

Request for a Change to the
Selwyn District Plan

Hughes Development Limited
Dunns Crossing, Goulds, Rangitira and East
Maddisons Roads • Rolleston

November 2020



Request To Change the Selwyn District Plan under Clause 21 of the First Schedule of the Resource Management Act 1991

TO: The Selwyn District Council achieving

Hughes Developments Limited request changes the Selwyn District Plan as detailed below.

1. **The locations** to which this request relates are:

Location: Triangle of land in southern corner land bounded by Dunns Crossing Road
Road: Goulds Road and East Maddisons Road, Rolleston
Legal Descriptions: See table below
Total Area: 63.326 hectares
Address: See table below

	Legal Description	Address	Title	Total Area (ha)
1.	Lot 3 DP 70352	3/144 Dunns Crossing Road	CB40D/788	4.0000
2.	Lot 2 DP 61278	108 Dunns Crossing Road	CB36C/248	10.1150
3.	Lot 1 DP 61278	92 Dunns Crossing Road	CB36C/247	10.1150
4.	Lot 3 DP 57004	Corner of Dunns Crossing and Goulds Roads	CB33K/67	20.7210
5.	Lot 1 DP 57004	597 East Maddisons Road	CB33K/65	20.3750
TOTAL				65.326 ha

2. **The Proposed Plan Change** undertakes the following:

- a. Amend Selwyn District Plan Planning Maps rezoning the following block of land from Rural Inner Plains to Living Z:

Faringdon Far West

	Legal Description	Address	Total Area (ha)
1.	Lot 3 DP 70352	3/144 Dunns Crossing Road	4.0000
2.	Lot 2 DP 61278	108 Dunns Crossing Road	10.1150
3.	Lot 1 DP 61278	92 Dunns Crossing Road	10.1150
4.	Lot 3 DP 57004	Corner of Dunns Crossing and Goulds Roads	20.7210
5.	Lot 1 DP 57004	597 East Maddisons Road	20.3750
TOTAL			65.326 ha

- b. Insert new Outline Development Plan Area 16, Faringdon Far West, Rolleston in **Appendix 38** of Volume 1 Townships as illustrated in Attachment 1
- c. Any other consequential amendments including but not limited to renumbering of clauses and District Plan maps as appropriate

DATED: 12 November 2020

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(Signature of applicant or person authorised to sign on behalf)

Title and address for service: Hughes Developments Limited c/- Davie, Lovell-Smith PO Box 679 Christchurch 8140 Attention: Mark Brown Telephone: (03) 379 0793 Email: mark.brown@dls.co.nz	Address for the applicant and all Council fees: Hughes Developments Limited P.O. Box 848 Christchurch 8140 Attention: Jake Hughes Telephone: (03) 379 2609 Email: jake@hughesdevelopments.co.nz
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Attachment 1 – Proposed Outline Development Plan Area 16 – Faringdon Far West

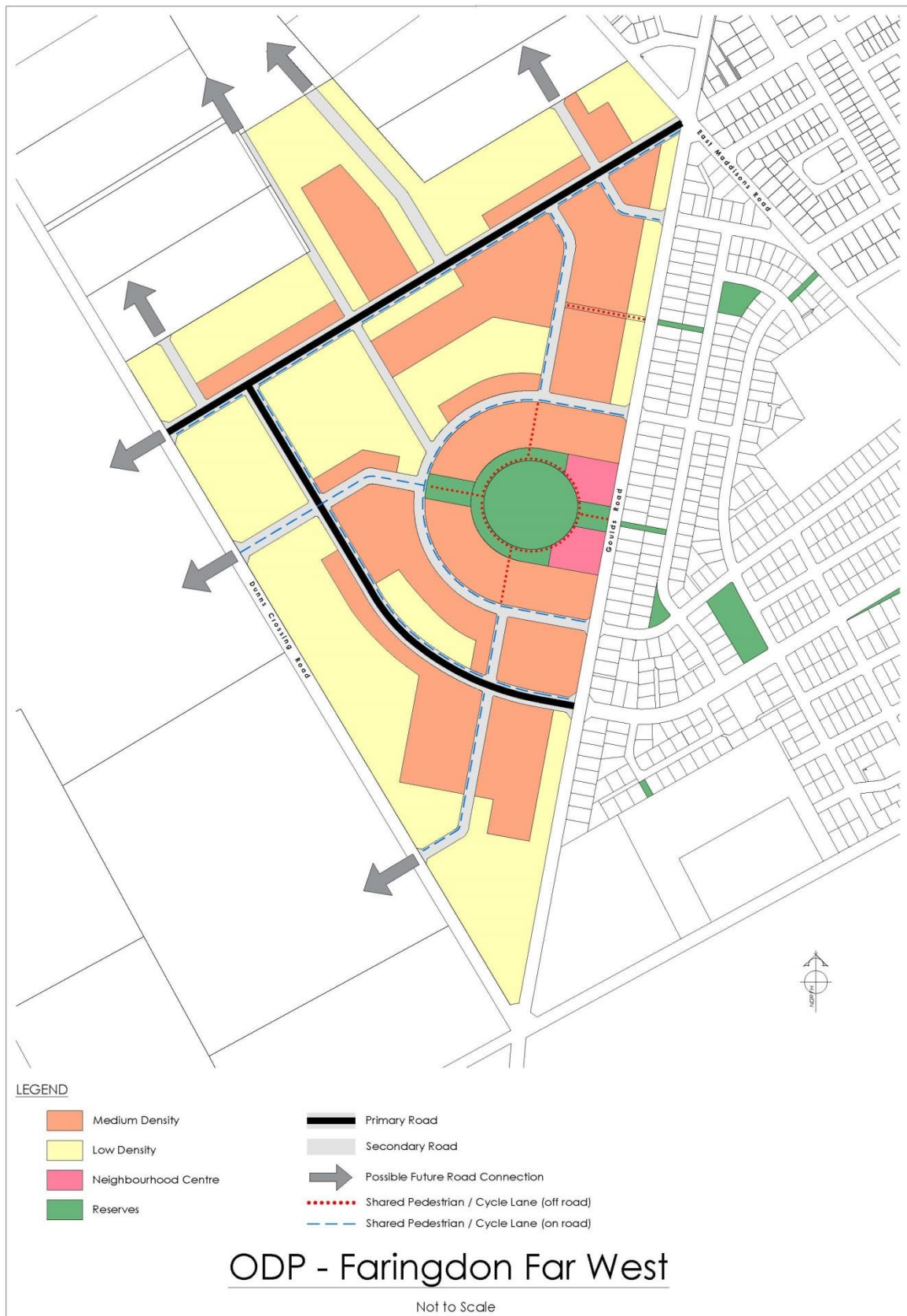


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- C. Economic Assessment –Significant Development Assessment
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- G. Certificates of Title
- H. Future Growth Staging
- I. Design Statement

	Resource Management Act 1991 Selwyn District Council Selwyn District Plan	Plan Change P6?
Private Plan Change Request – Hughes Developments Limited		
<i>References:</i> Selwyn District Plan Volume 1: Townships Part E – Appendices, Outline Development Plan District Plan Planning Maps		

1 Introduction

Hughes Developments Ltd request a change to the Selwyn District Plan by rezoning the southern area of a block of land on Dunns Crossing, Goulds and East Maddisons Roads, south of Rolleston with a total area of 63.326 hectares from Rural Inner Plains to Living Z.

This document forms the Section 32 evaluation of the plan change, consisting of an evaluation of the contents of the Proposed Plan Change, and incorporates material from the following documents:

- Davie Lovell-Smith Infrastructure Report - (Appendix A)
- Carriageway and Novo Group Transportation Assessments - (Appendix B)
- Market Economics Economic Assessment and Significant Development Assessment (Appendix C)
- Engeo Geotechnical Assessments - (Appendix D)
- Engeo Preliminary Site Investigations, Soil Contamination - (Appendix E)
- Land Capacity Assessment - (Appendix F)
- Records of Title – (Appendix G)
- Future Growth Strategy (Appendix H)
- Design Statement (Appendix I)

2 The Environment

2.1 The Plan Change Sites

The land proposed to be rezoned is the southern section of a large block at the southern tip of Rolleston and contains 5 parcels of land. The majority of the properties within this block are still privately owned but with agreements to purchase by Hughes Developments Ltd, the applicant for this plan change. Hughes Developments Ltd owns the smallest and most northern parcel in the block. This block adjoins Faringdon South West on the east side of Goulds Road which is currently subject of a Private Plan Change 64 requesting rezoning from Rural Inner Plains to Living Z. Figure 1 below identifies the Faringdon Far West block.



Figure 1: Canterbury Maps Aerial of Plan Change Site

Faringdon Far West is bounded by Dunns Crossing Road, Goulds Road and East Maddisons Road (now Rangitira Street). It occupies the southern triangular section of the block bounded by Dunns Crossing, Goulds, East Maddisons and Lowes Road in the north. It has a total area of 65.326 hectares. Its frontage length on Dunns Crossing Road is 1170m, its length on Goulds Road is 1395m and its length on East Maddisons Road is 130m. The properties within the Faringdon Far West block and their address and ownership details are set out in the table below. With regard to the properties not in Hughes Development Ltd ownership there are unconditional sales and purchase agreements in place to secure each of these properties.

Faringdon Far West

	Legal Description	Address	Owner
1.	Lot 3 DP 70352	3/144 Dunns Crossing Road	Hughes Developments Limited
2.	Lot 2 DP 61278	108 Dunns Crossing Road	J C and L K Blackmore
3.	Lot 1 DP 61278	92 Dunns Crossing Road	D C and I G Robertson
4.	Lot 3 DP 57004	Corner of Dunns Crossing and Goulds Roads	D C and I G Robertson
5.	Lot 1 DP 57004	597 East Maddisons Road	M R and P R Main

Land within this block is generally flat ground with some gentle undulations and depressions. The depressions are generally in a northwest/southeast direction and have resulted from remnant river channels. Existing shelterbelts can be found along many road boundaries and internal boundaries of the site, as well some small plantations. The topography of the site is flat. The properties are currently divided into numerous rectangular and square paddocks of different sizes. There are three existing dwellings and farm buildings on the land.

2.2 The Surrounding Environment

Rolleston township extends through to Selwyn Road further east of the site. Land immediate to the east of Goulds Road is the subject of private Plan Change 64 also involving rezoning from Rural Inner Plains to Living Z. Further east and north are a series of recent residential subdivisions including Faringdon North and South. To the west of Dunns Crossing Road and to the south of Selwyn Road is rural land used for grazing and dairy farming.

The urban limit of Rolleston was initially defined in Change 1 of the Canterbury Regional Policy Statement (now Chapter 6 of the Canterbury Regional Policy Statement 2013). As a result of the review of the urban development capacity of Greater Christchurch a change to this urban limit is being implemented through a change to the Canterbury Regional Policy Statement which is expected to be publicly notified in late 2020. This change will extend the urban limits in Rolleston through to Selwyn Road and Dunns Crossing Road thereby aligning with the current Projected Infrastructure Boundary identified in Plan Change 1. This Plan Change will complete the residential rezoning and development of this “corner” of Rolleston as envisaged by the CRPS and the Rolleston Structure Plan.

3 The Plan Change

3.1 Description of the Proposal

It is proposed to rezone 63.326 hectares of Rural Inner Plains land to Living Z. This provides the opportunity to develop approximately 800 residential allotments. The allotments are to be developed generally in accordance with Living Z standards with a low density average allotment area of 650m² and medium density (small lot) average allotment area of 500m².

An Outline Development Plan (ODP) has been prepared for the block for inclusion in the District Plan. The ODP provides for:

- A mixture of low density, medium density (including small lot and comprehensive development). The lower density generally is on the boundaries which face existing rural areas and the medium density is more centralised within the block.
- A neighbourhood centre to provide convenience services and goods and community facilities for residents of the general area. This centre is located midway on Goulds Road and will be associated with a central reserve, shared pedestrian/cycle lane and recreational area.
- Primary roads with strong linkages to adjoining residential areas as well as numerous smaller roads within the development which enable easy movement in, to, through and from these development blocks
- Local recreation reserves which act as focal points for neighbourhoods and local communities, whilst also providing spatial relief for surrounding medium density development.

The Design Statement by Acumen in **Appendix I** describes the opportunities provided by this site including:

- The site being large enough to accommodate a master-planned community which can internalise any negative impacts on adjacent environments, provide a mix of density and provide support for a new neighbourhood centre/heart
- Provide for integration with existing and future developments to the east and north
- Sensitive design response to the adjacent rural boundary
- The site is small enough to enable future residents to access centrally located facilities and services within an easy walking distance

The Design Statement lists the key drivers for the overall spatial structure as the shape and geometry of the site, road intersections and entries established from Faringdon South west and the need to

provide for future connections to the north. In relation to this spatial structure the Design Statement concludes that:

- The grid based movement network and block sizes which distribute local traffic provide permeability and choice of routes. These corridors connect through to the adjacent Faringdon neighbourhood, its local centre and school and access to neighbourhood parks.
- Views out to the rural environment are provided along Shillingford Boulevard and other secondary roads which meet Dunns Crossing Road
- The overall structure is driven by the circular public open space providing a focal point for the development. This sets up a circular /crescent road pattern which creates a unique sense of place for this neighbourhood

3.2 Servicing

Servicing of the development will be by reticulated Council services. Details of the infrastructure requirements for the development are contained in the Infrastructure Report in **Appendix A** and are summarised as follows:

- Wastewater will be catered for through gravity connections to existing and proposed. Infrastructure. The current pump capacity of RADAR pump station on the corner of Selwyn Road and Springston Rolleston Road will need to be increased to accommodate the fully developed catchment area which includes the newer Faringdon areas. Part of the Far West site will gravitate to the existing sewer on East Maddisons Road but the majority will need to be serviced by a new pump station which is to be located approximately 420m southwest of the intersection of Selwyn Road with East Maddisons Road. This pump station will also cater for the South West ODP Area. The sewer main routes from the pump station to service the Far West area would be located along primary and collector road links which will be constructed as part of the Faringdon South and West development areas.
- Water reticulation will consist of an extension to the existing water network in line with the Waters Activity Management Plan. This plan identifies the existing pipework, 200mm (ID) or over and it also shows the future proposed 200mm (ID) pipes into the proposed plan change areas. These main pipes will follow main connecting primary and secondary roading alignments with the expectation that all other streets will contain a watermain of 100mm or 150mm (ID) for residential and fire-fighting purposes.
- Primary stormwater from the site will be discharged to ground. The soakholes on the individual sites will be constructed as part of the Building consent process but the drainage and soakholes associated with the roads will be constructed as part of any future subdivision and will be vested in SDC. The development will be designed to ensure that secondary flow will safely drain through the site via the road networks.
- Gas, power and telecommunications will be provided to all sites to utility company and industry standards. All cables will be placed underground and all kiosks will be constructed on separate individual lots.
- Roading will incorporate a number of collector roads in line with the CRETS network with extensions of main routes through from the Faringdon South West development. These include an extension of Shillingford Boulevard between East Maddisons and Dunns Crossing Roads and the extension of Northmoor Boulevard to connect to the future Shillingford Boulevard.

