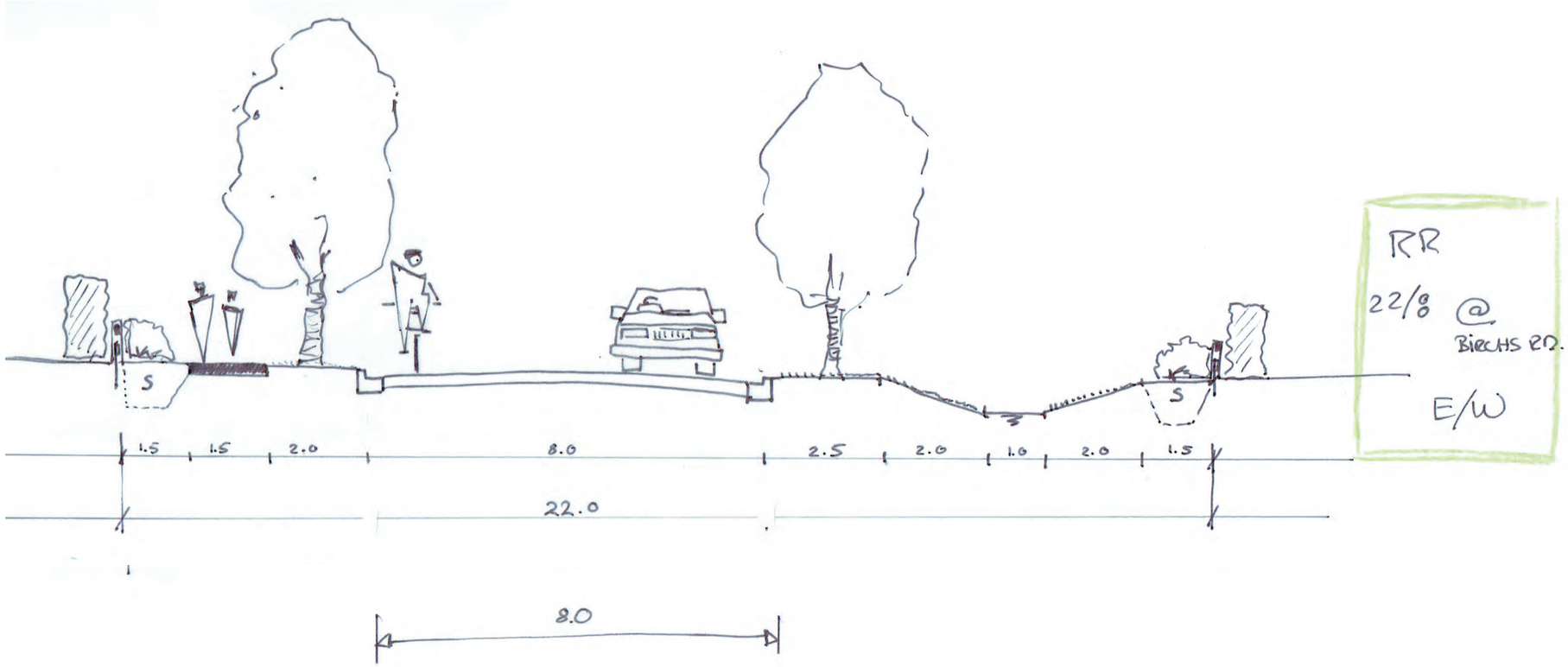


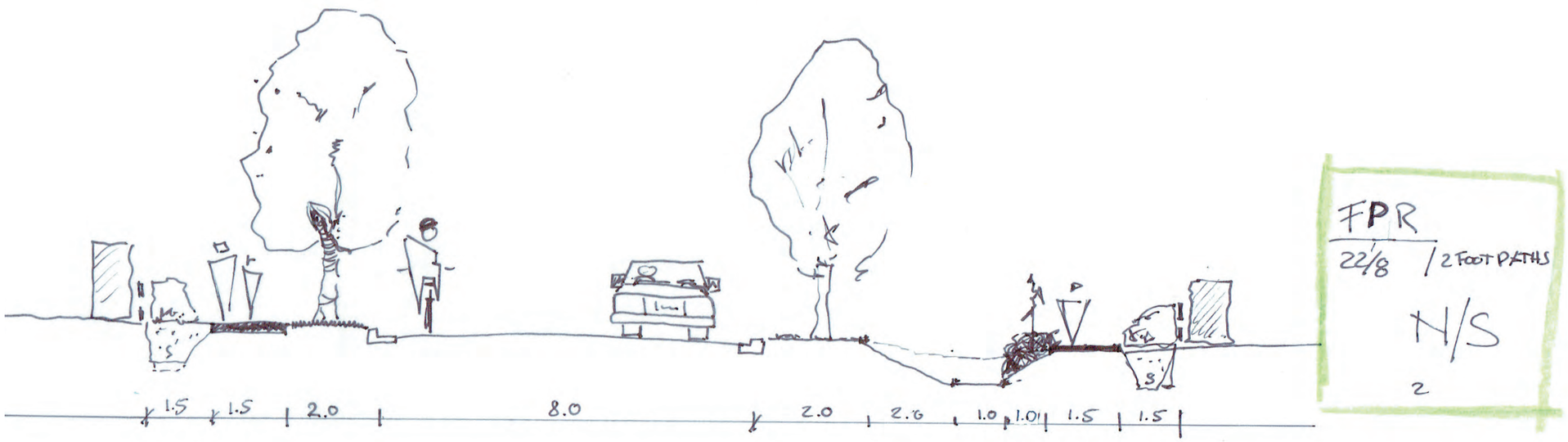