3.3 Proposed Amendments to the District Plan

This Plan Change is simply rezoning an area of land and therefore the objectives, policy and rule provisions of the Selwyn District Plan will remain the same. The only changes required are:

- Amending Selwyn District Plan Planning Maps by rezoning the Faringdon Far West block from Rural Inner Plains to Living Z
- Inserting an additional Outline Development Plan Area 16, Faringdon Far West, Rolleston in Appendix 38 of Volume 1 Townships as illustrated in Attachment 1 to this Plan Change Request

4 Consultation

Hughes Developments Ltd and their consultants have undertaken detailed consultation with Selwyn District Council staff in relation to this proposal to ensure that the area to be rezoned is appropriately located and can be adequately serviced. More specifically, the consultation can be summarised as follows:

Planning

Hughes Developments Ltd has commenced this plan change process following a period of engagement with SDC Policy Planning staff in respect of the potential for residential growth within Rolleston.

Hughes Developments Ltd participated as a submitter in the Our Space 2018-2048: Greater Christchurch Settlement Pattern Update process. As part of this process Hughes Developments Ltd consulted with SDC Planning Policy staff over their capacity and feasibility assessments undertaken to satisfy the requirements of the National Policy Statement on Urban Development Capacity. As an extension of the Our Space process, Hughes Developments Ltd also responded to a request for feedback in respect of the draft Proposed Change to Chapter 6 of the Canterbury Regional Policy Statement.

On a more specific level discussions have centred on the approach taken to satisfy the National Planning Standards when drafting this plan change and the implications presented by the then pending District Plan Review process.

Infrastructure

Hughes Developments Ltd have consulted with Council's Asset Department in respect of wastewater, water supply and stormwater infrastructure capacity. These discussions have confirmed that there are no infrastructure constraints from a water service perspective.

Tangata Whenua

Mahaanui Kurataiao has been asked to comment on the proposed plan change. Due to large workloads this process is ongoing and will be provided to Council once received. It is noted that Te Whakatau Kaupapa indicates that there are no silent files in the Rolleston area. In addition there are no waterbodies or remnant vegetation expected to be of significance to Tangata whenua. With regard to vegetation the soft landscaping associated with reserves, street berms and stormwater swales will in almost all situations be dominated by indigenous species from the local area. This approach has the dual advantage of achieving plantings in sympathy with the area as well as increasing the likelihood that the plants will survive and flourish in Rolleston's the dry and windy environment.

5 Assessment of Environmental Effects of the Proposed Change

The following assessment considers both the environmental effects and character of the proposed residential development areas as well as environmental effects beyond these sites. The matters assessed are:

- Township growth
- Rural –urban interface

- Natural hazards and geotechnical matters
- Soil contamination
- Water quality
- Neighbouring Activities and Potential Reverse Sensitivity
- Natural features
- Versatile soils
- Beneficial effects

5.1 Township Growth

Selwyn District Plan – Township Volume policies on township growth provide guidance on the outcomes sought by the Council and the community regarding expansion of townships. These policies are normally examined when considering rezoning through the plan change process. An assessment of this proposal in terms of those policies is contained in Section 8.3. As discussed below, there is considerable support within the Township policies for this development. This support indicates that the development of this plan change site for residential purposes is able to contribute positively to Rolleston’s anticipated growth.

5.2 Urban- Rural Interface

The proposed outline development plan for the Faringdon Far West area addresses the urban-rural interface primarily through the location of lower density allotments around the north, north western and western boundaries of the site which immediately adjoin or are across a road from rural land. This is consistent with the direction supplied within the Rolleston Structure Plan which states it is necessary to “restrict the impact of higher density areas on the rural character by generally containing visual effects within the urban limit”. The initiative also replicates the approach taken within ODP6 for the Faringdon development, Faringdon South Special Housing Area and several other outline development plans for Rolleston. The Design Statement (refer **Appendix I**) points out the benefits of locating low density lots on Dunns Crossing Road as:

- Larger lots can better accommodate on-site vehicle manoeuvring to reduce the need for backing out onto the road which can cause potential traffic safety issues
- Larger lots have greater opportunity to accommodate on-site vegetation which will contribute to greener/softer interface with the adjacent rural environment
- Detailed subdivision design and landscaping can adopt specific techniques to soften the interface if desired (e.g. larger front yards or landscaping)

For the most part the Faringdon Far West will be separated from adjacent rural properties by the surrounding road network (Dunns Crossing and Goulds Roads and a small section of East Maddisons Road now renamed Rangatira Street). However there are boundaries adjoining rural land to the north including the central extension area. Design controls derived from the District Plan will control the boundary treatment along the road network, particularly in respect of fencing. The applicant is prepared to accept the standard condition indemnifying the adjoining land owners to the far west from contributing to the costs of (non-rural) fencing along shared boundaries. Such interface treatments have been made on the proviso that at the time of development, the adjacent land retains its Inner Plains zoning status. In anticipation of future residential re-zoning, provisions have been made within the ODP to ensure that connectivity, reserves and density distribution are provided for at the boundary with adjoining properties.

With regard to the interface along Dunns Crossing Road the majority of this boundary is opposite land zoned Living 3 which provides for rural residential development with a minimum average lot size of 5000m². This zoning has been in place for some time and has been retained in the Proposed District Plan, however it is not known what the likelihood is of rural residential development being established. If it does occur it is not expected that it will create any adverse effects for

residents of Faringdon or the rural residential development. The roading pattern in the ODP has been specifically developed to align with the ODP for this Living 3 zone should it proceed.

The Applicant notes that they have undertaken numerous large and small scale residential developments within Rolleston which have been within a rural setting. They have found that no major problems have arisen with regard to incompatibility with the surrounding rural land uses and residents. The combination of the factors referred to above ensures that the urban-rural interface within this application is appropriately managed to mitigate any potential effects that might arise.

5.3 Natural Hazards and Geotechnical

Geotechnical investigations have been prepared by Engeo for each of the properties within the block (Appendix D). These reports advise that there are no mapped faults in the immediate area but that this area could be subject to ground shaking from movement of faults elsewhere. The area is located between the Greendale Fault and the Port Hills Fault, the latter of which has not been mapped because it did not result in any surface rupture. With regard to the liquefaction potential for the site, the Engeo reports conclude that damaging liquefaction is unlikely consistent with a TC1 zoning.

The site is outside any defined flood zones in the District Plan. The Council has undertaken computer based modelling of the depth of flooding associated with 1 in 200 year and 1 in 500 year critical storm event in the vicinity of the Plan Change area refer Figure 4 in the Engeo Report in **Appendix D**. This modelling indicates that the water depth through the site may be up to 1m deep in the existing channel feature during a 1 in 500 year flood. The site is relatively flat. As part of the works to develop the subdivision the lots will become elevated and roads will be lowered. The roads then become secondary flow paths for stormwater off the sections, effectively replacing natural channels. These flow paths direct the water so that it can rejoin the natural flow paths in the area. The flows through the site generally have an increased velocity compared to the natural flows which results in reduced water depths and therefore reduced localised flooding potential.

There are no other known potential natural hazards that could affect the Plan Change site. In particular the site is not likely to be subject to material damage from erosion, falling debris, subsidence, slippage or inundation from any source.

5.4 Soil Contamination

Combined Preliminary and Detailed Site Investigations on potential for soil contamination have been undertaken for all properties proposed to be rezoned in terms of the Ministry for the Environment's Contaminated Land Management Guidelines No 1: Reporting on Contaminated Sites in New Zealand, 2011. These Investigations are contained in **Appendix E** to this Plan Change request and considered the following information:

- Reviews of Selwyn District Council property information provided in LIMs
- Obtaining ECan data from the Listed Land Use Register (LLUR)
- Review of ECan GIS data
- Review of historic aerial photos
- Review of historical ownership history
- Review of local knowledge of site history
- Site visits

The investigations involving site histories and walkovers generally found that activities on site have given rise to no soil contamination. The most common potential for soil contamination arises is from localised small burn sites and waste sites, chemicals stored in farm buildings and the potential

for asbestos associated with cladding of existing buildings. The reports recommend that these matters be dealt with by:

- The areas of potential concern are managed appropriately during development earthworks. This would include excavation and off-site disposal of the burn pit and waste material to a licensed disposal location and observation of the soils in the area of ground disturbance. Should waste be present then further assessment would be required.
- For buildings constructed prior to 1 January 2000 which are to be demolished or refurbished as full asbestos survey must be undertaken by a competent person. It is noted however that the residential buildings are intended to be retained on site.

The localised nature of PSI/DSI findings are able to be dealt with at future subdivision stage and are not of any significance such as to warrant further investigation in support of the Plan Change.

5.5 Water Quality

Groundwater quality can be adversely affected by residential development from two main sources, namely on-site effluent treatment and disposal or stormwater generated by increases in impervious surface coverage. In terms of effluent treatment and disposal, no adverse effect will be generated by this proposal as the development will be connected into the Council's reticulated system within Rolleston. The appropriate infrastructure to connect to the Council's reticulated system will be installed within the subdivision.

As there will be an increase in impervious surfaces as a result of this development, it is proposed to collect all stormwater generated on site and discharge this to ground in accordance with Council's requirements of residential stormwater. This will ensure that groundwater quality is not adversely impacted by this proposal. It is noted that groundwater has been recorded as being 5 to 10m deep in the vicinity of the site thus limiting the potential for contamination from surface activities. Consent will be obtained from Environment Canterbury for this discharge, and will ultimately be transferred to the Council.

With the reticulation of sewage and the stormwater treatment and disposal system proposed, it is anticipated that there will be minimal adverse effects on groundwater quality from the development of this land for residential purposes.

5.6 Neighbouring Activities and Potential Reverse Sensitivity Issues

Activities on neighbouring properties are largely rural and rural lifestyle. To the west across Selwyn and Dunns Crossing Road are various well established farming units mostly based on grazing. There is no intensive animal or crop production in the vicinity of the Plan Change area. There is a Living 3 zone providing for rural residential development on the west side of Dunns Crossing Road. This zoning is 72.2ha in area and extends along Dunns Crossing Road from 765m north of the Goulds/Selwyn/ Dunns Crossing intersection to 680m past the area proposed for rezoning. To the north are rural lifestyle blocks that are expected to be rezoned for residential purposes in the future. Further north is residential zoned and developed land based around RiverstoneWE Drive and Jean Archie Drive. To the east of this block is the Faringdon South West block which is currently the subject of notified Private Plan Change 64 of the Selwyn District Plan. This land currently has no active rural uses on site.

There will always be the potential for people living on the edge of townships to be impacted by noise, odour, and traffic impacts of rural activities. In most cases residents living opposite rural areas have chosen to live on these sites presumably with an expectation that the rural uses will be

carrying on. Recent experience with the development of Faringdon South Special Housing Area which extends through to same location on Selwyn Road has confirmed that with the allocation of the larger lot sizes on the outer extent of residential subdivisions that there is very limited potential for people living in the residential area to be adversely affected by rural activities to the extent that they complain and seek a reduction in these activities.

5.7 Natural Features

There are no natural features within the proposed Plan Change areas which are generally flat with planted or fenced boundaries and some dwellings and farm buildings.

5.8 Versatile Soils

The Faringdon Far West block contains Lismore stony and shallow silt loam soils. These soils have limited ability to retain moisture and are considered to have severe limitation for food production even with irrigation. A commonly used land use/soil classification system used in planning, particularly plans under the Town and Country Planning Acts, is the Land Use Classification. Under this system the block of land proposed for rezoning is Land Use Class 4s7 which is described as “terraces and plains with shallow and stony soils of medium to low fertility in seasonally moisture deficient districts”.

5.9 Transportation

Wider Traffic Environment

The wider traffic environment comprises roads such as SH1, Selwyn, Shands and Springs Road which are important corridors for private and freight traffic travelling between Christchurch, Prebbleton, and Rolleston and Lincoln and further afield. These routes are fed from many east-west linkage roads such as Brookside, Dunns Crossing, East Maddisons, Goulds, Springston Rolleston, Lincoln - Rolleston, Weedons, Waterholes and Robinsons. This traffic environment has been changing over recent years and continues to change both as a result of an increase in population and economic activity in Rolleston and the south western greater Christchurch urban area and with the Christchurch Southern Motorway Stage 2 (CSM2) works by New Zealand Transport Authority. CSM2, which is operational now and is expected to be completed by late-2020. This project establishes a motorway from Halswell reducing the travel time between Rolleston and Christchurch. In addition, SH1 has been widened and upgraded to a four lane expressway from Rolleston to Robinsons Road (MSRFL) which also forms part of the CSM2.

Upgrades of the Selwyn, Springston Rolleston and Lincoln - Rolleston Roads, in conjunction with Shands Road - Marshs Road upgrades will create a new district arterial network that will cater for growth, especially from the expanding southern areas of Rolleston. Additional progressive upgrades are taking place on adjoining local roads, including Shands Road, to cater for traffic using the CSM2 interchange and the new Weedons overbridge linking Rolleston with areas west of SH1.

Road Hierarchy

Dunns Crossing Road and Selwyn Road are arterial roads. Selwyn Road which also adjoins the proposed Faringdon South West and South East ODP areas provides a ready connection to areas of district importance including the other townships and key places and activities. Goulds Road and East Maddisons Road, which bound both the Faringdon Far West and Faringdon South West blocks, are listed as collector roads which distribute and collect local traffic with and between neighbourhoods. The remainder of the existing and proposed roads will be local roads.

Two recent transportation assessments by Carriageway Consulting and Novo Group have been undertaken relating to the western corner of Rolleston. Both of these assessments are contained in **Appendix B**. The Carriageway Consulting assessment has a specific focus on rezoning of Faringdon

South East and South West. As the Faringdon Far West adjoins the western edge of Faringdon South West the detailed descriptions of the road network and the numerous intersections in the Carriageway report are directly relevant to the proposed rezoning. The assessments of general transportation characteristics in the area are also relevant to this proposal. With regard to non-car modes of transport the report notes that the proposed ODP areas are at the edge of current urban development of Rolleston and footpath provision being intermittent and largely aligned with current extent of development. The Novo Group assessment is focussed on the Faringdon Far West proposal and has, due to its very recent preparation, been able to draw on the latest updates from the Paramics model for Rolleston.