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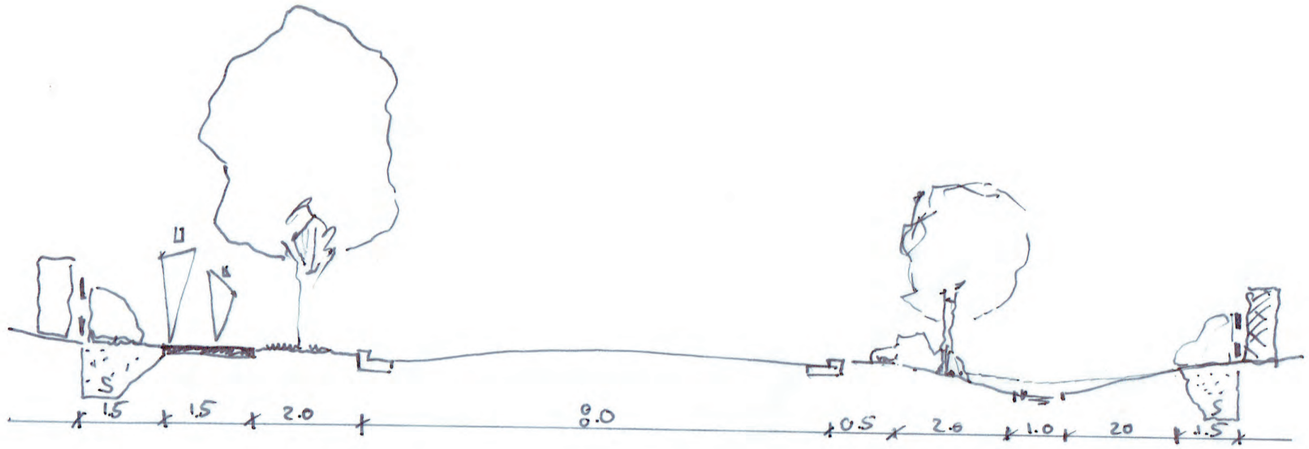
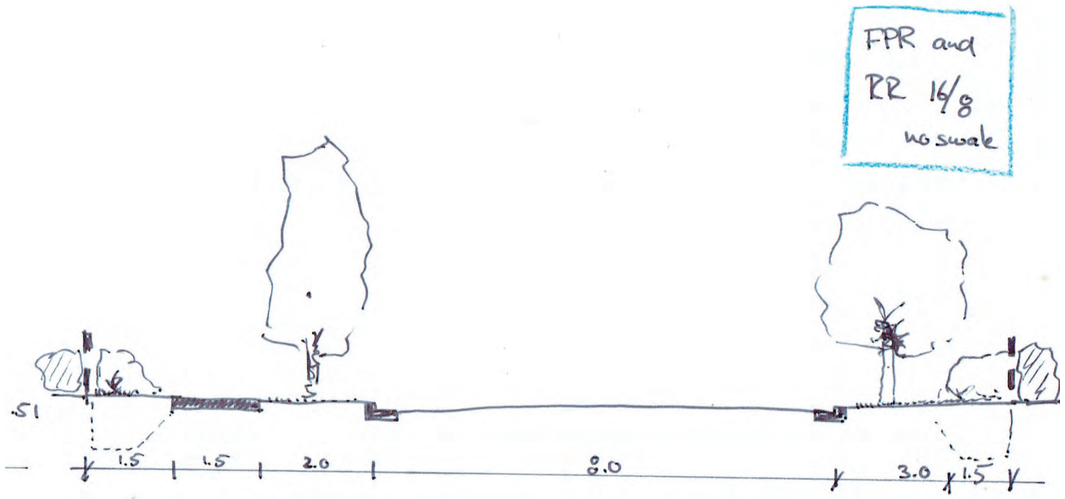