Rolleston Structure Plan

With regard to alignment with the Rolleston Structure Plan Northmoor Boulevard in Faringdon South has already been constructed in the location indicated in the Structure Plan providing a convenient east-west link. Both of the new ODPs for Faringdon South East and South West and now Faringdon Far West provide for a continuation of this route providing a continuous route from Springston Rolleston Road through Goulds Road to the outer edge of the Far West development. These routes will provide a connection point with Acland Park to the north and to south west Rolleston via Faringdon Far West. There is also the potential to continue the link created by Shillingford Boulevard. These routes will be suitable for future consideration as public transport routes serving the whole of the southern area of Rolleston and the more localised roading pattern proposed for Faringdon Far West create numerous alternative links between the collector routes.

Proposal and Expected Traffic Generation

With regard to the ODP layout, these support the connectivity outcomes being promoted. These include shared pedestrian and cycle paths.

The Council and Ably have updated the current Rolleston Paramics model which has then be used to model anticipated volumes through to 2028 and therefore anticipated intersection performances in the area of the neighbouring ODPs. This model adopts a generation rate of 8.2 trips per household unit while Carriageway used 8 per unit. This modelling concludes that the traffic remains relatively modest and the intersections will maintain good levels of service in relation to delays with the majority being Level A and Selwyn Road having some turning movements down at Level C. This level of service is modelled to remain the same with the additional traffic movements associated with Faringdon Far West. The volume of pedestrian and cyclists are low and there is no public transport service at this stage.

The ODP area will have a number of linkages onto the adjacent road network creating choice and limiting queuing issues. These connections include main road link extensions of Northmoor Boulevard and Shillingford Boulevard from and through Faringdon South East, South and South West connecting through to Springston Rolleston Road across Goulds Road and East Maddisons Road. There are also four connections to Dunns Crossing Road and four connections to Goulds Road. Further minor connections onto these roads are anticipated.

In assigning vehicle trips generated by the new ODP areas, many of which involve commuting to Christchurch, it is assumed the greater use will be made of Selwyn Road than the road network within Rolleston as the travel speeds are greater. The Sidra software program has been used to analyze the functioning of intersections and the effects of increased traffic volumes created by the rezoning. The intersections assessed included East Maddisons Road, Goulds Road, Selwyn Road/East Maddisons and Selwyn/Springston Rolleston Roads. Although queues and delays increase slightly from the current situation they remain relatively low. The levels of service remain good with the lowest level of service being C. The modelling shows that there will be limited use of the Selwyn/Goulds Road intersection by traffic generated by Faringdon South East and West. The

use of this intersection however could be expected to increase with traffic from of Faringdon Far West. This increase is not anticipated to change the level of service of this intersection or if it did so that the level of service would be in the acceptable range with no further roading upgrades needed.

The report assumes that the road environment and frontages adjoining these new areas will be changed from rural to urban with wider carriageways and urban formation including kerbs and footpaths. Along with this it is expected that speed limits will be reduced to maintain consistency for road users. The footpaths will provide for walking and cycling infrastructure will also serve these areas, providing safe routes to schools and other facilities. The internal road network creates the ability to form carriageway widths that would be suitable for a bus service.

Safety

The analysis of crashes to date indicates a cluster of crashes at the Selwyn Road/Goulds Road and Selwyn Road/Springston Rolleston Road intersections which largely results from motorists not giving away. The report concludes that the new ODP areas will enable a reduction in the speed limit on these roads which is expected to support a safer environment. Novo Group state that the crash history of the intersection of Goulds Road/Selwyn Road suggests that improvements should be investigated and that this would be a matter of course given the re-classification of Dunns Road Crossing as an arterial route.

Finally the reports considers that the standard of the new roads, including for non-car travel, means that there are unlikely to be new safety issues arising and that the flat and straight frontages ensure excellent sight lines.

5.10 Beneficial Effects

The Plan Change will provide for the continued growth of Rolleston within a master planned ODP area. Hughes Developments Limited has aggregated large areas of land which enable a master planned approach to be employed to cater for future residential development. The benefits derived from this approach include facilitating high levels of connectivity, creating communities with focal points such as neighbourhood centres and/or recreation reserves and the strategic allocation of medium density areas.

With regard to medium density the Design Statement in **Appendix I** sets out the benefits of the proposed medium density housing as:

- Enabling greater residential density with the development and in particular within close proximity to neighbourhood services and recreation
- Enabling passive surveillance over pedestrian walkways and spaces
- Contributing to the location/gateway to the neighbourhood centre, providing wayfinding and creating a sense of local identity

The ODP area does not adjoin established residential areas but it is anticipated that Faringdon South West will be zoned and constructed within the next five years. This will enable continuity of supply and construction cost efficiencies. These benefits are reflected in the stable pricing Hughes Developments Limited has maintained since the commencement of development within the original Faringdon subdivision (ODP 6).

From a wider local perspective, the provision of land for residential growth will continue to support the Council's investment in community infrastructure by virtue of maintaining and perpetuating growth rates, increasing the rating base and attracting development contributions.

The economic activity associated with the development of Faringdon Far West has a number of components including economic activity supported during consent land development, build development and spend by residents once development is completed. In addition to these direct expenditure impacts there are flow-on effects from this form of development with builders, developers and new residents purchasing goods and services from other local business. In addition staff of business receives wages and salaries which are spent on goods and services. The economic role of the development is therefore expected to generate very significant direct expenditure over all phases of the development as well as flow on effects.

6 Quality Urban Environment

The inclusion of a neighbourhood centre and a central reserve supports the intention to promote social interaction and establish a heart to the precinct. The neighbourhood centre is located mid-block on Goulds Road and is opposite Faringdon South West. The neighbourhood centre is therefore ideally located to take advantage of high visibility and greater passing traffic volumes as well as function as a gateway to the ODP area.

The central reserve will effectively be part of the Neighbourhood centre adding to its profile. Its location ensures all residents within the development area can easily access public open space on foot. This central reserve area along with the neighbourhood centre will provide a focal point for the local community.

Like the wider Rolleston area, Faringdon is flat and ideal for active transport modes. Providing dedicated walking and cycling infrastructure that is safe and has high amenity encourages the adoption of walking and cycling for both neighbourhood trips and those further afield. Higher rates of walking and cycling has multiple benefits for both the local community and the general environment by improving physical and mental health, improving amenity and safety of movement corridors and reducing vehicle emissions and energy use.

Walking and cycling is promoted through the provision of:

- direct routes along desire lines to key destinations;
- options that cater for different users, for example commuter and recreational cyclists;
- safe routes which do not conflict with vehicles and enjoy passive surveillance from adjacent activities;
- visually interesting streetscapes.

The connection of each residential precinct to each other and to the wider Rolleston community is essential to creating an integrated and convenient community. Ensuring movement corridors (both vehicular, cycle and pedestrian) connect different development areas is imperative to creating a cohesive community in Faringdon. As such, careful consideration has been given to the location and connection of the ODP area to both immediate neighbours, the wider Faringdon area and indeed, greater Rolleston.

The connected roading patterns and minimum residential densities encourage the provision of public transport.

A range of section sizes and housing typologies provides future residents with choice and promotes a mixed community demographic, along with a range of price points, including more affordable options. Medium density housing is co-located with open spaces to provide those residents with additional opportunity for outlook, active and passive recreation and car parking.

The Rolleston Structure Plan promotes diversity with respect to residential development, thereby improving choice, diversity and affordability. The Rolleston Structure Plan's Design Principle 4 promotes higher density at nodal points, matching population density with centres of activity and high amenity. Whilst this principle addresses outcomes at more of a metropolitan level, the same principle can be applied to the neighbourhood level. It is common and best practice urban design to locate "density around amenity". In this instance it directs the location of medium density housing around the main neighbourhood reserve. The benefits of this practice include:

- the public open space compensates for smaller rear yards and reduced recreation opportunity on adjacent more compact housing typologies/sections;
- there are higher numbers of dwellings surrounding open spaces which promotes their active use, making better use of the land resource and more easily justifying investment and maintenance costs;
- higher numbers of dwellings around reserves increases levels of active and passive surveillance of the reserve, increasing real and perceived public safety;
- dwellings located closer together (and potentially higher) improves the spatial definition of the reserves, better defining their edges and helping to provide shelter for users and vegetation;
- neighbourhood parks provide additional opportunity for on-street parking to support adjacent medium density housing which can have less parking provision on the streets due to both the typical width of these streets and the proximity of driveway crossings etc.

Whilst "density around amenity" is a strong determination of the location of medium/higher density residential typologies, it is not the only justification for the identification of medium density housing in attractive residential neighbourhoods. Other drivers for the inclusion of medium density clusters include the better use of the land resource, wayfinding/legibility and visual interest in the streetscape. In addition, the requirement to achieve a minimum net density of 12hh/ha requires the inclusion of medium density housing.

The ODP therefore identifies areas for small lot/medium density residential development that are not directly adjoining or in very close proximity to public open spaces. As an example, pockets of medium density are indicated along the north side of Northmoor Boulevard where they have a dual benefit of making good use of a deep block, as well as adding variety, prominence and interest to a long road which is also a key connector. The inclusion of pockets of medium density in an otherwise low density street creates variety and visual interest.

The proposed Outline Development Plan captures the essential components of an underlying conceptual subdivision plan while retaining a measure of flexibility to response to additional opportunities and constraints, as well as market changes.

In summary the ODP:

- facilitates connectivity within the southern portion of Rolleston's urban area through the extension of Northmoor Boulevard and provides for future connection to adjacent residential development in the future;
- delivers residential development at a density of 12 households/hectare and provides for a variety of residential house types, lifestyles and price points;
- promotes social interaction and neighbourhood cohesion through the inclusion of neighbourhood reserves;
- encourages active transport modes through the provision of shared paths and on-road cycle lanes that provide both internal connectivity as well as links to the wider Faringdon and Rolleston area;

- establishes a neighbourhood centre which meets daily convenience needs of the walkable catchment, provides an opportunity for a community focus/heart and functions as a gateway to aid legibility;
- responds sensitively to its interfaces with both existing and future adjacent development;
- is consistent with the design principles of the Rolleston Structure Plan.

7 Urban Development Capacity

A land development capacity assessment has been undertaken for the Rolleston Urban Area in support of the Plan Change (**Appendix F**). The report's methodology focusses on the capacity of zoned land within the most 'active' (feasible) ODP Areas. The report critically assesses the dataset information prepared by Council in respect of forecasted yields from each of the ODP Areas and updates the number of sites that have been developed and had 224c certificates issued.

The assessment focusses on the land development aspect of the ODP's largely due to the fact that its primary purpose is to inform a Plan Change to rezone land for residential development. Whilst housing capacity has been used in the Council's capacity assessment to satisfy the NPS, the capacity of available land is preferred in this instance.

The extent of section 'pre-sales' that are inherent to land development projects due to cost efficiencies or lending conditions (or both) mean that following 224c certification and issue of titles, a high proportion of sections (although vacant) are not available to the market. Accordingly they should not be counted as 'capacity'. In addition, the 'lag' in time taken to rezone land, obtain resource consents and construct the development prior to being able to construct housing means that identifying the capacity of available zoned land is an indicator which enables a shortfall to be identified early and a response is able to be prepared. For instance, at such a point in time that an imminent shortfall in housing capacity was identified, it would take a minimum of 2 years to provide a solution.

Using Council's dataset information (which has been compiled to inform capacity monitoring) the yield of each ODP has been critically examined to determine whether yield forecasts are feasible. Land allocated to existing improvements, land set aside for designated utility infrastructure, land used for non-residential purposes (schools, childcares etc.) and cadastral and topographical constraints have all been identified within ODP Areas and adjustments made to yields accordingly.

Alongside yield adjustments, monitoring data has been updated to reflect land that has been developed to the point of 224c certification being imminent or the issue of titles pending.

The assessment amends the Council's current capacity monitoring data and identifies a current capacity within all ODP Areas of 2059 households. This compares to Council's figure of 3082 households. Given the time that has lapsed since this assessment and with selling continuing unabated it must be assumed that there are less lots available.

Further to this comparison, it is likely the majority of short term development will be confined to ODP Areas 11 and 13 as well as the Acland Park Special Housing Area. It is doubtful if the other ODP Areas can be considered feasible in the short to medium term. If capacity is confined to these 'feasible' areas, then the overall capacity figure of 2059 households is reduced to 1372 households.

The steady rate of growth within Rolleston and the limited capacity identified justifies the need for additional land to be rezoned and therefore fully supports the intent of this Plan Change.

8 Policy and Plan Framework

The policy and planning framework relevant to the residential development is extensive including policy statements, plans and legislation at national, regional and district level. The following provides an assessment of the proposed plan change for rezoning in relation to these various documents.

8.1 National Policy Framework

- Part II RMA
- NPS Urban Development Capacity
- NPS Urban Development
- Draft NPS Highly productive land

Part II of the Resource Management Act

Part II of the Resource Management Act defines the purposes and principles of the Act, which are the overarching matters that should be taken into account in preparing policy statements and plans and when considering a resource consent application. In terms of this request for a plan change it is considered that the most relevant sections of Part II are sections 5 and 7. There are no relevant matters of national importance that are relevant to this proposal, and as such no assessment against this section has been made. The relevant sections are as follows:

5 Purpose

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) *In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while—*
 - (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) *Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
 - (c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

7 Other matters

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

...

- (b) *The efficient use and development of natural and physical resources: ...*
- (c) *The maintenance and enhancement of amenity values:*

...

- (f) *Maintenance and enhancement of the quality of the environment:*
- ...

The Faringdon Far West proposal provides for the efficient and sustainable use of the land resource, in that it is an expansion of the residential development area in Rolleston in a location that meets the criteria in the relevant existing and proposed national, regional and local plans and policy documents. This increase in housing supply within Rolleston, including the provision of affordably

priced residential sections and housing, will enable the social and economic wellbeing of the community to be maintained and enhanced.

The amenity of the neighbours and future residents has been taken into account throughout the development of Outline Development Plans for this block. This includes providing for lower density allotments in areas of the Faringdon Far West opposite rural and rural-residential zoned land. With regard to ensuring integration with adjoining existing residential areas and future growth areas this will be achieved by development by the respective outline development plans for Faringdon Far West, South West, South and South East having been prepared as part of a Master Plan for all of the Faringdon development. These ODPs provide for multiple connections within these sites which then provide linkages through to adjoining areas. Most of these linkages will be able to immediately actioned assuming the Plan Change 64 rezoning of Faringdon South West and South East is accepted. Achieving integration between the existing residential areas and the new areas will also result in the efficient use of existing infrastructure and other resources.

Achieving the balance required under Part II, has been achieved through a comprehensive approach to the design of the Faringdon Far West in coordination with Faringdon South West, South and South East development and is considered to achieve the overall purpose of the Act as set out in Part II.

National Policy Statement on Urban Development Capacity

The **National Policy Statement on Urban Development Capacity** (NPS-UDC) came into effect in December 2016, providing direction to decision-makers under the Resource Management Act 1991 in respect of planning for urban environments. The purpose of the Policy Statement is to recognise the national significance of:

- Urban environments and the need to enable these to develop and change and
- Provide sufficient development capacity to meet the needs of people and communities and future generations in urban environments

To achieve these purposes all councils that have part, or all, of a medium or high growth urban area within their district or region are required to produce a future development strategy which demonstrates that sufficient, feasible development capacity is available to support future housing and business growth. This includes over the medium (next 10 years) and long term (10 to 30 years) periods.

The Christchurch urban area was defined by Statistics NZ in 2016 as a high growth urban area. Given the strategic planning arrangements that already exist between the councils in the Greater Christchurch Partnership, it was agreed that a review of Greater Christchurch's settlement pattern should be done collaboratively, and in doing so, meet the statutory requirements of the NPS-UDC. Accordingly, the Partnership has determined that the Greater Christchurch area should be the geographic area of focus for the Update of the existing Urban Development Strategy (UDS) for the purposes of the NPS-UDC requirements.

This Update which is contained in the report "Our Space 2018-2018 – Greater Christchurch Settlement Pattern Update" was specifically undertaken to satisfy the requirements of Policies PC12 and PC13 of the NPS-UDC (related to producing a 'future development strategy') by:

- demonstrating that there will be sufficient, feasible development capacity over the medium and long term;

- identifying the broad location, timing and sequencing of future development capacity in new urban environments and intensification opportunities within existing urban environments;
- balancing the certainty regarding the provision of future development with the need to be responsive to demand for such development;
- being informed by a Capacity Assessment, the relevant Long Term Plans and Infrastructure Strategies required under the Local Government Act 2002, and any other relevant strategies, plans and documents;
- having particular regard to NPS-UDC Policy PA1.

This Update provides for residential development out to the Projected Infrastructure Boundary identified in Map A contained in Chapter 6 of the CRPS. In Rolleston the eastern extent of the Projected Infrastructure Boundary is Selwyn Road. The land proposed to be rezoned Living Z in this Plan Change sits west of Selwyn Road and is within the Projected Infrastructure Boundary thereby satisfying and implementing the Updated settlement pattern for Greater Christchurch and the National Policy Statement – Urban Development Capacity.

National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development (NPS-UD) was gazetted on 20 July 2020 and comes into effect on 20 August 2020. Its purpose is to ensure regional policy statements and regional and district plans provide adequate opportunity for land development for housing and business to meet community needs. This is to occur through improving the responsiveness and competitiveness of land and development markets to support productive and well-functioning cities. This National Policy Statement replaces the National Policy Statement on Urban Development Capacity 2016 by incorporating many of its elements.

The NPS-UD recognises at a national level the significance of well-functioning urban environments. In particular the Objectives of the NPS-UD seek the following:

- Urban environments that provide for the social, economic and cultural well-being and for their safety and safety now and in the future
- Planning decisions that improve housing affordability by supporting competitive land and development markets
- Regional policy statements and district plans enabling more people to live in areas of urban environments near centres or areas with employment opportunities,, area well serviced by public transport or a high demand for housing in the area.
- Urban environments develop and change over time in response to diverse and changing need of people, communities and future generations
- Local authority decisions on urban development are integrates with infrastructure planning and strategic over the medium term and long

The main tool to achieve these objectives is a Future Development Strategy (FDS) which has the purpose of achieving well-functioning environments in existing and future urban areas through, inter alia, provision of at least sufficient development capacity over the next 30 years to meet expected demand. As the NPS-UD has only recently been published there is no FDS for the greater Christchurch. However much of the work on development capacity has already been undertaken under the NPS -UDC 2016. Given the strategic planning arrangements that already exist between the councils in the Greater Christchurch Partnership, it was agreed that a review of Greater Christchurch's settlement pattern should be done collaboratively, and in doing so, meet the statutory requirements of the NPS-UDC. Accordingly, the Partnership determined that the Greater Christchurch area should be the geographic area of focus for the Update of the existing Urban

Development Strategy (UDS) for the purposes of the NPS-UDC requirements. The Update determined feasible development capacity is available to support future housing and business growth for the medium (next 10 years) and long term (10 to 30 years) periods.

The Update has now been incorporated into proposed Change 6 to the Canterbury Regional Policy Statement. The main change to Chapter 6 is the inclusion of references to “Future Development Areas” as areas, alongside greenfield priority areas, that are to provide for future residential growth in Greater Christchurch. Assessment of this rezoning plan change in relation to the CRPS policy 6.3.12 is set out in detail in 9.2 below. This assessment concludes that the proposed rezoning of the Faringdon Far West along with South West and Faringdon South East blocks fully satisfies all the requirements of Chapter 6 of the CRPS.

The provision of additional land for housing through rezoning of Faringdon Far West achieves the following relevant policies of the NPS-UD:

Policy 1 – Planning decisions

The requested rezoning with accompanying outline development plan provides the Selwyn District Council with a mechanism to make a planning decision that provides for a variety of homes with larger lots adjoining Dunns Crossing Road and mix of detached and attached homes elsewhere. A neighbourhood centre is set aside to enable establishment of local commercial facilities. In addition there is easy access to main roads for travel to work, schools, shops etc. as well as open space areas.

With regard to resilience to likely current and future effects of climate change the primary manner in which this can be achieved within new urban development is through encouraging reduced greenhouse gas emissions. The PC 64 request supports reduced greenhouse gas emissions through the following a consolidated urban form, proximity to community infrastructure and reduced reliance on vehicle travel as detailed below.

Consolidated Urban Form

The proposed development area lies within Rolleston’s infrastructure boundary and forms part of the Rolleston Structure Plan which was prepared to ensure future growth was planned in an orderly and consolidated manner.

Proximity to Community Infrastructure

The proposed development areas are located in close proximity to key community infrastructure. This includes:

- Foster Park
- Rolleston Aquatic Centre
- Rolleston College
- Lemonwood Grove Primary School
- Faringdon commercial centre (South Point)

In addition to the community infrastructure identified above, a neighbourhood centre is proposed to provide for the convenience needs of local residents, similar to the way the South Point centre operates within the original Faringdon neighbourhood.

Reduce Reliance on Vehicle Travel

The layout of the proposed development is conducive to supporting future Public Transport. In tandem with the South West and South East areas that flank the Faringdon South Special Housing

Area the boulevard linkages are extended, whilst also connecting with key local roads such as East Maddisons Road, Goulds Road and Springston Rolleston Road. Connections will also extend into the Acland Park Special Housing Area. The areas have been designed to provide a minimum net housing density of 12 households per hectare which at some point in the future will provide a critical mass in support of public transport. This public transport may be part of a district-wide service or a more locally-based service.

A key component of the layout for Faringdon Far West and associated South West and South East is the provision of an extensive pedestrian and cycle networks. These networks provides internal and external linkages which connect the areas with the established networks within Faringdon and along Springston Rolleston Road and Goulds Road.

Conclusion

The aforementioned factors which are inherent to the Far West area provide opportunities to reduce vehicle use and therefore greenhouse gas emissions. The factors mentioned are relevant on a predominantly local scale. Of further significance is the way in which the proposed plan change area supports reduced greenhouse gas emissions on a regional scale. Given the burgeoning employment base within Rolleston in the form of the growing industrial area, the town centre commercial development and ever-increasing community infrastructure projects, the provision of local housing options to support this growth also contributes significantly to reducing greenhouse gas emissions.

Policy 2 - Sufficient development capacity

This policy requires local authorities to provide sufficient development capacity to meet expected demand for housing over the short, medium and long term. The proposed rezoning is expected to provide for 800 houses over a period of 2022 through to 2029. The Economic analysis in **Appendix C** concludes that there is likely to be a shortage of residential capacity in the coming decade within Selwyn and Rolleston. There is therefore a clear case for more residential land to be zoned to meet the needs of the community and that the required rezoning should occur soon due to allow for the usual consenting and development phases involved in bringing housing to the market. Market Economics consider that if Faringdon Far West is zoned in 2020/2021 the residential component will be easily developed in the coming decade thereby contributing to meeting current and anticipated demand.

Policy 8 – Responsiveness to plan changes

This policy requires local authority decisions to be responsive to plan changes that add significantly to development capacity and contribute to well-functioning urban environments even if the development capacity is not anticipated by current RMA documents or is out-of-sequence for planned land release. Due to the very recent coming into force of the NPS-UD no council has yet defined the criteria for assessing what constitutes “significance” in terms of development capacity. Market Economics in their “Significant Development” report attached in **Appendix C** considers that the relative size and scale of additional development capacity within the local economy may be an important criterion.

The proposed rezoning will provide for 800 new dwellings to be developed in Rolleston. This constitutes 12% more dwellings than currently exist in Rolleston which is significant increase by normal standards. If this is considered in combination with Faringdon South East and South West Market Economics (Refer Appendix C) then the proportion is around 17% of the current housing stock. With regard to the proposal in relation to growth in Rolleston the current growth rate is approximately 500 new dwellings per annum. Market Economics assess that based on recent rates of new dwelling consents granted that the new 1700 houses (900 in South East and South West and 800 in Far West) could be built over 10 years. At its peak during this period it is assessed that the

new dwelling construction in the Faringdon South East, West and Far West areas could peak at around 30% to 45% of the annual house construction (2024 and 2025). They conclude that this is a sizeable share of the growth and would be “significant” within the context of Rolleston’s future growth.

Draft National Policy Statement for Highly Productive Land

A discussion document on a proposed National Policy Statement on Highly Productive Land was released in August 2019. Its purpose is to:

- Recognise the full range and values and benefits associated with the use of highly productive land for primary production
- Maintain its availability for primary production for future generations and
- Protect highly productive land from inappropriate subdivision, use and development

The NPS is primarily directed at regional policy statements and district plans.

Proposed Policy 1 of the NPS requires regional councils within 3 years of the NPS coming into effect to identify areas of highly productive land based on specific criteria based primarily on:

- capability and versatility based on the Land Use Capability classification system ,
- suitability of the climate for primary production
- the size and cohesiveness of the area of land to support primary production.

At its most basic level it appears that Land Use Capability Classes 1, 2 and 3 will be included.

The document lists problems that need to be solved including urban expansion onto highly productive land. In relation to this issue the document contains proposed Objective 3 which states:

Objective 3: Protecting from inappropriate subdivision, use and development

To protect highly productive land from inappropriate subdivision, use and development, including by:

- *avoiding subdivision and land fragmentation that compromises the use of highly productive land for primary production;*
- ***avoiding uncoordinated urban expansion on highly productive land that has not been subject to a strategic planning process; and***
- *avoiding and mitigating reverse sensitivity effects from sensitive and incompatible activities within and adjacent to highly productive land.*

As assessed in relation to the effects of development on versatile soils the Faringdon Far West block contains Lismore stony and shallow silt loam soils. These soils have limited ability to retain moisture and are considered to have severe limitation for food production even with irrigation.

With regard to the proposed Objective 3 these soils would not be regarded as highly productive land, both because the majority of the soils have poor water retention and because the area of better soils is quite limited and so would not support viable intensive production. If the Land Use Classification (LUC) is applied the soils are only Class 4 and so not worthy of specific protection.

Importantly Objective 3 specifically refers to highly productive soils being protected by avoiding “uncoordinated urban expansion on highly productive land that has not been subject to a strategic planning process”. In addition to the fact that the land to be rezoned is not highly productive, it has been identified through a very recent strategic planning process (Our Space) which provides for limited urban extensions including the subject land which sits inside the Projected Infrastructure Boundary. It is therefore considered that this rezoning Plan Change is aligned with the proposed National Policy Statement for highly productive land.

8.2 Regional Policy and Plans

- Canterbury Regional Policy Statement
- Our Space
- Canterbury Land and Water Regional Plan
- Iwi Management Plan

Canterbury Regional Policy Statement 2013

Chapter 5 – CRPS

The Selwyn District Plan is required under section 73(4) of the Resource Management Act to give effect to the Canterbury Regional Policy Statement 2013 (CRPS). Any proposed change to the District Plan must also give effect to the CRPS. Section 74(2) of the Act also requires territorial authorities to have regard to any proposed regional policy statement when preparing or changing a district plan.

The CRPS provides guidance on matters relevant to the growth of settlements within the region. Chapter 5 of the CRPS addresses concerns resulting from landuse and infrastructure on a region wide basis, and the objectives and policies of this chapter seek to ensure that development and growth does not have an adverse effect on the environment.

The objectives and policies in Chapter 5 of the CRPS 2013 seek to promote urban and rural-residential developments that have regard to the efficient use and development of resources while ensuring that any adverse effects on the environment are avoided, remedied or mitigated. Consolidation and integration with existing infrastructure is promoted, whilst ensuring that regionally significant infrastructure and the strategic transport network are not adversely impacted by any new development. The relevant objectives and assessment of the proposal in relation to these are set out below:

CHAPTER 5- LAND-USE AND INFRASTRUCTURE

5.2 OBJECTIVES

5.2.1 Location, design and function of development (Entire Region)

Development is located and designed so that it functions in a way that:

- 1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and*
- 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:*
 - a. maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;*
 - b. provides sufficient housing choice to meet the region's housing needs;*
 - c. encourages sustainable economic development by enabling business activities in appropriate locations;*
 - d. minimises energy use and/or improves energy efficiency;*
 - e. enables rural activities that support the rural environment including primary production;*
 - f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;*

- g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;*
- h. facilitates the establishment of papakāinga and marae; and*
- i. avoids conflicts between incompatible activities.*

Assessment:

The first goal of this objective is to achieve *consolidated, well designed and sustainable growth in and around existing urban areas*. This goal is achieved by the two proposed development areas adjoining the eastern extent of Rolleston. Development of these areas will achieve consolidation as they are logical extensions of very successful, well designed and sustainable suburban developments. The proposed rezoning of the Faringdon Far West block will also give effect to the second element of this Objective as it will enable the Greater Christchurch community to provide for their social, economic and cultural wellbeing through provision of additional housing as part of an established town. The development areas will not directly serve future generations as it is expected, based on known demand and supply, that they will be developed and built on in the short to medium term (3-10 years). Future generations will however benefit from current generations having “grown up” within an area that is part of well-planned growth of Rolleston, which in turn is part of Greater Christchurch.

With regard to the relevant location and design aspects referred to in clause 2:

- There are no areas within the land to be rezoned which have particular or significant natural values, nor is there any significant regional infrastructure.
- The area being rezoned has as its primary purpose the provision of housing choice for people of the region, and in particular, greater Christchurch.
- The rezoned land contains areas set aside to provide for community and commercial use, however these are expected to provide limited employment opportunities. However, there are substantial existing and future employment opportunities within Rolleston and the surrounding area.
- The land being rezoned is currently used for limited productive purposes
- Potential conflict is expected to be limited due to the land use history of the area and use of larger lot sizes on the eastern periphery of the two areas.