RR + FPR

20/8

where swales are small

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ROAD CROSS SECTION 20/8

ROAD CROSS SECTION 16/8

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SW AND GREEN RR

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sheet SW

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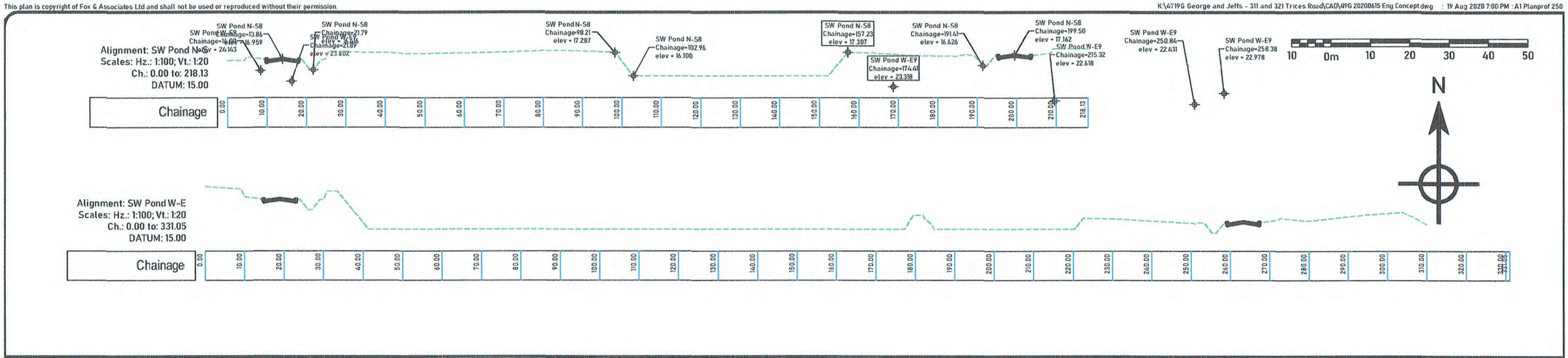

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sheet SW

## Appendix C: Location Plan

Red outline – Trices Road Rezoning Group land to be rezoned

Blue outline – SDC reserve

## Appendix D: National Policy Statement – Urban Development (NPS-UD)

Responsive Planning

Councils decisions must be 'responsive' to plan changes for 'out of sequence' and/or 'unanticipated development' (In RMA docs) if they add significantly to development capacity and contributes to well functioning urban environments. Such developments should generally be near a town centre or employment area and be well serviced with public transport and in an areas where there is high demand for housing (see Obj 3 and Policy 8 below).

*Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply: the area is in or near a centre zone or other area with many employment opportunities the area is well-serviced by existing or planned public transport there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

*Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well functioning urban environments, even if the development capacity is:*

- *unanticipated by RMA planning documents; or*
- *out-of-sequence with planned land release*

Regional Councils must include criteria in their regional policy statement for determining what plan changes will be treated, for the purposes of implementing Policy 8, as adding significantly to development capacity (Clause 3.8 (3)).

ECAN response

In response, ECAN have obtained a 6 month delay to the proposed streamlined change to the RPS which was to add the Future Development Areas at Rolleston only in Selwyn District, and only allow Councils to rezone for the medium term housing needs i.e. next 10 years. The RPS Change (to be notified appx Feb 2021) will presumably include criteria for determining what 'unanticipated development' will add significant development capacity.

SDC response? - SDC to advise

Prebbleton inc Trices Road Rezoning Group land

Criteria:

1) Add significant to development capacity – yield appx 285 lots (10 hh/ha) / 343 lots (12 hh/ha)
2) In or near a centre zone or other areas with many employment opportunities – 1.23km to Prebbleton commercial zone (via Birchs and Springs Rd), very well connected to both CCC and Rolleston by Southern Motorway & en route to Lincoln
3) Area is well serviced by existing or planned public transport – there is a cycleway link into the City and a very regular bus service (every half hour – the standard trip takes 37 minutes and the twice daily express service, 30 minutes).
4) There is a high demand for housing relative to other areas within the urban environment – Prebbleton only has 1 year residential land supply left (2018 - Evidence (Adam Thompson economist) for Our Space Greater ChCh Settlement Review Update for Marshall, Larsen & Rhodes. Prebbleton has commercially feasible development capacity that is practically available over the next decade, of around 10 additional infill dwellings and 90 greenfield dwellings (100 in

total). Given recent demand of 150-200 new dwellings per annum, this indicated supply will be fully exhausted in less than a year. This will equally apply if demand is a more conservative 100 dwellings per annum.
NB please can SDC supply their housing capacity stats. Have they been updated with 2020 census info?