5.3.7 Strategic land transport network and arterial roads (Entire Region)

In relation to strategic land transport network and arterial roads, the avoidance of development which:

- 1. adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and*
- 2. in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.*

Assessment:

The Transportation Assessment attached to the Plan Change request considers the impact of the additional traffic generated by the requested residential rezoning. The assessment concludes that the additional traffic can be accommodated into the existing, new and planned elements of the road network serving Rolleston and Greater Christchurch without any adverse safety impacts. With regard to safety, the level of service of some intersections used by resident and visitors close to and beyond the immediate area is expected to reduce slightly resulting from a small increase in waiting

time. This degree of impact is considered to be of such a small scale that it is of no regional significance. It is therefore considered that the rezoning will be consistent with Objective 5.3.7.

The proposal is effectively an extension of existing residential development (Faringdon). On this basis the proposed rezoning is considered to implement the requirements of consolidation and integration. The rezoning provides additional housing choice for the community, and will connect into existing infrastructure. The rezoning combined with the development requirements such as reticulation of services, ensures that the completed proposal will have minimal effects on the physical environment, as set out in the AEE. The location of the site also ensures that transportation infrastructure, including the proposed Stage 2 of the Christchurch Southern Motorway, is not compromised. Overall, the proposed rezoning is considered to give effect to the objectives and policies in Chapter 5.

Chapter 6 CRPS

Chapter 6 was included in the Regional Policy Statement in 2013 having been incorporated from the Land Use Recovery Plan developed in response to the Canterbury earthquakes. Specifically it *“provides a resource management framework for the recovery of Greater Christchurch to enable and support earthquake recovery and rebuilding including restoration and enhancement through to 2028”*. A key focus of Chapter 6 was to respond to the anticipated demand for business and residential activities which needed to be replaced or relocated as a result of the earthquakes. To a large extent this recovery has occurred in relation to provision and uptake of identified (and now zoned) land for business and residential activities impacted by the earthquakes. Accordingly, it is considered that the objectives and policies in Chapter 6 need to be applied and evaluated recognizing that Greater Christchurch has moved on from only responding to the direct impacts of the earthquakes. In particular there is ongoing demand for residential land for housing due to population growth in addition to the demand by first home buyers who are reluctant or unable to buy existing houses in areas impacted by the earthquakes. These factors have resulted in strong demand for lower cost housing outside Christchurch City, particularly in Rolleston. On the supply side a number of areas identified for residential development have not become available as anticipated.

In response to a recognised demand for housing beyond that anticipated in the LURP and Chapter 6 of the CRPS, the Greater Christchurch Partnership has chosen to revisit these documents. This review has also occurred in response to the requirements contained in the National Policy Statement of Urban Development Capacity which has the purpose of recognizing the national significance of:

- Urban environments and the need to enable these to develop and change and
- Providing sufficient development capacity to meet the needs of people and communities and future generations in urban environments

To achieve these purposes all councils that have part, or all, of a medium or high growth urban area within their district or region are required to produce a future development strategy which demonstrates that sufficient, feasible development capacity is available to support future housing and business growth. This includes over the medium (next 10 years) and long term (10 to 30 years) periods.

The Christchurch urban area was defined by Statistics NZ in 2016 as a high growth urban area. Given the strategic planning arrangements that already exist between the councils in the Greater Christchurch Partnership, it was agreed that a review of Greater Christchurch’s settlement pattern should be done collaboratively, and in doing so, meet the statutory requirements of the NPS-UDC. Accordingly, the Partnership has determined that the Greater Christchurch area should be the

geographic area of focus for the Update of the existing Urban Development Strategy (UDS) for the purposes of the NPS-UDC requirements.

This Update, which is contained in the report “Our Space 2018-2018 – Greater Christchurch Settlement Pattern Update”, provides for residential development out to the Projected Infrastructure Boundary identified in Map A contained in Chapter 6 of the CRPS. In Rolleston the eastern extent of the Projected Infrastructure Boundary is Selwyn Road. The land proposed to be rezoned Living Z in this Plan Change sits north of Selwyn Road and is within the Projected Infrastructure Boundary thereby satisfying and implementing the Updated settlement pattern. Implementation of this updated settlement pattern is to be by way of a formal change to Chapter 6 of the Canterbury Regional Policy Statement which is to be achieved through a Streamlined Planning Process provided for in Part 5 of Schedule 1 of the RMA.

As mentioned above it is considered that the objectives and policies in Chapter 6 need to be applied and evaluated recognizing that Greater Christchurch has moved on from only responding to the direct impacts of the earthquakes. In particular there is a demand for residential land for housing simply created by natural growth in the population and that provision to meet this demand is going to be achieved by an amendment to Chapter 6 of the CRPS.

Objective 6.2.1 Recovery framework

Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:

1. *identifies priority areas for urban development within Greater Christchurch;*
2. *identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;*
3. *avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;*
4. *protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;*
5. *protects and enhances indigenous biodiversity and public space;*
6. *maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air;*
7. *maintains the character and amenity of rural areas and settlements;*
8. *protects people from unacceptable risk from natural hazards and the effects of sea-level rise;*
9. *integrates strategic and other infrastructure and services with land use development;*
10. *achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;*
11. *optimises use of existing infrastructure; and*
12. *provides for development opportunities on Māori Reserves in Greater Christchurch.*

6.2.1a Targets for sufficient, feasible development capacity for housing [Inserted in accordance with sections 55(2) and 55(A) of the Resource Management Act 1991, from the National Policy Statement on Urban Development Capacity 2016]

For the period 2018-2048, sufficient, feasible development capacity for housing is enabled in Greater Christchurch in accordance with Table 6.1.

Table 6.1 Targets for housing development capacity in Greater Christchurch, 2018-2048

	Development capacity to be enabled (number of dwellings)		
	Medium Term ¹ (2018-2028)	Long Term ² (2028-2048)	Total 30 Year Period (2018-2048)
Christchurch City	17,400	38,550	55,950
Selwyn	8,600	8,690	17,290
Waimakariri	6,300	7,060	13,360
Greater Christchurch	32,300	54,300	86,600

Policy 6.3.1 Development within the Greater Christchurch area

1. *In relation to recovery and rebuilding for Greater Christchurch:*
2. *give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;*
3. *give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;*
4. *enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;*
5. *ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;*
6. *provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area;*
7. *provide for a metropolitan recreation facility at 466-482 Yaldhurst Road; and*
8. *avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.*

Assessment Objective 6.2.1, 6.2.1.a and Policy 6.3.1:

Objective 6.2.1 sets out the form and content development and the means of achieving this through the land use and infrastructure framework set out in the CRPS. These means include identification of priority areas for urban development. The objective does not specify what those areas are, leaving that detail to the policies. The area proposed to be rezoned sitting inside the infrastructure boundary will be identified in the CRPS in the near future when the change to the CRPS is approved. All the other matters listed in this objective are either satisfied or not relevant.

Regarding **Objective 6.2.1a** Targets for housing development, the recent work undertaken by the Greater Christchurch Partnership updates this table reflecting both an increase in the number of households for provision which needs to be made and the fact that some of the land currently identified for development is not readily available.

Policy 6.3.1 largely mirrors Objective 6.2.1 but adds specific reference to identified greenfield priority areas on Map A. As mentioned those greenfield areas were developed on the basis of the anticipated demand primarily created by the recovery and rebuilding process following the Canterbury earthquakes. The process is largely occurred creating the opportunity to reconsider future needs associated with natural growth in the population and their housing needs. While the proposed rezoning is not consistent with this policy in regard to Map A, that will not be the case once the proposed change to Chapter 6 of the CRPS is in place. However it is noted that the actual development of this land will not occur prior to Map A being formally revised.

Objective 6.2.2 Urban form and settlement pattern

The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:

1. *aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:*
 - a. *35% averaged over the period between 2013 and 2016*
 - b. *45% averaged over the period between 2016 to 2021*
 - c. *55% averaged over the period between 2022 and 2028;*
2. *providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas and brownfield sites;*
3. *reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;*
4. *providing for the development of greenfield priority areas on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;*
5. *encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;*
6. *Managing rural residential development outside of existing urban and priority areas; and*
7. *Providing for development opportunities on Māori Reserves.*

Policy 6.3.1 Development within the Greater Christchurch area

In relation to recovery and rebuilding for Greater Christchurch:

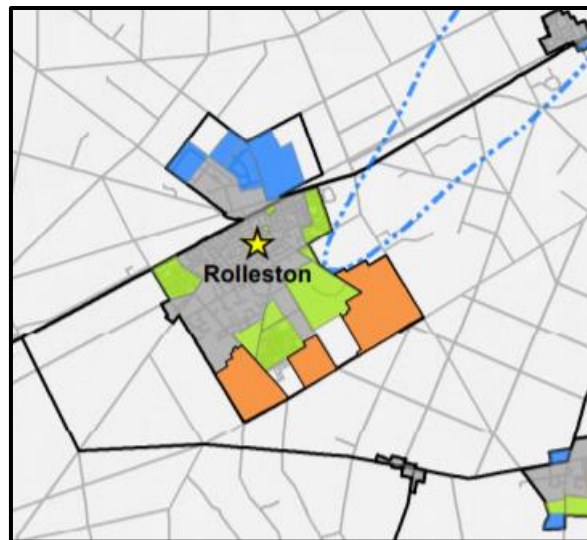
1. *give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;*
2. *give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;*
3. *enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;*
4. *ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;*
5. *provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area;*
6. *provide for a metropolitan recreation facility at 466-482 Yaldhurst Road; and*
7. *avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.*

Assessment Objective 6.2.2 and Policy 6.3.1:

This objective and policy are highly relevant as they set the scene for moving on from the rebuilding and recovery as they seek to achieve an urban form and settlement pattern that not only provides sufficient land for the recovery but also wants this to set a foundation for future growth. To date this has been signalled by identification of Projected Infrastructure Boundary on Map A. This boundary provides a logical and clear eastern boundary for the growth of Rolleston through to

Selwyn Road and has been adopted for the proposed rezoning as it follows through to this outer boundary.

The Selwyn Housing Accord identified a lack of capacity within Rolleston for existing and anticipated demand for housing. This lack of capacity has resulted in two major changes in the statutory planning framework relating to Rolleston. Firstly, Central Government have added two areas to Schedule 1 of the Housing Accord and Special Housing Areas Act, namely Faringdon South and Acland Park (refer grey areas between the orange Future Development Areas in the plan below). This has allowed these areas to be developed for urban purposes and in particular housing purposes. Secondly, this capacity issue has been recognised and identified at regional level in the report *Our Space, 2018-2048 - Greater Christchurch Settlement Pattern Update* prepared by the Greater Christchurch Partnership. Of greater significance is the identification of three “Future development area” (shown in orange in the plan below adjoining Selwyn Road) for inclusion into Map A and Chapter 6 through a change to the CRPS. The western Future Development Areas is one of the three areas proposed for rezoning.



While the proposed plan change does not give effect to the current version of Map A, it will do so as soon as the proposed change to the Canterbury Regional Policy Statement is processed. The Plan Change has been requested at this stage to avoid a delay in proceeding with development of these areas i.e. it will enable these areas to be developed as soon as Map A is formally amended.

With regard to various relevant criteria listed in Objective 6.2.2 there is sufficient infrastructure capacity to provide for development of Faringdon Far West site and outline development area plan have been prepared in accordance with the specified minimum density of 12 household per hectare.

The lack of consistency of the requested Plan Change with the current version of Map A is a function of timing. However, as the areas proposed to be rezoned will not be developed prior to Map A being formally amended to include these blocks, it is considered that the proposal will give effect to Objective 6.2.2 and Policy 6.3.1 of the CRPS.

Objective 6.2.3 Sustainability

Recovery and rebuilding is undertaken in Greater Christchurch that:

1. *provides for quality living environments incorporating good urban design;*

2. *retains identified areas of special amenity and historic heritage value;*
3. *retains values of importance to Tāngata Whenua;*
4. *provides a range of densities and uses; and*
5. *is healthy, environmentally sustainable, functionally efficient, and prosperous*

Assessment Objective 6.2.3:

The Assessment of Environmental Effects in the Plan Change Request document addresses the matters of good urban design, densities and uses and the adoption of sustainable infrastructure services. It is assessed that implementation of the requested Plan Change will give effect to this Objective.

6.2.4 Integration of transport infrastructure and land use

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

1. *managing network congestion;*
2. *reducing dependency on private motor vehicles;*
3. *reducing emission of contaminants to air and energy use;*
4. *promoting the use of active and public transport modes;*
5. *optimising use of existing capacity within the network; and*
6. *enhancing transport safety.*

Assessment Policy 6.2.4:

This policy is not directly relevant to the Plan Change request.

6.3.2 Development form and urban design

Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:

1. *Tūrangaewaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories.*
2. *Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.*
3. *Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of*
4. *Safety – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.*
5. *Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.*

6. *Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.*
7. *Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.*

6.3.3 Development in accordance with outline development plans

Development in greenfield priority areas and rural residential development is to occur in accordance with the provisions set out in an outline development plan or other rules for the area. Subdivision must not proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:

1. *Be prepared as:*
 - a. *a single plan for the whole of the priority area; or*
 - b. *where an integrated plan adopted by the territorial authority exists for the whole of the priority area and the outline development plan is consistent with the integrated plan, part of that integrated plan; or*
 - c. *a single plan for the whole of a rural residential area; and*
2. *Be prepared in accordance with the matters set out in [Policy 6.3.2](#);*
3. *To the extent relevant show proposed land uses including:*
 - a. *Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development;*
 - b. *Land required for community facilities or schools;*
 - c. *Parks and other land for recreation;*
 - d. *Land to be used for business activities;*
 - e. *The distribution of different residential densities, in accordance with [Policy 6.3.7](#);*
 - f. *Land required for stormwater treatment, retention and drainage paths;*
 - g. *Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement;*
 - h. *Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development;*
 - i. *Pedestrian walkways, cycleways and public transport routes both within and adjoining the area to be developed;*
4. *Demonstrate how Policy 6.3.7 will be achieved for residential areas within the area that is the subject of the outline development plan, including any staging;*
5. *Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;*
6. *Document the infrastructure required, when it will be required and how it will be funded;*
7. *Set out the staging and co-ordination of subdivision and development between landowners;*
8. *Demonstrate how effective provision is made for a range of transport options including public transport options and integration between transport modes, including pedestrian, cycling, public transport, freight, and private motor vehicles;*

9. *Show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;*
10. *Show how other potential adverse effects on the environment, including the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;*
11. *Show how the adverse effects associated with natural hazards are to be avoided, remedied or mitigated as appropriate and in accordance with [Chapter 11](#) and any relevant guidelines; and*
12. *Include any other information that is relevant to an understanding of the development and its proposed zoning.*

Assessment Policy 6.3.2 and 6.3.3

The urban design approach and elements detailed in the outline development plan for Faringdon Far West are anticipated to achieve a high level of amenity and efficiency for residents and for the neighbourhood and accordingly it is considered that the Plan Change will give effect to policies 6.3.2 and 6.3.3.

6.3.4 Transport effectiveness

Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

1. *avoiding development that will overload strategic freight routes;*
2. *providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;*
3. *providing opportunities for travel demand management;*
4. *requiring integrated transport assessment for substantial developments; and*
5. *improving road user safety.*

Assessment of Policy 6.3.4

The location of these new residential areas is such that they can make use of the current arterial routes to the key activity centre at Rolleston which is currently undergoing expansion to serve the growing population. The location also connects well to routes to the east such as Lincoln (bus service uses the Springston Rolleston Road), existing routes to Prebbleton and Christchurch and to the Christchurch Southern Motorway stage 2 with associated overbridges to provide quicker and more efficient routes between Christchurch and Rolleston. The changes are also anticipated to improve safety by reducing the number of vehicles using roads crossing main routes. While not directly served with public transport, it is expected that improved services will follow population growth of the town. Overall it is considered that the Plan Change is consistent with this policy.

Policy 6.3.5 Integration of land use and infrastructure

Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:

1. *Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;*

2. *Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to:*
 - a. *optimise the efficient and affordable provision of both the development and the infrastructure;*
 - b. *maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;*
 - c. *protect investment in existing and planned infrastructure; and*
 - d. *ensure new development does not occur until provision for appropriate infrastructure is in place;*
3. *Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;*
4. *Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28); and*
5. *Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.*

Assessment of Policy 6.3.5

The factors and outcomes sought in Policy 6.3.5 have formed the basis for identification of growth areas with Greater Christchurch. To date these growth areas have been in the general area of the proposed rezonings at Rolleston but have not extended through to Selwyn Road. In addition, two significant areas have recently been developed under the Special Housing legislation. The efficient use and development of infrastructure was a key determinant in choosing these areas. The servicing of the proposed new areas is addressed in the Plan Change request. It concludes that the proposed areas will make efficient use of existing infrastructure including the new sewer pump station on the corner of Selwyn Road and Springston Rolleston Road and the recently modified layout of this intersection. Water supply can be efficiently connected and stormwater treated and disposed of within the development sites. On this basis it is concluded that the proposal gives effect to this policy.

6.3.7 Residential location, yield and intensification

1. *In relation to residential development opportunities in Greater Christchurch:*
2. *Subject to Policy 5.3.4, residential greenfield priority area development shall occur in accordance with Map A. These areas are sufficient for both growth and residential relocation through to 2028.*
3. *Intensification in urban areas of Greater Christchurch is to be focused around the Central City, Key Activity Centres and neighbourhood centres commensurate with their scale and function, core public transport routes, mixed-use areas, and on suitable brownfield land.*
4. *Intensification developments and development in greenfield priority areas shall achieve at least the following residential net densities averaged over the whole of an ODP area (except where subject to an existing operative ODP with specific density provisions):*
5. *10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;*
6. *15 household units per hectare in greenfield areas in Christchurch City;*

7. *Intensification development within Christchurch City to achieve an average of:*
8. *50 household units per hectare for intensification development within the Central City;*
9. *30 household units per hectare for intensification development elsewhere.*
10. *Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.*
11. *Housing affordability is to be addressed by providing sufficient intensification and greenfield priority area land to meet housing demand during the recovery period, enabling brownfield development and providing for a range of lot sizes, densities and appropriate development controls that support more intensive developments such as mixed use developments, apartments, townhouses and terraced housing.*

Assessment of Policy 6.3.7

Policy 6.3.7 is similar to **Objective 6.2.1** Recovery Framework, **Objective 6.2.2** Urban Form and settlement pattern and **Policy 6.3.1** Development with the Greater Christchurch Area, all of which seek that urban growth occur within identified greenfield priority areas which are specified on Map A in Chapter 6 of the CRPS. As referred to in the assessment of these policies the greenfield areas identified on Map A were developed on the primary basis of anticipated demand created by the recovery and rebuilding process following the Canterbury earthquakes. While these were stated to apply through to 2028, recent analysis of population growth and take-up of land for new housing has shown that the growth requirements were underestimated and land availability overestimated.

Following from this recent analysis there has been an Update of the Urban Development Strategy which is contained in the report “Our Space 2018-2018 – Greater Christchurch Settlement Pattern Update”. The Update provides for residential development out to the Projected Infrastructure Boundary identified in Map A contained in Chapter 6 of the CRPS. In Rolleston the eastern extent of the Projected Infrastructure Boundary is Selwyn Road. The land proposed to be rezoned Living Z in this Plan Change sits west of Selwyn Road and is within the Projected Infrastructure Boundary thereby satisfying and implementing the Updated settlement pattern. Implementation of this updated settlement pattern is to be by way of a formal change to Chapter 6 of the Canterbury Regional Policy Statement which is to be achieved through a Streamlined Planning Process provided for in Part 5 of Schedule 1 of the RMA.

As mentioned it is considered that the objectives and policies in the current Chapter 6 need to be applied and evaluated recognizing that housing needs of Greater Christchurch have moved on from responding to the impacts of the earthquakes. In particular there is a demand for residential land for housing simply created by natural growth in the population, particular the cohort associated with buying their first home. To meet this demand in an efficient manner and to avoid causing the price of new housing to increase beyond normal levels there needs to be provision to meet this demand. Providing for this demand is going to be achieved by an amendment to Chapter 6 of the CRPS providing for new future development.

With regard to various relevant criteria listed in Policy 6.3.7 there is sufficient infrastructure capacity to provide for development of the Faringdon Far West site and outline development area plan have been prepared in accordance with the specified minimum density of 12 household per hectare. The layout will address housing affordability by providing for a range lot sizes including small lots that enable first home buyers to enter the market.

While the proposed plan change does not give effect to the current version of Map A, it will do so as soon as the proposed change to the Canterbury Regional Policy Statement is processed. The Plan Change has been requested at this stage to avoid a delay in proceeding with development of these

areas i.e. it will enable these areas to be developed as soon as Map A is formally amended. The lack of consistency of the requested Plan Change with the current version of Map A is a function of timing. As the areas proposed to be rezoned will not be developed prior to Map A being formally amended to include these blocks, it is considered that the proposal development provided for by the requested Plan Change will give effect to Policy 6.3.7 of the CRPS.

Our Space

The Greater Christchurch Partnership, which includes Environment Canterbury, Christchurch, City and the Selwyn and Waimakariri district councils, developed the Urban Development Strategy in 2007 to effectively plan for and manage urban development across Greater Christchurch. The collaboration played a crucial role in coordinating and facilitation rebuild and recovery activities after the earthquakes. This Partnership has now reviewed the settlement pattern for Greater Christchurch, which has to a large extent been undertaken to satisfy the requirements of the National Policy Statement on Urban Development Capacity (NPS-UDC) as referred to above. The reviewed settlement pattern is contained in the document *Our Space, 2018-2048 – Greater Christchurch Settlement Pattern Update*. The key considerations in supporting housing and business growth in Greater Christchurch raised by the Partnership are how:

- The desired urban form can be achieved while supporting increasing business and housing needs
- How to provide for diversity of housing that meets the needs of a changing residential population
- How to integrate land use and transport planning to create safe, accessible and liveable urban areas

Having chosen a scenario for Greater Christchurch for population and household growth over 30 years it has been estimated that about 74,000 new dwellings will be required. With a margin added to address the possibility of some development not occurring as predicted the total increases to 78,000 houses. For Selwyn District the projected household growth is 7,200 (8,600) for 10 years from 2018 to 2028 (the medium term) and an additional 13,500 (15,600) from 2028 to 2048¹ (30 years - the longer term).

Minimum targets for housing development capacity for medium and long term periods have been developed informed by the projected demand for housing identified in the housing assessment. Rather than duplicating the demands for each territorial authority The Partnership consider that this may not align with the strategic goals of the UDS to support growth by redeveloping and intensifying existing urban areas. In recognising that the current character of development will not change overnight the housing development capacity have been chosen to represent a transitional approach that align with projected demands over the projected term. The targets for housing development capacity in Greater Christchurch 2018-2048 are set out in the table below. These targets have been incorporated into the draft proposed change to Chapter 6 of CRPS.

Targets for housing development capacity in Greater Christchurch, 2018-2048

	Development capacity to be enabled (number of dwellings)		
	Medium Term (2018-2018)	Long Term (2028-2048)	Total 30 Year Period (2018-2048)
Christchurch City	17,400	38,550	55,950
Selwyn	8,600	8,690	17,290
Waimakariri	6,300	7,060	13,360

¹ Numbers in brackets include the additional planning margins required by NPS-UDC Policies PC1 to PC4.

Greater Christchurch	32,300	54,300	86,600
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It is expected that the medium term targets will be addressed through zoning and other processes and mechanisms (district plans, structure plans, outline development plans and infrastructure strategies). The details of these targets for housing development capacity for Greater Christchurch (and its component districts) will be inserted into Chapter 6 by way of a change to the Canterbury Regional Policy Statement by the end of 2019. Those medium term targets will be identified as being achieved by rezoning in district plans. Additional capacity over the long term will be shown on Map A in Chapter 6 as Future development Area. These areas will be identified in relevant plans and strategies and the development infrastructure required to service these will be identified in each council's infrastructure strategy.

Draft Proposed Change to Chapter 6 of the CRPS

To implement the required changes to Chapter 6 setting in place the updated development capacity and related policies Environment Canterbury in consultation with Christchurch City, Waimakariri and Selwyn District Councils has prepared a draft change which is to be approved by the Minister for the Environment under the Streamlined Planning Process provisions. The main change to Chapter 6 is the inclusion of references to "Future Development Areas" as areas, alongside greenfield priority areas, that are to provide for future residential growth in Greater Christchurch. The new reference to Future Development Areas occurs within:

- Policy 6.2.2 Urban form and settlement pattern
- Policy 6.3.1 Development within Greater Christchurch - Principal reasons and explanation
- Policy 6.3.3 Development in accordance with outline development plans
- Policy 6.3.5 Integration of land use infrastructure
- Policy 6.3.7 Residential location, yield and intensification - Principal reasons and explanation
- Policy 6.3.12 Future Development Areas

The Future Development Areas referred to in these policies are the brown areas identified in a revised Map A shown below.

requested to be rezoned met the various criteria for growth areas and would provide for expected demand resulting from detailed development capacity assessments. With regard to the high quality development and good urban design this is primarily attained through implementation of the approved outline development plan for the area to be rezoned.

3. *The timing and sequencing of development is appropriately aligned with the provision of infrastructure, in accordance with Objective 6.2.4 and policies 6.3.4 and 6.3.5*

The integration of the proposed new Living Z areas with regard to infrastructure needs has been assessed in this request. Due to infrastructure improvements and new facilities servicing Rolleston and the eastern areas in particular, the areas proposed for rezoning are well placed to make efficient use of existing and planned services and facilities. In addition the developments will, through development contributions, contribute to new and expanded services in the Rolleston area.

4. *The development would occur in accordance with an outlined development plan and the requirements of Policy 6.3.3*

A detailed Outline Development Plan has been prepared for each of the areas proposed to be rezoned. These have been prepared in accordance with Policy 6.3.3 which has become accepted practice within the Selwyn District Plan which has numerous Outline Development Plans.

5. *Policy 6.3.11(5) relating to a range of matters are met*

Policy 6.3.11(5) has an extensive list of circumstances that must exist before development can occur as a result of a review of the extent and location of land for development. These circumstances are assessed below:

- a. *Infrastructure to be in place* – This matter is satisfied with reticulated sewerage and water supply and on site stormwater treatment and disposal.
- b. *Safe and convenient access to community, social and commercial services* – Linkages on main routes and internal collector routes through Faringdon and along Dunns Crossing, Selwyn Road, East Maddisons Road and Goulds Road all provide ready, safe and convenient access to existing and proposed commercial, community and social services.
- c. *Urban consolidation continues to be achieved* –The location of the Faringdon Far West block largely completes rezoning and development of the southern and eastern extent of Rolleston providing a strong boundaries within which the urban area is consolidated.
- d. *Development does not increase the risk of contamination of drinking water sources* – There is no risk of water contamination from residential development in these new areas.
- e. *Doesn't lie between primary and secondary stopbanks of the Waimakariri River*- Satisfied
- f. *Landscape of the Port Hills is protected* - Satisfied
- g. *Open space character between urban areas is maintained*- Satisfied
- h. *Operation capacity of infrastructure not compromised*- Satisfied

6. *The effects of natural hazards are avoided or appropriately mitigated*

There are no natural hazard risks associated with the general area in which the rezoned is located.

It is concluded therefore that the proposed rezoning of the Faringdon Far West block fully satisfies all the requirements of Chapter 6.

Mahaanui - Iwi Management Plan, 2013

The Mahaanui Iwi Management Plan (IMP) sets out Ngāi Tahu's objectives, issues and policies for natural resource and environmental management within the area bounded by the Hurunui River in the north and the Ashburton River in the south. Under Section 74(2A) of the Resource Management Act, a territorial authority must take into account any such plan to the extent that it has a bearing on the resource management issues of the district. The IMP is primarily a tool for the Rūnanga in the area it covers; the plan also provides guidance to territorial authorities and others. The IMP sets out the broad issues as well as the specifics for particular areas. These matters are considered below, as they are relevant to this proposed Plan Change. It is noted that the IMP does not identify any specific cultural values associated with this land that might be adversely impacted by its development.

Ranginui

The relevant matters identified in IMP are discharges to air and the protection of night time darkness. The proposed Plan Change does not contain controls on these matters. The main discharge to air that could occur through this proposal is the establishment of log burners or similar within individual houses. Such discharges are controlled by Environment Canterbury through the Regional Air Plan. With regard to street lighting we understand the District Council is reviewing its approach to reduce the impact on the night sky as occurs in areas such as West Melton.

Wai Māori

Freshwater is of considerable cultural significance to Rūnanga. The main matters of concern relate to water quality and quantity and mixing waters from different waterbodies. The land to be rezoned does not contain any waterways. With the reticulation of effluent disposal from the proposed new dwellings the potential from adverse impacts on groundwater quality are limited. The site will also be connect to a Council water supply, which is more efficient way to service the development than through a separate well or wells. Stormwater generated by the new road will be treated and disposed of through swales or alternative treatment methods, ensuring that no untreated stormwater will reach the water race or groundwater which is at least 7m-8m below ground level. Roof stormwater will be disposed of straight to ground as is commonplace in Rolleston. All of these aspects of the development combine to ensure that there will be minimum adverse impact on the freshwater quality or quantity within this locality.

Papatūānuku

The use of land and how it is developed is of importance to Rūnanga. This section identifies matters such as the urban planning, the subdivision and development of land, stormwater, waste management, and discharges to land. The potential effects of the proposal on the environment have been discussed in Section 5 of this proposed Plan Change. That assessment concludes that there will minimal adverse impacts on the quality of the natural environment as no waste or contamination will be discharged in a manner that will compromise the mauri of surface or groundwater.

Tāne Mahuta

This section addresses the significance of indigenous biodiversity and mahinga kai to Rūnanga. The application site is not located in a known mahinga kai area. The subject land has been used for farming purposes since 1900s, and contains substantial plantings in and around the site, the majority of which are exotic in nature. The majority of these plantings are expected to be removed, however the street and reserve plantings will be dominated by native species which are well suited to the area. From experience with other residential developments, property owners will take a lead from this approach and use native plants from local nurseries as a major component of their landscaping.

Ngā Tūtohu Whenua

There are no known wāhi tapu, wāhi taonga or mahinga kai sites within the application site or close by.

Te Waihora

The application site sits with the catchment of Te Waihora. The main matters of concern within this area relate to the management of water and waterways within the Te Waihora catchment, and the subsequent impact that can have on the water quality of Te Waihora and its environment. The proposal does not involve an activity that could adversely impact on the lake and its environmental and cultural values.

Summary

It is considered that overall the proposal will not have an adverse impact on the cultural values of iwi as set out within IMP.

8.3 District Policy and Plans

- Selwyn District Plan
- Rolleston Structure Plan
- District Development Strategy 2031

Assessment of Selwyn District Plan Township Section Objectives and Policies

Township Section Part B1 Natural Resources

Objective B1.1.1 and Policy 1.1.3 seek to limit the effects on people from contaminated soils, primarily through avoiding the exposure of people to contaminated soils. PSIs have been undertaken, and minor contamination identified.

Objective B1.1.2 seeks to ensure that new activities undertaken within the rural area do not create shortages of land or soil resources for other activities. This is implemented through Policy B1.1.8 which directs avoiding the zoning of land which contains versatile soils for other activities, such as new residential development. In considering this objective and policy, it is noted that versatile soils are defined in the District Plan, however they are defined in the Canterbury Regional Policy Statement 2013 as being soils with a Land Use Capability (LUC) class of 1 or 2. Information obtained from Landcare Research's New Zealand Land Resource Inventory identifies that this site as LUC4. This class is not considered to comprise versatile soils. Overall it is considered that the residential use of this land is appropriate and in keeping with the above objective and policy.

Objective B1.2.1 seeks to ensure that the expansion of townships either maintains or enhances the quality of ground or surface water resources within the District, while Objective 1.2.2 is directed towards ensuring activities do not adversely impact on water resources. The policies that implement these objectives provide direction on the provision of water supplies at both an individual lot and township level. They also require the provision of effluent and stormwater disposal systems that avoid adverse effects on the quality of ground water. The details of the infrastructure to be provided for Faringdon Far West are set out in Section 3.2 above and discussed in more detail in the attached Infrastructure Report (Appendix A). This infrastructure will ensure that the development of Faringdon Far West occurs in a manner sought by these objectives.

The objectives and policies within parts B1.3 Ecosystems and B1.4 Outstanding Natural and Landscapes are not considered to be relevant to the consideration of this proposal.

Township Section Part B2 Physical Resources

The objectives and policies within Part B2.1 Transport Networks address the issues of the integration of land use and transport, ensuring a safe and efficient transport network, the provision for the future transport network and managing the effects of activities on the transport network and vice versa. The Faringdon Far West ODP provides comprehensive road network schemes for the development that will ensure it is integrated with the surrounding environment. This will be achieved by providing for future connections to existing residential land that is either adjoining or is opposite one of the boundary roads and potentially to the rural residential zone adjoining Dunns Crossing Road. The overall layout will ensure the safety, permeability and accessibility for vehicles, pedestrians and cyclists. The road geometry and layout is a continuation of that constructed for the Faringdon development to the east which ensures a consistency in design and street scape within this part of Rolleston. These aspects of the proposal are consistent with the outcomes sought by the objectives and policies within Part B2.1 Transport Networks.

Faringdon Far West will be supplied with a reticulated water and effluent disposal as well connections to the power and telecommunications networks in Rolleston. The provision of this infrastructure to the development is consistent with the outcomes sought by the objectives and policies in Part B2.2 Utilities.

Objectives B2.3.1 and B2.3.2 and their associated policies address the provision of community facilities and reserves within townships. The primary community facilities provided for within Faringdon Far West are the reserves and activities within the neighbourhood centre. These networks are being provided in accordance with the ODP prepared for this development. This aspect of proposal is in keeping with the Objective B2.3.1 and B2.3.2 and their associated policies.

Part B2.4 Waste Disposal addresses the matters of solid waste and reducing waste within the townships of the Selwyn District. For residential development such as Faringdon Far West this is achieved primarily through the provision of a solid waste collection and disposal service. It is anticipated that as this area is developed, that the Council's collection system will be expanded into Faringdon South. With the provision of this service and access to the Pines Resource Recovery Park, the matters address within Part B2.4 are provided for.

Township Section Part B3 People's Health, Safety and Values

Part B3.1 Natural Hazards address the issues associated with various natural hazards that can occur within the District, including earthquake and flooding. Faringdon Far West is not located within an area prone to flooding, and is also not located close to any known fault. This matter has been assessed in Section 5.3, which concluded the development is unlikely to result in an increase in natural hazard risk for future residents or for residents of surrounding land. Given this it is considered that the outcomes sought by the objectives and policies within Part B3.1 Natural Hazards are achieved for this development.

Parts B3.2 Hazardous Substances and B3.3 Culture and Historic Heritage objectives and policies are not considered to be relevant to this proposal. The objectives B3.4.1 to B3.4.3 of B3.4 Quality of the Environment address the issues associated with ensuring that the townships are pleasant places to work and live and provide for a range of activities to occur. The objectives seek to ensure that the character and amenity of zones is maintained and that reverse sensitivity effects between activities are avoided. Faringdon Far West has been designed comprehensively to ensure that a pleasant living environment is provided for future residents. The allotments that will be created will be of a size anticipated for the Living Z zone.

Objectives B3.4.4 addresses the growth of townships and seeks to achieve a compact form that provides for a range of living environments and housing choices. The ODP identifies areas suitable

for low density and medium density development. The Living Z framework within the District Plan ensures a variety of lot sizes, areas and shapes can be provided within low and medium density areas. The density requirements along with the rules framework allow a range of living environments and housing choice to be achieved. In this regard the Faringdon Far West development will be consistent with and implements this objective.

Objective B3.4.5 requires that the growth of townships provides a high level of connectivity both within the new developments and with adjoining areas, and enables access to a variety of forms of transport. The ODP provides for the primary connection points to the existing residential areas as well as provision for future connections to adjoining land, enabling a variety of transports forms to be used by future residents. Future subdivision designs will implement these ODPs thus satisfying this objective.

The policies of relevance that implement the objectives within B3.4 Quality of Environment are B3.4.1 and B3.4.3. The implementation method sought by these policies to achieve the objectives is through zoning. This is what this requested Plan Change is seeking with its proposed rezoning of the land to Living Z, including the provision of medium density housing. The rezoning of this area has been delayed due to need to also alter the Canterbury Regional Policy Statement to provide for this growth, however as this process is in motion it is considered that this requested Plan Change is the most appropriate tool to achieve the intent of these policies.

Township Section Part B4 Growth of Townships

Objectives B4.1.1 and B4.1.2 seek a range of living environments, including the provision of medium density areas, that provide a high quality of living and that the new areas are pleasant places to live. The Faringdon Far West development provides for a mix of medium and low density development which is consistent with the high quality development that is sought by the Outline Development Plans prepared for these areas.

The most relevant policy is policy B4.1.1(a) which provides for a range of allotments sizes within living zones, including the provision of medium density areas within identified areas of the Living Z zone. The provision of a mix of low and medium density allotments achieves this policy, and their location is consistent with the ODP prepared for Faringdon Far West. In addition, it is anticipated that the resultant built development within the medium density areas will implement policies B4.1.6 and B4.1.7 in relation to site coverage and will achieve a good level of urban design as sought by policy B4.1.13. In taking into these matters into consideration, Faringdon Far West will be consistent with Objectives B4.1.1 and B4.1.2 and their policies.

The objectives and policies within B4.2 Subdivision of Land address the issues relating to subdivision and ensuring the resulting development is fit for purpose. At this stage only rezoning is being sought by this Plan Change, however the ODP has been carefully designed with the ultimate subdivision in mind and have focussed on creating a high level of amenity to support the density of development being supplied. It is anticipated that on the basis of the ODP that there will be very limited rear allotments developed. This stage is part of an overall master planned development which achieves the outcomes prescribed within this policy. The location of reserves, roading layout and facilities such as cycle paths proposed will all be in accordance with the ODP by virtue of the inclusion of low and medium density lots into this area of the ODP, the proposed development is implements and is consistent with the objectives and policy with part B4.2 Subdivision of Land.

Part B4.3 Residential and Business Development contains the primary objectives and policies that enable the growth of townships within the District. Objective B4.3.1 outlines that the type of effects that should be avoided when the expansion of townships occurs. The impact of this proposal on natural and physical resources and the amenity values of the township has been

discussed in relation to the objectives and policies within Parts B1 Natural Resources, B2 Physical Resources and B3 Quality of the Environment. The conclusion of that assessment is that the development of Faringdon Far West is generally consistent with those objectives and policies, and as such is consistent with Objective B4.3.1.

Objective B4.3.3 requires new residential development within townships in the Greater Christchurch area to be provided within existing zoned land or priority areas identified in the Regional Policy Statement (RPS). Any such development is to be general accordance with an operative ODP. Faringdon Far West is not located within an existing zoned area or one that is identified as a priority area in the current CRPS. However *Our Space 2018-2048* which identifies and provides for implementation of the updated Greater Christchurch settlement pattern envisages rezoning of land out to the Projected Infrastructure Boundary contained in Map A in Chapter 6 of the CRPS. The Update of the settlement pattern identifies that some of the land that has been identified for growth within the RPS has very fragmented ownership and despite being zoned for some time thereby limiting land that can be considered available for development.

Objective B4.3.4 directs that new areas of residential development should support the timely, efficient and integrated provision of infrastructure. As part of the development of a neighbouring Faringdon subdivision, a large diameter sewer main was installed along the eastern boundary Faringdon South site. This pipe was sized to provide for the development of the Living Z zoned land in the area. As identified above, aside from Faringdon very little of the zoned land to the southeast of Rolleston has been developed. Faringdon Far West's development will support the efficient use of this sewer main. No new significant infrastructure is necessary to support this development. Given these factors it is considered that this development is consistent with Objective B4.3.4.

Objective B4.3.5 directs that sufficient land is available to accommodate that anticipated household growth within the District between 2013 and 2028 through both Greenfield growth areas and consolidation within existing townships. As identified previously the fragmented ownership of much of the zoned but underdeveloped land within Rolleston means that whilst there is zoned land available to provide for this growth, the ability for this to occur is restricted. In response to the shortfall created by this situation the Greater Christchurch Partnership has updated in the settlement pattern providing for growth of Greater Christchurch. This involves a change to Chapter 6 of the CRPS as the District Plan creating Future Development Areas in Rolleston which take permitted development out to the Projected Infrastructure Boundary shown on the original Map A. The Faringdon Far West area falls within the new Future Development Areas as can be seen in the proposed revised Map A in Chapter 6 of the CRPS above.

Objective B4.3.6 requires that the development of Living Z zoned land achieves an average net density of at least 10 households per hectare over an ODP area. The proposed ODP Area has been prepared on the basis of achieving a minimum yield of 12 households per hectare. This yield is reflective of the requirements of the Council's Special Housing Policy and a clear indication articulated through the *Our Space* process that 12hh/ha is the preferred net density to apply to future growth areas.

Policies B4.3.1, B4.3.3, and B4.3.4 manage residential growth through zoning and the use of ODPs to ensure a compact shape in a manner that avoids surrounding rural zoned land with urban development, and encourages the use of existing zoned land. Policy B4.3.7 relates specifically to the Living Z zones, and stipulates that the growth areas should not be developed until an Outline Development Plan is included within the District Plan; whilst policy B4.3.9 identifies the phasing of any Living Z zone land within Rolleston. The current issues with zoning this land for urban development and therefore the provision of an operative Outline Development Plan have been discussed above. As concluded previously it is considered that the purpose of the HASHA Act of

increasing land and housing supply in areas identified as having housing and supply and affordability issues outweighs the outcomes sought by these policies.

Policy B4.3.8 sets out the requirements that must be contained within any Outline Development Plan included in the District Plan. These matters include but are not limited to the identification of roads and connections to surrounding lands, land for schools, parks and similar facilities, the distribution of different residential densities across the ODP area. The ODP proposed as part of the Plan Change has been prepared to comply with the requirements of this policy.

Overall, in considering the objectives and policies of the Township Section of the District Plan, it is considered that the requested rezoning of the Faringdon Far West block meets the outcomes sought for new residential areas.

Assessment of Selwyn District Plan Rural Section Objectives and Policies

Given the current Rural zoning of the Faringdon Far West site, it is considered appropriate that an assessment is made of the relevant rural objectives and policies.

Rural Section Part B1 Natural Resource, B2 Physical Resources and B3 People's Health, Safety and Values

The objectives and policies of these two sections of the District Plan similar matters to those contained within the Township section. The conclusions reached in the assessment of the Township objectives and policies that the development of this land is appropriate and is generally consistent with the outcomes sought also applies here. As such it is not considered necessary to repeat that assessment.

The only matter of relevance not considered within Section 4.3.2 above relates to the matter of reverse sensitivity effects, addressed by Objective B3.4.2 and Policies B3.4.20 to B3.4.22. This objective and its policies seek to ensure that new activities do not give rise to any reverse sensitivity effects. For reverse sensitivity effects to arise, there must be an effect from a permitted activity that would give cause for complaints to occur that could impact on the ability for that permitted activity to operate. Typically, within rural areas this arises from horticultural and viticultural activities, intensive farming (such as poultry and pig farms) and quarrying. Aerial photography and site visits to the surrounding land indicate that the primary use of this area is for the rural living and pastoral use, primarily the grazing of animals and includes a dairy farm (which is currently zoned Living 3). Pastoral farming is typically not an activity associated with reverse sensitivity effects. However there is potential for aspects of dairy farming to create some nuisance, in particular the use of centre pivot irrigators can result in excess water being sprayed or drift onto roads and neighbouring properties. Given this environment it is considered that there is some potential for a limited number of residents to have reduced amenity however this does not necessarily result in reverse sensitivity effects being generated. Again it is noted that the area where the dairy farm is opposite the site is very largely zoned Living 3 so it is expected at some stage the use of this area may change.

Rural Section Part B4 Growth of Rural Area

The objectives and the policies that implement Rural Section Part B4 seek to ensure that the rural area maintains an overall low residential density that is consistent with the character of the area and avoids adverse effects on the environment including reverse sensitivity. Residential development at the density sought by the requested rezoning to Living Z clearly conflicts with the low residential densities typically found within the Rural Inner Plains Zone but is principally a distinction brought about by the fact that rezoning follows the change to the CRPS Greater Christchurch settlement pattern. Although the Faringdon Far West rezoning is inconsistent with this

aspect of these objectives and policies, it is consistent with the overriding national and regional policy statements relating to providing for future growth of urban areas..

The conclusions reached within the above assessment are that the development of Faringdon Far West is generally consistent with the outcomes sought by the relevant objectives and policies relating to natural and physical resources. The proposal has some potential to result in reverse sensitivity effects, but this is considered to be limited. As such the development while not consistent with the low density sought for the rural area does support the other outcomes sought by these objectives and policies.

Rolleston Structure Plan

The Rolleston Structure Plan was prepared in 2009 and seeks to manage the rapid growth that has and will likely occur in Rolleston, which could be a town as large as 50,000 by 2075. It was prepared as part of work relating to the Greater Christchurch Urban Development Strategy. The Strategy has the primary goals of a sustainable, well-designed and realistic and attainable Rolleston. The boundary chosen for the Structure Plan came from Variation 1 to Proposed Change 1 of the Regional Policy Statement (RPS PC1). The area follows Dunns Crossing Road as the western boundary, Weedons Road on the Eastern boundary and Selwyn Road on the southern boundary. This is effectively the same boundaries that are now from the basis of providing growth in the short to medium term.

The Structure Plan looks at many aspects of Rolleston including the strategic locations of the town centre, neighbourhood centres and local centres, land use patterns and community facilities and movement networks. In relation to the residential and community growth areas recommended in the Structure Plan these are the same or similar to what has been developed or is proposed to be developed.

The staging of Greenfield Residential Development set out in the Rolleston Structure Plan and illustrated on page 19 of that Plan is based on the progressive availability of infrastructure required for residential development. This approach favours the south western areas of Rolleston as the next areas for development. Stage 1 in the Rolleston Structure Plan covers what was the initial stage of Faringdon which is now fully built out. The second stage is Stage 2A for the period 2017-2026. Stage 2A includes the Faringdon South block which was approved and developed under the Housing Accords and Special Housing Areas Act (HASHA). This development has been subdivided and built on. Stage 2A also includes land to the west of Faringdon South lying within the triangle of East Maddisons, Goulds and Selwyn Roads. This is the Faringdon South West land and the now requested Faringdon Far West to be rezoned Living Z.

This sequencing approach has now been partially superseded by the Faringdon South and Acland Park developments proceeding under the HASHA process. These developments created the need for new wastewater servicing in the area. This has involved construction and operation of a new pump station on the corner of Springston Rolleston Road and Selwyn Road and the installation of sewer mains along the Springston Rolleston Road and along Selwyn Road from Faringdon South through to the pump station. This amended sequencing has been reflected in Council's recent master planning to inform the Long term Plan – refer **Appendix H** "Future Growth Staging" for Rolleston. The revised growth staging places the area in the southwest corner of Springston Rolleston Road and Selwyn Road in Stage 1. The triangle of land within East Maddisons, Goulds and Selwyn Roads is divided into two stages with the north eastern half in Stage 2A and the western side as Stage 2B. This revised staging is the basis for the proposed development sequence for the Faringdon South West and South East blocks and with the South East block (now in Stage 1) to be developed first followed by the South West and Far West Blocks (now in stages 2A and 2B).

District Development Strategy 2031

This Strategy was finalised in 2014 and was working with the population estimates and capacity assessments available at this time. This indicated that there was a trend leading to an 80/20 split of total population growth, where 80% of growth throughout the district will occur within identified urban boundaries. Further there was also an 80/20 split of urban population growth, where 80% will occur within the metropolitan Greater Christchurch area, comprising Rolleston, Lincoln, Prebbleton and West Melton township. From this data analysis Selwyn 2031 puts forward three key growth concepts being:

- establishment of a township network, which provides a support framework for managing the scale, character and intensity of urban growth across the whole district;
- establishment of an activity centre network, which provides a support framework for managing the scale and intensity of business areas throughout the district townships;
- encouraging self-sufficiency at a district-wide level.

With regard to urban expansion the Strategy seeks provision of sufficient zoned land to accommodate projected household and business growth to assist earthquake Recovery within the Greater Christchurch area. The actions to provide sufficient land are limited to rezoning of land in Rolleston and Lincoln including greenfield land ODP Areas 4, 9 - 13. Most land within the listed Rolleston ODP areas has now been developed and new capacity assessments have been undertaken all of which indicates that the District Development Strategy is not directly relevant to the consideration of current growth proposals.

9 Statutory Requirements of Section 32 of the Act

Before a proposed Plan Change is publicly notified an evaluation must be carried out by the person making the request. The evaluation, carried out under Section 32 of the Resource Management Act, must examine:

- (a) the extent to which each objective is the most appropriate way to achieve the purpose of the Act; and
- (b) whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate for achieving the objectives.

The evaluation is required to take into account:

- The benefits and costs of policies, rules, or other methods; and
- The risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.

Specifically section 32(2) requires identification and assessment of benefits and costs of the environmental, economic, social and cultural effects that are anticipated from the implementation of the provisions including opportunities for:

- Economic growth that are anticipated to be provided or reduced; and
- Employment that are anticipated to be provided or reduced

The Guidance Note on section 32 analysis on the Quality Planning website makes the following statement:

Appropriateness - means the suitability of any particular option in achieving the purpose of the RMA. To assist in determining whether the option (whether a policy, rule or other method) is appropriate the ***effectiveness*** and ***efficiency*** of the option should be considered:

- **Effectiveness** - means how successful a particular option is in addressing the issues in terms of achieving the desired environmental outcome.
- **Efficiency** - means the measuring by comparison of the benefits to costs (environmental benefits minus environmental costs compared to social and economic costs minus their benefits).

In this case it is the appropriateness of rezoning rural land for residential use that needs to be examined.

9.1 Objectives and Policies of the Selwyn District Plan

As the Proposed Plan Change does not seek to alter any objectives or policies of the Selwyn District Plan, the examination under Section 32(3)(a) of whether the objectives of the District Plan are the most appropriate way of achieving the purpose of the Resource Management Act is not required. This is because as the District Plan is operative it is assumed that the objectives are the most appropriate way to achieve the purpose of the Act. Similarly, it is assumed that as no policies are proposed to be altered, that they are the most appropriate means of achieving the objectives of the District Plan.

Although an assessment of the appropriateness of the objectives and policies of the Plan is not required, it is worthwhile to consider the proposed Plan Change against the proposed objectives and policies contained within the Selwyn District Plan relating to providing for urban growth. A detailed assessment of these objectives and policies has been undertaken in Section 8.3 of this assessment and it concludes that requested rezoning of the Faringdon Far West block meets the outcomes sought for urban growth and new residential areas.

Overall it is considered that the Proposed Plan Change is consistent with the strategic outcomes sought for residential development by Selwyn District Council. Additionally the resulting amenity is considered to be consistent with the outcomes required under the District Plan.

Given the conclusions within Sections 5, 6 and 7 on the effects of the proposal on the environment and the above assessment, the proposed rezoning of the Faringdon Far West block is considered to be an appropriate means of achieving the outcomes sought by the objectives and policies of the District Plan.

9.2 Assessment of the Benefits and Costs of the Proposed Change

In order to determine the effectiveness and efficiency of the proposed rezoning, an assessment of the benefits and costs of the proposed Plan Change, together with an examination of the risks of acting or not acting based on the information provided is required. In order to determine the relative benefits and costs of the proposed change, options other than the proposal should also be examined. In terms of this proposal the options considered are:

- Option 1 – Leave the area zoned Rural
- Option 2 – Rezone the land as Living Z by private plan change
- Option 3 – Wait for Council to rezone land as Living Z
- Option 4 – Apply for resource consent for proposed subdivision and development

The following is an assessment of these options.

Benefits and Costs of Option 1 – Leave the area zoned Rural

Benefits/Advantages	Costs/Disadvantages
<ul style="list-style-type: none"> • Maintains the existing character of the area. • Allows the Council to implement Our Space 2018-2048 Greater Christchurch Settlement Pattern Update and the associated changes to the Canterbury Regional Policy Statement (CRPS) within their own timeframe. 	<ul style="list-style-type: none"> • Does not fulfil the District Plan's objective of an equitable process to rezoning land. • Does not implement Proposed Change to the CRPS 2019 which seeks a settlement pattern that provides sufficient land for future growth. • Reduces the level of choice for potential purchasers of residential allotments. • Does not contribute to the cost of existing reticulation of services.

Benefits and Costs of Option 2 - Rezoning land as Living Z by private plan change

Benefits/Advantages	Costs/Disadvantages
<ul style="list-style-type: none"> • Implements Our Space 2018-2048 Greater Christchurch Settlement Pattern Update and the associated changes to the Canterbury Regional Policy Statement • Implements the National Policy Statement on Urban Development Capacity • The area is not dependent on the development of other land to provide access or infrastructure, such as stormwater disposal. • Provides an alternative for prospective purchasers of residential allotments within Selwyn District and elsewhere. • Economic benefit to Council from larger rating base through additional properties being added upon subdivision, and the payment of development contributions for new infrastructure (e.g. Eastern Selwyn Sewerage Scheme). • Provides long-term certainty for both the developer and potential purchasers as to the use of the land. • Supports existing Council reticulated services, e.g. sewer system and water supply. • Costs of assessments and development of ODPs fall on the developer, not the Council. 	<ul style="list-style-type: none"> • Loss of rural land for productive purposes. • Change in character of the area from rural to residential. • Increase in traffic generated within and around Rolleston. • Does not take into account other land that may be suitable to provide for growth

Benefits and Costs of Option 3 – Wait for Council to rezone land as Living Z

Benefits/Advantages	Costs/Disadvantages
<ul style="list-style-type: none"> • Allows the Council to implement Our Space 2018-2048 Greater Christchurch Settlement Pattern Update and the associated changes to the Canterbury Regional Policy Statement (CRPS) within their own timeframe. • Implements the National Policy Statement on Urban Development Capacity • The area is not dependent on the development of other land to provide access or infrastructure, such as stormwater disposal. • Provides an alternative for prospective purchasers of residential allotments within Selwyn District and elsewhere. • Economic benefit to Council from larger rating base through additional properties being added upon subdivision, and the payment of development contributions for new infrastructure (e.g. Eastern Selwyn Sewerage Scheme). • Provides long-term certainty for both the developer and potential purchasers as to the use of the land. • Supports existing Council reticulated services, e.g. sewer system and water supply. 	<ul style="list-style-type: none"> • Could result in uncertainty and delay regarding rezoning for urban growth as Council has indicated it does not want to be directly involved in rezoning land. • Council would have to determine which land is to be rezoned and so undertake detailed comparative analysis. • Council would have to undertake detailed assessments (e.g. geotech, soil contamination,) which are a cost to the ratepayer. • Council would have to develop ODPs for the rezoned areas which are not something it normally undertakes and which would be at a cost for ratepayers. • Loss of rural land for productive purposes. • Change in character of the area from rural to residential. • Increase in traffic generated within and around Rolleston.

Benefits and Costs of Option 4 – Develop the land by Resource Consent

Benefits/Advantages	Costs/Disadvantages
<ul style="list-style-type: none">• Council has the ability to place stricter controls on the development through consent conditions than may be possible through a plan change.• Potential for greater environmental benefit through Council having greater control over development, and being able to require some land for environmental compensation for the use proposed.	<ul style="list-style-type: none">• Potential social cost arising from lack of long-term certainty for future purchasers and adjoining neighbours as to the use of the land, as additional consents to alter conditions can be sought.• Potential and future purchasers would need to obtain consent if they were to alter uses, for example home occupation rules from the rural zone would still apply.• Restricted timeframe in which land has to be developed and houses built, leading to potential economic costs for landowner/developer.• Less flexibility in being able to develop the land.• Possibly higher costs to develop land through the placing of tighter controls on the development by way of strict conditions on a consent.• Unwanted precedent in terms of allowing large scale residential activity in the rural zone through consent only.

The above assessment highlights that the advantages and benefits of rezoning this area of land for residential use (Option 2) by way of private plan change outweigh the potential costs and disadvantages. The costs or disadvantages of the other options clearly indicate that they are not the most appropriate method.

9.3 Effectiveness

In determining the effectiveness of the Plan Change and other options to achieve the objectives, it is considered appropriate to include within “the objectives” the objectives of the relevant broader policy documents. These matters are considered in more detail in Sections 7 to 9 of this report. These latter objectives are particularly relevant because they set out, at a strategic level, how growth should be provided for within the Selwyn District as part of Greater Christchurch. On this basis the proposed Plan Change is assessed to be the most effective to achieve the objectives of the District Plan, and of implementing the proposed Change to Canterbury Regional Policy Statement and the decision and recommendations of Our Space 2018-2048.

The same rezoning could be achieved through incorporation of the rezoning into the review of the Selwyn District Plan that is expected to be publicly notified in April 2020. It is understood that the Council would prefer the initiative of rezoning to be taken by landowners who are familiar with the detailed characteristics of the land blocks as well as the challenges of developing them in a way that ensures a high level of integration with existing residential development in the south end of Rolleston. In addition if the rezoning is to be implemented through the proposed Selwyn Replacement District Plan it would likely result in a delay of 2 or more years before the zoning was finalised. Such a delay would adversely affect the delivery of lots to meet the assessed and known demand. This not only creates frustration for buyers and sellers but also has the potential to result in an escalation of costs making house ownership more difficult.

The proposed Plan Change is the only method that can ensure all of the following:

- Residential development of an appropriate density
- Development in accordance with an outline development plan
- Integration of development with existing infrastructure
- Specific amenity standards to be achieved in final development
- Enables the block of land to be planned, designed and physically constructed in a timely manner to meet the anticipated demand for new residential sections in Rolleston.

9.4 Efficiency

In determining efficiency, it is necessary to compare the costs and benefits of the four options listed in the tables above. These costs and benefits relate to a variety of matters including environmental, process and land use compatibility. In relation to all these matters Option 2 has a greater number of benefits/advantages as compared to Options 1, 3 and 4 while Option 2 has the same or lesser costs/disadvantages.

Assessment Regarding Information Provided

There is a large amount of information available about the site and the effects of the proposed rezoning; as such it is considered that there are no risks in acting.

9.5 Overall Assessment

Based on the assessment above, the overall conclusion is that the Proposed Plan Change is a more appropriate method for achieving the objectives and policies of the District Plan than the existing plan provisions or the alternatives canvassed above. It is also concluded that the environmental, social and economic benefits of the Proposed Plan Change outweigh any of the costs. On this basis, the proposed rezoning is considered to be an appropriate, efficient and effective means of achieving the purpose of the Resource Management Act.